

South Tipperary line guide – courtesy of www.southtipperaryrailandbus.com

Limerick Junction	Tipperary	Cahir	Clonmel	Carrick-on-Suir	Waterford
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Limerick Junction to Tipperary: Connecting trains from Cork, Dublin and Limerick have already disgorged their passengers and our departure is imminent. The train departs the station (usually platform 2) and proceeds a few hundred metres or less towards Limerick before coming to a standstill. The driver goes to the other cab and we proceed in a south easterly direction presently crossing the double tracked Cork-Dublin mainline on the flat. In just a few minutes we arrive at Tipperary. The station here has one platform. A picture postcard available locally features a bicycle propped up against one of the station signs suggestive of a timeless relaxed atmosphere. The Excel Arts & Culture Centre, shops and places to eat are less than a ten minute walk away.

Tipperary to Cahir: On a curve around seven minutes or so out of Tipperary a pleasant view of the approaching village of Bansha may be had on the right. Located at the northern end of the scenic Glen of Aherlow it is marked by its two churches and the backdrop of the Galtee Mountains. Splendid vistas of the forested slopes of the Galtee Mountains continue for some time. Less than a quarter of an hour later the train passes through a deep cutting and, in turn, under the M8 motorway and local roads on the edge of Cahir. On the approach to the town's station Cahir Viaduct is traversed. Sadly in 1955 the locomotive driver and fireman of a sugar beet train lost their lives in an accident here. There is a memorial plaque on the station platform. Cahir boasts a well-preserved castle on the river Suir in the centre of the town. It is open to the public throughout the year. There are several pleasant walks including one from the castle environs to the Swiss Cottage, a delightful ornamental cottage open to the public for several months a year. Cashel, renowned for the Rock of Cashel, is but a twenty minute coach journey from Cahir.

Cahir to Clonmel: Between Cahir and Clonmel there are good views of the undulating Knockmealdown mountains. Entering Clonmel we traverse two level crossings and our arrival is announced over the automated public address.

Clonmel: Clonmel is the largest town on the line and its station is a very impressive edifice indeed. The town has extensive shopping facilities, the main shopping area commencing around ten minutes' walk from the station. A local bus company operate a town bus route which passes the station. There are also bus links to other surrounding villages from the station and town centre. Clonmel has a prominent place in the history of Irish public transport as it was between Hearn's Hotel in the town and Cahir that Charles Bianconi first operated a horse-drawn carriage (or "bian").

p.t.o.

This single route rapidly expanded into a comprehensive network. In latter decades the ever expanding railway network saw some routes being discontinued and others being reorganised to act as feeders to the railway stations. Indeed Bianconi served as a director on the board of the Waterford & Limerick Railway.

Clonmel to Carrick-on-Suir: Less than ten minutes from Clonmel, Kilsheelan village is passed. The N24 road and River Suir keep fairly close company with the railway between here and Carrick-on-Suir. Cattle are seen grazing and resting in fields in the foothills of the Comeragh mountains. A pleasant riverside walk, a section of the East Munster Way, can be enjoyed between Kilsheelan and Carrick-on-Suir (the *Walks by train* page on the website has further info).

Carrick-on-Suir to Waterford: Leaving Carrick-on-Suir the Elizabethan manor, Ormonde Castle, can be glimpsed in the distance on the right. It is open to the public for several months of the year. Four miles from Carrick-on-Suir the former station at Fiddown is passed and two or three minutes later the erstwhile station at Grange. Both stations closed in 1963. The landscape is one of open countryside - fields and distant hills. On the approach to the outskirts of Waterford city our line traverses Dunkitt Viaduct over the River Blackwater. Presently the line from Dublin and Kilkenny joins ours on the left and we pass Newrath Level Crossing. A little further along the line runs close to the River Suir. If one looks to the right and back the way the train has come, the modern cable-stayed bridge on the Waterford Bypass and the partially dismantled bridge which carried the line to Mallow via Dungarvan can be seen. It was traversed by Rosslare to Cork boat trains until 1967 and by freight trains until the early 1980s. Approaching Waterford Plunkett Station the city is seen on the opposite bank of the river.

Historical note on the timetable: For many years the rail service along the line comprised a Limerick-Rosslare evening boat train each way supplemented by a morning train in the summer months. Between the Autumns of 2003 and 2004 the line was closed for repairs to be effected to Cahir Viaduct. From its reopening an enhanced service of three trains in each direction Mondays to Saturdays inclusive was provided (indeed for a period there were four trains each way) until January 2013 when the service was reduced to two per day each way.

Speed limit: The line speed is 50mph (with sections subject to lower limits).

Notes: 1. References in the text to on the left/right are in reference to facing the direction of travel. 2. It is railway convention in Ireland for lineside signage to show speed limits in miles per hour. Furthermore there are mileposts alongside the track (in fact posts at intervals of every quarter of a mile). For this reason the text uses miles when referring to distances and speeds.

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For more information on the line: www.southtipperaryrailandbus.com