

THE CORK, BLACKROCK, AND  
PASSAGE RAILWAY.

(From our own Correspondent.)

IN our Number 269, Vol. 10, for June 26, 1847, we gave a sketch of "Lady Deane commencing the Cork, Blackrock, and Passage Railway," by cutting a turf on the grounds of Sir Thomas Deane. We have now much pleasure in returning to same spot, after an absence of nearly three years, to record the first engine and tender passing over the line. This event, looked forward to by the citizens for some time past, took place on Tuesday 14<sup>th</sup>, and was hailed with delight by the health-seeking as well as recreation-enjoying portion of the community, to whom, as well as to the business portion of the citizens, it will be a great boon.

For some time, in the early stages of the works on this line, doubts were entertained as to the chance of its ever being completed; but fortunately, the whole management passed into the hands of a few practical business men, who brought the undertaking to its present state; and that too, without the aid of loan, or having pressed with severity on the shareholders, and at a considerable amount under the first estimate for the line.

In a few days the passenger traffic will commence, and open, even to the Corkonians, for the first time; glimpses of scenery along the road for which they are little prepared, notwithstanding the many thousand voyages made by steamers up and down the river. After leaving the station at Passage, the line runs close by the side of the public road, and, sweeps around Horsehead, showing the beauties of Merino up to Belveley Bridge, Smith Barry's Bay, the little island, and beautifully undulating and planted background of hilly scenery on the right. After rounding Horsehead the line again runs in close by the high-road, and shows a broad lake surrounded on all sides by richly planted hills, studded with the mansions of wealthy citizens and country gentlemen; having in the distance Blackrock Castle and the Mathew Testimonial Tower, with a peep at the Glanmire side of the river. At Hop Island, the rail for the first time crosses the high road and mouth of the Douglas Channel, previous to entering the deep cutting at Blackrock, and shows the Douglas Channel. After passing through the cutting, the line again joins the water; and comes out at Dundanion, as shown in the accompanying sketch, exhibiting at a glance one of the finest views on the river—the busy city, with its tall spires, its smoking chimneys, and hundreds of taper masts, with the broad sheet of water in the forepart of the picture, and the banks of Blackrock, the brickfields,

and Glanmire on each side, with the busy splash of the steamer and sluggish move of the deeply-laden emigrant vessel.

From Cork to Passage the line is a dead level, and presented no "engineering difficulties;" save at Blackrock, where a long and deep cutting had to be made to reach the mouth of the Douglas Channel, where it again became a labour of filling and continued onto Horsehead, from which place in to the station at Passage a sea-wall had to be built, thus to terminate the works for the present.

On Tuesday, the carriages having arrived by the Great Southern and Western Railway, were placed on the rails and, sent up and down the line until three o'clock, when a full freight of the directors and shareholders—as many as could be accommodated on both engine and tender, besides what the carriages could contain—were taken down in 17 minutes and brought back in 10½, performing the run up and, down quite to the satisfaction of all, and without the least possible oscillation or disagreeable motion.

[Taken from *Illustrated London News*, Vol. XVI, 1850, p.372]