

THE CORK AND MACROOM RAILWAY.

THE Cork and Macroom Railway, a line of twenty-four miles, starting from a junction with the Bandon Railway, one mile from the city of Cork, was formally opened last Saturday, and has been opened for traffic this week. The country through which it passes is fertile and picturesque, and must ultimately produce a large agricultural traffic. The line has been constructed by Mr. Roynane in a most satisfactory manner. There are five intermediate stations, at which the train stops by signal. These, with their respective distances from Cork, are Ballincollig, $6\frac{3}{4}$ miles; Kilmuney, $9\frac{3}{4}$; Kilcrea 13; Crookstown road 17 ; and Dooniskey, $20\frac{1}{2}$ miles. The length of the journey in time is an hour and a quarter. The fares are moderate, being only 3s., 2s., and 1s. 6d. respectively for first, second, and third class, between Cork and Macroom, with a fare and a half for first and second class return, and 2s. third class return. There are three trains daily, except on Sundays, when the early, train is dispensed with. The goods rates are also very reasonable. The rolling stock is of the very best description. The carriages have been built by the Ashbury Company, of Manchester. They are all of teak-wood; roomy and convenient, well ventilated, and abundantly lighted. The engines are by Dubbs and Co., of Glasgow. All the arrangements for traffic appear satisfactory. Our illustrator shows the arrival of the first train at the Macroom terminus.

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