

with a trailing siding into a cattle bank. Between here and Kingscourt was the Gypsum Siding installed in 1939 and worked by a 2-lever ground frame off the staff. Kingscourt (50.45), terminus of the line, had but one platform on the down side with sidings giving access to timber and goods banks. On the up side were a locomotive shed and 45ft turntable while beyond the level crossing at the Dublin end was Thompson's siding on the up side. A drawing of the station in 1893 shows two signal cabins, one on the platform with six levers and the second on the down side opposite Thompson's siding with five levers, this latter cabin being dispensed with about 1910. Just outside the station was the brick factory which provided heavy traffic, special instructions being in operation for wagons which were dealt with on the running line.

The Cavan line.

Inny Junction has already been described in the section on the Sligo line but it was unusual in having no proper road access although it is still possible to go by a bad track across the bog to the site of the station. Gradients on the first part of the branch were easy although there was a stretch of half a mile at 1 in 150 against down trains. Float (64.75) was on a falling 1 in 150 and had two platforms with the buildings on the up side as was the goods store; the cabin was on the down side beside the crossing. The second, staggered, platform was installed in 1905 enabling trains to be crossed. Ballywillan (70.09) had a platform on the up side with a separate goods platform and two goods stores. A platform on the down side was disused from 1900. A change of name was suggested in 1896 as it was frequently confused with the DW&W station of Ballywilliam. About 1½ miles south of Ballywillan station a siding diverged on the up side and ran for about a mile into Ballywillan ballast pit, in use until about 1915.

Between here and the next station at Drumhowna (76.15), opened in 1913, was Carnagh crossing. At the latter were sidings in connection with Ritchie's mining operations. Briefly, a Mr Ritchie operated iron mines at Cleenragh, near the village of Aghnacliff on the west side of Lough Gowna. The ore was transported by cart to the lake, taken across the lake in boats and then by road to Crossdoney. The company agreed to provide rails for a narrow gauge tramway from the lake to Carnagh where tranship sidings were laid on the down side; these were removed in 1877. Drumhowna (76.15) was situated on a sharp 1 in 80 climb as a result of which there were special instructions for shunting. The single platform was on the down side with a goods siding and store behind. It was forbidden for trains with passenger vehicles to shunt here. There were



A typical MGWR signal cabin at Float on the Cavan line, photographed shortly before the branch closed. Although this cabin has external steps many had the steps placed internally for added security. Also typical are the Midland pattern crossing gates. Author's collection.

further steep gradients with a long fall at 1 in 80 before levelling off into Crossdoney (81.34), junction for the Killeshandra branch which trailed in on the down side.

There were both up and down platforms, with the 28-lever cabin at the Mullingar end of the up platform. The buildings were on the down side with a goods siding and shed at the Cavan end of the down platform. Between Crossdoney and Cavan, the line passed through Tunnel Cutting, so called because the original plans were for a tunnel. At Cavan (85.47) the MGW made an end-on junction with the GNR line from Clones. There were two platforms, that on the down side being an island, the down face of which provided the through connection. The buildings were on the up platform which was in two sections ending at buffers one side for Midland trains and the other for those of the

GNR. The cabin was in the middle of this platform between the station building and the goods store. There was an engine shed and turn-table on the down side.

North Wall or Liffey branch

The branch diverged from the main line on the up side at Liffey Junction and crossed the Royal Canal. Between here and Glasnevin Junction, three quarters of a mile away, the long siding to the North City Mills ran beside the branch before diverging into the mills on the down side. There are in fact two double junctions at Glasnevin, both controlled from West Road signal cabin. The GS&W line from Islandbridge joined on the up side with the Drumcondra line diverging immediately beyond. Originally the junction faced the opposite way allowing GS&W traffic access to their own line and the MGW line while MGW trains could only gain access to their own line. To enable Midland trains to run to Amiens Street via the Drumcondra link-line, alterations were made to the layout in the 1930s.

The double-tracked North Wall branch drops on a steep gradient under Cross Guns bridge and the main Belfast road to Newcomen Junction, site of the famous battle