Greenway Luimneach Limerick

POINTE SPÉISE
DISCOVERY POINT

STÁISIÚN CHAISLEÁN NUA THIAR

NEWCASTLE WEST STATION

CREDIT: Ciaran Carey, Irish Railway Record Society

COURTESY: Limerick Museum

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CREDIT: Stephen Hunt

TEACH AN STÁISIÚIN

Bhí ról lárnach ag teach an stáisiúin i gCaisleán Nua Thiar do bhunú an Iarnróid ó Luimneach go Trá Lí, ag ceangal Cathair Luimnigh go na bailte margaidh is mó sa chontae.

Tógadh an líne ina chéimeanna ó na 1850ídí go dtí na 1880ídí, ag tosú leis an líne ó Luimneach go Baile na nGarraí in 1856. Cuireadh leis an líne go Ráth Caolo agus Caisleán Nua Thiar in 1867.

Suite i measc na talún is méithe in Éirinn, bhí Caisleán Nua Thiar rithábhachtach don dul chun cinn an thionscail déiriochta, agus borradh faoin ngeilleagar ba chúis leis an mbaile ráthúil is ea Caisleán Nua Thiar sa lá atá inniu ann.

Bhí an stáisiún gníomhach trí shaol an iarnróid ó Luimneach go Trá Lí, fiú nuair a íosghrádaíodh nó dúnadh stáisiúin traenach eile. Dúnadh é faoi dheireadh in 1975.

Thar na haoise ina raibh sé i bhfeidhm, rinneadh an stáisiún a uasdátú go minic agus síneadh é le dul in oiriúint d'athruithe ar an iarnród ó Luimneach go Ciarraí.

Ba é Caisleán Nua Thiar an stáisiún ceann aistir den líne go dtí go gcuireadh an chéad shíneadh eile leis, a criochnaíodh in 1880 agus cheangail sé Luimneach go Trá Lí, Co. Ciarraí.

Bhí an síneadh ó Chaisleán Nua Thiar casta mar gheall ar an talamh míchothrom sa cheantar.

Gach aon uair a raibh an stráice crochta idir Barnagh agus Caisleán Nua Thiar in úsáid, bhí ar traic amháin i gCaisleán Nua Thiar a bheith folamh i gcás traenach gan stiúir.

Rinneadh an riail sin a thástáil le linn Chogadh Cathartha na hÉireann, nuair a cuireadh traein trí thíne agus a bhí sé ag réabadh leis i dtreo Chaisleán Nua Thiar.

AN COGADH CATHARTHA AGUS AN TRAEIN TRÍ THINE

Ba mol do ghníomaíocht é Luimneach le linn an Chogaidh Neamhspleáchais (1919-1921), nuair a d'éirigh Éire amach in aghaidh rialach na Breataine, agus le linn an Chogaidh Chathartha leanúnaigh (1922-1923), nuair a throid an dá thaobh in aghaidh a chéile do bhunú stáit nua.

In 1923, ghabh fórsaí neamh-rialtais traein ag Barnagh, chuir siad de traein na paisinéirí, agus chuir siad trí thíne é sular bhain siad na coscáin.

Cuireadh an traein lasta ag réabadh leis anuas an cnoc rite an bealach ar fad go dtí Caisleán Nua Thiar, áit a thuairteáil sé i gcúl tithe ar Shráid an Easpaig.

Iontas na n-iontas, níor gortaíodh duine ar bith, ach maraíodh roinnt muca sa lastas faraor.

NEWCASTLE WEST STATION

The station at Newcastle West was essential to the establishment of the Limerick to Tralee railway, connecting Limerick City to the largest market town in the county.

The line was built in sections from the 1850's to 1880, starting with Limerick to Ballingrane in 1856. It was extended to Rathkeale and Newcastle West in 1867.

Surrounded by farmland, Newcastle West Station was essential to the development of Limerick's dairy industry, and the growing economy that resulted helped shape Newcastle West into the thriving town it is to this day.

The station was active throughout the lifetime of the Limerick to Tralee train service, even as other stations were downgraded or closed. It finally closed itself in 1975.

Over its century of operation, the station was regularly updated and expanded to adapt to the evolving Limerick to Kerry route.

Newcastle West was the terminus of the line until the next extension, which was completed in 1880 and linked Limerick to Tralee, Co. Kerry.

The extension from Newcastle West was difficult due to the uneven terrain in the area.

Anytime the steep section between Barnagh and Newcastle West was in use, a track in Newcastle West station had to be kept clear in case of a runaway train.

That rule was tested during the Irish Civil War, when a train was set alight and sent hurtling towards Newcastle West.

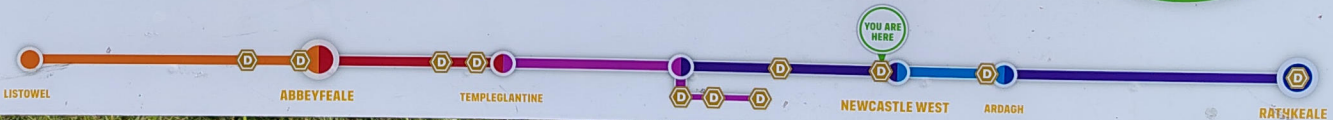
THE CIVIL WAR AND THE BURNING TRAIN

Limerick was a hotspot for activity during the War of Independence (1919-1921), when Ireland rebelled against British rule, and the subsequent Civil War (1922-1923), as opposing sides battled over the creation of a new state.

In 1923, anti-government forces seized a train at Barnagh, forced passengers off, and set it alight before releasing the brakes.

The burning trail barrelled down the steep hill all the way to Newcastle West, where it crashed into the back of houses on Bishop Street.

Amazingly, there were no human casualties, though a number of pigs in the cargo trains were killed.



Comhairle Cathrach & Contae Luimnigh
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