



# Attymon Station

A Miscellany of Times  
Past, Present and Future!



A Presentation  
by  
James N. Dillon



**“Lord, send us more like them”**



**■ Dedicated to  
Attymon's Patrons**

**Mr. JJ & Mrs GiGi Coleman,  
Attymon House and  
New Orleans, USA**



Sponsored  
By



**ARSLtd**  
Attymon Railroad Station  
House Trust Ltd

# Vision Statement

- Preservation of heritage will ultimately improve our children's lot.
- The goal of **Attymon Rail Station-house Trust Ltd (ARSTLtd)**. is to imbue future generations with an appreciation of their Heritage!
- ARSTLtd propose to initiate the process by restoring Attymon Station House.



# **Current condition of lonely, lifeless Attymon Station.**

- **The following images provide a visual summary of the:**
- **Station- house and associated structures.**
- **Enormity of task facing ARST's finite resources!**

1. Derilict Loughrea Branch Line and Platform.
2. Looking towards the Water Tank.

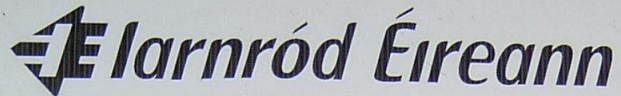








# Modern Train Schedule.



Valid from 3<sup>rd</sup> June '03 until 13<sup>th</sup> December '03

## Train Departures

From Attymon To Dublin - Heuston

**Weekdays** – \*10.35 hrs (S.O), 11.22 hrs and 18.42 hrs

\*Saturdays – July and August only.

**Sundays** – 09.02 hrs, 16.43 hrs, and 18.27 hrs

Train Arrivals from Dublin at this Station

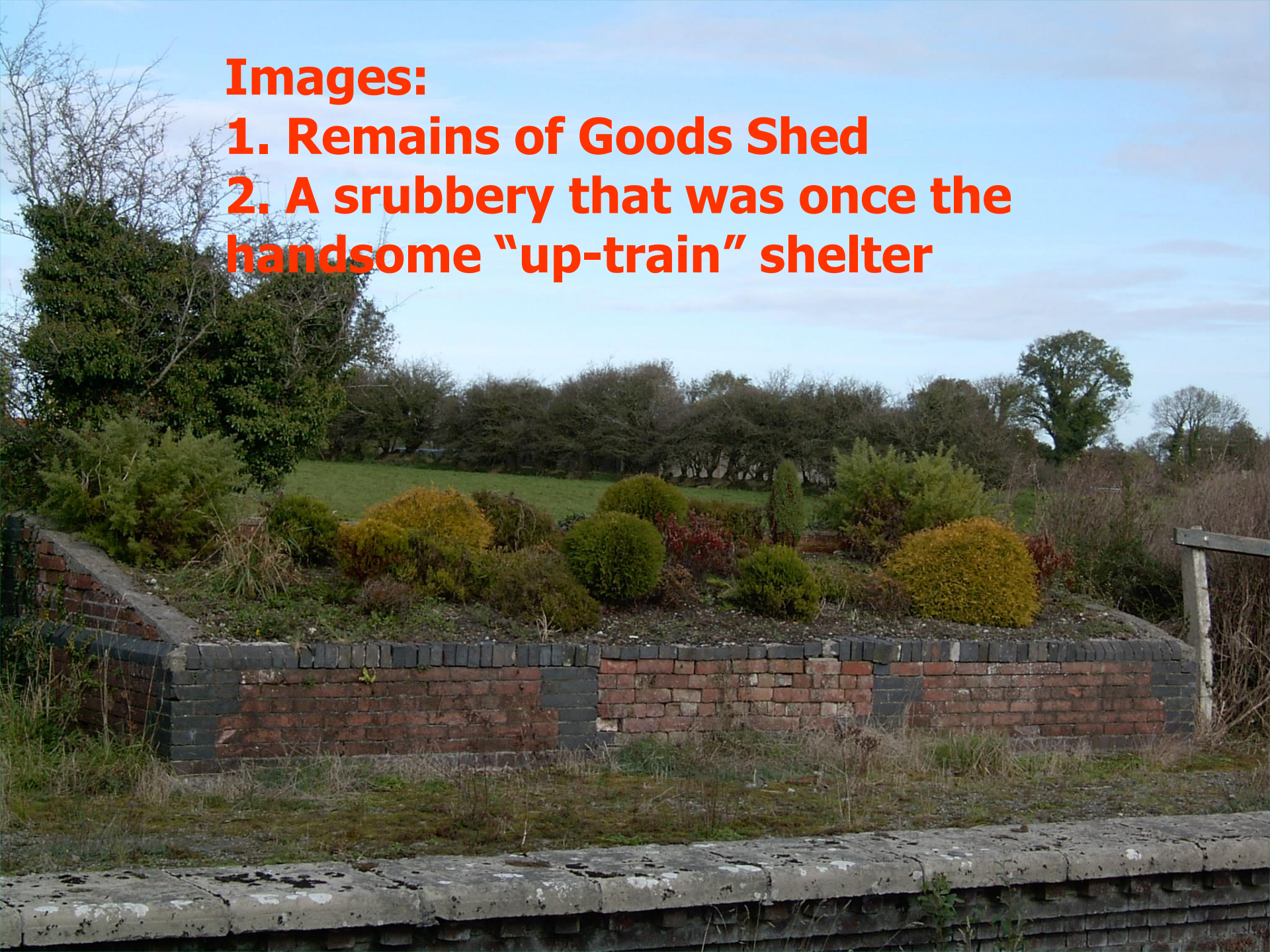
**Weekdays** – 09.42 hrs and 21.18 hrs

**Sundays** – 11.25 hrs and 21.10 hrs



## **Images:**

- 1. Remains of Goods Shed**
- 2. A scrubbery that was once the handsome "up-train" shelter**





- 
- Built by MGWR 1890 to facilitate L&ALRCo.
  - First Brick Building in the area.
  - Residential accommodation for the stationmaster.
  - Ticket/Waiting room for in-transit passengers

LOUGH  
CORRIB





# Stages linking Dublin to the West

- 1844 Formation of MGWR Co.
- Broadstone to Mullingar on the level bank of the Royal Canal.
- Parliamentary approval granted 1845.  
Opened Oct.1848
- Mullingar to Athlone. Approved 1846
- Athlone to Galway. Approval 1847.  
Opened July 1851



# The Broadstone MGWR Headquarters



Broadstone is now a Bus Depot.

First Chairman was James Daly 1<sup>st</sup> Lord  
Dunsandle.

The locomotive "Dunsandle" hauled first train  
westward on first stage

*The Broadstone  
terminus of the  
MGWR in Dublin  
was designed  
around the turn of  
the century.*

*Built to a pleasing  
Egyptian style, it  
was the work of  
the Midland's  
architect, J. S.*

# William Dargan

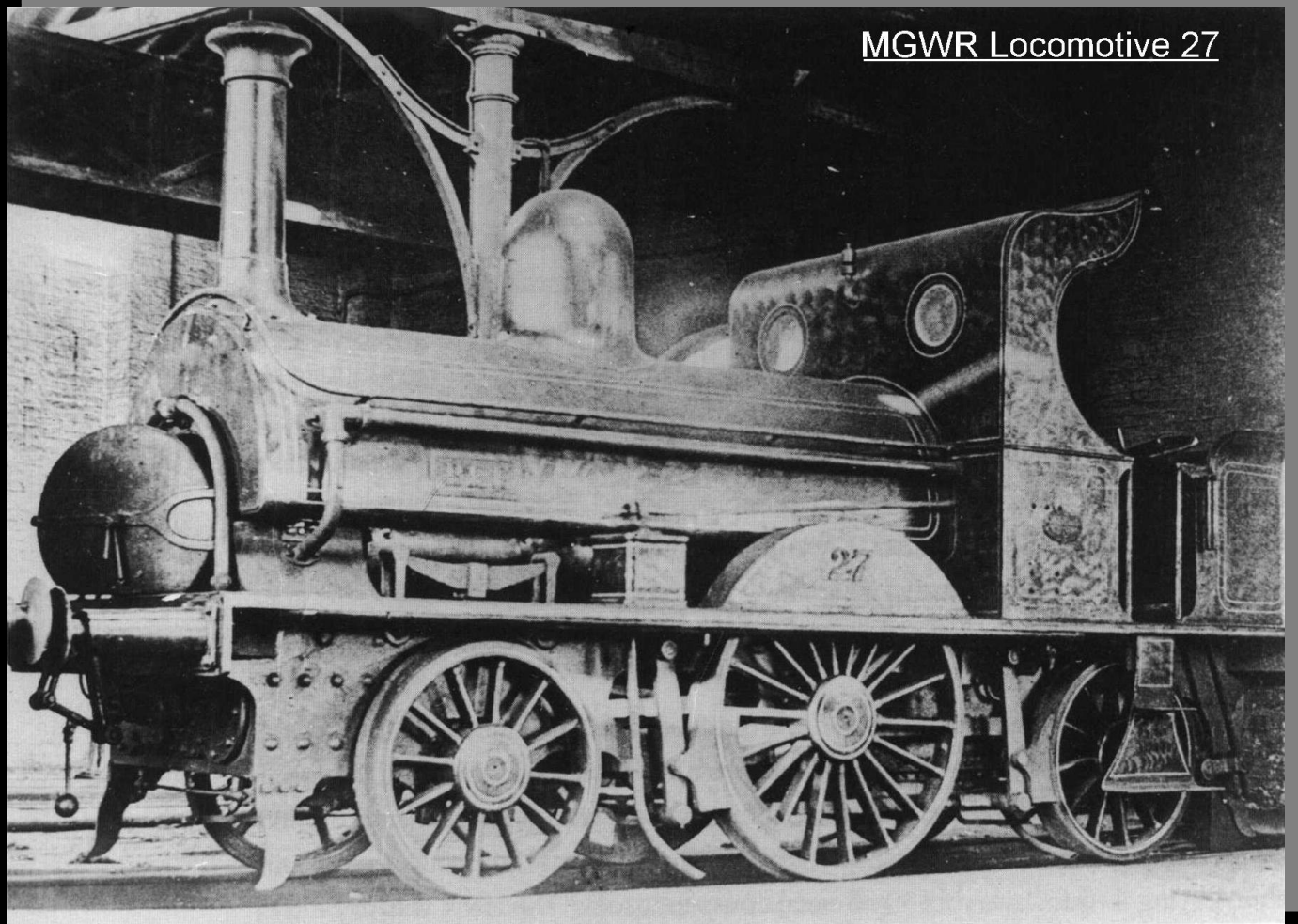
MGWR railway extension from Athlone to Galway was built by William Dargan, the most experienced contractor in the country.

His vast army of 'navvies' pushed through Attymon without encountering any major engineering problems – **but Attymon didn't get a station.**





# Type of Loco used to haul first train to Galway



MGWR Locomotive 27

The original extension from Athlone to Galway, a distance of some fifty miles, came under the provisions of the 'Railway Extensions Act 1849' and was financed by a Treasury Loan of £500,000 (with interest guaranteed by the ratepayers of County Galway). This enormous sum was given to the MGWR and it assumed responsible for the construction and operation of the line.

- The cost of "Government Aid" to the rate payers of Galway county and town became only too obvious in the two years following the euphoric grand opening.
- The market town of Loughrea, with its rich grass hinterland, had been bypassed and now saw rapid business decline whilst previously impoverished Athenry's fortunes dramatically improved.
- And so it was little wonder that Loughrea should doggedly fight for survival by demanding its own rail link with the Midland Great Western Railway.
- The nearest stations to the Attymon Region were Athenry to the west and Woodlawn to the east.

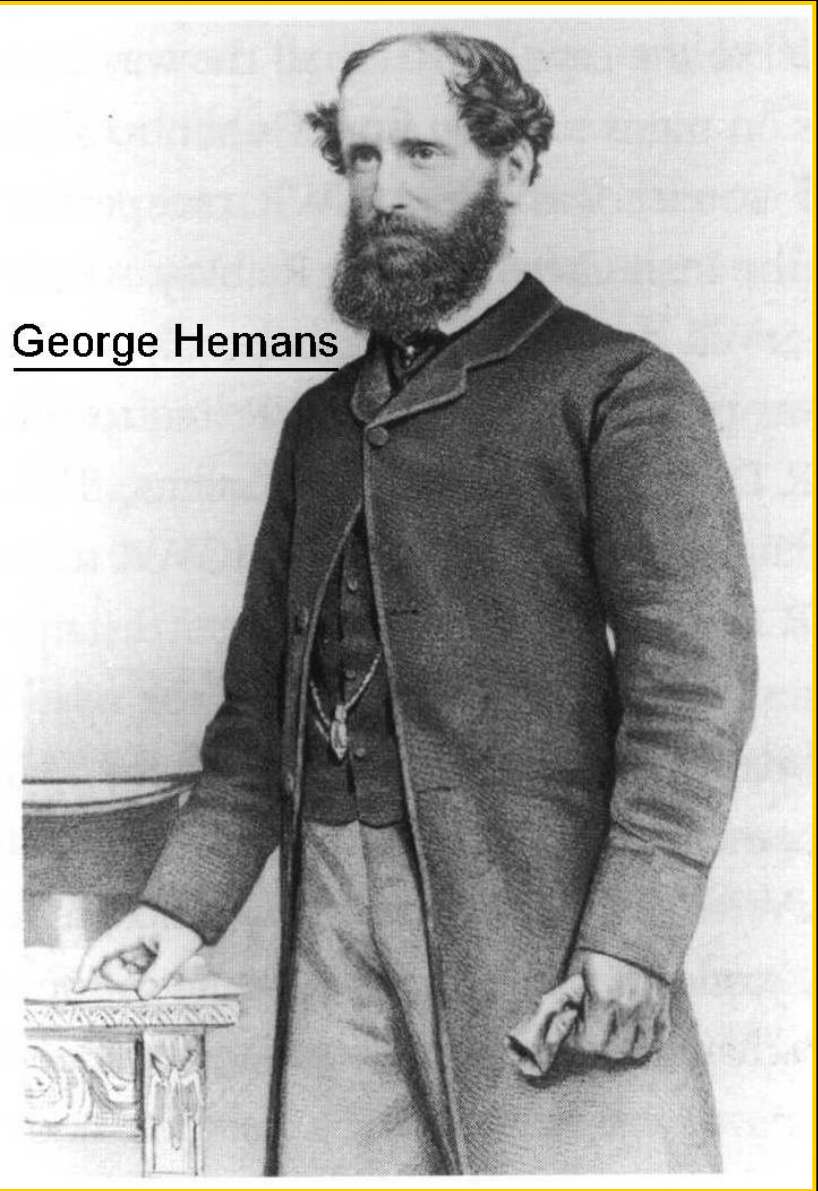
**Influential Lord  
Clanricarde was  
unable to deliver  
rail  
communication to  
his own town of  
Loughrea.**

**ULICK JOHN MARQUISE OF CLANRICARDE**



**George Hemans, Head Engineer with MGWR, was in favour of linking Loughrea to the main line at Attymon.**

George Hemans



# Skulduggery on Attymon Railway Bridge 1857

£30 or £15  
REWARD.  
THE MIDLAND GREAT WESTERN RAIL-  
WAY OF IRELAND COMPANY.

E,  
WHEREAS, on the night of the 11th, or morning  
of the 12th instant, about the hour of 12 o'clock,  
as the Mail Train to Galway was passing under Attimon  
Bridge in the Barony of Kilconnell, County of Galway,  
a stone was wilfully and maliciously thrown at the  
Train by some person or persons now unknown, where-  
by a severe wound was inflicted on Joseph Tinsley, the  
Engine Driver of the said Train. Now the said Com-  
pany hereby offer a reward of £30 to such person or  
persons as will prosecute to a conviction, the party who  
committed this outrage, or the sum of £15 for such  
private information as shall lead to the arrest and con-  
viction of the person or persons who committed such  
outrage.

By Order,

HENRY BEAUSIRE,



# 8 Steps in forming a Successful Railway Company

- **Promoters with Influence and Finance.**
- **Act of Parliament (expensive) needed for compulsory land purchase.**
- **Royal Assent.**
- **Formation of Railway Company with Shareholders and Directors.**
- **Planners, Engineers and Surveyors**
- **Contractor**
- **Railroad Operator with rolling stock**
- **Plenty of passengers and freight**

# **Attymon Station owes its existence to L&ALRCo**

- **The company was formed April 1885.**
- **Company capital was £70,0000 (14000 shares @ £5 each)**
- **Held its first meeting at 41 Lower Sackville Street (now O' Connell St) on the 9<sup>th</sup> May 1885.**
- **Chaired by Colonel John A. Daly JP of Raford**
- **William Daly JP DL of Dunsandle and Joseph Williamson of London were appointed Directors**
- **Henry Robertson was appointed Secretary**

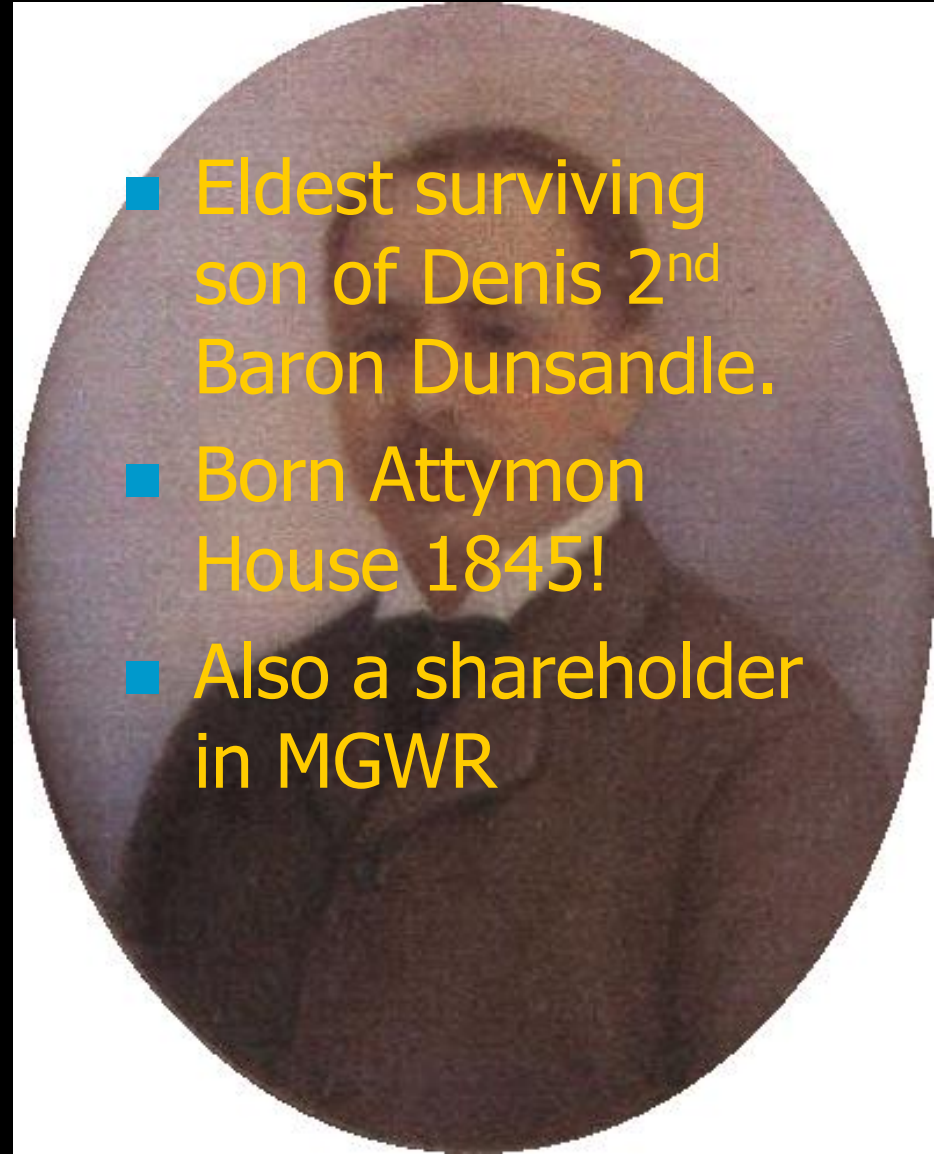
# William Daly JP DL of Dunsandle

- Younger son of the Earl of Westmeath
- Cousin of Col. JA Daly of Raford
- Later, Chairman of MGWR



*Photo by]* HONORABLE RICHARD A. NUGENT. [*Lawrence*

- Eldest surviving son of Denis 2<sup>nd</sup> Baron Dunsandle.
- Born Attymon House 1845!
- Also a shareholder in MGWR



# Bishop P. Duggan of Clonfert

- Lived in Loughrea  
1871 – 1896
- Fearless advocate of  
Tenant Right
- Tireless campaigner  
for Rail  
Communication  
between Loughrea  
and main Dublin  
Galway railway line
- Fond of Snuff



# Subscribers

Hon. R.A. Nugent JP	Rockfield, Athenry	Landowner
Col John A. Daly JP DL	Raford.	Landowner
William Daly JP DL	Dunsandle	Landowner
T.W. Mills, CTC	Loughrea	Banker
J. Smyth JP	Loughrea	Landowner
M. Sweeney, TC	Loughrea	Merchant

# Agreement between MGWR and L&ALR

- **MGWR to provide Attymon Station and signals.**
- **MGWR to give £4800 to L&ALR to build the branch line to MGWR standards so that MGWR rolling stock could use it.**
- **MGWR agreed to work the line for a period of 50 years at 55% of the profits.**



# Construction of Attymon Rail Junction at Attymonmore South

- 1878 MGWR acquired land in the townland of Cappanashruhaun. Small siding in place at Attymon circa 1888.
- Extended a year later to provide accommodation for 16 ballast wagons until such time as they could be passed onto a branch line.
- Water tank bought in 1889 for £683-5s from Ross and Walpole, Dublin
- Same company supplied the footbridge in 1894 when the siding was converted to a loop, an up platform with small waiting room was added and the Goods Store was built.
- 1912 double line linking Attymon to Athenry

# LOUGHREA AND ATTYMON RAILWAY

The Directors' Report and Statement of Accounts for Six Months ended 30th April, 1911, was submitted to the Shareholders at the Forty-fourth Ordinary General Meeting of the Company, held at the Company's Offices, 41 Dame-street, Dublin, on Friday, the 19th April, 1912, at half-past three o'clock.

The abstract of receipts, six months ended 30th April, 1911, showed the total traffic receipts to be £1473 2s 9d and a decrease of £17 7s 9d, for half year ended April, 1911, an increase of £87 8s 4d.

The Report said the Directors have pleasure in submitting their report and statement of accounts for the half-year ended 30th April, 1911, duly audited.

The total receipts of the railway for the six months ended 30th April, 1911, as will be seen above, are £1,473 2s 9d, 55 per cent of which is retained by the Midland Great Western Railway Company for working, as per agreement, and 55 per cent—viz, £662 18s 1d, plus £20 10s 9d interest and transfer fees—constitute your revenue. In addition a sum of

£20 10s 9d interest and transfer fees—constitute your revenue. In addition a sum of £132 18s 4d was received from the Midland Great Western Railway in settlement of a claim for Freight on sand used by them for ballasting purposes down to 31st October, 1910. This freight will in future be included in the ordinary receipts.

By Account No. 11 it will be seen that the contribution of the Galway County Council for the half-year is £668 9s 3d.

Mr D Tellord retires by rotation from the Board, and, being eligible, offers himself for re-election.

The Auditors, Messrs Craig, Gardner & Co. also retire, and offer themselves for re-election.

J. Archer Daly is Chairman, and W. G. Hill is Secretary, and the Boardroom is 41 Dame Street, Dublin.

Curious to note that among the Directors named is the Hon. R. Nugent, who died some months ago, and to whose death there is no reference.

14/06/04/1912



# Summary of Reports

Half Year	Share Capital In £ Guaranteed Non Guaranteed	Guaranteed Return @ 5%	Total Receipts In £	MGWR Co. 55% Receipts	L&ALRCo Shareholders 45% Receipts	Galway G.Jury or Co.Co. Contribu- tion
Ended 30/4/1912	54, 448 15,552	1361	1473		663 + Interest Less Expenses	667
Ended 31/10/1898	54, 448 15,552	1361	1318	724	594 + Interest and Transfer Fees	438
Ended 30/4/1898	54, 448 15,552	1361	1144	630	514 Less Expenses	959
Ended 30/4/1895	54, 448 15,552	1361	1204	663	541 Less Expenses	953

# Traffic over half year period 1898

sent—viz, £320 2s 10d plus interest and transfer fees—constitute your revenue.

By Account No 11 it will be seen that Contributions of the Baronies for the Half-year 188324 passengers travelled over the line bringing in receipts £566 5s 11 or £6 more than the same period last year. The parcels, merchandise, cattle, &c, came to £1,818 or about £60 over last half year. Only £50 is given for the mails and live stock came to £200.

The capital of the Company is £5,448 at

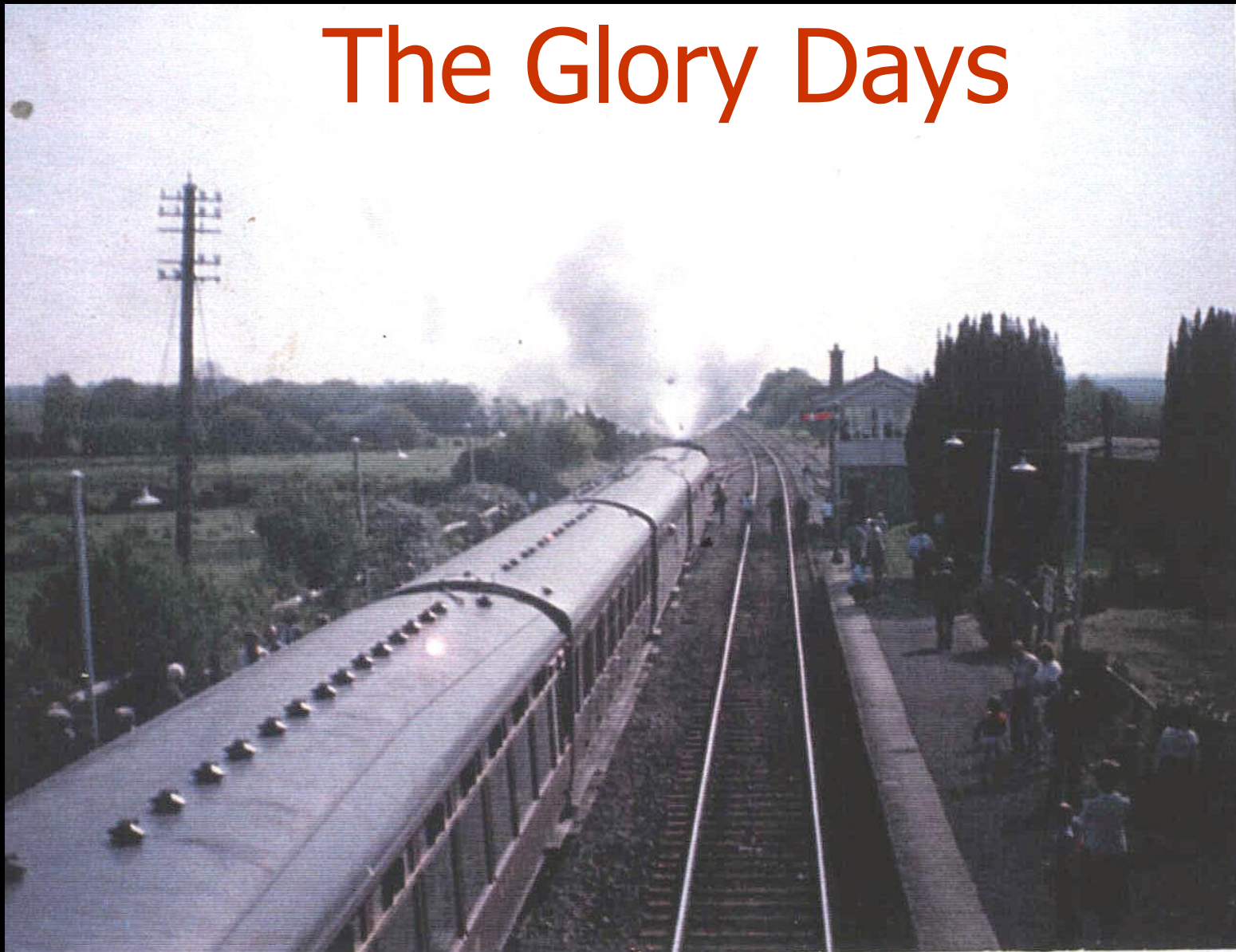
# Early Staff

- Robert Powell, b.1860, was appointed first Station Master for Attymon and before that he was attached to Athenry Station. By 1901 he was married to Maryanne Higgins and had four sons and one daughter. The Powells also had a servant to help out with the chores. One of his sons, Joe Powell, later worked as Goods Clerk.
- Two signalmen were employed, John Quinn from Co. Kildare who married Marie Lally, teacher in Attymon NS and Patrick Tierney, a young married man with a family of four sons and three daughters by 1911.
- One railway porter was Thomas Quinn who lived with his widowed mother, another Michael Crowe came from Co. Dublin and was married with two daughters and was later replaced by Christopher Plunkett from Co. Cavan, also married with one son and four daughters.

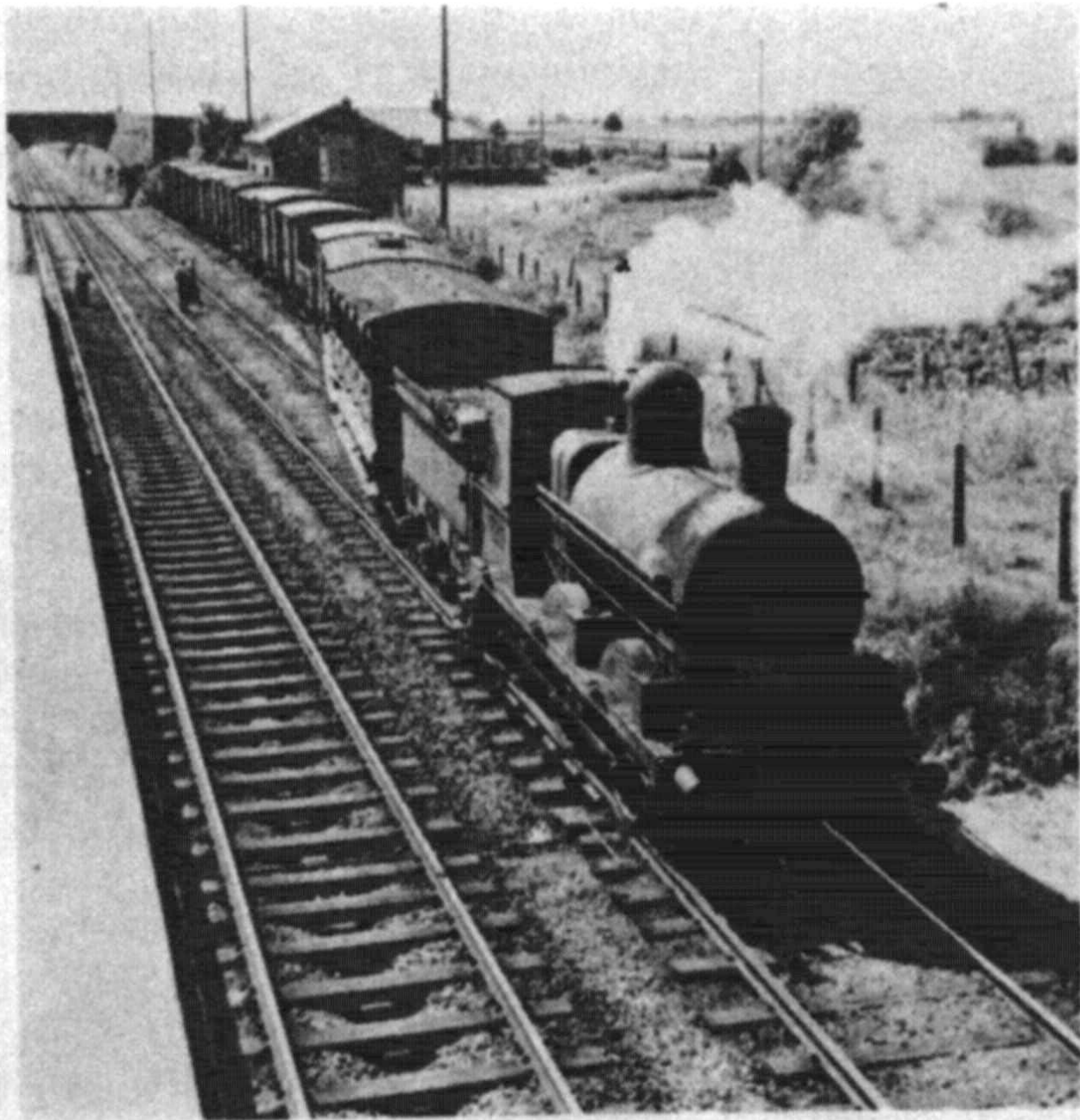
# Anon Says It All

*"Attymon Railway Station  
By Heaven must be planned  
The flowerbeds and paintings,  
The people say it's grand.  
It's there the trains will take you,  
Without much fuss or delay,  
To Dublin, Galway, Athenry,  
Dunsandle and Loughrea!"*

# The Glory Days







**Attymon Junction — looking west from footbridge; loco  
583. (P. J. Flanagan).**

# Leisurely journey to Loughrea





# Decline and End of the Loughrea/Attymon line





# Attymon Station Footbridge Removal (G. Ahern NT c.1991)



DECISION under SECTION 26 of the ACT of 1963 (as amended)

Reference Number: 99/3694

Date of Receipt of Application: 09/09/1999

Attymon Railroad Station House Trust Ltd  
c/o Gerry Ahern  
Attymon N.S.  
Attymon,  
Athenry, Co. Galway

I hereby give you NOTICE that the Galway County Council has by order  
dated **28 FEB 2000** granted Permission

to the above named, for development of land, in accordance with documents  
lodged, namely:

for change of use from part commercial/residential to recreational centre in  
the townland of Attimonmore South,

and subject to the conditions 5 set out in the Schedule hereto.

Signed this 28<sup>th</sup> day of Feb 2000 on behalf of Galway County Council

  
pp COUNTY SECRETARY

SEE ATTACHED SCHEDULE

(CONDITION NO.'S 5)

# A Just Request!

- From 1851 our impoverished post famine ancestors were levied unjust rates by Co. Galway's Grand Jury in order to subsidise MGWR rail communication between Dublin and Galway.
- By 1890 a further Baronial rate was struck to procure a rail link between Loughrea and the main line at Attymon.
- ARSTLtd asks that Attymon Railway Station-house be preserved as a fitting tribute to our ancestor's sacrifice.

# Restoration Goals

- ARSTLtd recognise the difficulty of financing such a worthwhile project.
- The Trust hope to overcome part of the difficulty by convincing state and semi-state agencies (or indeed any private organisation) to offer financial assistance.
- Re-roofing, while preserving exterior authenticity, is an absolute and immediate priority.
- Planning Permission and Plans exist ---- awaiting implementation