









Harcourt Street Line Exhibition


Additional information and Photos

Car Park Panel Number	Caption/Panel Title	
3	<p>Foxrock Station circa 1940</p> <p>D4 class 4-4-0 No.334 was built by the Great Southern and Western Railway at Inchicore in 1907. It was one of seven locomotives designed for the Cork - Rosslare expresses. Here it waits beside Foxrock's signal cabin about 1940, during The Emergency years of World War Two when the station nameboard was painted over to confuse invaders.</p> <p>Photo by Chas Meredith © Charles P Friel collection CMP03</p>	
4	<p>Drumm Battery Electric Railcar C leads a Harcourt Street to Bray train working some time in 1940. Invented by County Down man Dr James J Drumm and a team at UCD, the first battery electric railcars, A and B, entered service in February 1932 and came to the Harcourt Street line in 1938. Railcars C and D followed in September 1939.</p> <p>Coal for steam locomotives was in very short supply during The Emergency and of poor quality but the Drumm electric railcars provided a</p>	

	<p>much-needed service in difficult times. A mirror, mounted near the driver's door, allowed the driver to see the guard's starting signal. The Drumm battery trains were discontinued in 1949 when their batteries reached the end of their working life.</p> <p>Photo by Chas Meredith © Charles P Friel collection CMP04</p>	
5	<p>D4 class 4-4-0 No.334 at the south end of Foxrock on a sunny day in 1940 when the loco crew were joined by local staff and visitors including a boy visiting the footplate and a patient dog. The boy may be Dermot Farrell, the son of Station Master Thomas Farrell. The roof of The Gables (originally Findlater's Grocery shop) and the Station House can be seen.</p> <p>Photo by Chas Meredith © Charles P Friel collection CMP06</p>	
6	<p>Foxrock Station 1952. The third platform opened on 27 August 1888 and this was the view, looking north from the footbridge, on Monday 14 April 1952, with a glimpse of the racecourse on the left, beyond the racecourse platform. On the right the station nameboard is on the platform near the signal cabin. Behind the signal cabin is a short siding which served Foxrock's goods store. The</p>	

	<p>pre-fab concrete hut beyond the siding is thought to be the oil store for the station's signals. The siding running north past the hut was once used to lime wash cattle wagons which had brought livestock to Harcourt Street.</p> <p>Note the station name: in English - Foxrock, but in Irish - Cúirt an Ćoirnéil (Cornelscourt).</p> <p>Photo by Des Coakham © Charles P Friel collection DGC52037</p>	
7	<p>Foxrock on Monday 14 April 1952 saw this double-headed train from Grand Canal Street leaving for Bray. The leading locomotive is G2 class 2-4-0 No 652 which had been built by the Midland Great Western Railway at its Broadstone Works in 1892 as their No.18 <i>Ranger</i>.</p> <p>The other locomotive is D12 class 4-4-0 No.306 which was built by the Great Southern and Western Railway in 1902 at Inchicore. On the left is the Racecourse platform, originally called the Members' Platform and, before 1914, used exclusively by members of the Leopardstown Club and their guests attending race meetings. The island platform has a corrugated iron waiting room.</p> <p>Photo by Des Coakham © Charles P Friel collection DGC52039</p>	

9	<p>A diesel-powered Race Day Special in 1958. Race Day Specials were so popular that up to 3,000 people a day used them to go to Leopardstown. The racecourse ticket office is on the right and can still be seen near the entrance to Leopardstown Golf Centre.</p> <p>Foxrock Station was noted for being well kept and often won the Best Kept Station prize.</p> <p>Unable to trace copyright holder.</p>	
10	<p>Steam train at Foxrock Station showing the racecourse and ticket office. The wall of the present car park can be seen upper left. While this photograph is undated it may be after the closure of the line judging by what appears to be sleepers on the platform.</p> <p>Unable to trace copyright holder.</p>	
11	<p>This was the view towards Harcourt Street on Saturday 28 March 1959 after the line had closed. Trains from Dublin used the platform on the right which has the signal cabin, the main station buildings, and, nearest the camera, the station master's house. The gate pillars are those which are now at the entrance to the car park.</p> <p>Trains from Bray used the central line. The platform</p>	

	<p>on the extreme left was mostly used at rush hour or by specials such as those to the nearby racecourse. The footbridge connected all of the platforms.</p> <p>Photo by Des Coakham © Charles P Friel collection DGC59152</p>	
12	<p>Foxrock's original signal cabin was blown down in a storm on 22 December 1894 and the signalman injured. The replacement cost £200 and was destroyed in 1922 during the Civil War. This led to the building of this enlarged cabin which opened in 1924.</p> <p>The signal cabin was where the signalman controlled movements between here and Leopardstown in north and Shankill to the south. The large windows allowed the signalman to see everything easily. Visible through the windows are the tops of some of the 28 levers which controlled the station's signals and pointwork. The photograph was taken after closure on Saturday 28 March 1959.</p> <p>Photo by Des Coakham © Charles P Friel collection DGC59154</p>	

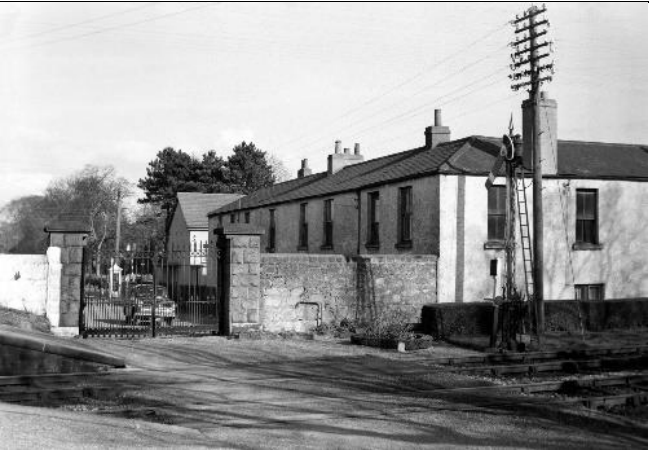


13	<p>This was the accommodation crossing at the south end of Foxrock station with the photographer's Hillman car beyond on Saturday 28 March 1959.</p> <p>Photo by Des Coakham © Charles P Friel collection DGC59156</p>	
14	<p>Foxrock 1959.</p> <p>Dismantling the closed railway, from the Dublin end, started soon after closure and reached Dundrum by the end of 1959 and Stillorgan by April 1960. Steam-worked trains brought the recovered materials south to Shanganagh Junction and lifting was completed to there by October 1960.</p> <p>One of the lifting trains is seen at Foxrock on Tuesday 18 August 1959. The locomotive is K2 class 2-6-0 No.462 which was built by Beyer Peacock in Manchester in 1922 for the Dublin and South Eastern Railway as their No.16. It became Great Southern No.462 after the amalgamation of 1925.</p> <p>Its sister locomotive, No.461 (DSER No.15), is on display at the Railway Preservation Society of Ireland's Whitehead Railway Museum after many years working mainline specials all over Ireland.</p>	

	Photo by Chas Meredith © Charles P Friel collection CM0311	
15	<p>Foxrock 1960</p> <p>The lifting of Foxrock station was in full swing on Tuesday 28 June 1960 when this train was clearing the final track south of the station. The locomotive is J9 class No.354 which was built by the Great Southern and Western Railway's Inchicore Works in 1903 but here working with a more modern tender. The photographer had driven the locomotive that day and thought that he had driven the final move at Foxrock. To his great chagrin, another train ran next day when he was elsewhere!.</p> <p>Photo by Chas Meredith © Charles P Friel collection CMP1807</p>	

Additional Photographs Not in the Exhibition


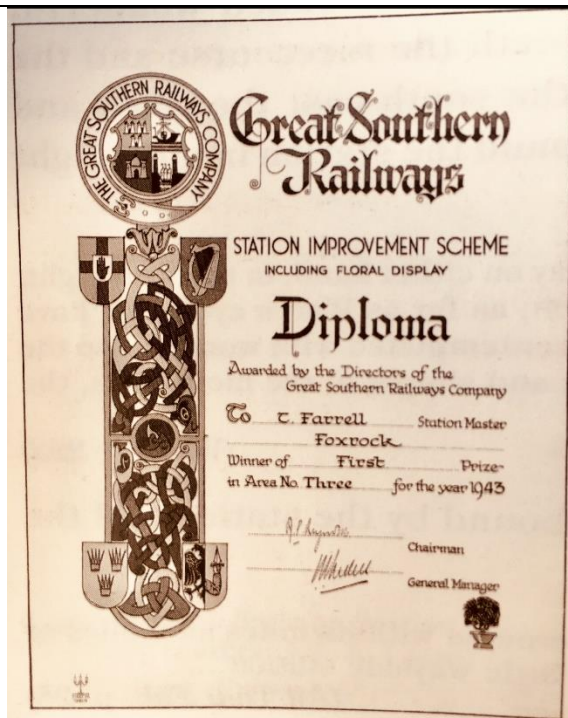
Caption	Photograph
<p>Foxrock 1955</p> <p>At the south end of the station G2 class 21-4-0 No.665 arrives with a three-coach train, the 2.40pm from Bray to Dublin, on Saturday 28 May 1955. The locomotive was built by the Midland Great Western Railway at its Broadstone Works in 1897 as their No.27 <i>Clifden</i>.</p>	

Photo by R M Arnold,
courtesy of Michael
McMahon and Charles Friel

Foxrock Station was known
for being well kept. Samuel
Beckett alluded to it in his
1957 radio play *All that Fall*.
This certificate was
awarded to Station Master
Thomas Farrell who was Mr
Barrell in Beckett's play.

Photograph courtesy of
Charles Friel.

A similar certificate was
awarded to Station Master
Myles Doyle in 1947



Hand drawn layout of
Dundrum, Foxrock, Shankill
and Bray Stations. By Des
Coakham who took many
of the photographs after
the line closed. Courtesy of
Charles Friel.

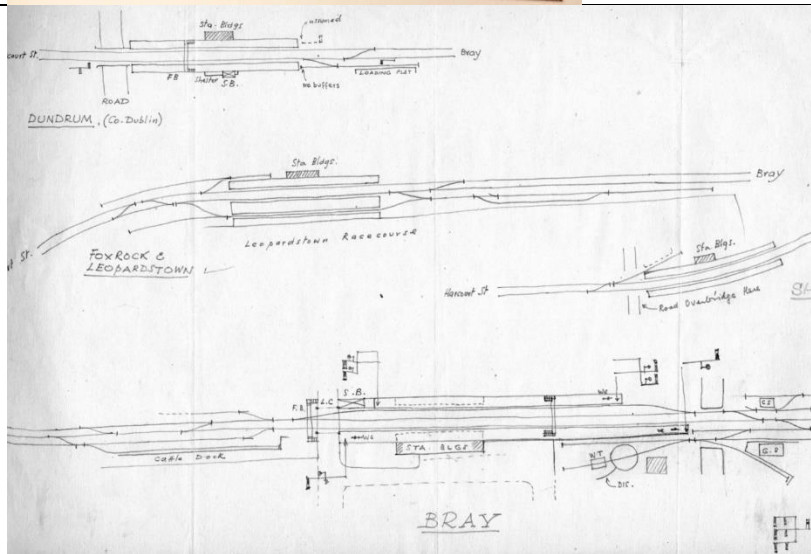
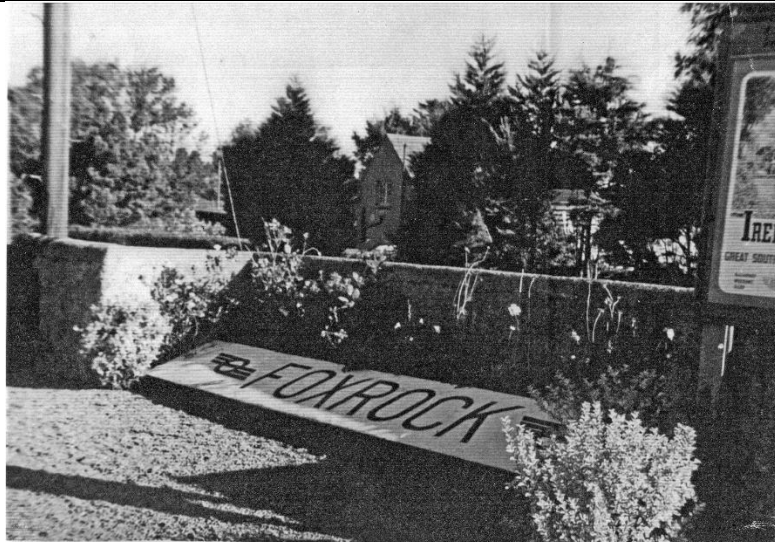


Photo of Foxrock Station
looking south sometime in
1940s. Taken by Ultan
Kennedy and published in
Brian MacAongusa's book
The Harcourt Street Line
published by Currach Press
2003



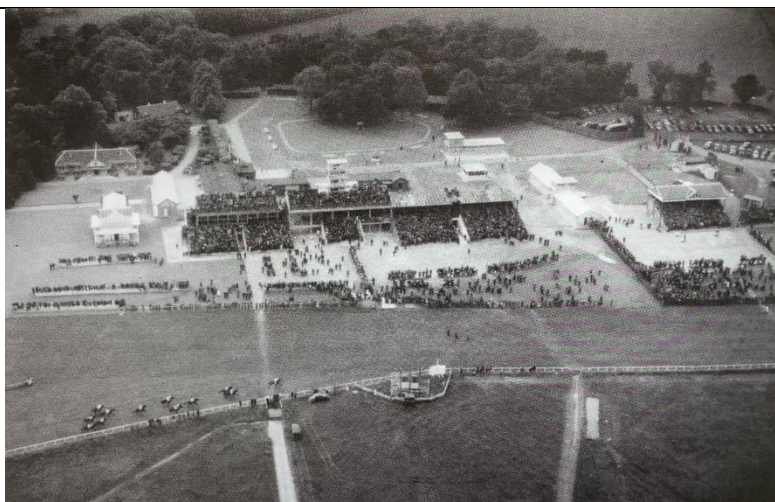
Unable to trace date or
copyright holder



A ticket issued on the last
day of the line – 31
December 1958. Ticket
No.2886 was valid for First
Class travel between Bray
and either Harcourt Street
or Tara Street stations. The
left-hand portion should
have been detached and
surrendered at Harcourt
Street but Chas Meredith
managed to retain it
complete for the return
journey. Each half has been
checked by the train's
guard who has clipped the
bottom edge. The two
guards used differently-
shaped clippers for the job.
Chas Meredith courtesy of
Charles P Friel.



Leopardstown racecourse
probably 1940s. The paths
in the lower part of the
photograph lead to Foxrock
Station.
Copyright National Library
of Ireland



Locomotive K2 class 2-6-0 no. 461 pulling a Sea Breeze special at Killiney in July 1994. It is now on display at the Railway Preservation Society of Ireland's museum at Whitehead in Co. Antrim. www.steamtrainsireland.com

This is a sister loco to no. 462 shown on panel 14.



The Railway that Didn't Happen

Dundrum, Foxrock and Kingstown Junction Railway

In the 1860s, Dublin, like other cities, was served by a number of railways, each with their own terminus in the city. Various proposals were put forward to link the lines in the outer parts of the county.

One such proposal would have used the existing Harcourt Street Line from Dundrum to Foxrock where it would deviate from the existing railway to run on a single track to a point just north of Glenageary station on the Kingstown to Dalkey track. At the time, the entire proposed route was across undeveloped rural areas.

It would have left the existing railway line just to the north of Foxrock station, to swing eastwards before crossing the present Westminister Road at what is now Primrose Cottage. In the submitted plans, a revised road network at the Foxrock Village end of Torquay and Westminister Roads would have ensured that one level crossing would carry the trains across both roads. Having passed through (literally) Primrose Cottage, then the only house on Westminister Road, the line would have headed eastwards across what is now Gordon Avenue to a point just north of Cornelscourt Garage where it would have headed east across the Bray Road then on to Rochestown Avenue and on to Glenageary.

There was a complex system of applying for Parliamentary approval (in Westminster) for new rail lines. Hearings were held and proponents and opponents presented their cases. It was stated at the hearing in 1865 that the total population of Foxrock at the last census was 48 and there were only two shops, a grocer and a provision merchant. Lord Longford opposed the plan and said that there was nothing of a town or even a village in Foxrock and that the line would cut up and disfigure his estate to no useful purpose. The proposal to build a railway line between Foxrock and Kingstown was rejected!

Thanks to Liam Clare for permission to quote from a talk given by him to Foxrock Local History Club 9th May 2000.

FOXROCK LOCAL HISTORY CLUB

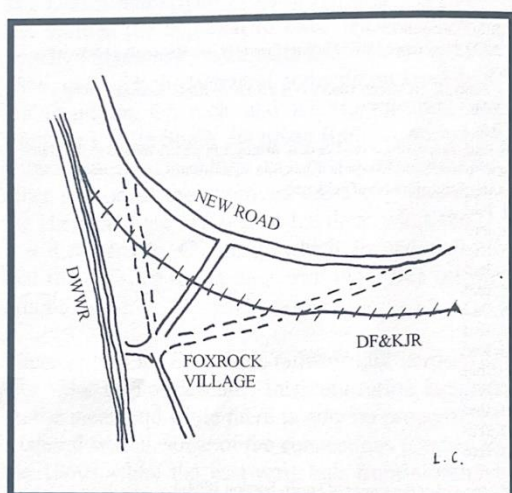
THE DUNDRUM, FOXROCK AND KINGSTOWN RAILWAY (1865)

Liam Clare



ISSN—0791—2870

PUBLICATION No. 46



Proposal for junction at Foxrock Station, linking the new railway with the Dublin, Wicklow and Wexford Railway.

Westminster and Torquay Roads were to be diverted, and a level crossing created at right angles to the new railway, linking the diverted roads with Foxrock Village.

