

Bridge To Be Built For Link-Line To Cement Factory

THE cost of the construction of the proposed link line from the Cement Factory at Mungret to the railway line at Rosbrien will be approximately £53,000, a public inquiry was told in Limerick.

The cement tonnage transported from the factory in 1954 was 144,000 tons, and the revenue which accrued to C.I.E. totalled £119,835. This revenue, according to evidence given on behalf of C.I.E., showed a substantial loss to the Company.

Mr. Roger O'Sullivan, solicitor, on behalf of the County Council, gave an assurance that a bridge would be built over the trunk road in order to facilitate traffic.

A public inquiry into the proposal of C.I.E. to construct a link line from the Cement Factory at Mungret to the Limerick Railway Terminus was opened in the Limerick County Council Chamber on Wednesday by Mr. T. L. Hogan, E.M.P., Local Government Inspector.

The inquiry, held by direction of the Minister for Industry and Commerce, concluded on Thursday. There were 11 objectors.

Mr. M. V. Fitzgerald, B.L. (instructed by Messrs. M. Tynan and Co. solrs.) appeared for Messrs. T. J. Wallace, John Buckley and Michael Murphy. Mr. J. Healy, S.C. (instructed by Messrs. P. S. Connolly and Co. solrs.) appeared for Mr. and Mrs. Arthur McMahon and Mr. Laurence Hayes.

Mr. Roger O'Sullivan, solicitor, appeared for Limerick County Council. Mr. Michael Purcell and Mr. Laurence O'Donnell; Mr. William Leahy, solicitor, appeared for Mr. William A. McMahon; Mr. M. O'Brien-Kelly, solicitor, appeared for Mary Gallagher; Mr. Michael Francis and Mr. T. F. O'Sullivan.

Mr. John Dundon, solr., represented the Limerick Corporation. C.I.E. was represented by Mr. Raymond O'Neill, S.C. (instructed by Mr. Brendan McGrath, solr.).

Messrs. D. Stewart, Traffic Manager; D. Herlihy, Chief Engineer; H. J. Guthrie, Signal and Electrical Engineer; T. J. Spillane, District Traffic Supt.; D. O'Connor, New Works Engineer; J. Hyde, Supt. of District Engineer, Limerick; Mr. D. E. O'Malley, T.D., was also present.

WILL LAST TWO DAYS. The inquiry is expected to last two days.

Mr. Raymond O'Neill, S.C., on behalf of C.I.E. said that the application by the Company for the construction of the link line was made under Section 14 of the Transport Act of 1950. The proposed link line would adjoin the railway line just south of Rosbrien level crossing. The C.I.E. in its original application submitted draft plans in 1953. An agreement was subsequently reached between the Limerick Co. Council and the Limerick Corporation. However, when the plans were deposited and the scheme advertised objections were received from a number of landowners and also from the Limerick Corporation and the Limerick Co. Council. As a result of those objections further discussions took place between C.I.E. and the Department of Local Government. While C.I.E. held that the original route selected was the most suitable it was decided to agree to a deviation from the crossing at Doradoyle to a crossing on the Croon Road, a short distance south of Ballinacra Bridge. It was made a condition by C.I.E. that if that crossing was agreed to it would be done on the level. The local authorities, however, wanted a bridge.

WOULD COST £20,000. The diversion south and the avoidance of the construction of a bridge would save a considerable amount of money, he said. A bridge would cost at least £20,000. The new point of crossing on the agreed diversion was more suitable for traffic and from the point of view of the house-

holders in Doradoyle, as any nuisance to them would be avoided. Dealing with the proposed route to Rosbrien suggested by the local authorities, Mr. O'Neill stated that it was not suitable because the lands were subject to flooding to a depth of 3 feet at a time. It would further mean the construction of banks in order to carry the line. It was the intention of C.I.E. to cross all the roads on the level. Two trains would operate each way, each day, and at times that would not greatly inconvenience the general public.

OUTPUT EXPANDING. Mr. O'Neill said that the link line was found to be necessary in view of the expansion of output from the Cement Factory. In 1952, 87,000 tons were transported from the factory by road and rail, which cost £58,477. That was increased in 1953, while a very substantial increase again occurred in 1954. The figures for 1954 were 144,000 tons at a cost of £119,835. For the first six months of 1955 the total tonnage carried had increased to 106,000 odd tons at a cost of £93,000. If that was maintained for the second half of the year, 200,000 tons would be carried.

COST OF LINK LINE. The cost of the construction of the link line, including compensation etc., would be approximately £53,000. C.I.E. were transporting at a charge of 2/8 per ton and were doing so at a loss of something in the region of £1,500 to £2,000 a year. If the proposed link line was constructed the cost of transport would be 1/6 per ton and that would enable C.I.E. to cover their losses on running expenses. There would also be saving in the transport of raw materials to the factory and that saving would be passed on to the general public.

A complete survey had been carried out by C.I.E. engineers and they had come to the conclusion that the original route with the diversion mentioned was the most suitable, taking all interests into consideration. Other routes proposed as alternatives to the original route as amended would cost more.

Replying to the Inspector, Mr. O'Neill said that any increase in traffic on the link line would depend on any increase in output by the Cement Factory. He understood that 200,000 tons was its full capacity.

Inspector—The whole purpose of the proposed line is to serve the Cement Factory? Mr. O'Neill—Yes.

POSSIBLE EXTENSION TO DOCKS. Inspector—Did they convey to you their views on any possible extension of the railway to the docks? Mr. O'Neill—The Harbour Commissioners were anxious for some time past to have a connection with Carey's Road Goods Yard. It is not the intention at present to make that connection. If such a connection was made there would be some increase in traffic but it would not be appreciable.

Inspector—How many tons per day will be carried? Mr. O'Neill—About 40 wagon loads per train, or about 800 tons per day. No particular times have been fixed, but there would be probably one train in the morning and one late in the evening and there would be two more fitted in during the lunch hour. Special provision will be made for heavy traffic on race days and other days.

NO PERMANENT STAFF. In reply to further questions, Mr. O'Neill said that there would be no permanent staff to operate the level crossings. This operation would be carried out by the Guards on the train and only delays of two minutes to three minutes would occur.

Mr. D. Stewart, Traffic Manager, said that they had an agreement with the Cement Factory for the carrying of cement whereby a guarantee was given that a certain proportion of the traffic would be used for the bagging of cement. It was considered that the construction of the link line would make transport cheaper and save road transport and double handling. The witness, in continuing evidence, supported the opening statement of Mr. O'Neill regarding costs and losses and other matters.

The witness proceeded to say that the wagons would be emptied early and would go out late. It was imperative to rail traffic that the link line should be provided. When the witness was about to be questioned by Mr. Healy, S.C., the Inspector said it was not his intention to conduct the inquiry on the basis of cross-examination.

SUBMISSION BY DEPUTY O'MALLEY. At this stage of the proceedings, Ald. D. E. O'Malley, T.D., intervened and asked if the C.I.E. contemplated any possible connection to the Limerick Docks at a future date? Further, if witness would agree with him that if the docks were connected with the link line that its present design would be totally inadequate. Again, was not the witness aware that the requirements of modern traffic ruled out level crossings on main trunk roads?

"Level crossings are going to be very serious for the many citizens of Limerick, on whose behalf I appear here," continued Deputy O'Malley.

"They have no land in the vicinity of the affected area at all, but we want a definite guarantee from C.I.E. of whatever interests are involved, that a bridge will be constructed. I understand that there is an agreement with the County Council and C.I.E. that a bridge will be erected at a future date. We have no objection to the link line. In fact we welcome it, as we know that it is highly necessary, but we don't want the bridge to be put on the long finger. Actually provision for this bridge was made in April, 1954, by the Oireachtas, and a sum of £20,000 was earmarked for the work out of the National Development Fund. It has happened to that £20,000? Why also did C.I.E. change from their original plan to make the crossing near the Regional Hospital?"

Mr. O'Malley, continuing, asked if the railway was joined to the Docks and joined it would be, he hoped because very shortly there would be an application made for that score. Would there not be a very heavy increase in traffic causing level crossing to be closed for longer intervals than three minutes.

The witness, replying, said that the Harbour Authorities, some years ago, were interested to know if a link line were connected to the Cement Factory would there be also a connection with the Docks. Apart from that, however, from some informal talks about it and the getting of popular views, he could not say how far the matter had gone since. C.I.E., however, had not committed itself to anything concrete in that regard.

Replying to the Inspector, witness said that he could not form any definite opinion as to the amount of extra traffic that would accrue to C.I.E. in the event of the link line being connected to the Docks.

"As regards the Cement Factory we know what we are dealing with," he said, "and we know what we are going to get, but I don't know what we will get from the Docks."

Mr. Roger O'Sullivan, solicitor, County Council, said that there was an agreement between C.I.E. and the County Council for the erection of a bridge. The local authority was satisfied that a bridge was necessary and got C.I.E. to agree to lowering the level of the line where the bridge was to be constructed.

CEMENT COMPANY FIGURES. Mr. Harris, Secretary, Cement Ltd., said that the annual output of the Cement Factory was 175,000 tons, but by pushing the kiln they could increase their output to 200,000 tons per year. The whole attitude of the company was to look for the most economic and most efficient way to transport cement. Their profits were contingent on any saving effected was passed on to the general public by a reduction in the price of cement.

In reply to Deputy O'Malley, witness said that a siding to the harbour would not help in the Limerick factory, because the Limerick factory was well placed. They exported cement to Northern Ireland through their Drogheda factory as well as to Scotland. They were the only export markets they had. Limerick was in the west coast, which meant longer time for transport with consequent higher freight costs.

Mr. D. Herlihy, Chief Engineer, said that traffic figures between 11 and 12 o'clock on 13th June, 1953, a peak period in Ballinacra, were as follows: 48 vans, 24 motor cars, 35 motor cyclists, 4 bicycles, 34. He worked it out that three motor cars would be held up for an estimated 15 minutes each time the gates were opened. He took into consideration that the Regional Hospital would be completed and that extra houses would also be built. The figures he had given were an average per day per week.

In reply to Deputy O'Malley, the witness said that a bridge could be constructed at any level. Deputy O'Malley inquired what would be the position in the event of an emergency ambulance case in relation to a person who was injured in a delay might mean a person's life. He was also anxious to know what volume of traffic would be necessary to justify the erection of a bridge. Did Mr. Herlihy take into account Lisnagry crossing when he stated that cars would be delayed for only three minutes? A bridge was an imperative necessity.

ATTITUDE OF THE COUNTY COUNCIL. Mr. Roger O'Sullivan said that the Co. Council had withdrawn its objection after it had received the plan of the route deviated. He handed in, he said, correspondence which passed between the Co. Council and C.I.E. in which C.I.E. had given an undertaking to agree to the lowering of the level of the rail line for a bridge as soon as it was possible feasible for the bridge to be built. He wished to give evidence, he said, to state that the main road in the area of the proposed level crossing was to be realigned in the not too distant future, and it was thought advisable that the bridge should not be built until the road was realigned. It was in the interests of economy that both the bridge and the alterations to the road should go hand in hand.

Mr. John Dundon, solr., on behalf of the Limerick Corporation, said that the Corporation had also withdrawn its objection, but he was instructed to say that the Corporation felt that the road should be bridged.

OPERATION OF THE GATES. When the inquiry opened on Thursday morning, Mr. Healy, S.C., representing Mr. and Mrs. Arthur McMahon, Mr. Laurence Hayes and Mr. O'Donoghue, said that the proposal to operate the gates by the fireman or guard would lead to trade union disputes between gatemen and the other employees and therefore could not operate satisfactorily. Dealing with the evidence relating to losses suffered by C.I.E. in the transport of cement, Mr. Healy said the losses were purely illusory. He was quite sure that Cement Ltd. were charged a true amount from the factory to whatever destination the cement was being consigned to. The figures of 2/8 or 2/10 were supplied to the C.I.E. witness by the rates department. That department could, if it liked, show a loss on the rail and a profit on the road if it so desired, by dividing up the figure to show a profit or loss for one or the other.

Continuing, Mr. Healy said that it had also been stated in evidence that there was an agreement between the Co. Council and the C.I.E. regarding the lowering of a newly constructed railway line for the building of a bridge. The new road would probably be completed before the railway. He did not, however, consider the lowering of a newly constructed railway either wise or sensible. Mr. Healy then went on to deal with Mr. McMahon's residence and said that his residence was one of the most highly rated residences in Co. Limerick. He was paying a total of 296 6s. in rates etc. each year. Before the railway line was completed it was quite probable that Mr. McMahon would be paying £200 in rates. Furthermore, the rail line would upset the amenities of the residence, which was laid out with tennis courts and lovely gardens. Mr. Hayes's lands consisted of 47 acres on which he kept 18 head of cattle. Although the land was mostly corcess the line would run through the only high lying field of his holdings.

ONE OF THE FINEST BUILDINGS. Mr. R. A. Newenham, architect, gave evidence of having taken levels and the upset that would be caused to Mr. McMahon's and Mr. Hayes's residences. He described Mr. McMahon's residence as one of the finest constructed buildings of its kind in the county. The very large land, which included the public road, was a good building site and he had already turned down several offers for it. The building of the rail line would considerably reduce the value of the land. No one would want to build a house near a rail line.

Mr. McMahon said he paid £1,000 for 15 acres of land and redeemed the land annuity. He then built a residence, on which he spared no expense. The witness then handed in a slip of paper, setting out the total amount of money he had spent on the house since he took up residence. There were six bedrooms, four reception rooms, two bathrooms, dressing room, two kitchen pantries, three toilets, a larder, children's clothes room and a sunning room. No expense had been spared in the erection of the house, and the building of a rail line so near to it would be disastrous. In addition, he reared poultry and bloodstock. He would object violently to a rail line on any part of his lands. His rateable valuation on the land was £21 5s. and £75 on the buildings. The house was centrally heated throughout by a gas boiler.

WOULD DIVIDE BEST LAND. Mr. Laurence Hayes said his holding consisted of 47 acres and his outgoings through rates, etc., were 467. He had 12 calves. His father bought the land about 90 years ago. His residence was built on the line where the best land he had in two. He had received a half dozen offers for the land. One was for £1,800 for five or six acres, but he turned it down, because the remainder of the land would be useless to him. He would object to the railway at all times, whether he got accommodation crossings or not. The only well he had would be affected.

Mr. O'Donoghue, owner of a house and shop in the area, said he had been living there for 30 years. His rates were 48 and 5/-.

He objected to the rail line, because it would be a great nuisance to himself, his wife and family. The new road would put him out of business completely. He had other employment besides the shop, 75 per cent. of which was run by his wife.

OTHER OBJECTIONS. Mr. R. O'Sullivan, solr., objected to the link-line on behalf of Mrs. Lahiff, on the grounds that it ran through the best portion of her lands, which comprised approximately 26 acres, at Ballykeefe. Mr. O'Sullivan also objected on behalf of Mr. Thomas Purcell, farmer, on the grounds that the rail line ran through six out of his eight fields, which comprised 90 acres. Because of that, he was lodging a formal objection. Mr. Purcell felt that he was entitled to the fullest possible compensation, because his farm would be cut in two. He did not suggest that the rail line be abandoned because it went through his lands; neither did he suggest that it be diverted to run on his neighbours' lands. He could not suggest an alternative route.

Mr. Purcell gave evidence along the lines of his solicitor's statement.

Mrs. Mary McKnight, for whom Mr. M. V. Fitzgerald, B.L., appeared, said she was objecting to the link-line on the grounds that it cut through her lands and would prove a very great inconvenience to her.

Mr. Michael O'Donovan, Bunlicky, also objected on the same grounds.

VIOLENT FORM OF TRESPASS. Before the inquiry concluded, Mr. Joseph Healy said that a compulsory purchase order made for the acquisition of private property was a most violent form of trespass that could be committed. It was a legalised form of trespass because of the statutory provisions governing a compulsory purchase order. Therefore, the objections submitted by objectors against such a legal trespass should never be treated as a matter of form, rather should they be carefully weighed and considered.

Mr. Roger O'Sullivan, solr., for the Co. Council, said he again wished to reiterate his statement that both the Limerick Co. Council and Borough Council considered a bridge a vital necessity and they regarded the erection of a level crossing as a temporary expedient only. The Council had satisfied themselves from their own census of traffic; the expansion of the district and the com-

RECENT LIMERICK WEDDING



The marriage took place in St. Joseph's Church of Mr. Austin Carey, son of Mr. Cornelius G. Carey and the late Mrs. Bridges Carey, 3, Prospect Villas, Limerick, and Miss Cissie Lynch, daughter of Mr. and Mrs. T. Lynch, Upper Denmark Street, Limerick. The ceremony was performed by Very Rev. Father R. O'Sullivan, Adm. St. Michael's. Mr. Bernard Carey (brother of the groom) was best man, and Miss Martha Lynch, sister of the bride, was bridesmaid. Mr. Bobby Eades was soloist and Mrs. J. Penney presided at the organ. The bride was given away by her father. After a reception at Craik's Hotel, the happy couple left for a tour of the South.

CO. LIMERICK CAMOGIE FINAL: THRILLING GAME

CROAGH, the holders of the 1953 and 1954 championships, defeated Patrickswell in the final of the County Limerick Camogie Championship, played at Croon Gaelic Grounds, on the score of 3 goals 2 points to 2 goals and 1 point for Patrickswell, thus becoming county champions for the third year in succession (writes our Adare correspondent). The very large attendance of spectators were treated to a very exciting and thrilling match, as both teams gave of their best, and the game, which featured some very good hurling, was very evenly contested.

THRILLING BOUTS. Patrickswell opened the score with a goal and landed the ball in the net for another goal in the first five minutes play. The Croagh team then settled down and soon had a goal, and after some exciting and thrilling bouts were soon on level terms when they scored another goal. The Croagh team kept up the pressure and were rewarded with two points before the half-time whistle sounded to leave the score: Croagh, 2 goals 2 points to 2 goals for Patrickswell.

SECOND HALF. Shortly after the beginning of the second half Croagh, after some keen play, went further ahead when they scored another goal. Patrickswell fought gamely but the Croagh line withstood all attacks and before the final whistle sounded Patrickswell scored another point, leaving the full time scores: Croagh, 3 goals 2 points; Patrickswell, 2 goals 1 point.

Miss O'Connell, Limerick, refereed.

SHIELD PRESENTED. Miss O'Connell, Chairman of the Co. Limerick Camogie Committee, presented the Shield to Miss M. Kennedy, captain of the Croagh team, amid great acclamation. She said it was really a great achievement to win the Shield three times in succession and congratulated the team on their success. She also gave great praise to the Patrickswell team on their wonderful display.

Miss C. Gillan, captain, on behalf of the Patrickswell team, also congratulated the Croagh team, on their success, and said she hoped that her team would meet the Croagh team again in next year's final.

THE TEAMS. The teams were— Croagh—E. Burke (goal), M. Kennedy, K. O'Donnell, L. Kelly, B. Gilletane, E. Shire, P. Stokes, M. Whelan, B. O'Dea, C. Condon, N. Hartnett, M. Dillon, E. Condon came on as a substitute, for M. Whelan, injured. Patrickswell—M. Casey, M. A. Nolan, J. O'Donnell, E. Callinan, M. Moore, O. Quinn, M. Moore, C. Gillane, W. Moore, M. Hannon, Maura Hannon, T. Shinnny. (Photos of team appear on page 3).

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pletion of the Regional Hospital, that traffic generally would increase.

EMERGENCY CASES. There was also the question of emergency ambulance cases, he said, and the fact that Limerick City Fire Brigade was committed to protection measures in certain outside areas. The City was also venue for big matches, horse shows and other fixtures, while the road carried main traffic to Cork and to the south. This concluded the evidence and the Inspector thanked all those who had assisted him during the inquiry, and the Co. Council for placing the Chamber at his disposal. Mr. M. V. Fitzgerald, B.L., and Mr. R. O'Sullivan, solr., on behalf of the legal profession, thanked the Inspector for his patient hearing.

DEATH OF MR. WILLIAM WOUFFE

The death of Mr. William Wouffe took place at his residence Upper Cecil Street, Limerick, on Tuesday night, 16th inst., with rather tragic suddenness. In failing health for the past few years, "Bill," as he was very popularly known to a large circle of friends, never complained, and the news of his demise came as a great shock to his friends in West Limerick, as well as to those in the city, where he made his home some years ago. He was a member of the Arch-Confraternity of the Sacred Cinture, St. Augustine's, Limerick, for 25 years, and was for ten years a collector at the church doors. During the Emergency he was a very active member of the L.S.F.

There was a very large and representative attendance at the removal of the remains to St. Michael's Church on Wednesday evening, 17th inst., and the funeral next day to Mount St. Lawrence was also very large, testifying in no uncertain manner to the respect and esteem which "Bill" enjoyed, and the sympathy felt for his bereaved wife, daughter, Teresa, and son, Michael.

A comrade officer of the West Limerick Brigade of the I.R.A., with whom deceased worked during the Black and Tan war, placed the Tricolour on the coffin on the Thursday morning. Prayers at the graveside were recited by Very Rev. Father O'Sullivan, Adm., St. Michael's, and Rev. Father Manning, C.C. do.

A decade of the Rosary was recited by Mr. John Tucker, an old friend.

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