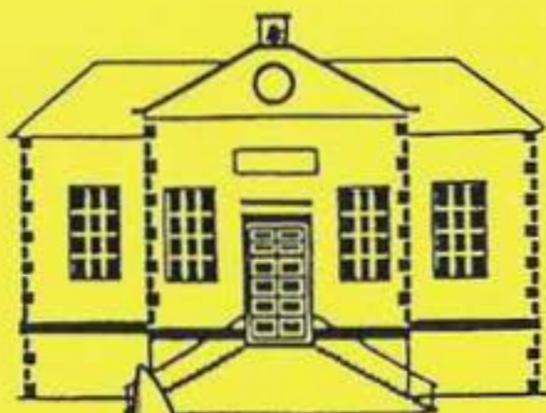


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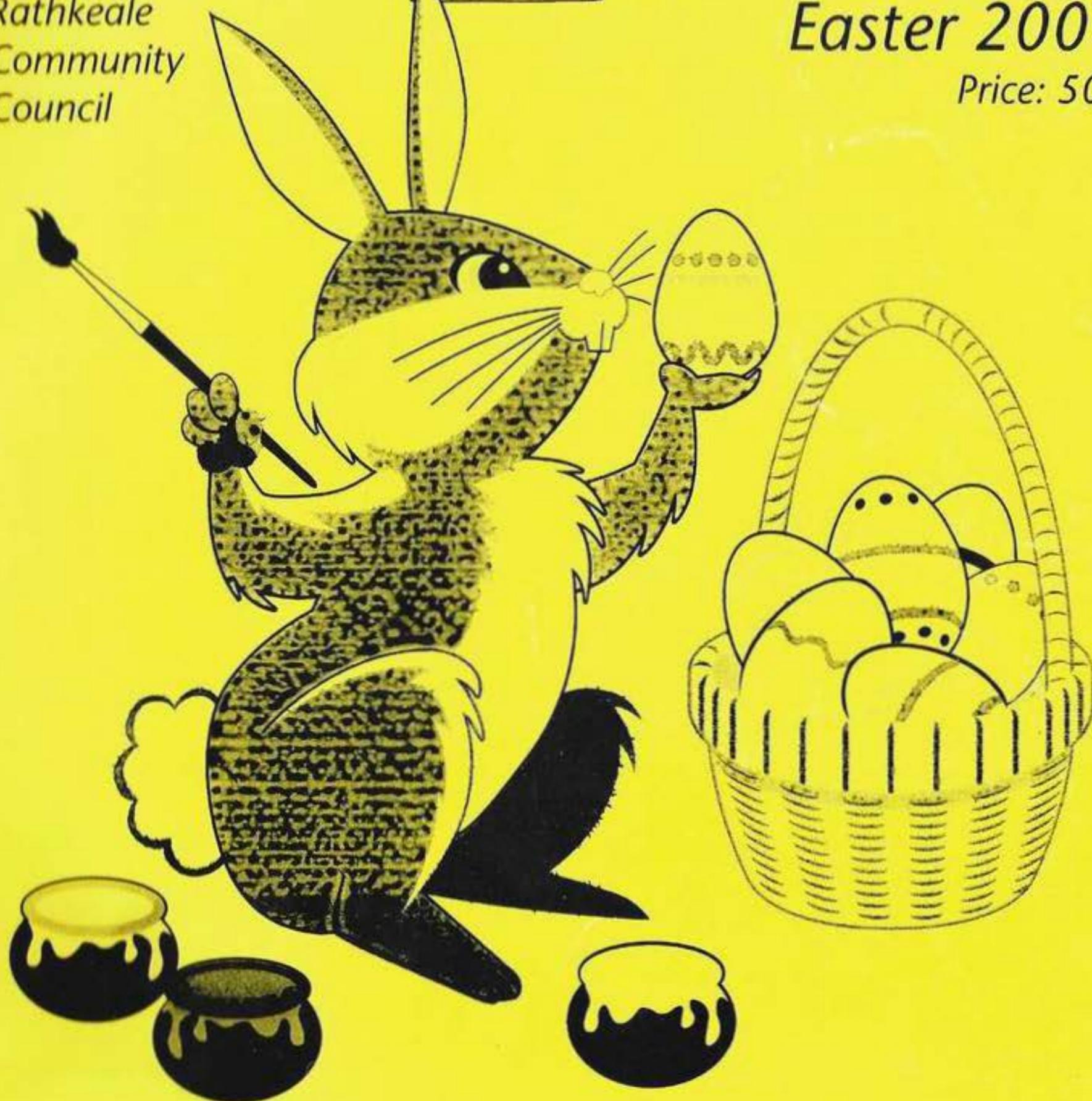


Views

Rathkeale
Community
Council

Easter 2000

Price: 50p



Easter Greetings
TO ONE AND ALL

941
9493
005

Editorial

The Rathkeale Community Council has been in existence now for more than twenty six years and later this year the triennial election of members is due to take place. This election will provide a timely opportunity to introduce new blood and so help to revitalise the council. It has been noticeable in recent times that there has been a falling off in attendance among many of the present members and the work load is being left more and more to a small few dedicated people.

We would urge everyone to take an interest in the forthcoming election, by going forward themselves or failing that, in using their vote. We would especially ask all those members of the many residents groups, that have been set up in the last few years, to nominate one or more from each such association.

In our dealings with the local authority, state bodies and others, it is particularly important that the Community Council is and is seen to be the representative body for the entire community. We know that other groups have achieved success with regard to their own specific problems but in matters affecting the community as a whole the best approach is through the Community Council.

Please make the next election a success.

rathkeale and district historical society

The Winter series of talks has now ended and has been most successful. As usual the event of the year was what is referred to as the "Local Night" at which people from the immediate vicinity speak on topics of specifically local interest. This year Mary Healy of Ballywilliam spoke on the O'Sullivan family of Ballywilliam, Sean Hutch told of his arrival in Rathkeale in the 1940's and of his early years as a Veterinary in the area. The final talk was given by Jim Riordan from Cappagh on the story of the large and prominent houses of his native parish.

Another interesting speaker during the season was Don Gallagher who worked for many years in Shannon Meats and now resides in Limerick. He told the story of the arrival of the Railway to Rathkeale and its subsequent development and final closure. A transcript of some of the above lectures are included in this issue.

Meanwhile the society is preparing to mount an exhibition of historical material which is being gathered together from local sources at the moment. It is proposed to hold the exhibition towards the end of May in the Library. An amount of material has been collected but more would be very welcome and if anyone has anything of an interesting nature e.g. newspaper cuttings, old photographs, business paraphernalia, old minute books etc. which they would loan, the society all will be well cared for and returned in due course. Any member of the Committee should be contacted.

A very Happy Easter to all our readers

Rathkeale Festival News

Ireland's best live tribute band, "Arabesque" make a very welcome return to Rathkeale House Hotel on Saturday 22nd April. Following their last appearance during the festival in 1999 this is guaranteed to be a sell out once again. Tickets are available from Val Foley, Seamus Hogan or Ciara O'Sullivan. So don't forget 22nd APRIL, doors open at 11p.m.

International recording star, Rebecca Storm, will make her only Munster appearance at Rathkeale House Hotel on Friday 5th May. Tickets, which are limited, are available from any member of the Festival Committee and are priced at £20. Rebecca will perform from all the West End musicals- Les Mis., Phantom of the Opera, Aspects of Love, Blood Brothers and Jesus Christ Superstar. This is a once off opportunity to enjoy a guaranteed great night out.

The Festival Committee are very busy organising this years event which will be held from Thursday 17th August to the 20th. Following the success last year additional help is required for all the various items on the programme and we would ask anyone interested to come along to one of our weekly meetings.



PROCESSION TO OPENING OF RATHKEALE SHRINE 1954

Limerick City and County Library



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REMEMBERING things past

1976

The A.G.M. of St. Mary's G.A.A. took place at Patsy Doherty's residence and the following officers were elected;

President: Canon Costelloe,

Vice President: Fr. Elliot, Chairman: F.Neenan,

Vice Chairman: Ml.Neville and Peter Fitzgerald.

Hon Secretary: Ml.Hanley , Asst.Secretary: Neally

Duggan, Joint Treasurers: Peter Brennan and Noel

Harnett, Committee: Pa Wilmott, Jim McEniry, John

Jones, Joe Williams, Ml.Keating, Tom White, Denis

Kenneally, Mattie Williams and Seamus Cawley.

Last weekend Cappagh defeated Shannon Handball Club in the final of a tournament sponsored by the Clare club, on a score of 194 to 151, and so became the first winners of the Shannon Cup. Cappagh was represented by; M. Bourke, P. Stokes, M. Quinn, K. Blehein, T. Hayes, J. Moloney, J. O'Shea, J. Hayes and W. Nash.

Congratulations are extended to Noel and Sean Harnett of Abbeylands. Sean was selected to play on the county u.21 football team against Waterford, which Limerick won by a point scored by Sean Noel has been appointed Limerick Youth Representative on the Central Council Policy-Making Committee of the G.A.A.He is also a youth representative on the County Board.

A total of 63 children, 31 boys and 32 girls, received their first Holy Communion on Saturday 15th of May.

A residents association was recently formed in St. Mary's Park. The members of the committee are as follows; Chairman: T. Riordan, Vice Chairman: Ml. Kerins, Secretary: C.Jones, Treasurer: Ml. Kelly. Committee: Mrs B. Williams, Mrs. L. Meehan, Mrs F. Dinnage, N.White, E. Lawlor, J. Daly.

The following are the recently elected members of Rathkeale Community Council; Maurice Foster, James O'Kelly, Eithne Neville, Andy O'Dea, Pat Sheahan, Mrs. B. Dunleavy, Sean Hayes, John Griffin, John Kennedy, Peter Donovan, Ml. Neville, Mrs.Hennessey, Stephen McDonnell, Michael

Kenihan, Willie Quinn, Sr.Consolata, Ms.O'Rorke, Ml. Hanley, Pat Johnson, Mgt.Guinane,Mce.Roche, Jack O'Dwyer, Ned Scully, Tim Geaney, Ml.Brosnan, Mrs Mooney, Mor Daly, Jack Mooney, Pat Keating, James McEniry, Mrs.Lenihan, Helen O'Grady, Con O'Connell, Mrs. Chawke and Diarmuid Dillon.

The officers were elected;

President: Canon Costelloe. Vice President: Rev B.Snow. Chairman: Pat Johnson - Vice Chairman: Sean Hayes. Hon Secretary: Mgt Guinane. Assitant Secretary: Pat Keating, Joint Treasurer: P.Donovan and J.Griffin.

In Ballybunion on Sunday last the Rathkeale Intermediate Polka-Set group won first place in their section. Those taking part were; J.Hughes, Marie Madigan, M.Duggan, Maureen O'Shea, P. Kennedy, Mary Hughes, J. Madigan and Bernie O'Sullivan.

In an U/14 Set competition in Tournafulla the following group took second place;

P. Morrissey, Josephine Fitzgerald, J. Morrissey, Fiona Madigan, M. Neville, Noreen Fitzgerald, M.Doherty and Brid Meehan.

On Saturday 19th June the wedding took place between John O'Grady and Catherine Hanley of Castlematrix. The wedding also took place at St. James' Church, Cappagh, between David Begley of Croom and Bernadette Prendeville of Boulaglass, Askeaton.

Rathkeale had a great win over Abbeyfeale in the final of the Primary Schools League, Div. 1 football. There was great jubilation in the town when the team arrived home with the A.I.B. Cup in this the inaugural year of the league.

The team members were; O.Harnett J.Keane, M.O'Shaughnessy, Ml.Fitzgerald, P.Dillon, R.Doherty, J.Meehan, B.Dillon (Capt.), P.Lenihan, K.Johnson, T.Meehan, J.Fitzgibbon, S.Muckell, R.Zoncada, A.Flaherty. Subs. S.O'Connor, B.O'Dwyer, G.O'Connor.

The wedding took place in St. Abrahams Church, Tehran, Iran between Thomas C.O'Gorman of Holycross and Svetlana Bonian of Tehran.

The local branch of Comhaltas Ceoltoiri held it's AGM in the C.Y.M.S. hall and the following were elected as officers;

Chairman: Moss Duggan. Vice Chairman: Michael Kerins. Joint Secretaries: Mary Hughes and Chrissie Dollery, Treasurer Patsy McCann. Auditor: Tim O'Shea.

The following members of Cappagh Handball Club won West Limerick titles in 1976; u. 12 D.Murphy, U. 14 T.O'Shea, Minor and u.21 Doubles M.Nash and J. Hayes. U. 21 Singles M. Hanley, Junior Singles T.Hayes, Inter Singles M.Bourke, Inter Doubles M.Bourke and P.Stokes, Master Singles M.Hennessey. Tony Hayes of Cappagh was elected Secretary/Treasurer of the West Limerick Board.

The officers of Cappagh ICA. for the coming year; President: Mrs. P. Lowes Vice President: Mrs.J. Murphy Sec. Miss P. Donovan, Treasurer Mrs. W. Ruttle Press Officer Mrs. J.Ruttle, Production Officer Mrs.T.Hogan Youth Officer Miss B.Stokes, Hostess Miss P. Hennessey.

The wedding took place in Glin between James Reidy of Abbeylands and Eileen O'Connor of Killeany, Glin. In Rathkeale John V. Shanagher of Newmarket on Fergus married Regina O' Gorman of Holycross.



Below are the names of well known Irish towns e.g. "Surprise, Mother!" Omagh (Oh ma).

1. This friend for Barbie is a horse, mam.
2. Not by yourself when "th" is in there.
3. Noah must have been down there.
4. An evangelist could own it.
5. Stop a girl.
6. Rat-a -tat-tat.
7. Just above a knee.
8. A sphere in a fruit.
9. Birds are-and some Indians.
10. Did extra.
11. Mail, live with Pat.
12. The Parc de France, maybe.
13. Goodyear I possess.
14. Mr. Lancaster is drinking.
15. Soften the veg, harden the egg.
16. How can you save turkey.
17. Black fuel from the clouds.
18. Put an end to that card game.
19. Finished, but not by woman's method.

1. Kenmare, 2. Athlone, 3. Arklow, 4. Johnstown, 5. Banagher, 6. Rathdrum, 7. Athy, 8. Ballinastloe
9. Feihard, 10. Dummore, 11. Letterkenny, 12. Frenchpark, 13. Tyrone, 14. Burtonport, 15. Boyle
16. Kilcock, 17. Coleraine, 18. Banbridge, 19. Dummurway

ABRAHAM'S GOLFING SOCIETY

FIXTURES YEAR 2000

April 15th

Shannon Golf Club

Tee-time 10am to 12 noon

May 13th

Charleville Golf Club

Tee-time 11am to 1pm

June 24th

Adare Manor Golf Club

Tee-time 10am to 12 noon

July 7th

Abrahams/Cappagh Outing

Newcastle West Golf Club

Tee-time 3pm to 5.30pm

July 15th

Beaufort Golf Club

Tee-time 2pm to 4pm

August 26th

Newcastle West Golf Club Captains Prize

Tee-time 9am to 12 noon

Weekend away

September 30th

Gold Coast Golf Club Clonea

Tee-time 12.30 to 2pm

October 1st

Dundrum Golf Club

Tee-time 12 noon to 1pm

October 21st

Woodstock Golf Club Ennis

Tee-time 10am to 11.30am

December 2nd

Christmas Outing Newcastle West Golf Club

Tee-time 10am to 11.30am

Officers and Committee for the year 2000

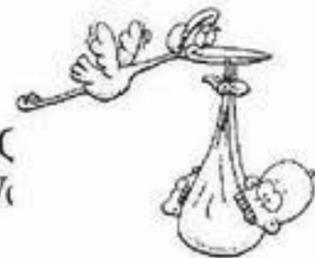
President:	Michael Hennessey
Captain:	Neally Duggan
Vice Captain:	Mary O' Sullivan(Ballingarrane)
Hon. Sec.:	John O'Connor
Hon.Treas.:	Pa Wilmott
Asst.Treas.:	Phil Supple
Handicaps:	Declan Mooney
Ex-Officio:	Donagh Horgan
Committee:	Monnie Wilmott, Phil Ruttle



BIRTHS MARRIAGES AND DEATHS

BIRTHS

Michael O'Donoghue, Patrick C Patrick O'Brien, David John W Emily Jane Hogg, John Flynn, Eileen Emily Quilligan, Diarmuid William Mulcahy, Jack Denis Roche, Victoria Ellen Cunningham, Casey Ann O'Riordan, Nora Sheridan, James Sheridan, James O'Brien, Emer Mary Kennedy, John(Buck) Sheridan, Chloe Elizabeth Solley, Susan Loretta McCarthy, Eoin Noel Kelly, Clodagh Mai Madigan, Lauren Ellen Barr, Luke Jerry Jones, Kathleen McCarthy, John Francis Hayes.



MARRIAGES

John Joseph Quilligan and Jean Sheridan

Mark Joseph Fahy and Catherine Hourigan,

Thomas Patrick Kennedy and Catherine Marie O'Kelly

James Joseph Gerard O'Connell and Elizabeth Collette Frawley

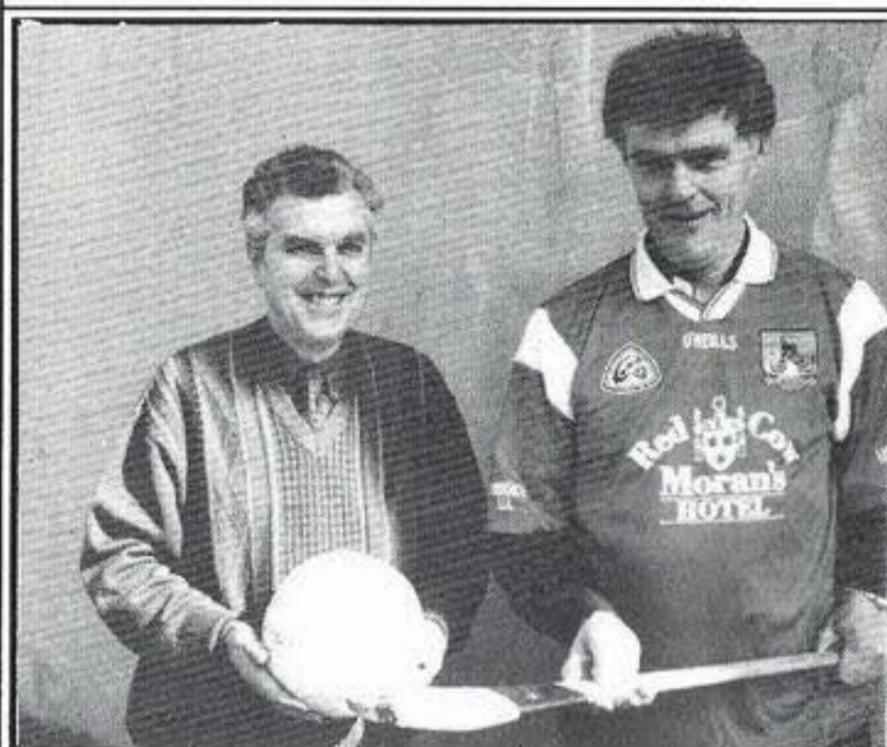
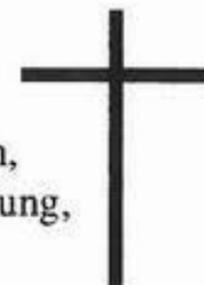
John Sheridan and Rosanne Hanney Sheridan

John James Tierney and Bridget Sheridan.



FUNERALS

Patrick O'Flaherty, Jerry Fitzgerald, Nora Enright, Bill Lane, Nuala Madigan, Nora Dillon, Noreen Gammell, John Young, Diarmuid Dillon.



Stalwarts of Limerick Hurling and Football

*From a talk given to Rathkeale Historical
Society by Don Gallagher*
**the story of Limerick
railways**

HISTORICAL CONTEXT

EARLY RAILWAYS

As far as we know the first railways - the twin parallel guides or lines as we know them - were used in European mines usually and dated from the early 16th Century or possibly even earlier in Germany.

The first overground railway discovered in these islands was a two mile length of wooden rail found in a coalmine in Woolaton, west of Nottingham, dated 1604.

This type of guided transport system was first known as a waggonway, then a tramway, which was later identified with a railway which ran through or beside a roadway - a railway in 1681, a railroad in 1702 and a tramroad in 1790.

Early railways were used in mines and quarries because of their ability to handle heavy loads where the only other suitable method of transport - canals and waterways - was not available. *The Industrial Revolution* required a faster and more efficient transport system to support increased trade and industrialisation.

Wooden rails were used but from 1760 rails of iron were used on horse drawn railways, which were individually short. From the 1790s, cast iron rails were in general use with sleepers at the joints.

The first railway authorised by Act of Parliament in 1776 for the Trent & Mersey Canal company was a 3m branch canal and railway in Staffordshire, which was opened in 1778. The first iron railway authorised by Parliament in 1801 was the Surrey Iron Railway which was a tramway from Croydon to Wandsworth. This railway or the Oysterniouth Railway in South Wales was the first to carry passengers occasionally. The first railway to carry passengers and freight to a meaningful timetable was the Stockton & Darlington, which opened on 27th Sept. 1825 (Act of 1821), with Stephenson's 'Locomotion' hauling the inaugural train.

By 1824-25, 60 railways were projected and in 1824-26 16 Acts had been passed

IRELAND

At the start of the 18th century Ireland had approx 2 million population, in a predominantly agricultural country.

By 1801 the population was approx 5.5m rising to 8m pre 1845.

The social requirement of increased trade increased the need for better communications by roads (the early turnpikes), canals and eventually railways.

The first Irish railway to get parliamentary approval and the only one with the royal assent of George IV was the Limerick & Waterford Act in 1826. It was actually not built until 1848 as the Waterford & Limerick Railway, and the first railway built was the Dublin & Kingstown (Dun Laoghaire) approved by Act of 1831 (6th Sept) and opened in 1834 (17th Dec). It was the world's first suburban commuter line.

Between 1845-1847, the worst of the famine years, there were 815 new Parliamentary Bills seeking approval. And in 1845 70 miles of track were opened in Ireland. By 1851 this had increased to 588 miles carrying 5.8 million passengers

WATERFORD & LIMERICK RAILWAY

The WLR is very important in the history of the North Kerry lines as it was involved with the different companies until the WLR was taken over in 1901 by the GSWR. The WLRly Act (21st July) was sanctioned by Queen Victoria in 1845.

The first goods were carried from Limerick to Tipperary on 24th April 1848, and the first passengers on 9th May 1848. The line was opened to Waterford on 12th Sept 1854 and it was reported that 'the pleasure train from Limerick was crowded'.

LIMERICK & FOYNES RAILWAY

The LFR Act of 4th August 1853 was sanctioned by Queen Victoria. The subscribers were listed as:-
Thadeus McDonnell Esq., Earl of Dunraven - Director,
The Lord Monteagle of Brandon, William Monsell Esq.
Capt. Samuel Auchmuty Dickson, William Franklin Esq.
Robert M'Murray Esq - Director, Michael Robert Ryan Esq

The enterprise was capitalised with a share issue of 5,200 @ £25 each.=£130k. Other directors of the eight total (until the first meeting) were:-

Wyndham Gould, Eyre Lloyd, Richard Russell
John White, William Hartigan Barrington

Three was proposed as the quorum for directors' meetings.

The GSV;R subscribed £2 5,000 and the WLR £17,5 00. William Dargan subscribed 1/3 rd of the capital.

The WLR rejected lower bids for the Waterford to Limerick contract because Dargan could extend sufficient

credit - an indication of his position as a contractor and indeed investor at the time.

DARGAN

It's worth saying a few words on Dargan, a man who had a huge influence on Irish society at that time. Historically he doesn't seem to get the attention he deserves. He was born near Carlow in 1799, the son of a farmer, had an interest in drafting and civil engineering. A local patron recommended him to the well known civil contractor Thomas Telford and Dargan worked for him on the Holyhead Road.

Amongst Dargan's civil contracts were:

The Howth Mail Road

The Dublin & Kingstown (Dun Laoghaire) Railway

Waterford & Tramore Railway

Dublin & Drogheda railway

The Ulster Canal

The Newry Ship Canal

Belfast Port

Bray Esplanade

In all he built about 800 miles of railway in Ireland.

He was also an innovative farmer, a patron of the National Gallery, promoted the Great Exhibition of 1853 in Dublin, which cost him a considerable sum. Last but not least he was a philanthropist, keeping men on the payroll when work was slack to alleviate the hardship of the times.

By 1845 he was the leading Irish contractor, had paid wages of £800,000 since 1830, and in 1848 had 50,000 men on his books.

In 1853 Queen Victoria visited him in Mount Anville in Dundrum (near Goatstown) and offered him a baronetcy which he declined. It was said to be the only time Queen Victoria visited a commoner.

After some years of financial difficulties, he died in 1867 after falling of his horse.

Tony O' Reilly bought his town house in Fitzwilliam Square a few years ago for £1m

His statue stands outside the National Gallery in Merrion Square.

Construction Costs

Labour accounted for approx 45% of total construction costs in the mid 1850s, with rails, sleepers and rolling stock about at 25-30%. In Ireland, wages were about 9-12s per week, less than half the English average rate, and construction costs were £16,000/mile compared to the English average of £39,000/mile. Some of this dif-

ference is due to the amount of single v double tracking.

Operating costs were similarly lower but so were traffic receipts at only 40% of the English average. This was due no doubt to the lack of industrial development and lack of resources such as iron and coal. Other influences were low population densities in some areas of the country and not least the general poverty.

Not much is known or written about the Navvies who built the railways and the canals before that. They lived rough, moving with the job, working in very poor and dangerous conditions with usually very basic equipment. Needless to say their lifespan was short. Sometimes they lived with local people but a lot of the time they lived near the line in remote country.

Start

In Sept 1853 the Lord Lieutenant cut the first sod to start the LFR. don't know if he had the sod loosened or if he had a silver shovel. The line was expected to cost £5,300 /mile - by 1866 single lines in Ireland cost an average £7,000/mile to build.

The 'Limerick Chronicle & Tipperary Vindicator' reported on the 'fearful state of the poor; a large body of men with no means of living and no means of support for themselves or their families ... stores and bakeries were threatened bread or plunder.'

Speaking of Dargan, they LC & TV said, "we hope that the great public benefactor will [commence work] as soon as possible as there can be no doubt that the labouring classes are plunged into the greatest misery."

On the 5th May 1854 Dargan commenced work on the LFR at Kilgobbin near Adare and by June had 10 gangs at work. (At this time the Limerick & Ennis Rly was being built) Times were bad - the LC & TV reported on 23rd May 1854 that 'the people are flying out of the country in enormous numbers - no inducement can make them remain'.

There was high hopes for the new railway and when Edward Mc Donnell, chairman, and George Roe, Valentine O' Brien O'Connor and Sir Matthew Barrington of the GSWR and LNWR directors Admiral Moorson and a Mr. Glynn did a tour of Ireland (15th Sept 1854) that same year they reported that, "Limerick may very naturally expect that with the Foynes Railway and Foynes Harbour and the facilities of the shipping company now in existence, it will become the medium of communication between the South of England including London and the Continent of America".

[It was not the last time that such hopes were raised. I did not come across any information on any attempts to

establish Foynes as a transatlantic shipping port at that time.] [In that year (1854) the Magnetic Telegraph Company completed wiring from Limerick Junction to Limerick and the telegraph system reduced communication time to Limerick by 12 hours].

The Earl of Dunraven had hoped that the line would reach Ballingrane in 1855 and Foynes, soon afterwards. Ballingrane was called Rathkeale until the town was reached by the RNJR in 1855. A lot of railway companies have named stations after towns or villages which could be some distance away.

Despite the Earl's hopes, the line wasn't completed until 1858; possibly because Foynes had not become an international port as expected. The only casualty during the construction was an unfortunate labourer working on the line at Rossbrien, Michael Hartney of Queen Street, Limerick who was killed when a bank of earth fell on him. (20/11/1854) By 1855 Dargan had possession of 18m of the 26 3/4m route and even though rail laying started only in July of that year, it was hoped to open part of the line by the Summer. The track was 80lb. bridge rails on transverse sleepers with stone ballast. The section from Limerick to Adare was to be opened by October but 'due to a shortage of rails' it was deferred to spring of the following year. Eventually the section from Limerick to Rathkeale (Ballingrane) was ceremonially opened by the Lord Lieutenant, the Earl of Carlisle on Thursday July 10th 1856. However, when the line was inspected by Capt. Tyler of the Board of Trade, he wanted a turntable at Ballingrane, a signal at Limerick station, one engine in steam on the single line and completion of two bridges which had unauthorised level crossings. He said that, the line "was dangerous until the requirements were satisfied" and wanted the remedial work completed by the 15th July. He eventually gave the o.k on July 22nd commenting that "The work was generally light [and] the bridge masonry, although rough appeared substantial" By this time the line had been opened for 10 days (12th July).

On 10th March a metal bridge at Attyflin near Patrickswell fell down and Dargan put 100 men on the repair work. By the 12th May 1857 the Ballingrane to Askeaton section was opened. There were 400 labourers working on the final 6m section to Foynes, which included the Robertstown Estuary viaduct, about 2 miles from Foynes - a wooden structure with 15opes of 20 feet. Damage to the structure delayed the opening and in 1878 Lord Monteagle reckoned that it was in a dangerous condition. The Board of Trade inspected it and put an engine over it, eventually deciding that it was safe enough if repairs were carried out but that there was only a few years life in it before renewal was needed. The ground at Foynes too was of "a treacherous character" and the track was laid on piles on the approach. Capt. Tyler in his inspection commented that this part of the line was "better

ballasted but some fencing was required and a clock at Foynes."

The engineer at this time was WR Le Fanu - of whom I know little.

With the line nearing completion only 3/4 of the capital had been raised and the Public Works Loans Commissioners gave £30,000. By 1859 Dargan was owed a large sum.

On 28th April 1858 the Askeaton to Foynes section was in operation in time for the 'Great Munster Fair in Limerick. Fairs generated quite a bit of traffic and were a good source of revenue - old photographs confirm how busy fairdays were.

The first service provided two trains per day all week with an extra train on Saturdays.

The train had "formidable" competition for passengers from steamers on the Shannon but the LJR also had their own steamers to link up Foynes with Tarbert and Kilrush, providing additional revenue with through ticketing. Later the LFR made an agreement with the Dublin Steampacket Company to address this problem. Dargan put the paddle -steamer 'Kelpie' on the river and this boat later turned up in the American Civil War as a blockade-runner.

Because of this competition and low fares in the first 4.5 months there was no profit despite carrying 14,000 passengers. In 1864 the LFR carried 63,046 passengers. A few years later when more funds were needed the LFR complained about the loss of traffic due to lack of emigration. The cost to the LFR of running two trains each way was £5,700 /yr paid to the WLR

Some further income was generated by the opening of the Cork & Limerick Direct Rly in August 1862 (1860 Act) from Charleville to Patrickswell by the GS", who ran three trains each way daily.

Rathkeale & Newcastle Junction Railway

Phase 2 of the north Kerry started with the RNJR which according to the Act of 1861 had a projected capital of £50,000 in £10 shares with contributions from the CLDR and the LFR with £5,000 each..

Among its promoters were the Earl of Devon, Auchmuty, Lt. Col North Ludlow Beamish and others who-were involved in the LFR. The WLR was to work the line and completion was promised within 5 years. However by 1865 it was still unopened and was described as "the laughing stock of the whole country". The contractor Joshua Hargreaves from Cork was said to be seldom

present and station houses and work on the swampy ground near Rathkeale had not begun. The WLR withheld £5,000 subscription until rails were delivered.

The 'Cheap Fuel Company' who proposed supplying turf from Ardagh bog to East Limerick promised traffic but it doesn't seem to have materialised. Just like the plan to build an hotel in Newcastle West (1867 Act), though land was leased - the intention was "to relieve the company from their pecuniary embarrassment".

In Jan 1866 the junction was laid at Ballingrane, the RNJR proposed to use horses to complete the line but the WLR loaned an engine at £5 per day plus wagons at 5s per day "when available". Finally on Oct 23rd of the same year the ubiquitous Capt. Rich carried out a satisfactory inspection followed by a "splendid dinner". However the WLR weren't happy and would not work the line until an engine shed and a water column were provided at NCW at a cost of £500. Eventually in Nov/Dec 1866 the first goods train arrived in Rathkeale/Ballingrane and the line was opened to passengers on the 1st Jan 1867 with three trains a day. This was soon reduced to two per day with the WLR being paid 2s3d per mile to run the service.

Two locomotives were used on the two lines to Foynes and Newcastle with one based in Limerick and the other at Foynes. Passengers in a bit of a rush from Foynes to Limerick would not have been happy on the 0700 as the engine left the train at Ballingrane for eighty minutes to go to Newcastle to haul the 0805. Both trains combined to arrive at Limerick at 0950 - two hours and fifty minutes since leaving Foynes 26 3/4 miles away. The same operation was repeated in reverse later in the day.

Excursions were very popular from the beginning and in Dec 1866 the LFR and the Kilrush steamer Rosa were used to ferry people to see the British warships 'Black Prince' and 'Frederick William' anchored in the estuary. Other excursions were made to Adare Manor but on 10th August 1870, the visitors behaved so badly that Lord Dunraven, who was an RNJR director, banned them.

In the same year an ex-director S.E. De Vere, probably one of that famous local family, wanted to travel on the footplate of an engine because "of the state of his health". Atock, the WLR engineer at the time, refused but the LFR Board gave the o.k. provided De Vere signed an indemnity and purchased a First Class ticket.

THE NORTH KERRY

In 1865 the first attempt to extend the railway into Kerry was started by the Limerick and North Kerry Railway but it didn't generate enough interest. In 1868 a new Bill sought an extension of the time to build, dividing the work into sections and initially proposing a narrow gauge

railway.

In 1870 another line was proposed which was to be horse powered (initially), a tramways' act requirement, by 'The Foynes, Listowel & Tralee Tramway Co. Lid.'. The Knight of Glin was chairman and J. Cartwright and W. Fitzgerald as engineers. The plan was to build a roadside tramway from the LFR near Robertstown to Listowel and Tralee but it too came to nought.

The same year Wm. Barrington C.E. and the 'Limerick, Bruff, Kilmallock & Kilfinnane Railway' had a plan to build a 3ft gauge line.

In 1873 the LFR merged with the WLR and the Limerick & Kerry Railway Act revived the 42 1/4m link to Tralee. Among those involved were the Earl of Devon (Wm. Reginald Courtenay), the Earl of Listowel (Wm. Hare), Henry Arthur Herbert, James Crosbie, George Sandes, Edward Curling and George Howson.

The line was to "commence in the glebe in the town land of Churchtown in the parish of Newcastle and terminate in a junction with the GSWR in the town land of Cloonabour in the parish of Tralee". Again the WLR was to work the line getting 60% of the receipts, less if they were >£ 17/mile/week. and they contributed £25,000 of the total funding of £260,000, part when Listowel was reached and the balance when the line was completed to Tralee. Baronial guarantees of £150,000 came from the County of Limerick and the Barony of Kerry.

The engineer appointed was John Fowler and the initial contractor, Henry Jackson, withdrew and was replaced by TH Falkiner and JW Stanford, who began work in Oct/Nov 1878 and the line was opened in 1880 (20th Dec).

In that same year the Tralee & Fenit Railway was proposed and the 8m line opened in 1887 (5th July) capturing the fish traffic from the GSWR. Fenit pier cost £100,000 to build, was 1,000 yards long and could take vessels of 3,000 to 4,000 tons usually carrying coal or corn.

The mackerel industry was strong at the time and luggers and puffers from Scotland, France, Lowestoft, Yarmouth, Arklow and the Shannon fishing off Loop Head and the Aran Islands landed their catch in Tralee Bay. The fish were landed loose, boxed and iced on the pier and transported by trains, which had priority over all other traffic, through Limerick Junction and the North Wall in Dublin and on to Holyhead. 350 tons was shipped in 1890, rising to 1500 tons by 1898. The 70 1/2 mile route was now complete (1887) except for the addition of the Castlemungret branch opened in 1957.

ACCIDENTS

Accidents were few thankfully, as noted for Ireland in general in the 1853 Report, helped by lighter traffic too. 1868 An early serious and fatal accident occurred on the CLDR not far from Patrickswell. The 11.30 passenger train from Limerick was on the CLDR section when the guard heard an unusual rumbling noise and was enveloped in burning fuel, water and steam from the engine. The driver and the fireman, who died 12 hrs later, were badly scalded and the PW inspector was badly injured when he jumped off. The Bury 2-4-0, rebuilt in 1848, had run 235,855 miles and had a connecting rod lengthened and welded in 1853. This rod broke at the weld, penetrated the fire box and the boiler, blowing off the smoke box door and the brick arch landed on the footplate through the fire hole door.

In the same year the goods shed at Ballingrane was destroyed by fire.

1870 Feb 26th, The down train 17 15 out of Limerick broke a crank axle near Adare resulting in a 6 1/2 hrs delay. In 1868 the LFR, London controlled, at £205 had the lowest receipt per mile of any line in Ireland brought to Foynes. In June the down 18.45 broke a valve spindle between Rathkeale and Ardagh, delaying the train for 9 1/7 hrs, reaching NCW next day at 0530.

July 19th A special crashed through the gates at Patrickswell and the guard was demoted to head porter at Ennis - (perhaps the Siberia of the system.)

A station master and his son were transferred to Adare after "trouble" at Clonmel - father on outside work where they had to share the SM salary of £80. Dec 27th The gate keeper at Rossbrien, said to be still celebrating Christmas, was very slow in opening the gates and a train crashed through and killed a man.

Ballingrane was adjudged to have the best kept accounts.

1939 A Foynes engine crashed through the loco shed and gable end and ended up with its front wheels sticking through the walls of a cottage.

1942, 6th May, Mrs Wolfe, a farmer's wife of Glenderragh, was killed at Barnagh station when crossing the line. August 1st An engine on a Cork to Limerick goods train derailed and overturned at Patrickswell. Fortunately the driver only sustained arm injuries.

1958, 17th April, Eight empty goods wagons on the way to the cement factory were derailed and fell down an embankment at Dooradoyle.

THE CIVIL WAR

The Civil War was very disruptive on the North Kerry,

although it didn't close like other lines. (e.g., Farranfore to Valentia) Between June 1920 and March 1922 including Tralee, which had by far the most, there were 68 incidents recorded. Raids were made on stores and on mails, trains held up, linesmen's huts robbed, goods damaged, bridges blown up, lines lifted and threats were made to staff and repair crews, but thankfully there was no loss of life.

Locally there was a quite a bit of activity;

- the road over-bridge at Bamagh was destroyed as was the signal cabin at Patrickswell.
- the mail was robbed by armed men at Ardagh, Abbeyfeale, Devon Road, Adare, Bamagh
- at Foynes a train came under heavy fire and one woman was slightly injured with carriages badly damaged and the engine marked with bullets.
- In Patrickswell a bag of RIC hardware was removed in a wheelbarrow and dumped in a nearby pond.
- The telegraph wires and poles were cut between Rathkeale and NCW
- A guard was kidnapped at Ardfert, put on trial and fined £12 for working a train with armed RIC men on board when the driver had refused. He (Cooke) promised to be "good" in future.

1938 November Ardagh got a consolation award in Area 6 of the GSR annual floral competition

Due to the coal shortage, trains were running 10-12 hours late because they had no steam.

60 wagons of turf were leaving weekly for Dublin, where the price ranged from 45/- to 64/- per ton.

1944 With the formation of CIE, Ireland became the first country in the Western World to have one railway company for an entire country.

In December (1944) the CIE (new company Jan 1st 1945) traffic manager wrote to the Kerry Agricultural Committee explaining that the late arrival of cattle wagons at recent fairs in Listowel and Abbeyfeale was due to "very inferior fuel" which delayed trains considerably and that the situation was unlikely to improve.

A letter to the newspapers from a frequent traveller on the Tralee - Limerick line had a record for unpunctuality at the time; in thirteen trips the best was 20 mins late and the norm was 1hr. and 30min; the worst was 6hrs 13mins late arriving at Tralee on Christmas Eve at 0300

The period from formation of C.I.E. to final closure will be covered in the next issue.

Community Council News

The contract has been signed for the construction of the second Sheltered Housing Development in Rathkeale. Work will commence immediately on the project at Enniscouch, and will be undertaken by contractors Michael Dillon and Sons. It will involve the demolition of the old creamery building and when complete will transform the appearance of an area which for so long has been a derelict site-- side by side with the Workspace Units and the Community Creche.

Limerick County Council, together with the Community Council and the Irish Heart Foundation, recently launched the "Sli na Slainte" which incorporates a walking route along the old railway, the river bank and the streets of the town. The portion along the river bank from the road bridge to the old metal bridge over the railway still needs considerable work in order to make it passable and the county council have agreed to provide the materials, including suitable fencing, in order for this improvement to be carried out. The labour required will be provided by those on the FAS scheme and work is due to commence straight away.



Sheltered Housing - at the signing of the contract

Rathkeale Brass Band.

We are delighted to congratulate the local band on its wonderful success in the International Band Festival held in Limerick on 19th March. They took first place in the Brass Band section from an entry of ten. This followed the numerous appearances of the band at St. Patrick's Day parades throughout West Limerick only two days earlier. We can be very proud of our band which seems to go from success to success.



The band at the Limerick International Band Festival

FROM THE
"WEEKLY OBSERVER" 1915/16

A CONTINUATION OF A SERIES OF ARTICLES
BY MR. WILLIAM HAYES.

In 1821 New Road, Rathkeale was most remarkable for the part the heroes took in putting down the Tithe Tax. A man from the road visited Smithfield, Croagh and seized the books. He was wounded in the process and ran back to his own house where he took to his bed in a dying state. The soldiers called but were told by the man's wife that the bed was occupied by a dying woman. They left but the man died shortly after. There was a family named Singleton who lived on the same road and were shoemakers. Two of the brothers went to Rathkeale Bridge, close to the Croppy Hole. Soldiers were nearby in their barracks and as fast as the sentry and troops were coming out the brothers, who were under the arches of the bridge, fired as fast as they could and kept the soldiers outside the walls of the barracks for most of the night. They left before daybreak. One of the brothers went to live in Maiden Street, Newcastle West and some members of the family live there at present. In the years 1821, 22 and 23 a Mr. Vokes was Chief Magistrate for the City and County of Limerick. He employed a large number of informers, some of whom became leading men in the area. These "blood suckers", as they were called, are dying out and the people of Limerick will not mourn their loss. Some of their offspring are alive to the present day. Vokes once entered a house at Ballincurra near Limerick and said to the woman of the house "Your husband had a nice party with him last night and they did good work making lead bullets to shoot me". It was a thatched house and he went over to the corner of the thatch and took out the bullets. He told the woman not to have anything to do with these men and not to allow them into her house again. The same gentleman went up to a man at Limerick Market and said to him "You have a revolver in your pocket in order to shoot me". He arrested the man and had him transported for life.

The late Very Rev. Archdeacon Fitzgerald was Parish Priest of Askeaton at the time and he was a great leader of the Tenants Rights movement. He composed the song "The New Lights of Askeaton". In those times of persecution the Protestant Clergy kept soup houses in order to induce the poor Catholics to join their flock and when Fr. Fitzgerald was transferred to Ballingarry he composed another song "The Soupers of Ballingarry". He was transferred to Rathkeale in 1850 where he built a residence on the New Road and also the Christian Brothers School.

He later vacated the residence and went to live at the Hospital house. He left his beautiful residence to three Christian Brothers as a monastery. He is buried in Castlemahon and for the purpose of erecting a railing around his grave I am thankful to the Nationalists of Newcastle West and to those from the old historic town on the Deel for their attendance on the occasion.

A brother of the Singletons who died in Newcastle West is buried in Church Street, Rathkeale. I was at the burial when a member of the family said "Leave his head high so he can be looking at the Croppy Hole".

A poor womans son was brought to his home at Kilbrathren and hanged opposite his own house. There was a raid on a Mr. Stephenson's at Curraheen, Cappa as a man worked there who had informed on some friends of Mrs. Stokes of Rathkeale. The informer wanted to connect them with the murder of Major Going. However, General Lloyds grandfather and Sir Stephen De Vere and his family saved the man from the gallows. Many persons were betrayed by these private informers and were hanged: three for Major Going and three for Major Hare. The latter were two brothers Mangan from Old Pike and their brother in law named Green. A post Boy was shot at Rockfield near Rathkeale and the O'Shaughnessy families from Bethville House Askeaton, Ballyann and Kilbrathren took a prominent part in sheltering the heroes while they were on the run. The Bridgemans of Askeaton and Robertstown, the Morans and Hayes' and other leading families in West Limerick played a major role in the insurrection and in the great battles to put down the Tithe Tax.

To be continued.

*Happy Easter
to all
our readers.*

a historical view of the 1940's and 1950s By a practising veterinary surgeon

I arrived in Rathkeale in early 1941 having come from the mid-Cork town of Buttevant. Rathkeale was a larger town than Buttevant and more importantly Rathkeale appeared to be a more prosperous and vibrant town with a very active railway station, a cattle market that was held in the square and a monthly horse fair which was also held in the square. The town also possessed a regular race meeting, which was held in Ballywilliam and more public houses and hotels than I care to remember at this stage. The town itself did not have any industry except to say that it was a self-sufficient town where all and any essential items could be purchased. Rathkeale was basically a market town, which depended solely on the farmers for its market and its survival. The vital link between the business community and the farmers was well established at that period and in all terms Rathkeale appeared to have a very bright future.

My coming to Rathkeale was a quirk of fate. After qualifying as a veterinary surgeon I had chosen to set up practise in Charleville, a town quite close to my hometown of Buttevant. It is interesting to note that my father at that time was a practising veterinary surgeon in Buttevant but he had relied more on his farming business between the wars for his income. While practising in Charleville a local veterinary appointment for the Rathkeale area became vacant and having attended the usual interviews I was appointed to the job. My move to Rathkeale was necessary for a number of reasons, a) transport was extremely difficult during the war years and b) Rathkeale was a considerable distance from Charleville and the practise that was established in Charleville was in its infancy and was not established.

From a vets perspective the major changes in life in the '40s through to the '60s has to be in the

following areas. Firstly farming was relatively unmechanised in that the majority of the annual work done on farms was done either with the use of horses or manual labour which was cheap and plentiful. Horse fairs as canegrance were extremely common and Rathkeale had one of the biggest horse fairs in the region and it was held on a monthly basis. I suppose the biggest changes in all this time has to be the total mechanisation of farming which has brought about fundamental changes in the structure and fabric of the rural community. In the '40s transport was primarily by horse and carriage of some kind. Motor cars had in the main been only been used by those for whose circumstances were such that they could either afford a car or that the car was absolutely essential for economic performance of their job, such as commercial travellers, veterinary surgeons and doctors and so on who required car for economic reasons. It is the change from the war years on through the '50s which sees the periferation in the use of the motor car that has signalled one of the major changes in rural life. People now saw the advantages of the car and the car became a symbol of affluence and thus a sought after commodity.

Farming was also changing. In the early '40s dairy herds were small and small was a constraint that was necessary as large dairy herds had to be milked by hand and while labour was readily available and cheap. There were other constraints such as the delivery of milk to the creamery, which could only be done in general by horse and cart. Some of the large farmers in the '40s would have had up to and probably no more than thirty cow dairy herd. The early '50s saw milking machines coming on the scene which coincided with the introduction of the revel electricfication scheme. Milking machines were the first major change quickly followed a

change from horses to tractors.

Fodder (hay mostly) was produced by horse drawn mowers, horse drawn turners, tumblers, whine making and floats to bring the hay in. Mechanisation saw the introduction of tractors for the cutting of hay, the turning of hay and the carriage of the whine to the barn. Of course this mechanisation had advanced much further to it's present stage where silage appears to be the preferred form of fodder for cattle, cows etc., while hay is still produced but to a much lesser extent and more for horses etc. The change in breeds is also another change which occurred. The majority of dairy herds in the '40's were made of shorthorn cows and beef from a mixture of shorthorn and Kerry. The change from shorthorn to Friesian seems to have occurred overnight and farming is now made up of the Friesian/Holstein and beef from Hereford to Limousines.

I suppose one of the major changes that has occurred over the last 60 years is the serious decline in help and the serious decline in people working in agriculture. Today there is possibly only the owner, who performs most of the work on the farm and the other work being performed by contractors or sub-contractors as the case may be. Pig farming was a large part of the farming income in the '40s and '50s. One of the largest pig farmers in the area was, notably Mr. S. O'Rourke who lived below at Courtmatrix who had a very large pig operation in the '50s and was a very successful farmer when measured against her male counterpart. While the pig farming was intensively carried out in west Limerick it has died out completely. Large parts of the practise have revolved around the inoculation and treatment on pigs. In the 70's pigs had totally disappeared and so had this part of the practice.

The late '40s, I believe 1947, saw the introduction of the TB testing scheme for cattle. The first TB test for this region was carried out in Copeswold College by myself. The then principal of the college felt that they should be the forerunners to this scheme as they were an agricultural college and

felt the need to be proactive in any schemes which improves the quality of Irish herd. In the late '40s and early '50s TB irradiation became a very important source of income for vets and it may have been responsible for doubling of the vet numbers in the country to deal with the problem. TB was rampant in the country and west Limerick was no exception. A considerable number of herds lost their entire stock due to this decease and in some cases compensation rarely properly remunerated the farmers for the loss. It was commonplace in the '40s and '50s to meet cattle being driven on the roads at any time of day or night to a particular mart for the following morning. For example, one night I was passing up through Ballyhahill at 12.30 and I met drovers heading cattle towards Rathkeale for a mart. The following evening I met the said same drover bringing the cattle back from Rathkeale having had an unsuccessful sale.

Of course there is another important factor which has changed the area of Rathkeale and a considerable number of surrounding areas and that is the dredging of the River Deel. I know my friend Mr. Jack O'Dwyer would be able to give a more exact picture as to what works were done, however I think I can speak clearly about the advantages which the Deel drainage scheme brought to the area. In the '40s and '50s a severe flood in the Deel ultimately meant that no veterinary work 'could be done for 2 or 3 days as the area of Ballywilliam that we now live in would have been completely cut off by flood rates. These floods could take anything up to three or four days to subside which ultimately meant that veterinary practices were put on hold. Rathkeale always suffered from regular flooding this flooding has been known to come up to the gate of the present hotel where we are this evening.

Of course it should also be remembered that technology has given us considerable advantages when we look back and reflect what the '40s and '50s were like. For example, the telephone was really in its infancy in Ireland and the amount of telephones in the country were few and far between. In general most towns had a post office where a public phone could be operated at any hour of the

night, but most farmers and most people living in the rural countryside did not or could not afford the use of a telephone.

Again, when I came to Rathkeale it is worth noting that Ballywilliam did not have any electrification and it is something which I was involved with on a committee getting people to sign up to make it viable to have rural electrification. This occurred in the early '40s and it was something that brought great benefits to the rural community and allowed a far greater flexibility with respect to milking machines and other things. Again water supply was another asset that came to Rathkeale in the early '40s and rural water supplies were something that started in that period. If we now reflect on what the country is like and the changes brought about by rural electrification and water supply we are now beginning to get some idea what life was like in the '40s. For example if we look at the quality of the roads in the '40s the roads were unfortunately in an atrocious condition especially most of the back roads, which are now tarred and reasonably well kept. In the early '40s and '50s the roads were maintained by a fleet of road workers who broke stone in the quarry by hand, transported it to the roads by horse and cart and there further broke the stones further for filling holes and repairing roads as the case may be. Tar was applied by a horse drawn spray, invariably most major roads were given a coat of tar whereas the minor roads were generally left with an untarred surface. These roads were generally kept up on the basis of regular roadmen who attended to the potholes, which occurred from time to time. However, it is fair to say that the maintenance of the roads in that period was a lot better than the present day maintenance. However the present roads are in general, surface wise are in better condition than at that time.

The maintenance of a car in the '40s and '50s was virtually impossible. The tyres while bad were something that one needed a regular supply of. I suppose I should say something about the war years in Rathkeale since I was here from 1941 to end. I believe it is important to give people some indication of what it was like for a vet practising in

that period where the word depression would have been considered a boom, it was survival markets only existed within the county and transport was only for essential items such as food and fuel.

Petrol was subject to rationing and coupon allocation were subject to need. To operate a veterinary practise properly, coupons had to be bought on the black market and made the viability of veterinary work a joke.

During these years petrol coupons had to be purchased from lorry drivers to maintain and sustain a car during the period. The petrol coupons were 4 times the value of the actual petrol thus making the economics of carrying out a practise during this period extremely difficult. Of course the purchase of a car during the war years was another problem. Most cars were purchased second hand where possible cars were totally unobtainable during this period. Worse still, it was virtually impossible to get tyres for cars as these were also rationed. Invariably one nearly always purchased second hand cars if it had good tyres. The likelihood was that 'the second hand car was cheaper than the tyres that were good on it. However, it was difficult to practise under conditions where restraints were all anti-development, it was all based purely on survival economics and non-essential items had to be ?? a living from the periphery of this economic ??.

I suppose one of the major changes that I have seen over the last 60 years has been the complete change in the way the rural economy works and the decline in the rural environment. Changes have come about as a result of circumstances beyond the farming community's control. The changes have brought about intensification, efficiency, cost control, mechanisation, the car, electrification, water supply and the hopes of other ecological changes has seen the rural environment decline, not only the physical environment but social and psychological environment of the countryside, 'once a vibrant community and now a desolate during the day and only vibrant in the evening on the return of the working population from outlying areas, cities etc.

An excerpt from an article by Micheal O'Conchubhair published in the Limerick Leader in 1931

In view of the widespread interest being taken in the Diamond Jubilee Celebrations of the Rathkeale Confraternity, which will be held on Sunday next, the occasion is opportune for some account of historical landmarks in the town, especially those of a religious nature.

People who come to the jubilee celebrations and take part in the procession will get a close up view of the abbey as the procession passes by on its way from Beechmount and we hope that nobody will forget to salute the venerable ruin and say a prayer for the dead, some of whom are probably buried under the ground they tread on. After passing the abbey and the courthouse the processionists come to O'Shaughnessy's (the Round House) corner where they will notice a little laneway on the right- this is Chapel Lane. How significant and reminiscent is the name, an epitome of the history of the Penal Times. At the head of Chapel Lane is another landmark in the religious history of Rathkeale.

After the parish church and monastery were confiscated here, as in every town in Ireland, the Mass bell was silenced and religion was homeless, and so it remained until the penal laws were relaxed, and then we find the noble church, at one time accustomed to regal glory throughout the land, glad to take shelter in a laneway. The title "chapel" originated with the persecutors as a term of contempt when they tried to lower and belittle what they could not destroy.

As may be seen from the photo nothing now remains of this building except an archway, the entrance when it was used as a church in the early years of the 19th. Century. There are people living in Rathkeale today whose grandparents went to Mass in Chapel Lane and they got the information direct from their grandparents own lips. They also remember their grandparents telling them how the parish clerk, who was by the way a small little man, would go through the streets on Sunday ringing a small hand bell and notify the people to come and

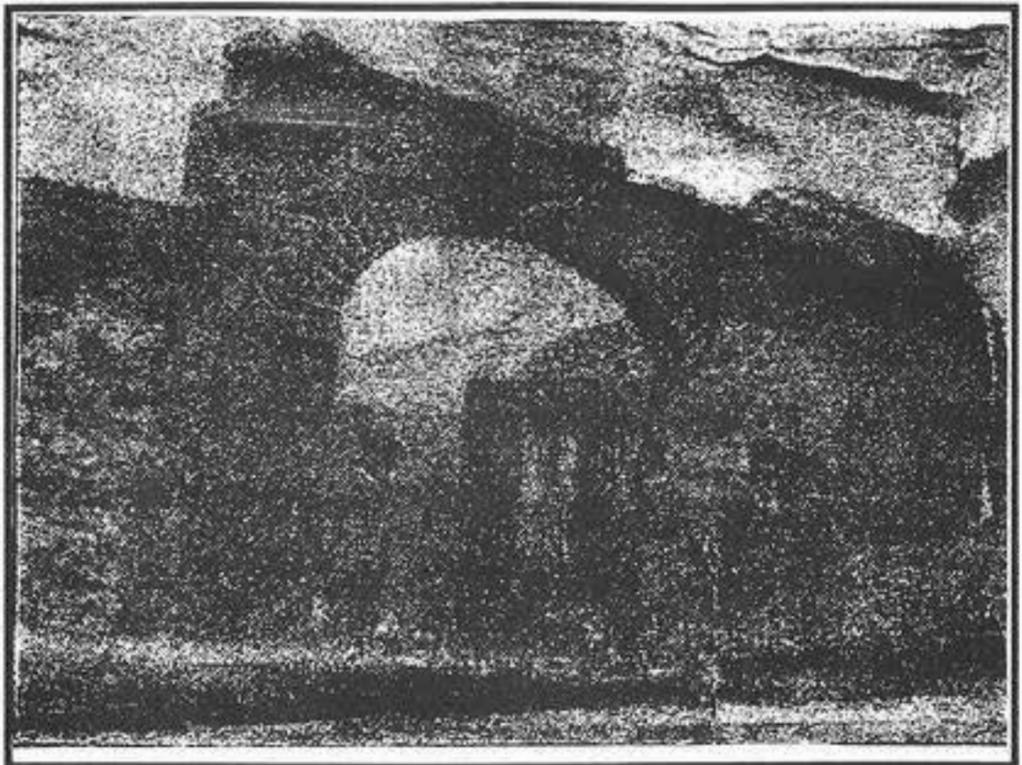
hear Mass. It was not permitted even then to hang a tower bell. I am sure Canon Murphy of Abbeyfeale and Rev. John Kelly of Templeglantine, who were directors of the confraternity here many years ago, when people lived who had a wealth of traditional lore, must have a good deal of information about the church in Chapel Lane, as both clergymen had a keen interest in the history of Ireland both local and general.

According to tradition it was a nice little church for its time, with two side aisles each having an entrance door. The altar faced the archway entrance that still remains. Over 100 years ago the church in Chapel Lane was closed when it was replaced by a larger one in Thomas St. and it was here in this church in Thomas St. which is now the Convent School, that the Rathkeale Confraternity was founded in 1871. This church was in turn closed when the present Church, built by V. Rev. Dr. O' Shea, was consecrated and opened for public worship on Sunday 17th August 1873 within the octave of the Assumption of the Blessed Virgin Mary. Among those who preached in the new church was Very Rev. Fr. Thomas Burke O.P. the renowned pulpit orator, who delivered the sermon in 1874 on the occasion of the first anniversary.

Let the visitor to the town on Sunday ponder as he stands beside the site of the old rath where the town of today originated and think of the many and some mighty events that have occurred since the Fort of Caola was first built in the dim past. The royal tale in The Book of Leinster speaks of the "Argainn of Rath gCaola" (the plundering of Rathkeale). Who were the plunderers?. Were they the fierce Norsemen, who having come up the Shannon or perhaps the Maigue or Deel, in their narrow boats suitable for travelling on rivers as well high seas?. If so what a sight it must have been in the Rath when the terrible Vikings raided and slew and plundered in the name of their gods, Oden and Thor while their helpless Christian victims, taken unawares, beseeched Iosa and Muire and Joseph to come to

their assistance and protect them from the relentless ferocity of their pagan attackers.

Or again think of that day centuries later in 1579 when Malby, fresh from the butchering of the monks at Manister, came along with his army to Rathkeale and made a bonfire of the town. There is that other terrible day a year later when the English encamped here on their way to Smerwick and the massacre of Dun an Oir. The proud courtier, Raleigh, who was responsible for the butchery at Dun an Oir, and whose name survives to this day as "Bogey Man" to frighten children at Smerwick, where they say "Cughat an Puca Rowley". This same Raleigh prepared for Kerry by doing a little at Rathkeale for the fun of it on his way west.



The archway entrance all that remains of the old Catholic Church at the head of Chapel Lane, in which Mass was said up to the beginning of the 19th Century

DIARMUID DILLON OF DUAGH AND DANESFORT, RATHKEALE.

*It is with great regret that we mourn the passing of
DIARMUID DILLON.*

*When considering his many achievements and capabilities
it might be, that his considerable community involvement
in his adopted parish might be overlooked.*

*He was elected to the very first Community Council on its
inauguration in 1973 and spent over six years on that
body during which time he was tireless in his
contributions to the ongoing work of the council.*

*He himself was always available as was his tractor and
trailer and other farm machinery when required.*

He is sadly missed.

Ar dheis De go raibh a Anam.



Useful Information

Deel Views: Jack O'Dwyer Tel: (069) 64210

Banks: Late opening Tuesday

Credit Union:

Monday 2.00-4.00pm.

Tuesday & Wednesday 10.00am to 4.00pm

Thursday: 10.00am to 6.00pm

Friday: 10.00am to 4.00pm and 6.00pm-8.30p.m.

Saturday: 11.00am to 4.00p.m.

Library Opening Hours:

Monday & Wednesday: 2.00pm to 5.00pm

Tuesday: 10.00am to 1.30pm, 6.00pm to 8.00pm

Thursday: 10.00am to 1.30pm & 2.00pm to 5.00pm

Friday: 2.00pm to 5.00pm and 6.30pm to 8.30pm

Mart: Tuesday - Cattle, Wednesday - Calf & Pig

Post Office:

Monday to Saturday 9.30am to 5.30pm

Thursday: 9.30am to 1.30pm

Dentist: Ml. Brosnan, Thomas Street

Doctors:

Dr. Lynch Half Day Thursday

Dr. Curtin Half Day Wednesday

Dr. Teehan: Half Day Thursday

Church/ Mass Times

St. Mary's Catholic Church

Sunday 9.30am and 11.30am

Monday to Saturday 9.30am

Saturday: 7.30pm

Holy Trinity Church of Ireland

1st, 2nd, 3rd & 5th Sundays 10.30am

4th Sunday 11.00am alternating with

Askeaton & Castletown

Embury Heck Memorial Methodist Church

Sundays May & July 11.30am

Sundays June & August 10.00am

Sundays January, March, Sept, Nov 12noon

Sundays: February, April, Oct, Dec. 10.30am

Festival Show: Mrs. Ann O'Connell

Community Council: Monthly Meeting

First Monday 8.30pm Secretary: Lorraine White

Social Services: Secretary: Breda Morrissey

Red Cross: Secretary: Tim Shiels

St. Vincent de Paul: J. Dunleavy

Meeting alternate Mondays

I.C.A. Secretary: Mrs. Alice Vereker, 2nd Thursday

G.A.A. Hon Secretary: Jack Daly

Soccer: Juvenile: Séan Hartnett

Abrahams Golf Society: J. O'Connor, Secretary

Scout Cubs: Thursdays, Youth Centre

Community Hall: Tel: 64908

Things to do and see.....

Tourist Information Centre - Irish Palatine Centre
Open June - September 7 days 2.00pm to 5.00pm

Irish Palatine Heritage Centre
Open June - September 7 days 2.00pm to 5.00pm

Dohyle Lough: John Griffin

Sports Complex
Squash, Racketball, Handball, Snooker, Pool
Tel: (069) 64622

Kyletaun Tennis Club. Contact:
Pat O'Doherty (069) 64086
Affiliated to Tennis Ireland. Floodlit international size.
Open 7 days.

Bridge Club every Tuesday night September-June
Contact: Mary Kennedy (069) 68330