

THE PROPOSED DUBLIN TO KILKENNY RAILWAY 1837

Brendan Hall

The Parliamentary Committee to consider the Bill for the construction of a railway between Dublin and Kilkenny met over three days, starting on Tuesday 06 June 1837. The members of the Committee, as stated in the Parliamentary Report, were Mr. M. **O'Connell**¹, Sir C. **Coote**², Mr. H. **Grattan**³, Sir R. **Musgrave**⁴, Mr. **Maher**⁵, Mr. J. **Power**⁶, Mr. **Talbot**⁷, Mr. **Fitzsimon**⁸, Mr. **Vigors**⁹, Mr. **Roche**¹⁰, Mr. G. **Evans**¹¹, Mr. **Brady**¹², and Mr. **Martin**¹³.

The projected capital for the proposed railroad company was £800,000, divided into 8,000 shares of £100 each. The company was further empowered to raise a loan of £265,000. Seven thousand, six hundred and seventy six shares had already been subscribed for, representing a capital of £767,600, of which deposits of £19,098 had already been received. The actual cost of the railway, including the cost of locomotive engines, stations and general infrastructure, was estimated at £783,400.

Two petitions were received from the Barrow Navigation Company alleging that if the railway were built, the trade on the Barrow Navigation would be very much diminished - to the detriment of the BNC. As nobody appeared before the Committee representing the BNC, the petitions were rejected. It is, however, worth pointing out, that in the second Committee Report (1838) the BNC was described as a company 'whose management of their works, has been extremely creditable to the directors; who have carried it successfully through many and great difficulties, and are but just beginning to reap the fruits of their perseverance and integrity. The interests of this company being justly entitled to the most favourable consideration, and to every protection consistent with

¹ Maurice O'Connell, Liberal (Repealer) member for Carlow or Morgan John O'C. L(R) for Kerry County

² Sir Charles Henry Coote, Conservative member for Queen's County

³ Henry Grattan, Liberal (Repealer) for Meath County

⁴ Sir Richard Musgrave, bt., Liberal (Repealer) for Waterford County

⁵ John Maher D.L., Liberal (Repealer) for Wexford County. He does not appear to have stood in the 1841 election. In 1848 was a magistrate in Wexford

⁶ John Power Liberal member for Dungarvan

⁷ James Talbot, Liberal member for Athlone

⁸ Nicholas Fitzsimon, Liberal (Repealer) member for King's County

⁹ Nicholas Aylward Vigors, Liberal (Repealer) member for Carlow

¹⁰ Edmund Burke Roche, L(R) MP for Cork County or William R. /David Vandeleur R., MPs for Limerick

¹¹ George Evans, Liberal MP for Dublin County

¹² Denis Caulfield Brady, Liberal MP for Newry

¹³ John Martin, Liberal MP for Sligo or Thomas Barnwall M., MP for Galway

those of the public at large'.¹⁴ However, it was also recognised in the second report that the welfare of the BNC would have to be sacrificed, despite the good reputation of the company.

It is evident, also, from the second report, that there was much controversy concerning the route the railroad should take, with interested parties lobbying on behalf of various towns and districts to have easy access to a rail system, a debate familiar to us today concerning this country's motorway programme.

Names and Descriptions of the Provisional Directors of the Dublin and Kilkenny Railway, with the Amount &c. subscribed by each (1837)

Names	Description	Designation	Amount
Henry Bainbridge	St. Paul's Churchyard, London	Banker	10,000
George Latouche	Stephen's Green, Dublin	Gentleman	15,000
Thomas Barnwall	Copthall Court, London	Merchant	2,000
John Maher ¹⁵	Ballinkeel, [Enniscorthy], Co. Wexford	M.P.	4,000
Peter Gale	Ashfield Hall, Carlow	Esquire	2,000
Benjamin Shaw	Kilburn Priory	Gentleman	6,000
Francis Wilson	4 Jeffrey's Square, London	Merchant	3,000
Thomas Mooney ¹⁶	Pill Lane, Dublin	Merchant	2,000
Richard Richard	Lawrence Lane, London	Merchant	2,000
Owen Ryan	23 Merchant's Quay, Dublin	Merchant	2,000
Francis White ¹⁷	42 Dawson St., Dublin	M.D.	1,000
Edward Stewart	Winchester Hse., Broad St., London	Merchant	2,000
			51,000

It was stated in Committee that the existing means of conveyance (day and night coaches, caravans, cars, boats on Grand Canal) and communication between the proposed termini of the Railway were insufficient to meet the needs of agriculture, commerce and the manufacturing industry. The nearest point at which water carriage was available was at Goresbridge, about eleven miles from Kilkenny, and much speedier communication was desirable for Carlow and other areas along the proposed Line.

While the Dublin to Kilkenny line was to be self-sufficient, that is to say that it should pay its own way, it was intended that it should be laid out in such a way

¹⁴ 'The Railway System in Ireland', comments on the 'Second Report of the Commissioners appointed to consider... a General System of Railways in Ireland' in *The Dublin Review*, February & May 1839

¹⁵ See 5

¹⁶ Wholesale Iron-monger, hardware, iron and steel merchant and Agent to London Plate Glass Company

¹⁷ Inspector General of Lunatic Asylums in 1848

so as to allow for further extensions of the track, taking in the south-east and south and eventually west as far as Limerick. It was also considered important that the town of Carlow, with 11,500 inhabitants, should be included in the planned route of the track.

The revenue, a conservative estimate, which would be generated annually on the Line, was estimated as follows:

From the carriage of Passengers	£149,379
From the carriage of cattle	£ 9,993
From the carriage of goods	£ 38,003
Total	£197,375

The return on the capital expenditure of £800,000, taking in expenses and income, for the construction of the railway was estimated at 13½%, with an annual profit of some one hundred and eight thousand pounds.

It was pointed out by the Committee that the planned construction of the railway was being well received by the owners, lessees and occupiers of land on the whole line, as well as the inhabitants of towns and districts along the proposed route. In fact, such was the goodwill generated, that many landowners had donated tracts of land for nothing. The scheme was also supported by two prominent engineers, Mr. Aher and Mr. Macneil [sic]¹⁸. It was also shown that the line presented unusual engineering facilities in that gradients were very low, the steepest being one in 500.

List of Persons subscribing £2,000 and upwards

Names	Residences	Description	Amount
Henry Bainbridge	Saint Paul's Churchyard, London	Banker	10,000
George Latouche	Stephen's Green, Dublin	Gentleman	15,000
Edward Stewart	Winchester Hse., Broad St., London	Merchant	2,000
Benjamin Shaw	Kilburn Priory	Gentleman	6,000
Francis Wilson	4 Jeffrey's Square, London	Merchant	3,000
Thomas Barnwall	Cophall Court, London	Merchant	2,000
John Maher	Ballenkeel [sic], Co. Wexford	M.P.	4,000
Thomas Mooney	Pill Lane, Dublin	Merchant	2,000
John White	Broad Street, London	Merchant	4,000
Edward Murphy	Baltic Coffey House, London	Broker	2,000
Hugh Stafford	I.U.S. Clubhouse or Bray, County of	Military	5,000
Donnellan	Wicklow, Ireland		
Charles Cook	Clapham. Surrey	Gentleman	2,000
Robert Marder	9 South Street, Finsbury	Merchant	2,500
M.A. Goldsmid	7 Ironmonger Lane, London	Gentleman	3,000
R.A. Fellowes	Long Room, Customs	Broker	2,000

¹⁸ See JGSI Vol 3 No. 4 page 244

Thomas Nias	9 Copthall Court, London	Solicitor	2,000
T.N. Forrester	58 Threadneedle-yd., London	Broker	2,500
E.H. Bainbridge	St. Paul's Churchyard, London	Banker	5,000
John D. Lewis	21 Cornwall Tce., Regents Pk., London.	Esquire	10,000
Edward Jourdan	Threadneedle Street, London	Gentleman	5,000
James Crane	63 Russell Square, London	Merchant	2,000
John Gray	24 Bolton Street, London	Surgeon	2,000
Richard Pritchard	Lawrence Lane, London	Merchant	2,000
Frederick Hill	Broken Wharf	Wharfinger	2,000
D. Maes	1 Great St. Helen's, London	Merchant	2,000
A.S. Perkins , for Perkins, Schleusser & Mullings	67 Mark Lane, London	Merchants	5,000
Joseph Forester , for Parker & Forester	Hambro Wharf, Upr. Thames Street, London	Wharfinger	2,000
G.E. Minshall	12 St. Paul's Churchyard, London	Gentleman	2,000
I.H. Ellis	16 Keppel Street, London	Gentleman	2,000
Benjamin Foyle	Mark Lane, London	Gentleman	3,000
John Mathey	23 Doughty Street, London	Gentleman	2,000
Richard Jaffray	22 Austin Friars, London	Merchant	2,000
C.W. Stokes	60 Old Broad Street, London	Gentleman	2,500
Adelaide F. Stokes	Clapton	Spinster	2,500
John Sumur Smith	17 Trinity College, Dublin	Surgeon	4,000
John D. Lewis	21 Cornwall Tce., Regent's Pk., London	Esquire	5,000
Edward Waley Solomon	81 Old Broad Street, London	Gentleman	2,000
Stephen Flocton	1 Milton Ct., Threadneedle St., London	Gentleman	2,000
Edward Meyer	Winchester House, Old Broad St., London	Merchant	7,500
Edward Meyer	ditto	Merchant	7,500
Thomas Powell	Stock Exchange	Gentleman	5,000
Ernest Bosset	213 Regent Street, London	Gentleman	3,000
George G. Grenfell	28 Belgrave Square, London	Gentleman	2,000
Rowland Ronald	20 Upper Berkley St., London	Gentleman	3,000
Frederick Sehen	5 Bank Chambers, London	Merchant	2,500
Walter Learmouth	Bride Lane, London	Merchant	2,000
John Donkin	80 Gt. Surrey Street, London	Civil Engineer	2,000
James Ogilvy Fairlie	2 Stanhope Place. Connaught Place, London	Gentleman	2,000
S.E. Magan	42 Old Broad Street, London	Banker	5,000
James Easton	Borough	Civil Engineer	2,000
John B. Elin	32 Fenchurch Street, London	Merchant	3,000
E.T. Waters , Jun.	Warnford Ct., Throgmorton St., London	Gentleman	4,000
John Gelling	46 Lime Street, London	Wine Merchant	2,000
Launcelot Middleton	46 Lime Street, London	Wine Merchant	2,000
William Tran	Dud-Maston Hse., King's Rd., Chelsea	Gentleman	2,000
Thomas Farncomb	Griffin's Wharf, Tooley St., London	Wharfinger	3,000
George Towgood	Stock Exchange	Gentleman	3,000
Hans Busk	Great Cumberland Place, London	Esquire	3,000
Henry Stokes , for Stokes & Walker	18 King Street, Snow Hill, London	Distillers	3,000
James Laing Hay	Stock Exchange	Gentleman	2,000
S. Smith	3 York Chamber, Whitehall, London	Gentleman	4,000
Henry Birchfield Swaby	Admiralty Registry, Doctor's Commons	Gentleman	5,000
Robert Sutton , junior	7 Castle Alley, Royal Exchange	Gentleman	2,000
Charles Towgood	28 Clement's Lane, London	Banker	10,000
Robert Walter Carden	11 Throgmorton Street, London	Stock Broker	3,000

Richard Barnes Barnes	16 Throgmorton Street, London	Gentleman	7,500
Thomas Wilson	Jeffrey's Square, London	Merchant	3,000
James Linigan	Castle Fogarty	Gentleman	3,000
George Palmer	No. 2 North Plaza, Royal Exchange	Broker	3,000
Eliza Lowe	Kilburn Priory	Spinster	2,000
William May Simonds	80 Old Broad Street, London	Broker	8,500
Plaisnel Morris	80 Old Broad Street, London	Stock Broker	2,000
James Bogle Smith	80 Old Broad Street, London	Gentleman	2,000
Cadman Hodgkinson	34 Dowgate Hill, London	Merchant	4,000
Thomas Francis Wilson	3 Crescent, Minorities	Cornfactor	4,000
John Richard Wilson	3 Crescent, Minorities	Gentleman	2,000
Peter Gale	Ashfield Hall, Carlow	Esquire	2,000
James Watt ¹⁹	3 Palace Street, Dublin	Solicitor	3,000
William Leahy	1 Merrion Square West, Dublin	Gentleman	2,000
John Doyle	9 Hatch Street, Dublin	Gentleman	2,000
Gregory Downes	Adamstown, County Wexford	Esquire	2,000
Owen Ryan	23 Merchant's Quay, Dublin	Merchant	2,000
James Alexander , jun.	Milford, Carlow	Merchant	6,000
James Sculley	Dublin and Kilfeale	Esquire	10,000
Michael Cahill	Gardiner Street, Dublin	Barrister	3,000
Abel Labertouch	25 College Green, Dublin	Public Notary	2,000
John Ormsby Vandeleur	Merrion Square, Dublin	Lt.-Gen., GCB.	3,000
William Stern Hart	17 Fitzwilliam Square West, Dublin	Solicitor	2,000
Herbert Hardy	Manchester	Merchant	11,000
John Parnell ²⁰	Avon Dale, County Wicklow	Esquire	6,000
James Richardson	Half Moon Court, Manchester	Manufacturer	2,000
William Richardson	Half Moon Court, Manchester	Manufacturer	2,500
John Cross Richardson	Half Moon Court, Manchester	Manufacturer	2,000
William Buckley	Ashton-under-Lyne	Solicitor	3,000
John B. Reyner	Ashton-under-Line [sic]	Merchant	3,000
John Wych	Ashton-under-Line [sic]	Gentleman	3,600
James Holt Heron	Manchester Police St.	Merchant	3,000
James Duncan	Finglass Court, Dublin	M.D.	2,000
James Knight Heron	Manchester	Cotton Spinner	3,000
Samuel Mayer	Manchester, Lever St.	Merchant	3,000
John W. Bridge	Manchester	Slate Merchant	3,000
Thomas Gresham	Buckingham House, Cheltenham	Esquire	5,000
A. Limond	Cheltenham	Colonel	2,000
T.B. Smith	Cheltenham	Banker	2,000
J.S. Pidgeon	Duke Street, Reading	Gentleman	2,000
John Jackson Blandy	Friar Street, Reading	Gentleman	4,000
A. Barker	Banhouse, Bakewell	Gentleman	3,000
J.D. Ryan	3 Lyon Row, Clifton	Gentleman	2,000
			376,000

In the Committee hearings, it was emphasised that Kilkenny itself was to be the hub for any future extensions of the line. This idea was still to the fore in the

¹⁹ In 1848: James Watt & Co., her Majesty's proctors of Admiralty of Ireland. Private Residence: Claremont, Glenageary, Kingstown, Co. Dublin

²⁰ John Parnell D.L., Avondale, Rathdrum, Co. Wicklow, Magistrate

mid-1840s when it was intended that four railways should run through the town. These were the Great Southern & Western Railway, for a line to the Great Southern & Western Railway at Cuddagh, the Irish South Eastern Railway to the GS&WR at Carlow, the Waterford & Kilkenny Railway, and a railway to Clonmel via Callan and Fethard. This concept came only partially to fruition, with Kilkenny being merely a spur on the Kildare/Ballywilliam section of the GS&WR, but with a connecting railway to Waterford through the independent W&KR.

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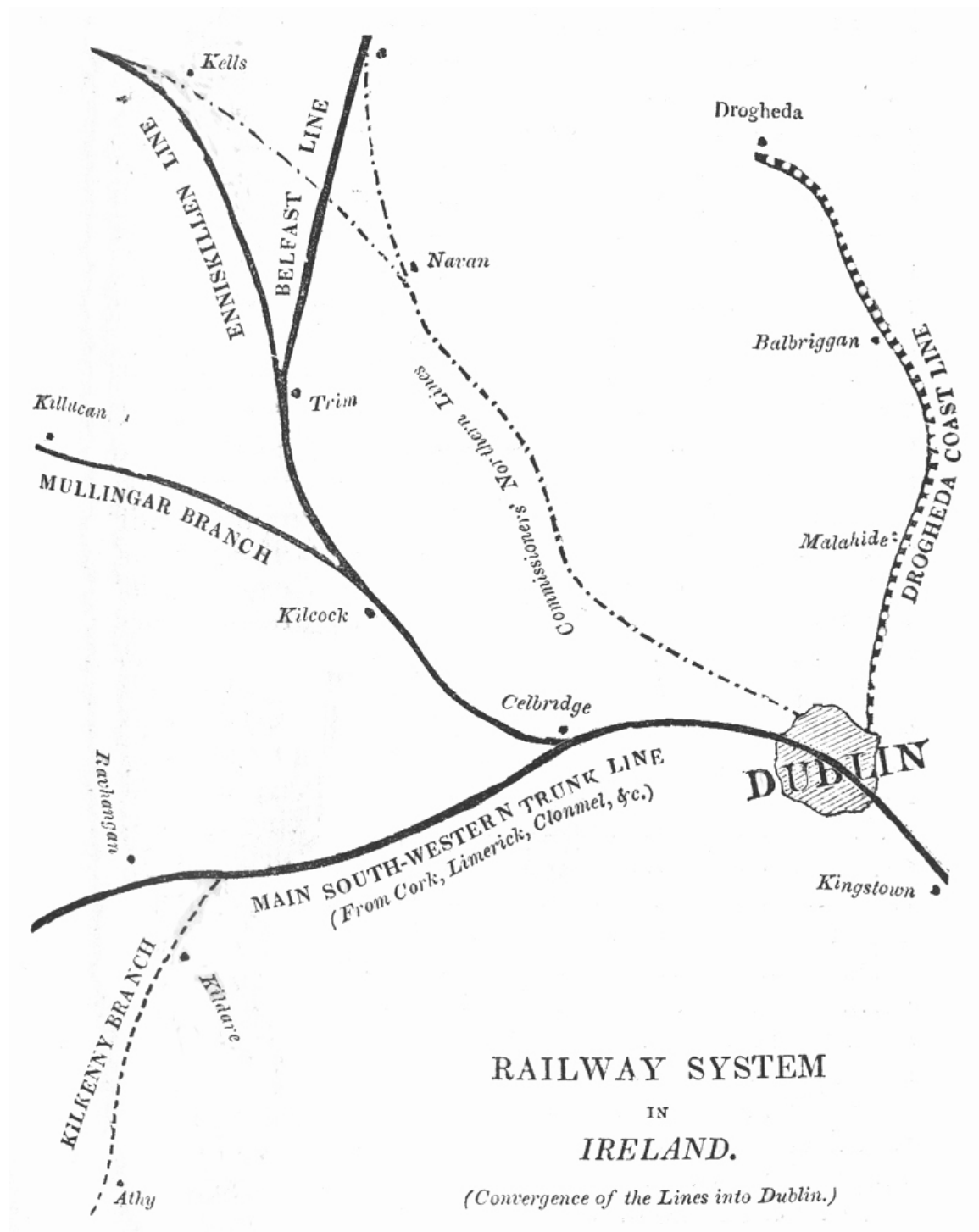
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Table of Progressive Improvements in Locomotive Engines²¹

DATE	Evaporating power in cubic feet of water per hour	Load in Tons	Speed in miles per hour	Fuel in lbs. Per ton, per mile	ENGINE
1825	16	40	6	3¾	Old Engines
1829	30	40	15	2½	Rocket
1834	70	40	22	¾	Fire Fly
1838	95	50	32	⅜	Harvey-Combe
1838-9	165	40	40	⅙	North Star

²¹ *The Dublin Review*, Vol VI, London 1839, page 221



‘The Railway System in Ireland (Convergence of the Lines into Dublin)’ from the Second Report of the Commissioners appointed to consider and recommend a General System of Railways for Ireland: Presented to both Houses of Parliament, July 1838.²²

²² *The Dublin Review*, Vol VI, London 1839