

# TRANSPORT



Bianconi's Long Car leaving The Imperial Hotel



Locomotive on the Sligo, Leitrim and Northern Counties Railway

## Roads

Sligo is located in the natural coastal pass from Connacht to Ulster and at the fording place of the Garavogue River and the high tide mark of the estuary.

The first formal road-ways in Ireland were military and constructed to move forces and information. Staging posts were set up along routes to facilitate the change of riders or horses, thus creating the start of the "post" system.

By 1653 posts were established along the roads from Dublin to six locations- Belfast, Coleraine, Derry, Sligo, Galway and Cork. In 1659 the route to Sligo from Dublin was via Athlone and Roscommon and was 102 Irish miles in length. The Connacht road to Sligo in this year costs £164 to maintain.



Letter with mileage mark from Dublin to Sligo

In 1729 the stage-coach route to Sligo has changed to via Longford and Carrick-On-Shannon and was travelled twice a week.

The Mail Coach Road in Sligo town was part of the route out of town, continuing up the hill to Circular Road and going on to join the current road at Cairns view on the top of Pearse Road.

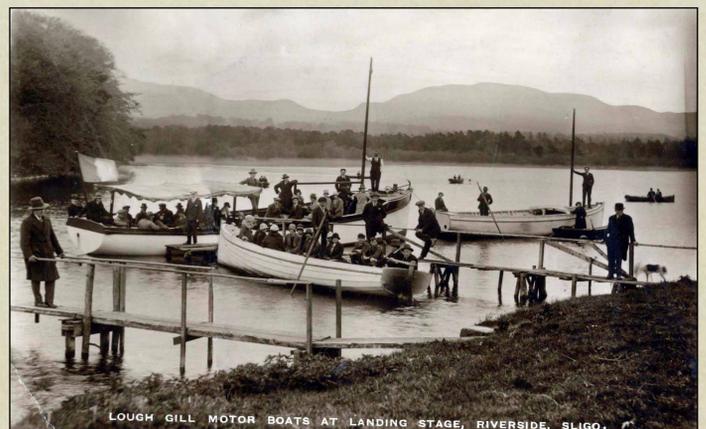
## River and Lake

The Garavogue River was navigated from the weir at riverside up to Lough Gill. A paddle steamer service ran from the landing at Doorly Park to Dromahaire from 1843 until the opening of the Sligo, Leitrim and Northern Counties Railway in 1881. Two paddle steamers operated this service- P.S. The Lady of the Lake and P.S. The Maid of Breffni. The Lady of the Lake was reputed to be the first lake steamer in Ireland to be propelled by a steam engine. The main goods carried were corn to the mill at Dromahaire and passengers, with The Maid of Breffni licensed to carry 300 people.

The landing stage at Doorly Park was used in the 1920's by a boat that brought the post to Dromahaire. Passenger excursions were also offered to the Holy Well, The Islands and Dromahaire.



Lough Gill Paddle Steamer 'Maid of Breffni' at the quay in Dromahaire



Lough Gill motor boats at Riverside



Bell from the Lough Gill boat, 'Maid of Breffni'

## Railways

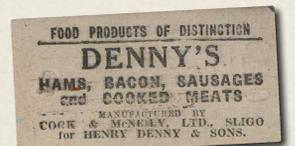
The railway reached Sligo in 1862 when "The Midland Great Western Railway" opened the line from Sligo to Dublin via Carrick-On-Shannon and Longford.

In 1881 a local company "the Sligo, Leitrim and Northern Counties Railway" commenced services from Sligo to Enniskillen via Manorhamilton and Blacklion. This line provided vital local services for both goods and passengers for over 76 years until its closure in 1957.

The Waterford, Limerick and Western Railway started its service from Sligo to Limerick and Waterford via Claremorris in 1895. The three company lines inter-connected at Collooney and ran on to Sligo on a shared line.

Sligo became a very important hub for goods, with its goods yard on the quay and a railway line that serviced all of the docks.

Passengers were facilitated by a number of local bus or omnibus services that radiated out into its hinterland. The Sligo, Leitrim and Northern Counties ran a fleet of buses that inter-connected with their trains and a double-decker bus left the town hall for all points in Donegal daily operated by the Lough Swilly Company.



Denny's advertisement on the verso of train ticket



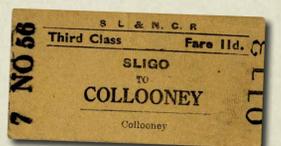
Dog ticket from Sligo Train Station



Bicycle ticket for the train



Sligo to Belfast return ticket



Sligo to Collooney 3rd class ticket

