



Mountain Stage

Reathaí fadraoin ar an seanbóthar cóiste
Long distance runners on the old coach road

‘Bhí an radharc tíre
thar a bheith fián, bhí
carraigeacha caite i measc
carraigeacha, agus bhí cún
go spéir ó thuile i ndiaidh
tuile agus srutháin gheala
ag sní faoi dheifir síos trí
loig agus cainéil na gcnoc.’

Treoirleabhar, 1853

‘The scenery was
extremely wild, rocks
piled upon rocks in rude
confusion, and numberless
torrents foaming and little
shining streams rushing
down through the hollows
and channels of the hills.’

Guidebook, 1853

Ciarraí a nascadh leis an domhan mór

Ar feadh na mílte bliain, bhíodh earraí agus
daoine á n-iompar ar an bhfarraige, mar go
raibh sé beagnach dodhéanta taisteal ar an
tír-raon garbh.

Ón mbliain 1811 anonn, bhíodh calafoirt, droichid
agus bóithre á dtógáil ag an innealtóir Alexander
Nimmo, bóthar cóistí trí Stad an tSléibhe san
áireamh, chun ceantair iargúlta a nascadh le
bailte agus cathracha. Chabhraigh an bóthar
le dlús a chur faoin tionscal iascaireachta
ag Cathair Saidhbhín agus faoin tionscal
turasóireachta i gCiarraí.

Ba in 1893 a forbraíodh an t-iarnróid a chruthaigh
nasc idir Dairbhre agus a chairéil scláta, agus Cill
Orglan agus uaidh sin chomh fada le hacomhal
an Fhearrainn Fhuair, a chruthaigh naisc eile fós
leis na cathracha. Rinne na tógálaithe tollán trí
aillte, dhear siad Tarbhealach Ghlinse agus thóig
siad droichid thar shrutháin go leor. Stopadh
traenacha in aice le teach tábhairne a bhí taobh
leis an tarbhealach fad is a bhí galá soláthar ag
an bhfeir tine. Dúnadh an líne in 1960.

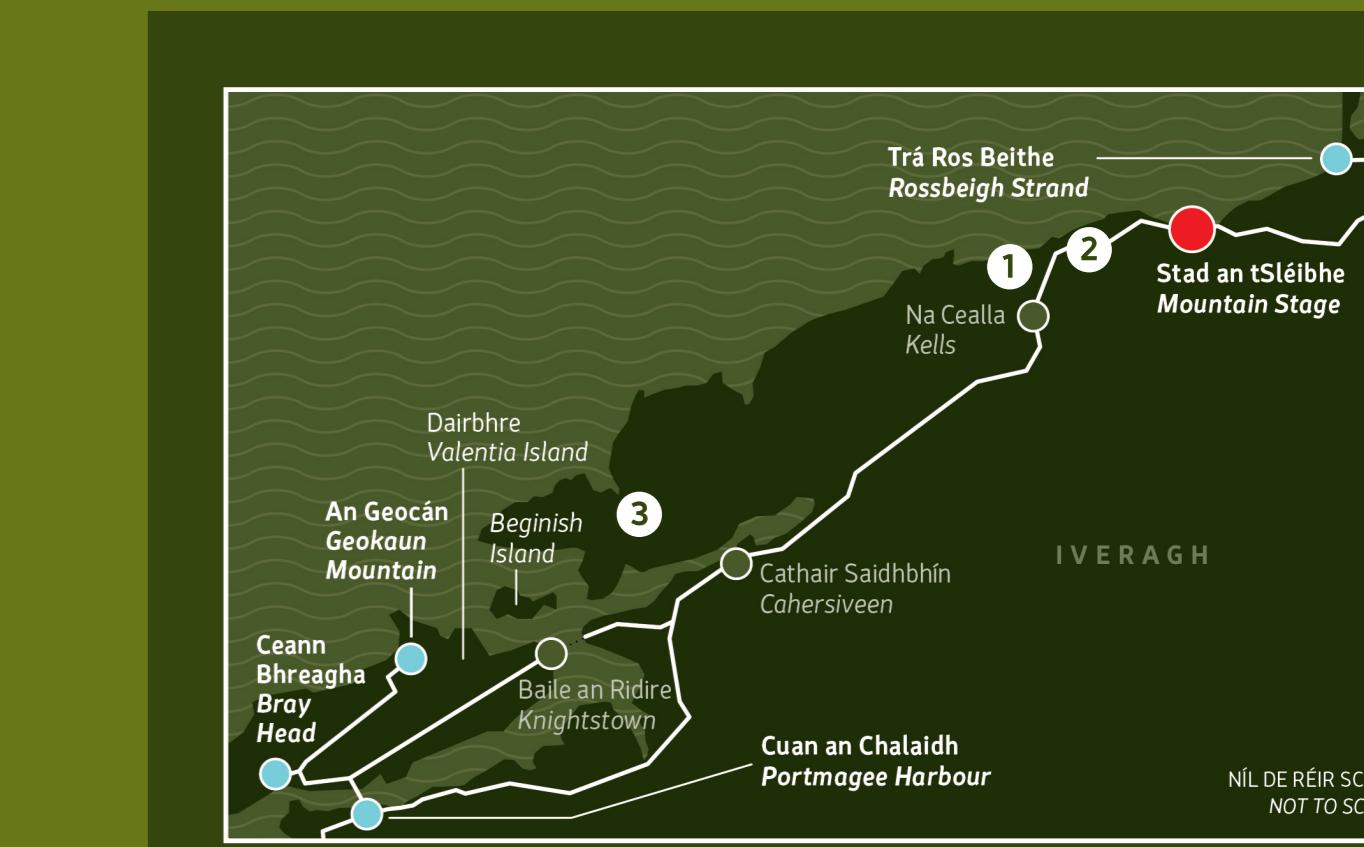
Stáisiún traenach Cheannais,
siar trasna tarbhealaigh Ghlinse
ón Staid Sléibhe
Le caoinhead ó Railway Preservation
Society of Ireland
Courtesy of Railway Preservation
Society of Ireland

Opening up Kerry

For centuries goods and people travelled by
sea, the rough terrain making overland journeys
almost impossible.

From 1811 engineer Alexander Nimmo built
harbours, bridges and roads including a coach
road through Mountain Stage to link remote
areas to towns and cities. The road helped to
develop the fishing industry at Cahersiveen
and opened up Kerry to tourism.

The railway arrived in 1893 linking Valentia
Island and its slate quarries to Killorglin and
onwards to Farranfore Junction for connections
to the cities. Its builders tunneled through
cliffs, designed the Gleesk Viaduct and bridged
countless streams. Trains stopped beside a pub
near the viaduct while the fireman raised steam.
The line closed in 1960.



1 Léim isteach i gCuan na gCeall, áit a bhuil radhairc
trasna Leithinis an Daingin uaithi.
Take a dip in secluded Kells Bay with views across
to the Dingle Peninsula.

2 Caith tamall ag siúl feadh Shlí Chiarraí agus
sheanbhóthar an chóiste.
Hike the Kerry Way along the old coach road.

3 Tabhair cuairt ar chomharsana ársa, caisil na Cathrach
Gile agus Leaca na Buaile in aice le Cathair Saidhbhín.
Visit ancient neighbours, Cahergal and Leacanabuaile
stone forts near Cahersiveen.



wildatlanticway.com