

THE IRISH RAILWAY RECORD SOCIETY
THE RAILWAY CORRESPONDENCE & TRAVEL SOCIETY
THE STEPHENSON LOCOMOTIVE SOCIETY

JOINT IRISH TOUR
June 3rd - June 10th 1961.

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Dates of opening are given only in summarised form (as, Dublin-Cork, 1846-1849) to avoid overloading this brief account with excessive detail. Junctions of closed lines only are noted, as others can be ascertained from timetables, maps, etc. To avoid confusion on cross-country lines, all references are to left or right hand side of line (in direction of travel), rather than up or down side. Reference has been made to articles giving further information in the Journal of the Irish Railway Record Society (JIRRS, identified by number of issue) and in the Railway Magazine (RM, identified by number of volume).

SUNDAY, JUNE 4.

We leave Amiens Street by the Great Southern & Western Drumcondra Link line (opened from Glasnevin Junction to North Strand Junction 1901, thence to Amiens Street 1906) to provide independent access by the G.S.W.R. to North Wall and Amiens Street. Mileposts are on the RH side to Islandbridge. There was at first a local service over this line and we see remains of the stations at Drumcondra and Glasnevin. At Glasnevin Junction, where there is no signal cabin, the points being operated from West Road Cabin just outside Amiens Street, we pass onto the original G.S.W. North Wall branch (1877); formerly the junction was to the Midland Great Western Liffey branch, over which the G.S.W.R. had running powers to North Wall. After 1906 it was disused and later removed, but it was restored in 1936 (in reverse) to provide through running from Amiens Street to the M.G.W.R. (on left). Passing under the M.G.W. Liffey branch and main line to Broadstone, past the cattle sidings at Cabra and through the Phoenix Park tunnel, we join the G.S.W. main line (1846-9) at Islandbridge Junction. Mileposts are now on the LH side. This line was formerly notable in having no speed restrictions in its entire length of 165¼ miles, but there are now some of 50 and 60 m.p.h. as well as an overall limit of 70 m.p.h.

We pass Inchicore Works on the left. At Sallins, on the left, the remains of the Tullow branch (1885-1959). After passing Newbridge, the very extensive Ballast Pit which formerly supplied gravel for ballasting is seen on both sides, then on the left, after passing Curragh (Main Line) Platform, the Curragh Siding, used for race trains. Just after Portlaoise (Maryborough) we cross the Mountmellick branch (June 6). At Lisduff, on left, the quarry which supplies 6 rakes of ballast per Week. After Thurles, on the left, the Beet Factory siding, and at Goold's Cross (L) remains of the Cashel branch (1904-1954). At Limerick Junction the layout by which all trains have to reverse to reach their platforms has, in spite of many schemes, remained unaltered since its opening in 1848. It should be noted that the Waterford & Limerick line which we crossed on the level coming in was open 2 months before the arrival of the G.S.W.R., but had no station.

At Charleville Junction we see on the right the direct line from Limerick (June 6). After Mallow the road is harder; the Blackwater viaduct, immediately beyond, formerly of stone, was blown up in 1922 and rebuilt with steel girders in 1923. Remains of the old stonework will be seen on the ground. From the 151½ milepost we fall to Cork, though easily at first; after Blarney, Monard viaduct (98 ft. high) then the marshalling yard on left at Rathpeacon, followed by a 2-mile fall at 1 in 60. Leaving the cutting we cross the Kilnap Viaduct (108 ft. high) - note here the Kilbarry down distant signal (on up side of line). Kilbarry was the terminus till completion of the 1,340 yd. tunnel in 1855, falling at 1 in 79. The original station of 1855 can be seen on the right at the mouth of the tunnel.

The present station dates from 1893 and the collection of railway crests in the buffet should be seen. Leaving for Cobh the first ¾-mile is on an alignment of 1893, seeing on our left the original course of the Cork & Youghal Railway to its abandoned Summerhill terminus. The C.Y.R. (RM 101) was opened 1859-1862 and absorbed by the G.S.W.R. in 1866. At Cobh Junction we leave the mainland to cross via Fota Island to Great Island on which Cobh is situated. As we follow the bank of the river from Carrigaloe to Rushbrooke we are close to the abandoned Cork Blackrock & Passage Railway (1850-1932) which followed the far bank. Cobh must be unique for a town of its size in having no bus service.

JUNE 5.

As we leave Cork we may recall the occasion when 800 brought a 450-ton train up the bank unassisted and passed Rathpeacon in 11 minutes. Occasionally, too, a double-headed train might take additional assistance to Blarney, resulting in triple heading. As far as Mallow we follow yesterday's route in reverse. From Mallow to Tralee was the Killarney Junction Railway (1853, worked always by the G.S.W.R.). Mileposts are LH side, zero at Killarney Junction. The connection at Killarney Junction (no cabin, worked from Mallow South) being to and from the up main line only, down Kerry trains use the wrong road for

the first mile from Mallow. After the junction, on the RH, the Beet Factory and siding; the cabin here is switched in during the beet season only. At Banteer we take the Newmarket branch (JIRRS 17) opened by the Kanturk & Newmarket Railway (1889) and worked independently for a few months. No regular passenger service has run since 1947. After returning to Banteer we pass, near 24½-milepost, the Fry-Cadbury Siding and chocolate-crumble factory, a post-war development. Headford was the junction for the Kenmare branch (1893-1960, now being lifted) - for descriptions of Kerry branches, see RH 12 and 102. Note layout at Killarney (station on LH side) where trains to or from Tralee must reverse out or in. From Killarney to Tralee was the Tralee & Killarney Railway (1859, a subsidiary of the G.S.W.R.); just after Killarney we pass, on LH, platform for adjacent football ground. Farranfore was the junction for the Valentia branch (1885/93-1960, now being lifted). The Castleisland branch (1875) over which we travel from Gortatlea was originally worked by McDonnell's light 0-6-4T with carriage portion over bogie, now No.90. There has been no regular passenger service since 1947.

In Tralee we pass onto lines worked by the Waterford & Limerick Railway (RM 32), amalgamated with G.S.W.R. 1901. Leaving for Fenit (Tralee & Fenit Railway, 1887) we pass the remains (L) of the W.L. Tralee station, with the Tralee & Dingle station behind it. Passenger services to Fenit withdrawn about 1936, and from 1941 to 1955 the extension to Fenit Pier was disused pending reconstruction of the viaduct. The Fenit Harbour Commissioners formerly owned their own engines (JIRRS 17). Restarting from Tralee, as far as Newcastle West we are on the Limerick & Kerry Railway (1880); mileposts are on the LH side, from zero at Newcastle West. At Listowel the Lartigue monorail station was on the LH side - thence we climb to Barnagh (630 ft., the highest point reached by C.I.É.). Then we fall steeply to Newcastle West, a terminus distinguished by the possession of two turntables differing slightly in size. Mileposts will now be on the RH side from zero at Limerick, and for the next 10 miles, to Ballingrane, we are on the Rathkeale & Newcastle Junction Railway (1867) and thence to Limerick on the Limerick & Foynes (1856-8). At Patrickswell, junction with the Cork & Limerick Direct line (June 6), though the two lines separate west of the station the actual junction is at the Limerick end, so that through the station there are two single lines. At Rosbrien, 1¾ miles from Limerick, the Castlemungret Cement Factory branch (opened 1957) joins on the left. From the Foynes Junction at Limerick (RM 104) there are two routes into the station; today we probably take the newer (G.S.W.) line which brings us in direct.

JUNE 6.

Mileposts to Ballybrophy are on the RH side. We go from Limerick to Killonan by the original main line of the W.L.R. (1848), for some time reduced to parallel single roads, but doubled again a few years ago. Note on the RH, ½-mile from the station as we pass the works, the Check Platform - the last survivor of a number of these used by the G.S.W.R. for ticket collection. From Limerick to Birdhill was the

Limerick, Castleconnell & Killaloe Railway (1858/65, worked by W.L.R.). On the left at Birdhill was the Killaloe branch (1862-1944). From Birdhill to Ballybrophy we are back on the G.S.W.R., these lines being opened between 1857 and 1864, but till 1901 no through trains ran to Limerick by this route. The Birr branch at Roscrea reminds us of its famous one-time extension, the Parsonstown & Portumna Bridge. From Ballybrophy to Portlaoise we retrace part of Sunday's route.

From Portlaoise to Waterford (mileposts RH side, zero Portlaoise) we are on the various sections of the Waterford & Central Ireland Railway (RM 98) absorbed by the G.S.W.R. 1900. The first part, Portlaoise to Kilkenny, was originally the Kilkenny Junction Railway (1865/7). However, at Conniberry Junction ($\frac{1}{2}$ -mile) we reverse onto the Mountmellick branch (RM 95) (Central of Ireland Railway, 1885 - passenger service withdrawn 1947). The G.S.W.R., pre-1914, sometimes slipped a Mountmellick coach off Waterford trains, surely the shortest slip journey ever known. Just before the $24\frac{1}{2}$ milepost is Castlecomer Junction, this branch was made by the British Government in 1919 to serve the coal mines and passenger trains ran till 1931.

From Kilkenny to Waterford was made by the Waterford & Kilkenny Railway (1848/53). It was originally worked by three 4-2-0T engines, the first side-tank engines ever built. Hence, perhaps, the ruined water column marking the top of the bank near the $46\frac{1}{2}$ milepost. For Waterford, see JIRRS 28 and RM 102.

From Waterford to Mallow mileposts are on the RH side, zero at Mallow. The line across the Suir Bridge to Gracedieu Junction ($1\frac{1}{2}$ miles) was made by the Fishguard & Rosslare Railways (1906); thence to Lismore we are on the lines of the Waterford Dungarvan & Lismore Railway (1878) the branch to whose former terminus at Waterford South is seen on the left at Gracedieu. Notice boards headed W.D.L.R. are still numerous. This terribly hard road, taken over by the G.S.W.R. in 1898, became a main line when Rosslare was opened in 1906. The architecture of Lismore station was probably due to the Duke of Devonshire. Lismore-Fermoy (1872) was "the Duke of Devonshire's Railway" and was worked by the G.S.W.R. 1872-82 and then by the W.D.L.R. till 1898. Fermoy-Mallow was G.S.W.R. (1860) and on the right leaving Fermoy are the remains of the Mitchelstown branch (1891-1952).

We now retrace our steps up the main line to Rathluirc (Charleville) Junction. About 1925 the cabin at the junction was closed, the points being electrically worked by hand generator from Charleville cabin; this was the first installation in the world of this arrangement. The line onto which we diverge at the junction, the Cork & Limerick Direct Railway (1862) was a subsidiary of the G.S.W.R. which provided that company's only access to Limerick till 1901. Passenger trains were withdrawn in 1934. Running powers were exercised over the L.F.R. from Patrickswell to Limerick, but final access from Foynes Junction to the terminus was by the direct line we traversed yesterday. Today we use the Foynes Loop, the original L. & F. route, involving reversing into the station.

JUNE 7.

From Limerick to Athenry (Mileposts RH side, zero Limerick) was W.L.R. (JIRRS 6). As far as Ennis it was originally the Limerick & Ennis Railway (1859), independent till 1861. Some of the unusual masonry work on this line, and in particular the stone embankments, are worth notice. Just after Longpavement, on the right, is a branch to the power station at Ardnacrusha. This is a very awkward road for goods trains (the whole section from Limerick to Sligo is restricted to 34 vehicles and van) and a watch should be kept at Mannin's Dip (8 miles) and Maloney's Dip (21 miles) for the unusual notice boards erected for the benefit of drivers and guards. About ½-mile beyond Ballycar serious floods are experienced - never as bad as this year, when the road was closed for about 10 weeks.

At Ennis we see the remains of the last passenger-carrying narrow gauge railway, the West Clare (1887-1961) now being lifted.

From Ennis to Athenry was the Athenry & Ennis Junction Railway (much of it was made in 1863-5, though it was not opened till 1869). It was worked independently for 3 years before being taken over by the W.L.R. We may recall the occasion when an A.E.J. train was seized by the Sherriff of Clare who, however, allowed it to proceed "in charge of a posse of bailiffs who, for fear of danger, occupied the engine driver's compartment". But four days later the train was seized in Gort by the High Sherriff of Galway who apparently threw out Clare bailiffs and all "and refused to allow the train to proceed beyond his bailiwick" so traffic was suspended. Still, Clare seems to have won in the end, for it was at Ennis that such rolling stock as could be proved to belong to the A.E.J. was later put up for sale. Though this is a line of great character, no further comment is required till we reach Athenry, where the curious survival of the name of the A.E.J. as the full title of the station may be noticed. After the amalgamation of the W.L.R. with the G.S.W.R. in 1901 the M.G.W.R., who had also sought to acquire the W.L.R. were compensated for their defeat by acquiring running powers from Athenry to Limerick.

From Athenry to Athlone we are on the main line of the M.G.W.R. (1851). Mileposts are on the RH side from zero at Broadstone. At Attymon we leave the main line to go in and out of the Loughrea branch (1890). For Athlone, see JIRRS 20 - the abandoned line on the left at M.P. 79½ led only to Monksland Ballast Pit.

We leave again by the Mayo road (mileposts LH side), opened 1860-62 by the Great Northern & Western Railway, but always worked by the M.G.W.R. Note station garden at Kiltoom. At the Nine Mile Bridge (87m.) the derelict platforms were formerly used once a year for pilgrims to Saint John's Well nearby, and a mile beyond, (on RH) is Lecarrow Quarry which supplies ballast to the Midland section. "Engineering" in 1860 reported that a ballast engine derailed near Donamon was swallowed up in a bog and became a total loss. Maybe it's still there; more likely the story was improved on (the derailment was true) for some credulous person.

No more need be said till Claremorris (JIRRS 16) where the remains of the Ballinrobe branch (1892-1959, RM 100) are on the far left at the Dublin end.

We now leave the M.G.W.R. to return to the W.L.R./G.S.W.R. The line from Claremorris to Sligo (JIRRS 6) was made by the Grand Juries of Mayo and Sligo (1895) and its working handed over to the W.L.R., which thereupon changed its name to Waterford, Limerick & Western. Being made as cheaply as possible, this, now known as the "Burma Road", is a terror to the drivers of goods trains from its steep (though mostly short) banks and the continual danger of breaking crossing gates. Mileposts are on the LH side, zero Claremorris. If time allows a stop at Kiltimagh, photographers may be interested in a S.L.N.C.R. notice board at the northern end of the platform. Note, near M.P. 13, a fixed distance signal miles from anywhere - the home signal of Ballinlag gates will then be seen appearing over the hill on the right at an angle of about 35°. Swinford has another prize-winning garden; at top of bank at MP 20½, just past an old ballast pit, cottage on right where Gene Tunney was born. Immediately after, a concrete overbridge dated 1894, a very early example. About ¾-mile after Leyney, note on the left an old road bridge over river, with trees now growing on it. At Collooney a direct line (now lifted) continued under the M.G.W.R. to connect with the S.L.N.C.R. For 62 years this village of about 300 inhabitants had three stations. We climb to join the M.G.W.R. at Collooney Junction (now remotely operated from Ballysodare) and see where the S.L.N.C. line (1878-1957) came round from the right to join the M.G.W.R. at Carrignagat Junction. The cottages there (on left) bear the initials S.L.N.C.R. At Ballysodare the Mill siding can just be seen on the left and in Sligo the goods line to the Quay diverges to the left after the cabin.

JUNE 8.

We follow yesterday's route to Collooney Junction and proceed by the Longford-Sligo line of the M.G.W.R. (1862). Mileposts are on the LH side, zero Broadstone. It will be clearly seen at Collooney how the three lines coming into Sligo from south, east and west had only one approach possible. At Kilfree Junction we go in and out of the Ballaghaderreen branch (Sligo & Ballaghaderreen Railway, 1874, worked by M.G.W.R.). Note specially the signal at Edmondstown, which must date from the opening of the branch - and even survived being blown down in a storm in 1959. This branch has the distinction of being the last to be regularly worked by 2-4-0 engines. At Dromod we see on left the red brick Cavan & Leitrim station (1887-1959) and at Longford pass onto an earlier section of the M.G.W.R. (1855). At Inny Junction, on the left, the Cavan branch (1856-1959) now being lifted; the points are remotely operated from Multyfarnham, 3½ miles away.

At Mullingar we reverse onto the M.G.W. main line (1851) passing on the left as we leave the gantry erected for loading the mechanical track-laying train used from 1924 to 1940. At 51½ miles (mileposts are on the left) Newbrook Racecourse platform. At Streamstown, on the

left, the branch to Clara (1863, no regular service since 1947 and now used for wagon storage). Coming into Athlone we cross the Shannon by the original swing bridge of 1851.

Leaving again across the bridge, we diverge immediately at the East Cabin to the G.S.W.R. Athlone branch (1859 from Tullamore) and soon pass on right the old G.S.W. station, closed since 1925. Note at Dublin end of station (Dunning's Potato Store) the docks for loading artillery, where some lengths of the original G.S.W. bridge rail are still in position behind the turntables. Mileposts are on the RH side. At overbridge about 74¼ miles a low platform on the LH side was formerly a private stopping place (Ballynahown). At 66½m. is the junction of Banagher branch, but we have to go into Clara first.

The Banagher branch (mileposts LH side, zero at Junction) was virtually completed about 1870 by the Midland Counties & Shannon Junction Railway, but then remained derelict till opened by the G.S.W.R. (Clara & Banagher Railway) in 1884. Passenger trains withdrawn 1947. At Milepost 6 is a recently installed and fully signalled crossing with a Bord na Mona narrow gauge line. B.M. have some 250 miles of 3 ft gauge lines on their various bogs; on LH side is a depot where wagons and small diesel locomotives may be seen.

On leaving Clara again we see on left the old M.G.W. station and its exchange platform on the G.S.W. line. Soon after leaving Tullamore we pass onto an earlier G.S.W. line (1854 from Portarlinton) and the original terminus is seen on the left. Between Geashill and Portarlinton, at about 47 miles, another Bord na Mona depot is seen on the left after passing Cloneygowan village. The narrow gauge line made in 1953 soon passes under the broad gauge. A mile before Portarlinton we pass, on the left, a siding to Clonsast power station and site of former siding for loading turf trains. From Portarlinton to Dublin, see June 4.

JUNE 9.

From Amiens Street we follow the same route as on Sunday to Glasnevin Junction where we join the M.G.W. Liffey branch (1864) and at Liffey Junction the M.G.W. main line (1846), following the banks of the Royal Canal which was bought by the M.G.W.R. before the railway was made. At Clonsilla, on right, the Meath road leaves us. Thence to Ballinasloe and Roscommon was originally a double road, but was singled in 1929-30. From Enfield westward there are now parallel single lines to the former Nesbit Junction where the Edenderry branch diverges. It was opened by the M.G.W.R. in 1877 and lost its passenger service in 1931.

Returning by the same route as far as Glasnevin Junction, we continue thence on the M.G.W.R. Liffey branch as far as Newcomen Junction where we cross the lifting bridge over the canal provided by the M.G.W.R. in 1873 to give access to the Spencer Dock sidings on left. Immediately afterwards we pass onto the spur up to Amiens Street opened by the City of Dublin Junction Railway in 1892 in spite of objections by the

M.G.W.R. who regarded the 1 in 50 gradient and curve as dangerous.

We now leave Amiens Street by the G.N.R. main line. Mileposts are on the LH side. At first we are on the Dublin & Drogheda Railway (1844). Before coming into Drogheda we see on the right the original D.D. line into their old terminus, and on the left just afterwards, the Oldcastle branch (D.D.R. 1850/63, closed to passengers 1958). From Drogheda to Portadown we are on the lines of the Dublin & Belfast Junction Railway (1849 to Dundalk). First we cross the Boyne Viaduct (JIRRS 5), originally opened 1853 as a double line structure. The present spans, dating from 1932, were erected inside the girders of the old viaduct without interruption to traffic. Space for this was obtained by interlacing the two roads across the viaduct. A little beyond, on the right and near the site of the D.B.J. terminus of 1849-53 is the Cement Factory branch (c. 1935). At Dromin Junction, on left, the Ardee branch (1896-1934 for passengers, still used for goods). Approaching Dundalk we see on night at the South Cabin the branch to Barrack Street (goods). Then just past the old G.N.R. works (now the Dundalk Engineering Company) is the site of Dundalk Square Crossing, where the original main lines of the D.B.J.R. and the Dundalk & Enniskillen crossed on the level. This was the route used by Dundalk, Newry & Greenore passenger trains into Dundalk Junction station as long as they ran. After closure of the D.N.G.R. the Square Crossing was removed in 1954. We now pass the remains of the original Dundalk Junction station, see the now abandoned Irish North Western line (being lifted) on the left, and arrive at Dundalk.

The northern part of the D.B.J.R., including the mountain section from Dundalk to Goraghwood, was opened 1850-2. As we cross the Craigmore Viaduct at Bessbrook (18 arches, height 137 ft.) at a careful 50 m.p.h. we may think of the days when G.N. drivers ran over it at speeds up to 80. The pathway seen winding through the valley below marks the track of the Bessbrook & Newry Tramway (1885-1948. (RM 86). At Goraghwood the G.N.R. quarry is on left and on the right the Newry branch (1854); the Goraghwood-Armagh line of the Newry & Armagh Railway (1864-1933, but Goraghwood-Markethill lasted for goods till 1955) which included the Lissummon tunnel, the longest in Ireland, has been lifted, but the bridge by which it crossed the main line just north of Goraghwood has not yet been removed. At Scarva, the Banbridge branch (Banbridge Junction Railway, worked by D.B.J., 1859-1955) is seen on right.

At Portadown Junction, just after passing the shed (on left), two branches join the main line on left. The nearer one (to Armagh 1848, Clones 1863, closed 1957) is being lifted, but the Omagh and Derry line beyond is still open, though threatened. These were Ulster Railway lines, and from Portadown Junction we are on the U.R., opened from Belfast to Portadown 1839-42 on 6 ft. gauge, narrowed to 5 ft. 3 in. in 1847.

At Knocknore Junction the Antrim branch, which we shall travel tomorrow, joins on left and the Banbridge & Newcastle branch on the right this was made by the Banbridge, Lisburn & Belfast Railway (1863)

to Banbridge (worked by U.R.), extended to Ballyroney 1880 and to Castlewellan, with running powers over B.C.D.R. to Newcastle 1906. Banbridge-Newcastle closed 1955 and Knockmore-Banbridge 1956 and both are now lifted, save that the ½-mile from Knockmore to Newforge Siding remains for goods. Nearing Belfast we pass Adelaide shed on left, then Belfast Central Junction (see tomorrow), and just outside the terminus, on left, the site of the U.R. works, where several engines were built.

JUNE 10.

Departure is from the York Road terminus of the U.T.A., originally belonging to the Belfast & Ballymena Railway (1848). We follow the old main line to Greenisland, passing the loco works (L), the new Duncrue Street Works and the loco shed (R) as we leave the terminus. At Bleach Green Junction the new main line (1933) leaves us to climb at 1 in 60 to Mossley. It was to avoid this gradient that the original route, involving reversal at Greenisland, but nothing steeper than 1 in 101, was adopted. From Greenisland to Monkstown the old main line, over which we travel, is only used occasionally by through trains to Larne from the main line; the old and new lines rejoin at Monkstown Junction. At Kingsbog Junction we see on the right the route of the Ballyclare branch (1884-1953, no passengers since 1938).

At Antrim we reverse onto the G.N.R. Antrim branch (Dublin & Antrim Junction Railway, worked by U.R., 1871; closed to passengers 1959. RM 93). A mile beyond Aldergrove, on the right, abandoned 2½-mile wartime branch to Gortnagallon (1942-6). At Knockmore Junction we rejoin the G.N. main line which we follow to Belfast Central Junction, where we diverge onto what was originally the Belfast Central Railway (1868), which connected the three railway systems of Belfast and remained independent till 1885. For some years after 1878 a regular passenger service was run. We pass the old passenger stations at Windsor and Ormeau and the Maysfields cattle depot - then at East Bridge Junction we leave the main line of the B.C. which continued to their passenger station at Queen's Bridge and cross the Lagan to run onto the B.C.D.R. at Ballymacarrett Junction. On the right is the site of the B.C.D. main line (1850/69 - 1950), whilst we take the first section of the B.C.D.R. to be opened, Belfast-Holywood (1848). When the Holywood-Bangor section was opened in 1865 by the Belfast, Holywood & Bangor Railway the Belfast-Holywood section was sold to them, but returned to B.C.D. ownership with the whole B.H.B.R. in 1884. Note the initials B.H.B.R. on the roof of the up platform at Holywood. The Belfast-Bangor section, in 1954, was the first Irish line to be completely dieselised, though of course steam working of through specials to or from destinations beyond Belfast has continued. On our return we run into the B.C.D. terminus at Queen's Quay, now only a shadow of its former self since the roof was removed. On the left coming in were the B.C.D. works and, on the right, the shed.

MOTIVE POWER

At the time of writing, exact details cannot be certain, as it may not prove possible to have all the engines we hope for in suitable condition to work our train. But if all goes well, 15 different classes may be represented during the week (including the IRRS tour of the Meath lines) and this in spite of the limitations imposed by axleloads on branches. G.N.R. engines will be used on both C.I.É. and the U.T.A., of the Qs, S, V, Vs and U classes. The G.S.R. will be represented by the 800 class, the G.S.W.R. by the 101 class, the M.G.W.R. by the 551, 594, 573 and 650 classes, the D.S.E.R. by the 461 class (if repairs can be finished in time) and the C.B.S.C.R. by the 463 class. In addition to G.N. types, the U.T.A. will provide a U2 class from the N.C.C. (if possible) and a Z class from the S.L.N.C.R.

Below are the principal dimensions of these classes as now running, and some notes on the history of the classes.

<u>Class</u>	<u>Cyls.</u>	<u>D.W.</u>	<u>B.P.</u>	<u>G.A.</u>	<u>Boiler</u>	<u>M.A.L.</u>	<u>Wt.</u>
Qs	18½" x 26"	6'7"	175	19.9	4'6" x 11'0"	16t.12	49¼t.
S	19" x 26"	6'7"	175	22.9	4'6" x 11'0"	18t.0	53¼t.
V	HP 17¼ x 26"	6'7"	200	25.2	5'1¼" x 10'10¾"	21t.0	65t.
	LP 19" x 26"						
Vs	(3) 15¼" x 26"	6'7"	200	25.2	5'1¼" x 10'10¾"	21t.0	66¼t.
U	18" x 24"	5'9"	175	18.3	4'3" x 10'2"	15t.14	46t.
800	(3) 18½ x 28"	6'7"	180	33.5	5'9½" x 13'10½"	21t.0	84t.
101	18" x 24"	5'1¾"	160	18.7	4'4" x 9'10"	13t.0	37½t.
551	15" x 22"	4'6"	150	13.5	3'11" x 8'9¾"	12t.10	33½t.
594	18" x 24"	5'3"	160	16	4'4" x 9'7¾"	13t.15	39¾t.
573	18" x 24"	5'3"	160	16	4'4" x 9'7¾"	13t.6	37¾t.
650	17" x 24"	5'8"	160	16.5	4'4" x 10'2"	14t.6	37¾t.
461	19" x 26"	5'1"	160	19.5	4'7" x 10'¾"	14t.9	50t.
463	18" x 24"	5'2½"	160	22.7	4'4½" x 10'0½"	14t.10	58t.
U2	19" x 24"	6'0"	170	22.1	4'6½" x 10'10½"	17t.8	51t.
Z	18" x 24"	4'8"	160	18	4'0¼" x 13'3"	—	54½t.

Qs.

Built by Charles Clifford, 1899-1904, for the G.N. main line, but from 1912 to dieselisation they were the mainstay of the Derry road, where they were still preferred even after larger engines were allowed on it. Rebuilt by G.T. Glover, 1919-24 with superheaters and piston valves. 132, originally "Mercury", was built by Neilson in 1901 and rebuilt 1922.

S.

The five S class engines of 1913 were Charles Clifford's masterpiece, though they appeared after his retirement with detail modifications by G.T. Glover. Built by Beyer Peacock in 1913, they were renewed at Dundalk in 1938-9 with heavier frames and increased valve travel. From 1926-1946 they worked at 200 lbs. pressure.

V.

No.85 is the last survivor of the five 3-cylinder compounds designed by G.T. Glover and built by Beyer Peacock in 1932 to deal with the very fast train service then introduced. Originally they had 250 lbs. pressure, reduced to 200 lbs. in 1934, but the Belpaire boilers fitted in 1946-50 had 220 lbs.

Vs.

These were five 3-cylinder simples, otherwise similar to the V class, designed by H.R. McIntosh and built by Beyer Peacock in 1948 - probably the last 4-4-0 engines ever built. The G.N. numbers of 58/9 were 208 and 210.

U.

A branch line engine introduced by G.T. Glover in 1915 when 5 engines were built by Beyer Peacock. They were unnamed till 1949. Thirty-three years later, in 1948, Beyer Peacock supplied another 5 of the class, with modifications by H.R. McIntosh. The G.N. numbers of the U.T.A. 64-8 were 196/200/1/2/5.

800.

These three 3-cylinder engines designed by E.C. Bredin were built at Inchicore in 1939-40 to work the accelerated Cork Mail trains. Till 1950 they worked at 225 lbs. pressure, giving a T.E. at 85% of some 34,700 lbs.

101.

This very remarkable class, still the most numerous in Ireland (a distinction they have held without interruption since 1873) was introduced by Alexander MacDonnell no less than 95 years ago, and construction continued till 1903. The design was almost certainly Beyer Peacock's. Out of 111, 54 still survive. The earliest engines had 17" x 24" cylinders, 140 lbs pressure and 4 ft. boilers. Cylinders became 18" and pressure 150 about 1882, larger boilers were fitted from 1902 and from 1932 on Belpaire superheater boilers have been supplied to many of the class. No.184 was built at Inchicore in 1880,

160 lb. boiler fitted 1899 and 4'4" boiler 1921. This engine was repainted in G.S.W. livery for the Inchicore Exhibition of 1958. Details of other engines used will be available on the train.

551 (M.G.W. E Class)

Martin Atock's small tank engines, built 1891-3 for working short branch lines. Our engine, 560, was 115 "Achill", built by Kitson 1894, cab and footsteps altered 1932 for use on the W. & T. section. On the dieselisation of the W. & T., she was sent to Tralee for working Fenit Pier.

594 (M.G.W. L Class)

Martin Atock's standard goods engines introduced in 1876, but the present examples were built at Broadstone 1885-9, rebuilt with Belpaire boilers 1902-12 and with X class superheated boilers 1934-40. We will have one of the following: 598, M.G.W. 59 "Shannon" (1885, reb. 1903, 1937); 603, M.G.W. 65 "Wolf" (1888, reb. 1904, 1940); 606, M.G.W. 68 "Mullingar" (1887, reb. 1903, 1934).

573 (M.G.W. Lm Class)

This improved version of Atock's standard goods, with redesigned motion, was built 1891-5. Our 588 was M.G.W. 134 "Vulcan", by Sharp Stewart, 1895, rebuilt 1927 with Inchicore saturated boiler, altered cab, etc. and in 1940 with Z class superheated boiler. However she may do for us, it is worth recalling that 2 years ago she spent 3 months working the Portarlinton passenger from Athlone nearly every day, not merely keeping the diesel running, but regularly gaining time on it.

650 (M.G.W. K Class)

Atock's standard passenger engines, built at Broadstone 1893-8; a larger-wheeled version for Limited Mail trains dated from 1889 but these are long scrapped. Our 654 was M.G.W. 28 "Clara", of 1897, superheated 1926. She still has a M.G.W. round-top boiler, in fact the very one that was in 24 "Sprite" in the trials of 1917, when Paddy Russell was working the Limited Mail from Mullingar to Sligo and back with her on about 30 cwt. of coal. On the Ballaghaderreen branch 653 (19 "Spencer" of 1894) has the G.S. Belpaire boiler designed for this class. These are probably the last 2-4-0 engines regularly working passenger trains anywhere.

461.

These two 2-6-0 engines designed by George Wild and supplied by Beyer

Peacock in 1922 are the last survivors of the D.S.E. stock. They are remarkable for the very high opinion held of them everywhere they have worked. 461's present boiler is a G.S.R. one slightly smaller than the original.

463.

The C.B.S.C.R. had eight 4-6-0T engines supplied by Beyer Peacock from 1906 to 1920, to J.W. Johnstone's specification. Four of them have outlived their parent company. 464 was C.B.S.C. 8 of 1920. Her present superheater boiler is a G.S.R. one 7½" shorter than the original round-top saturated one.

U2.

The history of this design can be traced back to Beyer Peacock's 2-cylinder compound 2-4-0 of 1890 for the B.N.C.R. Bowman Malcolm gradually developed that design to a much larger 2-cylinder compound. 4-4-0 (1901-8); produced a simple version thereof, with superheater (U1, 1914-22), and the U2 are the Derby modification of U1. There were 10 new engines, 4 rebuilds of U1 and 4 renewals of A class compounds. From the first new ones having come from the North British Locomotive Co. they are known as the "Scotch engines". We may have 80, built at Belfast 1925, or perhaps 74 (N.B.L.C. 1924) which is to go to the Belfast Museum.

Z.

In 1882 Beyer Peacock first supplied 0-6-4T engines to the S.L.N.C.R., based on a design they had supplied to the South Australian Railway. They proved so satisfactory that a larger class was built in 1904-17, and these two engines are basically similar, but with G.F. Egan's modifications. Built in 1949 they were not delivered to the S.L.N.C.R. till the summer of 1951; in December 1959, over two years after the closure of the S.L.N.C.R., they were bought by the U.T.A. for the Belfast Dock lines.