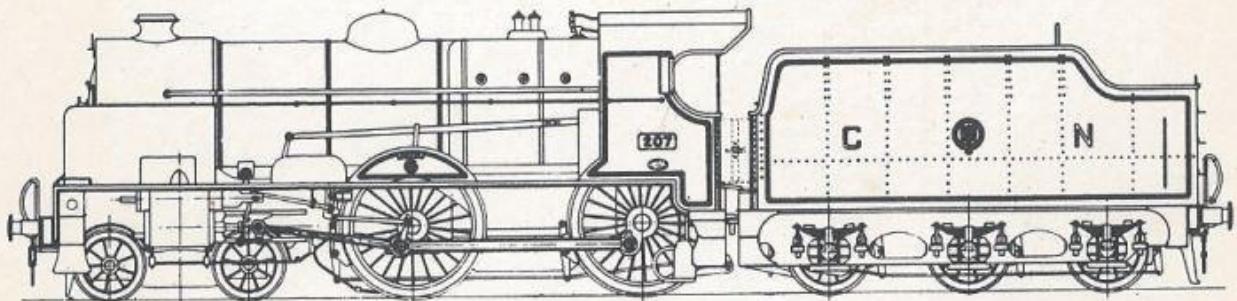


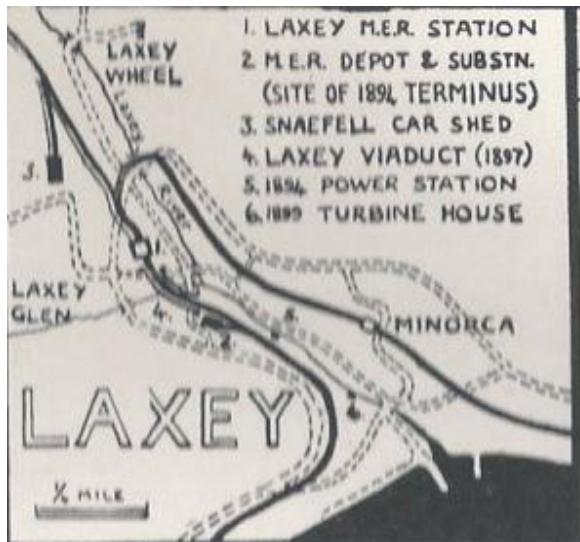
SOUVENIR
of the
Manx and Irish Rail Tour

2nd-13th JUNE 1964



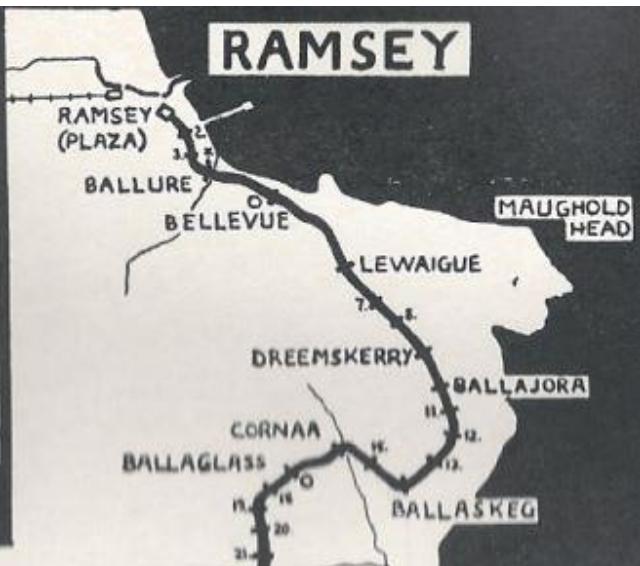
U.T.A. (ex Great Northern Railway) Class "Vs" 4-4-0 No. 207 "Boyne"

Organised jointly by
Irish Railway Record Society
Railway Correspondence & Travel Society
and the Stephenson Locomotive Society

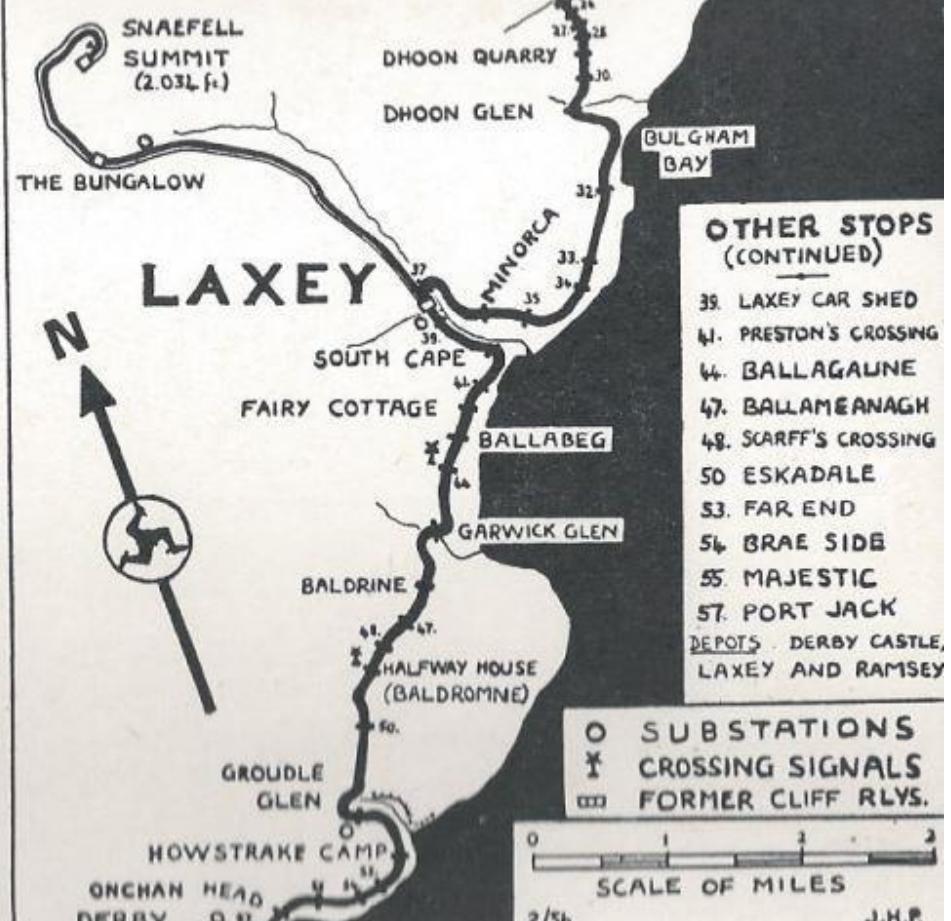


OTHER STOPS

2. QUEEN'S DRIVE
3. WALPOLE DRIVE
7. DREEMSKERRY FARM
8. CROWVILLE
11. ROME'S CROSSING
12. BALLAFAYLE
(KERRUISH'S)
13. BALLAFAYLE
(CORTEEN)
5. MURRAY'S ROAD
8. DOLLAND
19. WATSON'S CROSSING
20. BALLAGORRY
21. DHOON CHURCH
CROSSING
23. CORKILL'S CROSSING
24. BALLASHOLAGUE
25. BALLIG
26. BALLELIN
27. BROWNS CROSSING
28. SHALLS MITCHELL
30. BURN'S CROSSING
12. BALLARAGH
13. BALLAMOOR
34. SKINSOE
5. LAXEY OLD ROAD
37. DUMBELL'S ROW



RAMSEY



- MANX ELECTRIC RAILWAY
- SNAEFELL MOUNTAIN RAILWAY
- DOUGLAS CORP. HORSE TRAMWAY
- FORMER CABLE TRAMWAY
- FORMER D.H.M.D. TRAMWAY
- GROUDLE GLEN MINIATURE RLY
- ISLE OF MAN RAILWAY

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ISLE OF MAN TOUR

2nd/3rd June, 1964

On Tuesday 2nd June, a special car (Saloon No.1) of the Douglas Corporation Tramways, hauled by horse *Madam*, collected the thirty or so participants in this joint RCTS/SLS visit from their hotel and transported them along the promenade to the Derby Castle terminus where the car sheds were duly inspected. The neighbouring depot of the Manx Electric Railway was next visited under the expert guidance of Mr. R. Cannell, Engineering Assistant to the Joint Managers, who was to be our cheerful guide and mentor for the rest of the day.

MER car No.5 of 1894 departed northwards at 9.38 a.m. and, after skirting various bays, a stop was made at Groudle Glen. The season had not started and the 24-inch gauge railway was not in operation (indeed there was considerable doubt that it would be working at all) but the stock shed and line was visited. 2-4-0 *Sea Lion* was derelict outside the shed but sister engine *Polar Bear* was inside with various coaches, all in bright paint and seemingly in good order.

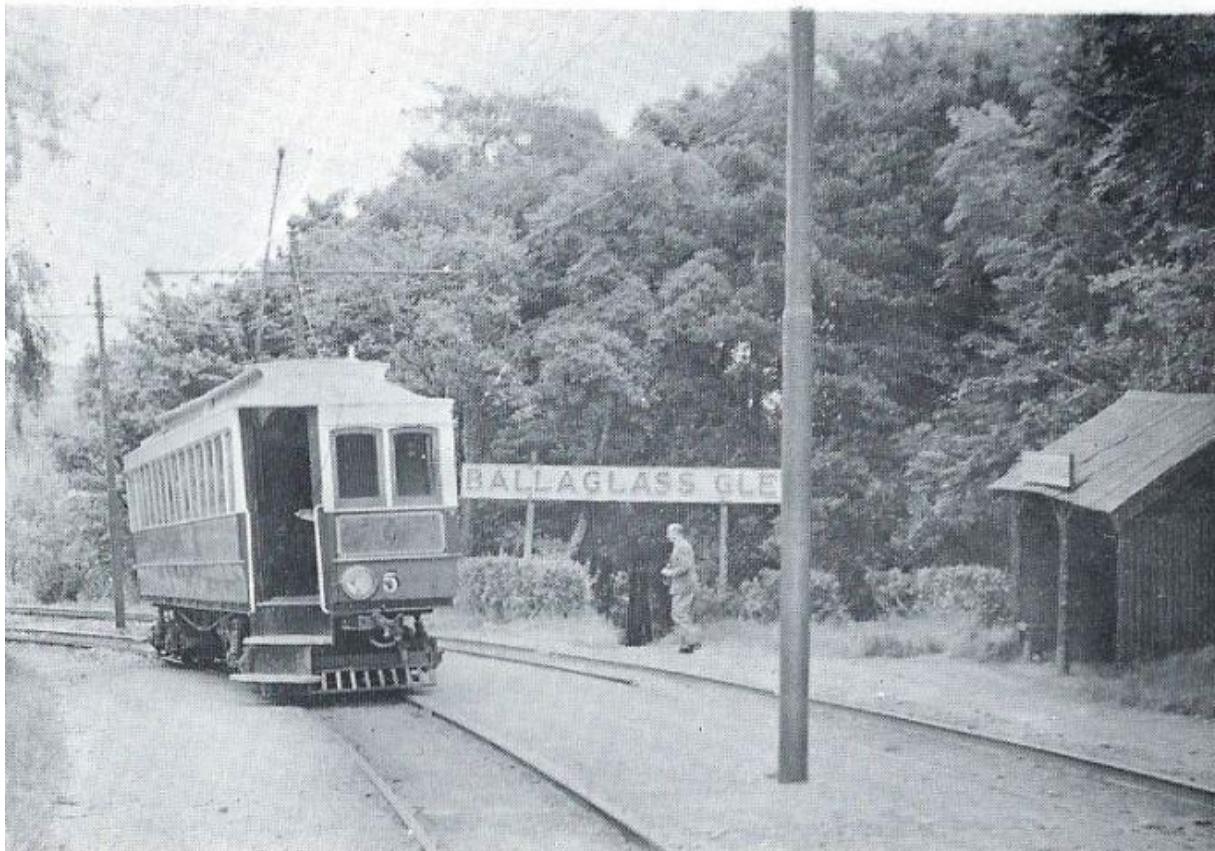
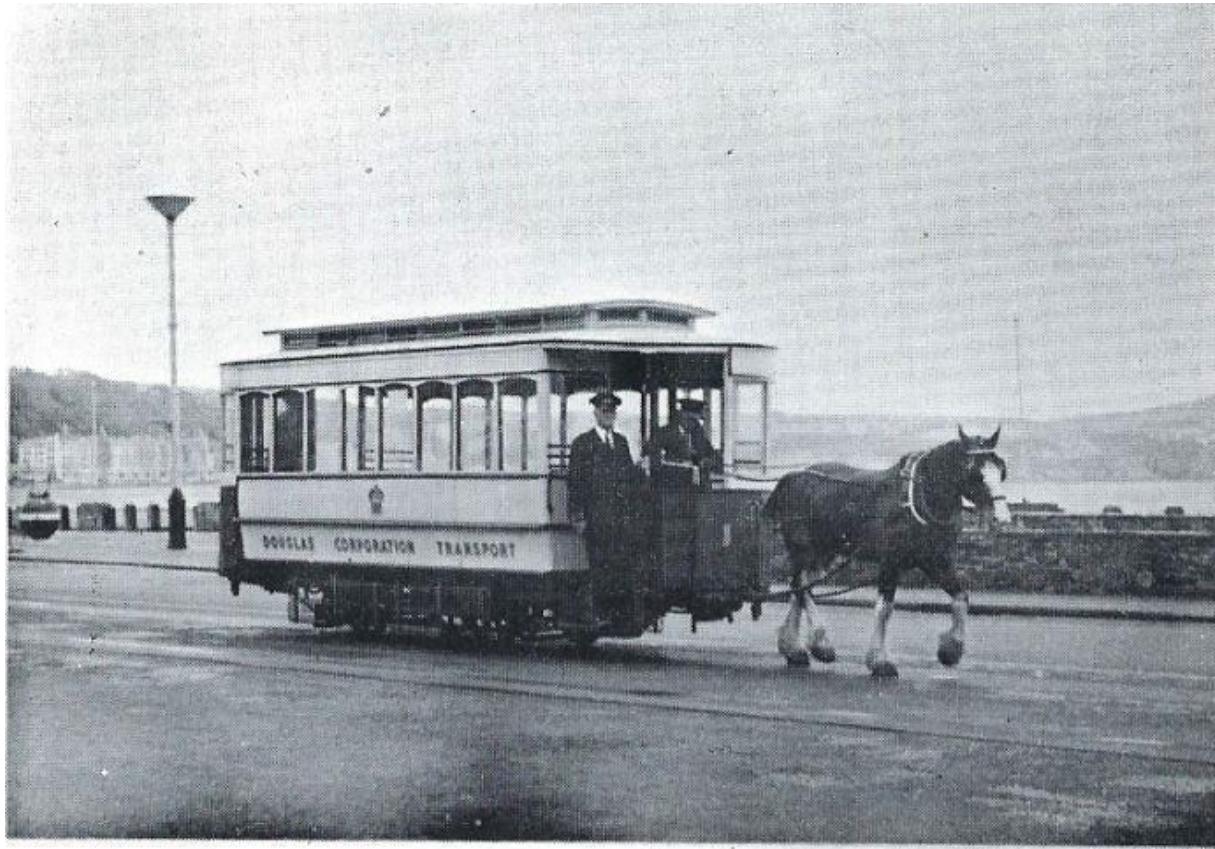
Continuing to Laxey the trolley-operated traffic lights where the track crosses public roads were noted en route. The car sheds were paid due attention, electric locomotive 23 with its centre-cab and open wagon ends received more than a second glance although blocked up minus bogies. The unique switch on the Snaefell Mountain Railway for transferring cars between running lines and shed came in for its share of wonderment - the expansion troubles, involving the use of sledge hammers in hot weather, appear to be formidable. At this point the senior member of the party caught a glimpse of something that stirred memories. Closer investigation disclosed Manx Highways Board steam roller No.1 (a small Fowler) being prepared for a spell of duty.

After boarding a Snaefell car the grinding ascent to the 2,034-foot summit began, looking down on the famous Lady Isabella water wheel, the valley of the Laxey river and the ruins of a deserted lead mine, scene of a disaster in 1897. A recorded commentary interspersed with music was provided although this appeared to be a source of trouble and was in any case received with mixed feelings. It was noted that the mill race feeding the Laxey wheel and which extends along the opposite side of the valley appeared to run uphill. At the famous Bungalow, stands were being erected for the T.T. races during the ensuing week and, in exceptional visibility as the car circled the peak, Dublin Bay, the Mountains of Mourne and the Scottish coast were plainly to be seen.

Returning to Laxey and re-joining the MER we continued to Ramsey where the Queens Pier Railway was overwhelmed by the unexpected traffic, the Wickham trolley in use having to be replaced by the Planet tractor and toast-rack car used at busier times.

Return to Douglas was without further event.

On the following day, the Isle of Man Railway was explored from end to end in both directions. In bright sunshine a special train, comprising a brake composite and the composite saloon previously used by H.M. the Queen Mother, hauled by 2-4-0T 8 *Fenella* set out for Port Erin at 9.15 a.m. On arrival, 10 *G. H. Wood*, with its well burnished brass dome glistening in the sun, shunted the special coaches on to the front of the 10.35 service train and, with *Fenella* attached at the rear after watering, the assemblage returned to Douglas, crossing 11 *Maitland* and train at Ballasalla.



TOP: Douglas Corporation Tramways Car No.1 hauled by "Madam" (1hp Hay-burner) arriving at Sefton Hotel to take the Tour Party down to Derby Castle. (Photo: J.J. Davis)
BOTTOM: Manx Electric Railway Car No.5 (Special) at Ballaglass Glen. (Photo: J.J. Davis)

At the locomotive depot a rare sight was 0-6-0T 15, with snow ploughs front and rear, in steam. Also noted were early 2-4-0Ts 1 *Sutherland* and 14 *Thornhill* (the latter originally on the Manx Northern) which still retain their original bell-mouthed dome covers. Although not in use at the time they are in running order. Further observations included the two diesel cars and 2-4-0Ts 5 *Mona* and 12 *Hutchinson*.

At 12.20 *Fenella* and its two coaches set off across the centre of the Island to the west coast port of Peel. During an intermediate stop at Crosby two more Fowler steamrollers, one of which was No.7, were seen in a neighbouring road maintenance depot and a most energetic member of the party departed at high speed to obtain the necessary details.

At St. Johns the flyover junction of the Foxdale branch of the erstwhile Manx Northern was to be seen together with the former station of that line and the remains of its turntable pit.

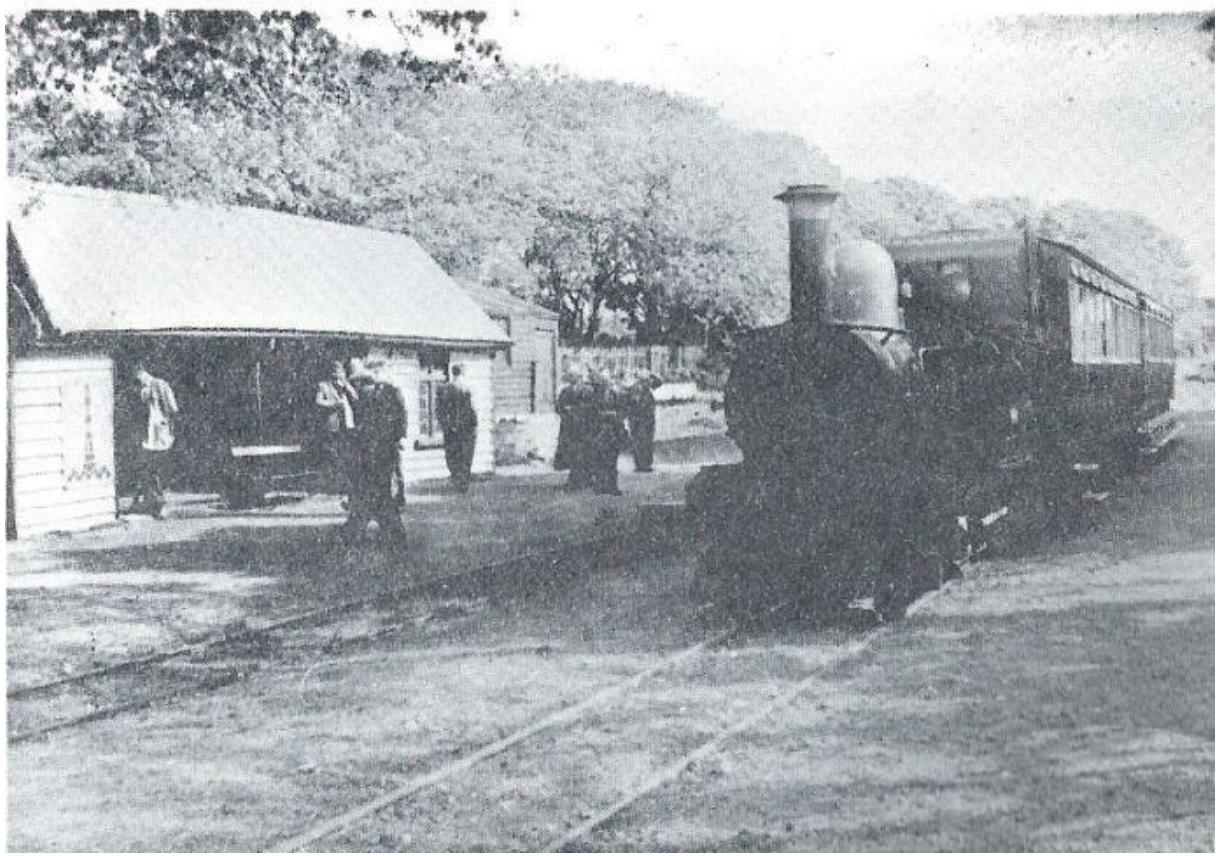
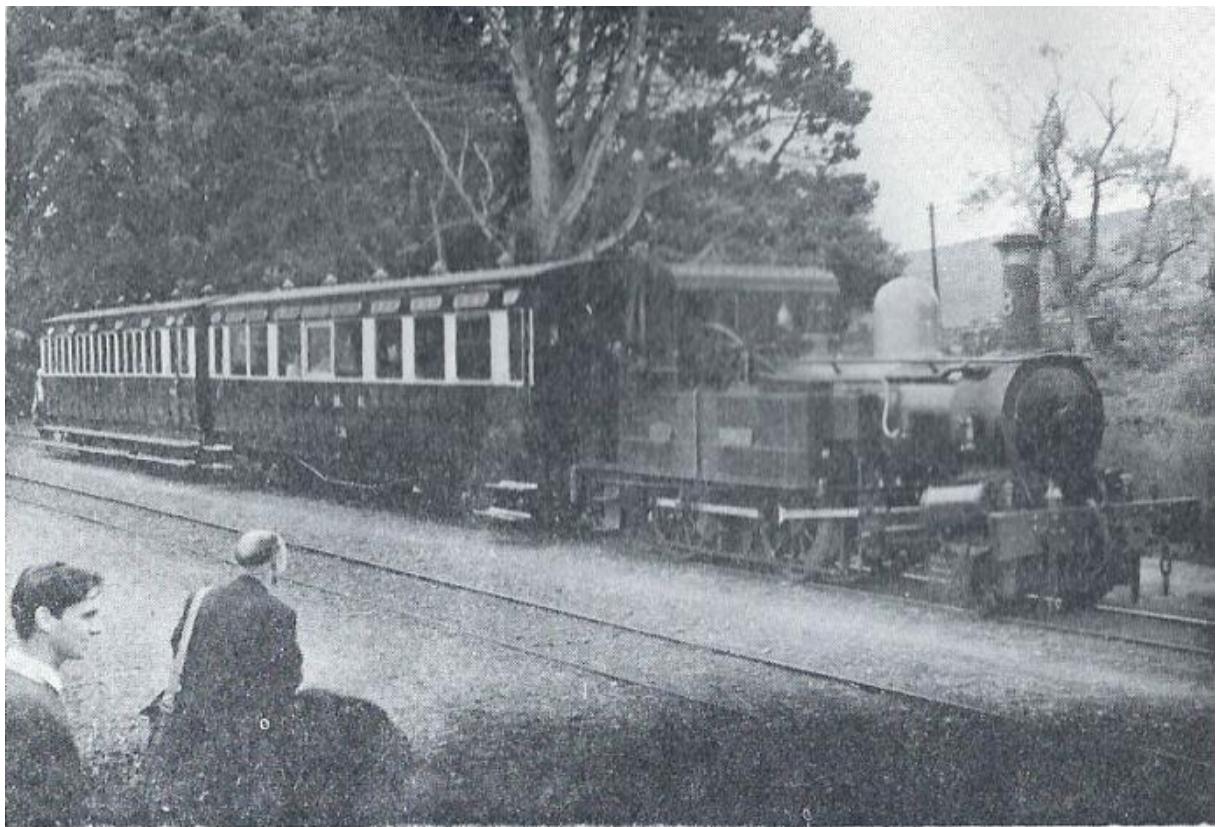
During a break for lunch at Peel, *Fenella* and the special coaches were again attached to a service train, this time destined for St. Johns in charge of large boilered 2-4-0T 16 *Mannin*. Arrival at the latter place coincided with that of a Ramsey-Douglas train headed by 5 *Mona*. Now followed a scene of frenzied activity - all three engines needed to take water, the special train had to be disentangled and shunted to the Ramsey line, and a van transferred from the Douglas train to 16's, which was to return to Peel. This seemed to tax the station staff to the utmost and it is believed that, in the confusion, passengers from Peel intending to go on to Douglas were despatched back to Peel.

Fenella and its two coaches, once more a special train, proceeded to Ramsey, running high above the sea between Gob y Deigan and Kirk Michael in glorious sunshine with Northern Ireland visible once again, before turning eastwards.

For return to Douglas the special was once more amalgamated into a service train largely filled with homeward bound schoolchildren, with *Fenella* coupled ahead of *Hutchinson*. A most pleasing passing sight was a number of mares and foals together with sheep and lambs in fields by the trackside. Two coaches were detached and shunted at Kirk Michael, the return trip by the sea was as pleasant as on the outward journey and arrival in Douglas signified the end of a well-organised, enjoyable interlude which was greatly appreciated by all those fortunate enough to take part. Appropriate thanks are due to all those instrumental in bringing this about and particularly Mr. J.S. Davies of the Joint Tours Committee for the part he so ably took in the arrangements.

“FAREWELL TO STEAM” IN IRELAND

The Grand Steam Tour of Ireland gave what was probably the last opportunity to visit a large part of the Irish Railway system with steam haulage. It had been a magnificent feat of organisation jointly by the Irish Railway Record Society and the Joint Tours Committee of the two principal British Societies, the Railway Correspondence & Travel Society and the Stephenson Locomotive Society.



TOP: Isle of Man Railway No.8 "Fenella" (B.P. 3610/94) on the Special (F36 + F46) at Crosby. (Photo: J.J. Davis)

BOTTOM: Isle of Man Railway No.8 "Fenella" (B. P.3610/94) on the Special (F36 + F46) at Ballasalla. (Photo: J.J. Davis)

So far as the lines of Córas Iompair Éireann in the Irish Republic were concerned it was no mean feat to traverse 1,289 miles by steam power; all services are now diesel operated and only slightly more than a handful of steam locomotives remain for emergency use in the event of severe flooding or for steam heating purposes in winter. On the services worked by the Ulster Transport Authority, steam power is still essential except for passenger services which are operated by diesel rail motor coaches but closures programme has been drastic. Nevertheless as will be seen no less than twenty-seven of the thirty-two countries of Ireland were visited and the whole tour of Ireland over a period of nine days was completed with remarkably close adherence to schedule.

GUINNESS BREWERY RAILWAYS

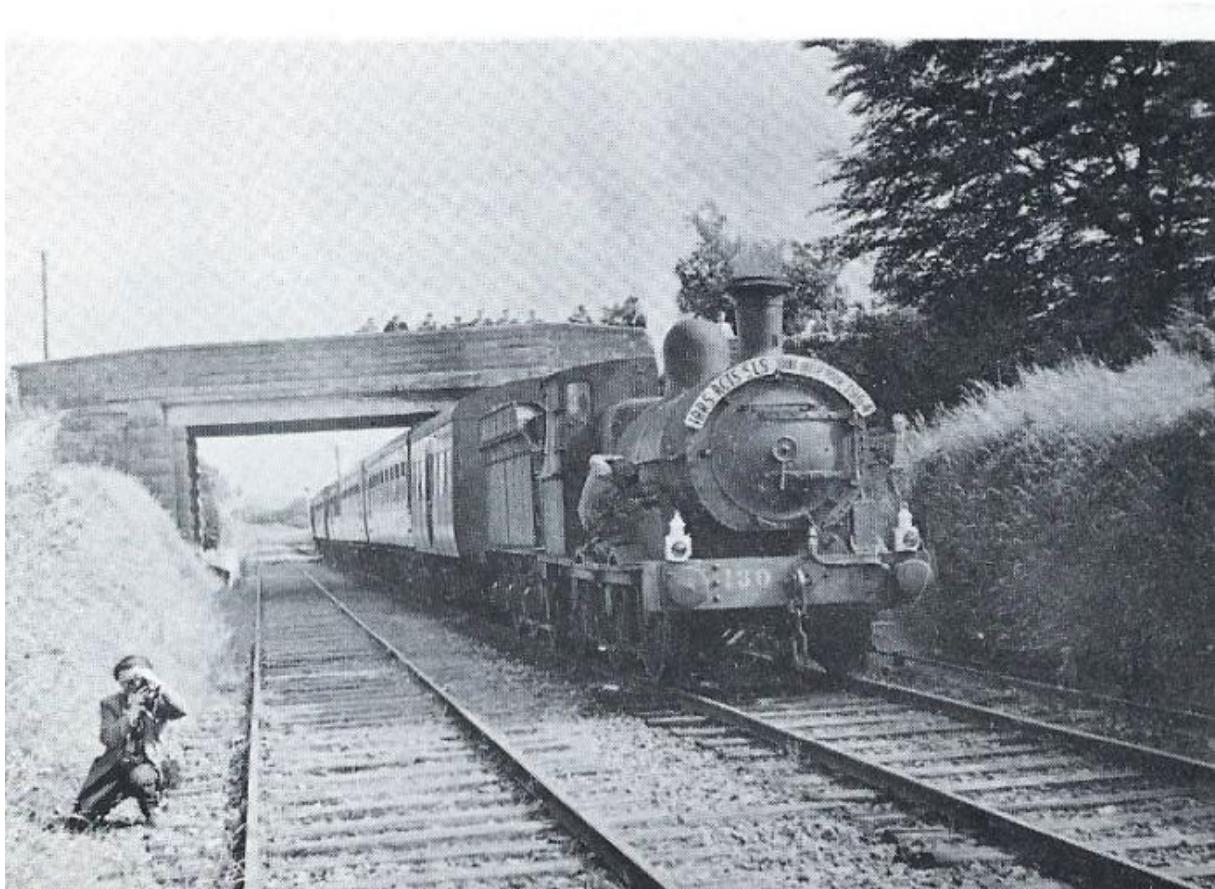
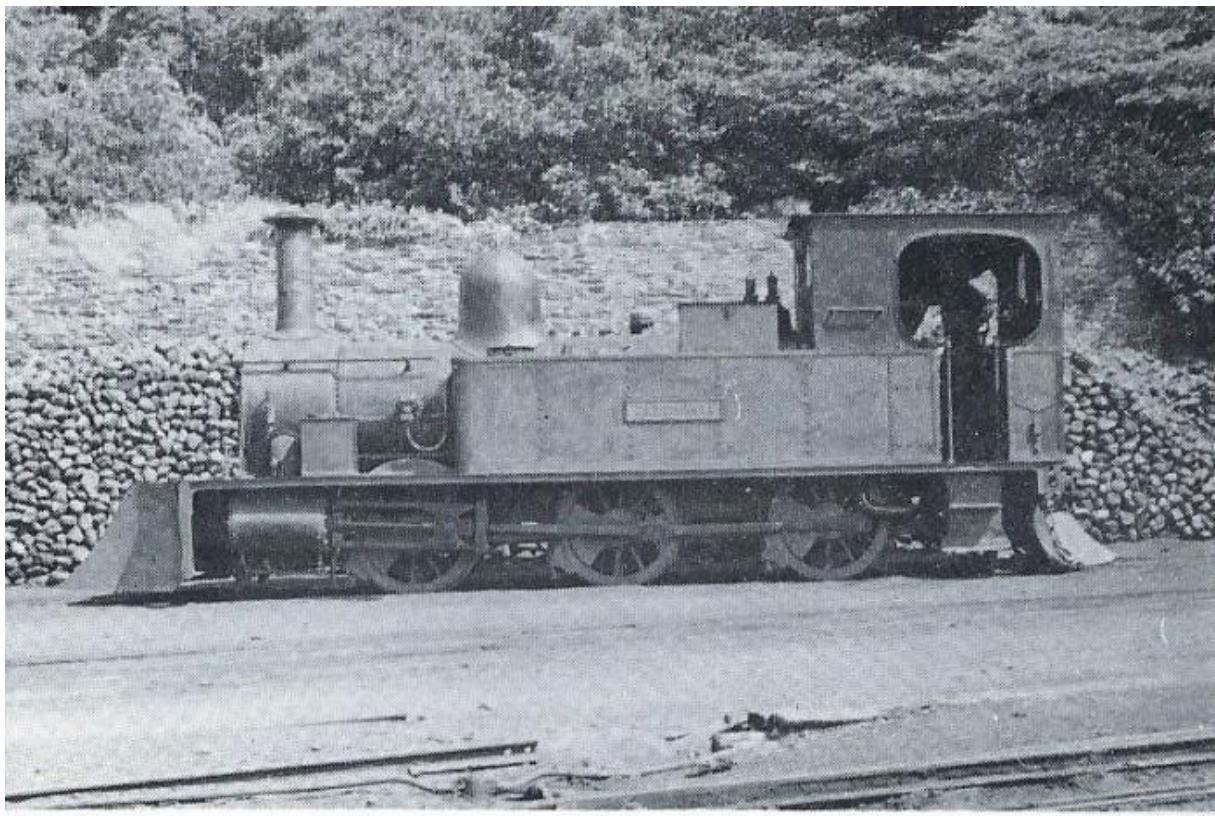
Thursday 4th June

By way of a curtain-raiser a visit was made to the renowned St. James Street brewery of Messrs. Guinness. The 22-inch gauge rail system though now abbreviated from its original eight miles nevertheless presents a maze of tracks linking the various buildings. Malt is loaded from overhead storage into trains of tipper trucks and transported to the Fermenting House where it is tipped into hoppers and thence drawn up to the upper levels. After passing through mills, kieves, wort coppers, hop-backs, fermenting tuns, skimmers, storage vats and racking vats, being mixed with water (not from the Liffey as is widely believed), hops and yeast on the way, the well-known brew finally emerges. The spent grain and hops, used as cattle feed and fertiliser respectively, are discharged into further trains and hauled away for disposal. None of the unique, compact narrow-gauge steam locomotives was in use, having been supplanted by condensed Planet four-wheeled diesels numbered 25-36. No.15 is preserved in the brewery precincts and two, including 22, were seen awaiting removal for scrap. (Others may be seen at the Belfast Transport Museum and at Towyn.)

A special diesel-hauled train was provided to take the party through the spiral tunnel (2½ turns at 1 in 39) which connects the brewery level with the despatch area. The zig-zag incline which formerly took the narrow-gauge lines down further to the 5ft. 3in. gauge marshalling yard has been breached by new building work and no connection between the two systems now exists.

In the marshalling yard Hudswell Clarke 0-4-0STs 2 and 3, complete with bells, were shunting and the broad-gauge diesel used for the transfer traffic to Kingsbridge Yard was also seen. Of greatest interest, however, were narrow-gauge steam locomotives 23/4 mounted on the special haulage trucks (Nos. 4 and 1 respectively) whereby they could be used to work the 5ft. 3in. gauge system. The locomotives are lifted by special hoist and lowered into place so that their driving wheels engage friction wheels in the truck which are in turn connected through gearing to the driving wheels. 23 was in steam for demonstration purposes and provided a spectacular sight as its wheels slipped violently before engaging the friction wheels of the truck.

To round off, the sampling room was visited and proper use made of its facilities.



TOP: Isle of Man Railway No.15 "Caledonia" in steam at Douglas. (Dubs 2178/85). (Photo: J.J. Davis)

BOTTOM: CIE No.130 (Class J15) on the Special at Bruree, Croom branch. (Photo: J.J. Davis)

ARDEE-DUBLIN DOCKS-HOWTH

Friday 5th June

The main tour proper began on the Saturday but on the previous day a preliminary tour traversed part of the Dublin area. The train was that to be used for the next seven days comprising four bogie coaches (including restaurant car) with a four-wheeled van at one end and a six-wheeled van at the other, all in the new CIE "black and tan" livery, and weighing 150 tons tare. Motive power was GS&WR J15 class 0-6-0s 183 and 198 and departure was from Amiens Street northwards over the GNR. An auspicious start was made by the distribution by an attractive CIE train hostess of a free bottle of Harp lager to each participant, with the compliments of Messrs. Guinness.

The running to Drogheda, through Skerries, was lively with 53 mph being topped in the dip at Gormanstown. The Ardee branch was taken at Dromin Junction and at the terminus (now goods only, though with a quite extensive layout) there was some rather complicated manoeuvring to transfer the locomotives to the other end of the train. The engines were turned at Drogheda, whence they returned tender first, during which time Bo-Bo diesel C221 shunted the train into the down platform.

Retracing our steps further to East Wall Junction, 183 was there detached and went forward to Amiens Street shed for turning while 198 worked the train on to North Wall. 0-6-0 diesel shunter E431 was attached to the rear of the train which reversed to Newcomen Junction. 198 was again in sole charge up the bank into Amiens Street (no banker being allowed due to past derailments) and performed brilliantly.

The train was then worked to Howth and back by 183, the remains of some of the Dublin trams being noted en route, in a field at Sutton. The day's mileage was 114½.

In the evening a party of twenty under the leadership of Mr. P.J. Curryan of the IRRS made an enjoyable tour of Dublin City in one-horse cabs, with visits to ballad singing public houses.

Start was from the station approach at Amiens Street station and visits were made to Hannan's (James Street), McGovern's (Kevin Street Lower) and O' Donoghue's (Merrion Road). The cabs were photographed en route by U.S.A. visitors to Dublin and the Irish hosts gave their British visitors a most interesting and enjoyable evening.

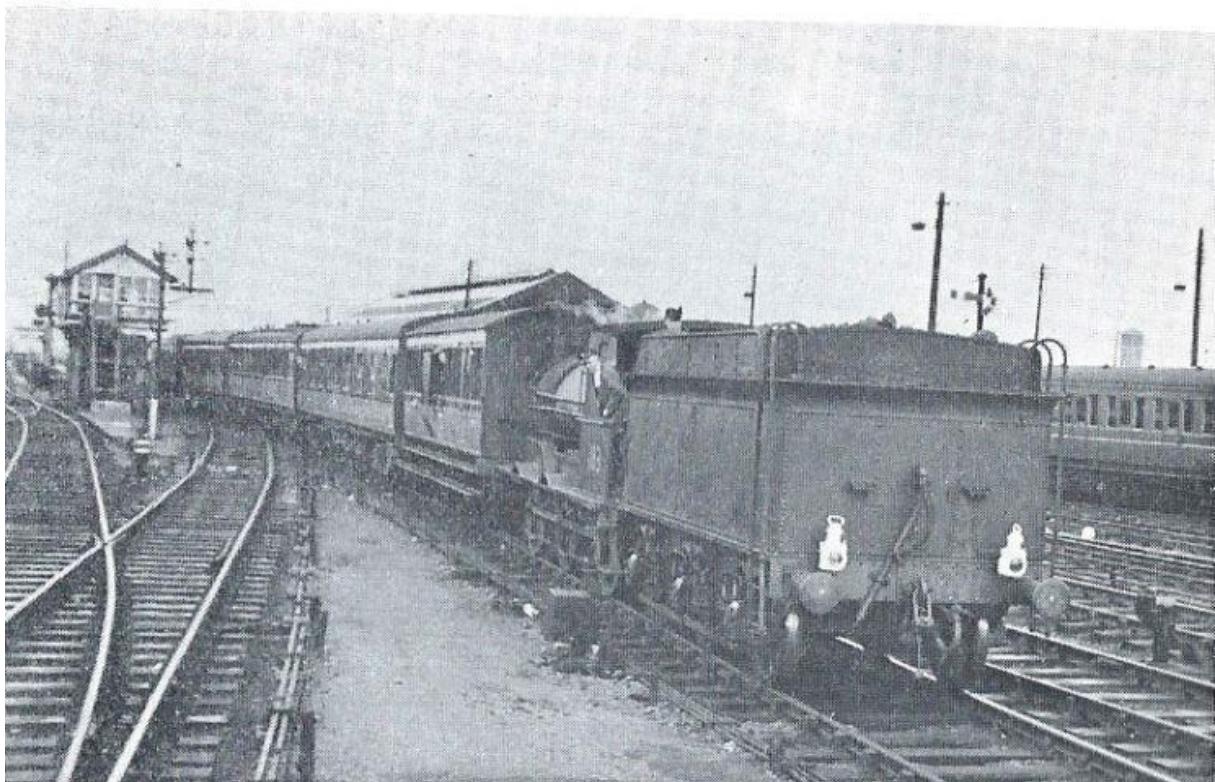
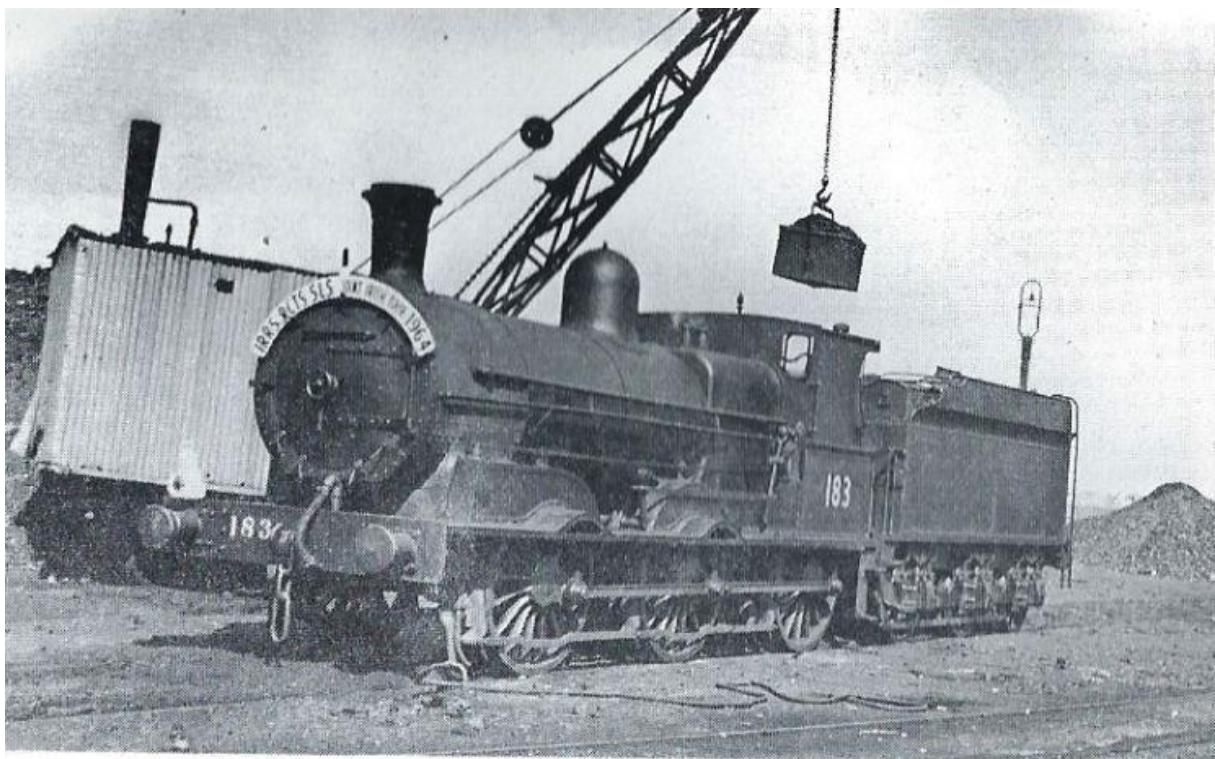
SOUTH EASTERN & SOUTH WEXFORD LINES

Saturday 6th June

Unfortunately the Saturday provided weather of the type known in Ireland as a "soft day". This detracted slightly from the wonderful scenery of the coastal line but an excellent trip was had nonetheless. Engines 186 and 130 were provided; these were the other two of the four J15 class engines (introduced by McDonnell in 1866) which were to undertake haulage of the tour train over the entire part of the route for which CIE provided the motive power; all four engines had of course been rebuilt and were running with enlarged modern Z class Belpaire boilers with superheaters.

After departure from Amiens Street, stops were made at Bray, Rathdrum, Arklow and Enniscorthy. One of the engines blew an oil cup en route but it was repacked with leaves.

There is no question of an Irish engine crew just saying the engine has failed. "Make and mend" is the way of going about things, as occurred later again on the tour.



TOP: CIE 0-6-0 No.183 coaling at Amiens Street shed after return from Howth 5.6.64.
(Photo: Peter Proud)

BOTTOM: CIE 0-6-0 No.183 arriving at Amiens Street, Dublin from Howth 5.6.64. (Photo: Peter Proud)

At Enniscorthy there was some delay. The end of the tender coupling of 130 had come off en route and damaged the dynamo on the leading passenger coach; also gas was leaking from the restaurant car. However matters were looked into as best they could and, after stops at Macmine Junction, Wexford North (where departure along the quay was greeted with many exploding detonators) and Wexford South, arrival at Rosslare Harbour was on time.

At Rosslare Harbour, offloading cargo from freight wagons on to the platform for loading on to the St. David caused congestion and the engines which had gone to the shed at Ballygeary to turn were held there for the arrival and departure of a diesel railcar train.

Meanwhile Rosslare Harbour Station refreshment room was visited and the former general secretary of the SLS was seen enjoying a pint bottle of Guinness labelled in Erse.

Ultimate departure from Rosslare Harbour was fifty-seven minutes late and after further delay for an out-of-course crossing of a passenger train at Campile arrival at Waterford was seventy-two minutes late. There the tour train was met by the Mayor in his chain of office.

From Waterford 130 alone worked the train to New Ross and back; on the return trip 130 did well to surmount the bank on a slippery rail and curving track. It was splendid driving! Speed on the 1 in 64 fell to 1.3 mph but every tendency to slip was corrected at once by quick action by the driver at the regulator. It was said that such sand as was available was exhausted and in any event was of poor quality having come from the UTA!

The former locomotive depot at Waterford has been demolished but the Eastern bay platforms now serve as a diesel staging point and a typical selection of diesel locomotives could be noted there on the Saturday evening.

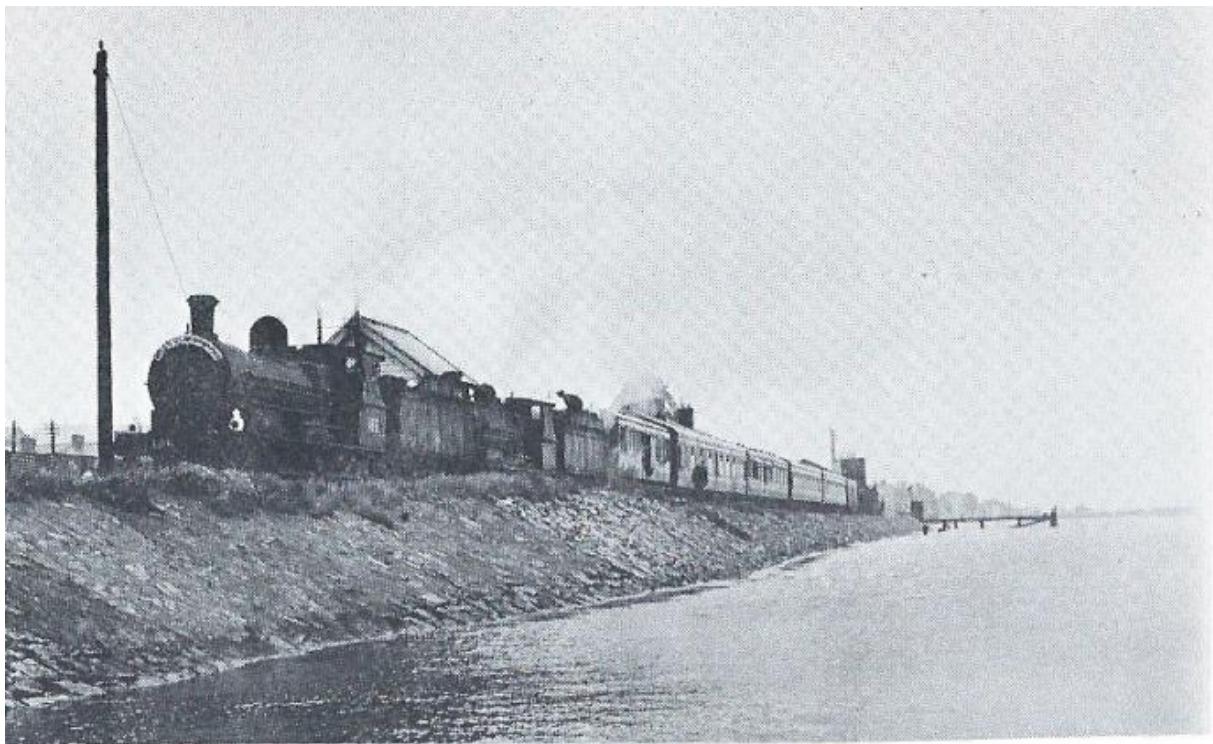
WATERFORD & LIMERICK AREA

Sunday 7th June

On the Sunday morning when the members of the party had crossed the River Suir from their hotels in Waterford City to the station (itself in County Kilkenny), it was found that 186 had run ahead light to be ready at Clonmel and 130 alone worked the train from Waterford to Clonmel.

At Clonmel 186 backed on and took the train to Thurles over a branch line now closed to passenger traffic but which had originally been built as the Southern Railway of Ireland, becoming part of the Waterford Limerick & Western system which was to be visited very comprehensively on this and the next three days. On the branch there were photographic stops at such stations as Horse & Jockey (where regrettably no name boards remained).

Sunday excursions made Thurles a busy scene and incidentally on arrival, two down specials passed through. Four steam locomotives were in the sheds, Nos. 104, 124, 195 and 262, all 0-6-0s, the first three of class J15 and the latter of class J4.



TOP: IRRS/RCTS/SLS Joint Tour. Wexford South 6.6.64. CIE J15 0-6-0 Nos. 186 and 130. (Photo: T.J. Edgington)

BOTTOM: CIE 0-6-0 No.186 running round train at Fenit, with Tralee Bay in background, 8.6.64. (Photo: Peter Proud)

Gas was still leaking from the restaurant car and so departure was slightly delayed as opportunity had to be awaited for A1A-A1A diesel B105 to bring a gas tank wagon alongside to replenish supplies. 186, having meanwhile turned, then worked the train back down the branch to Clonmel, and on to Cahir and then via Tipperary to Limerick Junction, a station situated 22 miles from Limerick and in County Tipperary and only 3 miles from the town of that name. The layout of the station retains its original design. Every train on normal routes arrives by reversing and the single platform serves all lines on its various faces and bays. This includes the Dublin-Cork main line, trains on which reach the main face of the single platform by setting back in the middle, unlike Cambridge where they run in, normally by the scissors crossover in the middle without reversal.

Arrival of the tour train at Limerick Junction was 47 minutes late.

After working the train from Waterford to Clonmel, 130 had run light to Limerick Junction and there now took over from 186. B105 had brought the gas tank wagon down the main line from Thurles and so the reservoirs of the restaurant car were again recharged. The halt gave members ample opportunity to inspect the unique layout at Limerick Junction, a station which incidentally is devoid of the customary signs in Erse.

130 then worked the train along the Dublin-Cork main line to Rathluirc, where the English version on the station name-board still appears as Charleville but not in the timetable, nor indeed on the diagram in the signal box, which many of the party visited during the halt whilst 130 was turned.

The train then used the Cork-Limerick Direct Railway's line to Patrick's Well. At Patrick's Well 186 was waiting, having worked down from Limerick Junction, via Limerick. 186 replaced 130 (which then ran light to Limerick) and took the train down the branch to Foynes with speed en route restricted on one section by a loose white horse running on the line in front of the train! A fairly large proportion of the population of Foynes seemed to be at the station to welcome the train including the Sergeant of Garda, and the return journey to Limerick after 186 had turned was started to the accompaniment of detonators. Entry to Limerick was by the original line with reversal at the Check Cabin with ultimate arrival only forty-five minutes late - a remarkably good performance after a two-hundred-and-five mile journey on a Sunday, nearly all over single line and including several routes closed to passenger service. By contrast to the weather the day before, it had been "a grand day" and the countryside of Southern Ireland had been most attractive in the sunshine.

THE KERRY CIRCUIT

Monday 8th June

The start of the day's tour was twenty minutes late from Limerick due to the inability of the main hotel to serve those of the party staying there with breakfast as scheduled; the time was however recovered en route. With 186 and 130 at its head, the train first ran to Newcastle West, leaving Limerick by the direct Foynes curve. There were however two stops en route as 130's middle coupling pin was showing a tendency to heat.

IRISH RAILWAY RECORD SOCIETY
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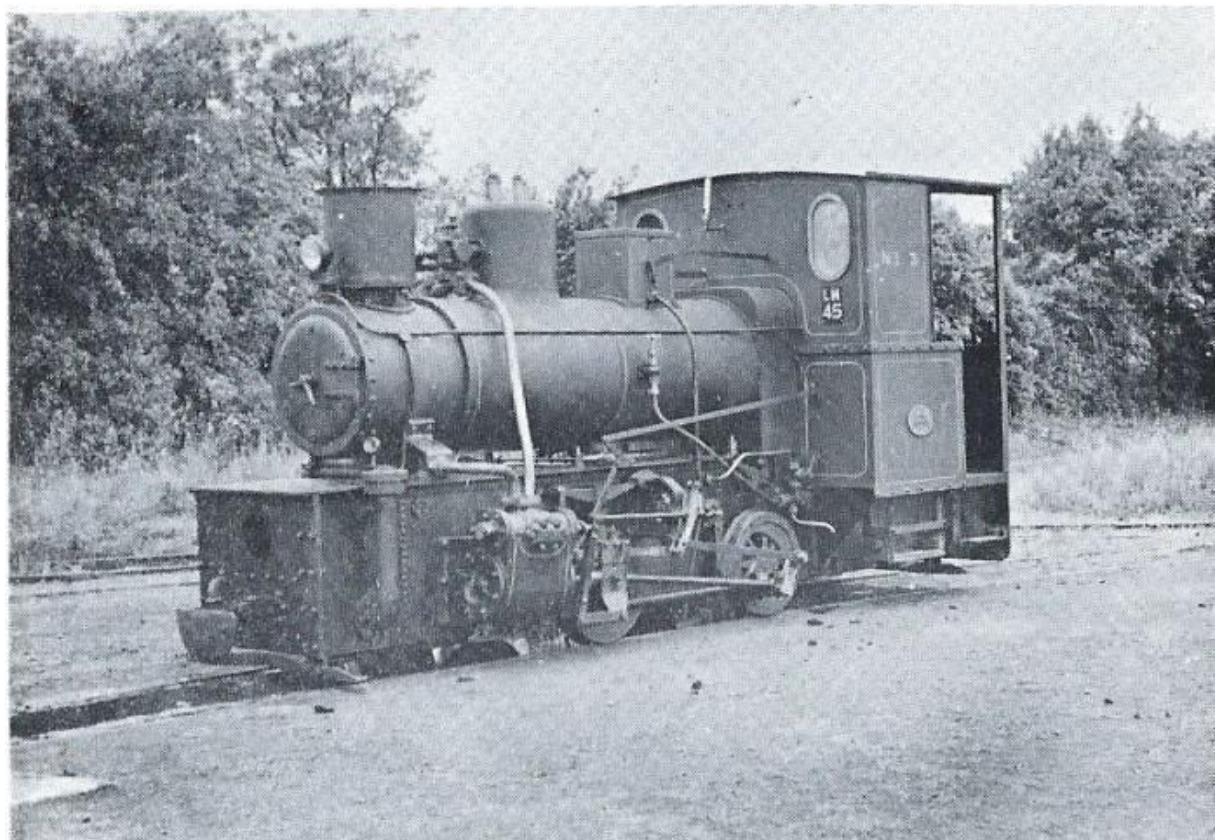
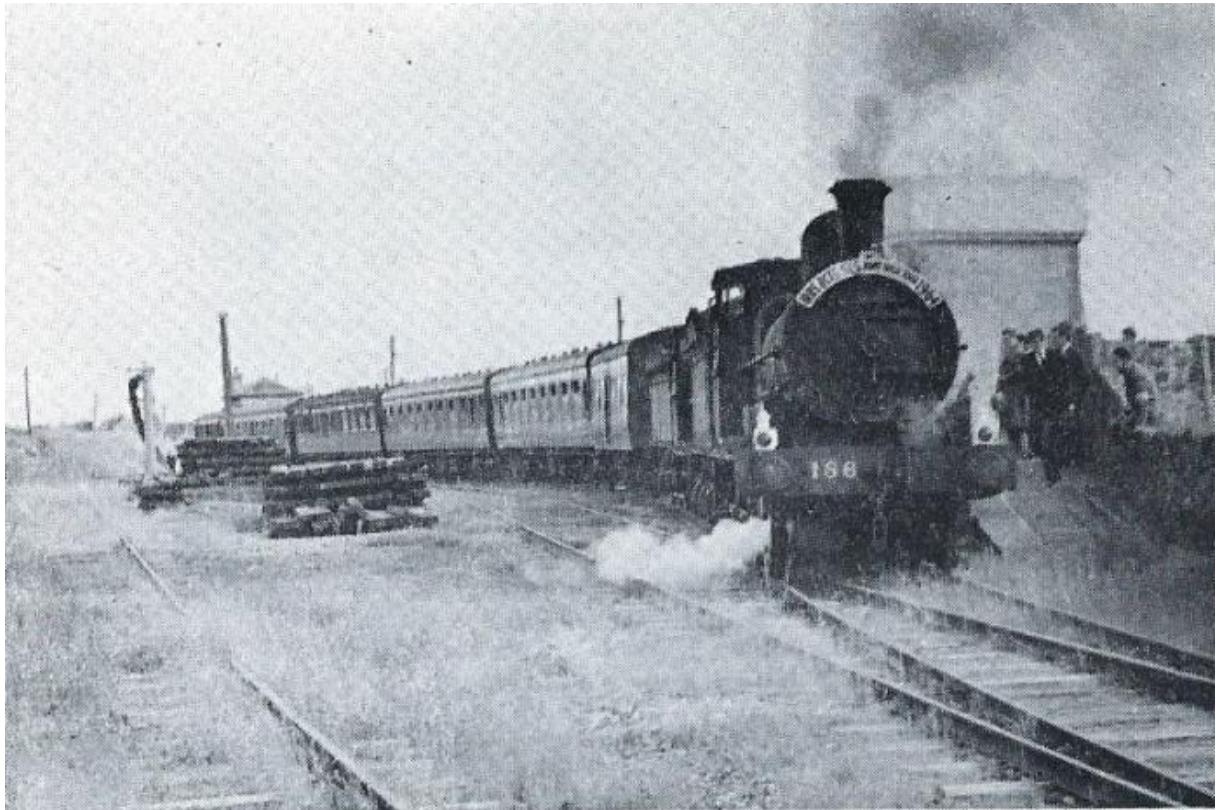
STEAM RAIL TOUR OF IRELAND 1964

ROUTE TRAVELED ON 1964 TOUR
OTHER 5'-3" RAILWAYS STILL OPEN IN 1964
5'-3" RAILWAYS ABANDONED BY 1964
3'-0" LIGHT RAILWAYS, ALL ABANDONED

41-42- Individual Routes of 1st to 9th days on 1964 June Tour
43-44- * * * * * 8th " * 1964 " "
* Intermediate Nights on 1964 tour

0 5 10 20 30 40 MILES





TOP: CIE Nos. 186 and 130 (Class J15) on the Special on arrival at Newcastle West. (Photo: J.J. Davis)

BOTTOM: Bord Na Mona LM45 (ex No.3) - 3' gauge Turf Burner, now out of use at Cushina Shed, Clonsast Bog line, Portarlington. (Andrew Barclay 2265/49) (Photo: J.J. Davis)

At Newcastle West, reversal was necessary and the two engines were turned and watered. A small boy on the platform saw his first and possibly last steam engines working! From Newcastle West the line climbed up to Barnagh which is the highest point on the CIE. The engines made a good climb on the gradient which ended with 1 in 61 and views right across as far as Charleville.

There was then a stop at Listowel, one time terminus of the famous Lartigue Listowel-Ballybunnion monorail line, and, after arrival at Tralee, 186 alone then worked the train to Fenit on Tralee Bay. Since the lifting of the line to Valentia Harbour, Fenit is now the furthest west in Europe on rail. At Fenit, Deutz diesel tractor G617 assisted in pulling the train back to enable 186 to run round before the run back to Tralee.

Departure from Tralee, again with 186 and 130, was heralded with detonators. Stops made en route included Killarney (where setting back is in any event necessary as the line from Tralee ends in a siding) and Mallow where the locomotive depot was visited and J15 class 0-6-0s 109 And 116 were seen, whilst on the up line the "Sláinte" Cork to Dublin nonstop passed through.

At Limerick Junction, passage from the Cork line towards Limerick avoided the setting back customary on normal services by passing straight into the down main platform, though this meant that the train was not in the platform whilst the engines took on water. Arrival back at Limerick was almost on schedule. Indisposition of the Lady Mayor meant that plans for her welcoming us did not materialise but the Area Traffic Manager of CIE deputised and received on her behalf the presentation of a souvenir itinerary of the tour.

Scenes of the tour taken for *Telefís Éireann* at Tralee were in the evening television newsreel which many of those on the tour were able to see in their hotels that evening.

LIMERICK-PORTARLINGTON-GALWAY

Tuesday 9th June

With 186 and 130, the train ran from Limerick to Birdhill and then to Nenagh. Arrival at Nenagh enabled the centenary of the completion on 1st June 1864 of the Birdhill-Nenagh line completing the direct Limerick-Dublin route to be remembered. There was a short ceremony at the station where the stationmaster introduced the Chairman of the Nenagh U.D.C. who read an address of welcome. Mr. L. Hyland replied on behalf of the Societies. A scroll recording the visit was then presented by the Chairman to representatives of each of the three Societies and a parchment in the name of the three Societies was presented to the Council. The din of Co-Co diesel A52 setting out on a down freight temporarily halted but did not disarrange the proceedings.

The train then proceeded to Ballybroy, where it reversed and the engines were turned, and then up the Dublin-Cork main line to Portarlington. At this point, with 186 pulling and 130 propelling, the train then went along the power station branch. At the power station passengers transferred to the 3 ft. gauge lines of Bord na Mona, and in a train of open peat-carrying trucks with one coach, and hauled by a Ruston diesel locomotive, the afternoon was spent visiting the system. We were first taken to Cushina shed where the three turf-burning 0-4-0Ts built by Andrew Barclay in 1949 were photographed. We were then taken right out into the Bog to Garryhinch where the latest peat-cutting and collecting machines were seen at work. Total mileage on the Bord na Mona's lines was

around fourteen, and it is understood that the supplies of peat available from the famous Bog of Allen should last out the power station for many years.

The tour train was reboarded at the power station and, after return to Portarlington, it set off with 130 and 186 via Clara to Athlone and entry into the station gave that wonderful view from the bridge of the Cathedral and the Shannon. GNR 0-6-0 159, and ex-MGWR 0-6-0s 593 and 603 were in the shed.

Lack of coaling facilities at Galway led to 183 being provided at Athlone to replace 130 and with 186 and 183 the train proceeded down the Midland main line to Attymon Junction and Athenry where 186 was detached to return light to Athlone. 183 (then in its 84th year) proceeded to run down to Galway in fine style and after attaining 60 mph arrived at Galway on time. It was 9.45 p.m. but in June, it was barely getting dark and the shops were still open.

GALWAY-MAYO-SLIGO

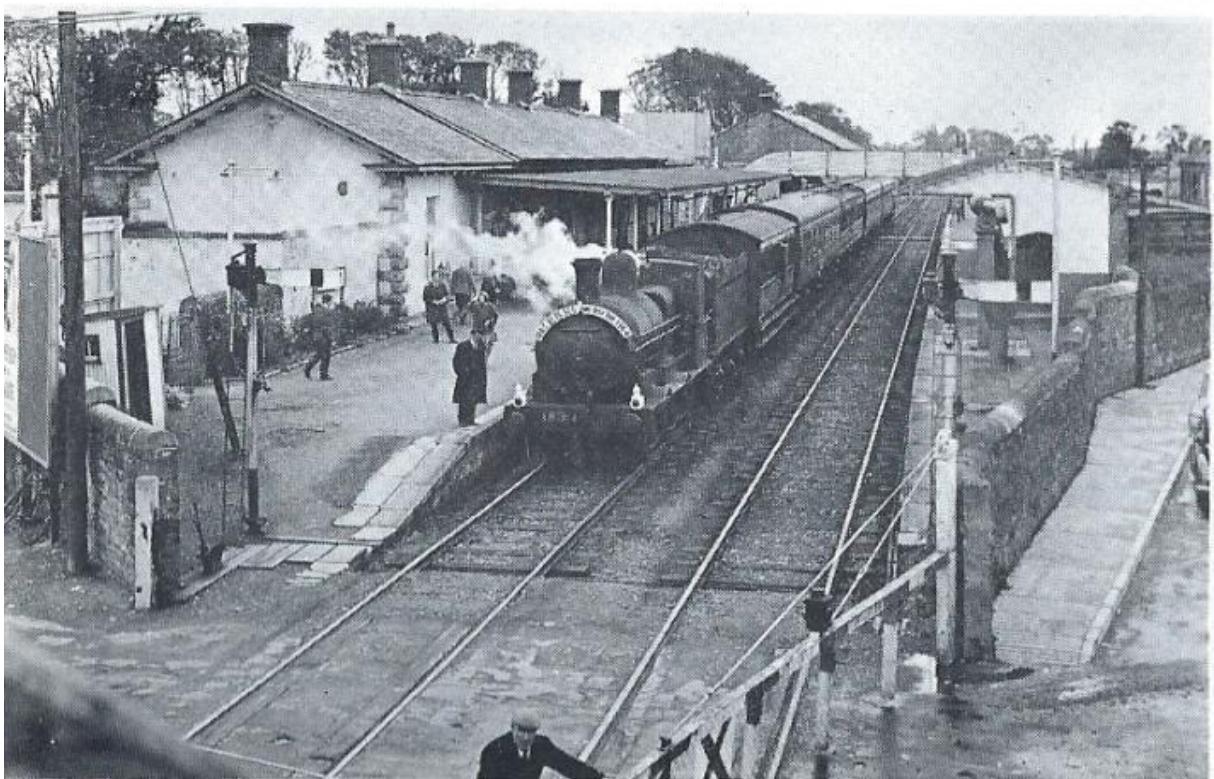
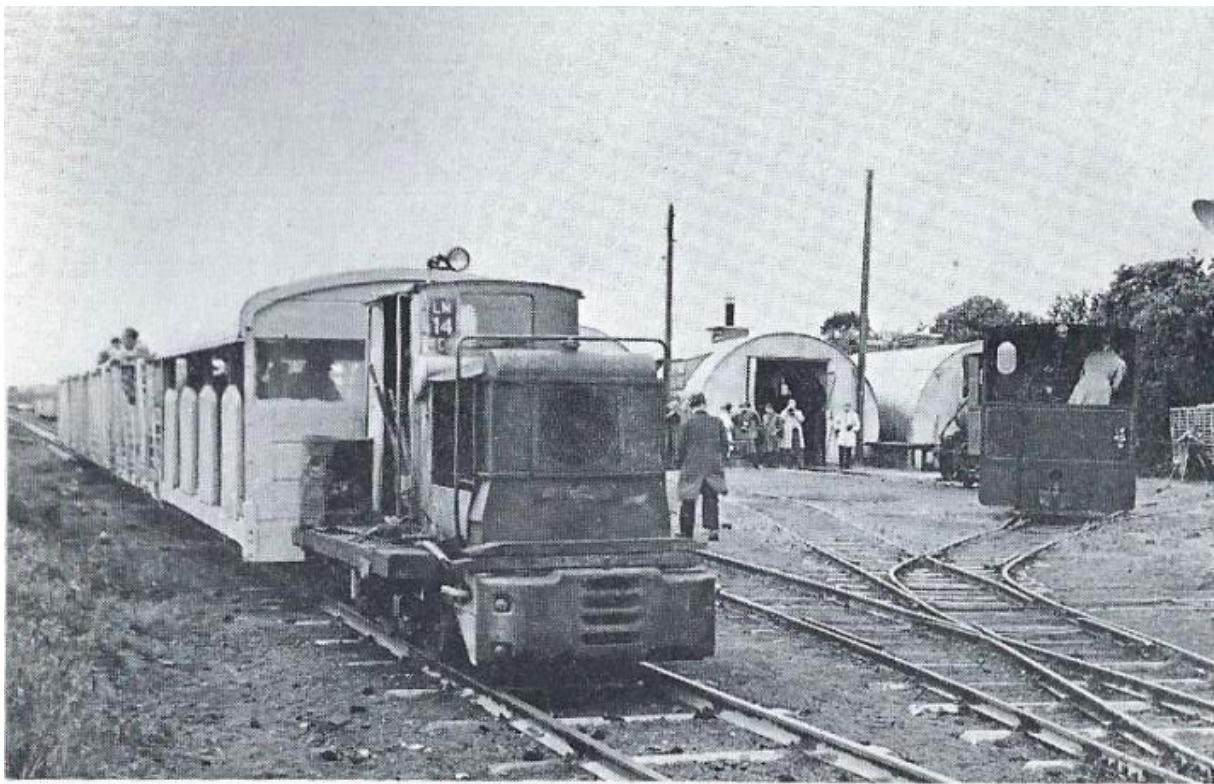
Wednesday 10th June

183 alone had stayed overnight at Galway and, in the morning, after working back to Athenry, the train took the northern extension of the old Waterford Limerick & Western Railway through Tuam to Claremorris.

Claremorris with its five platforms (one in the goods yard) can be a busy scene when handling pilgrim excursions for Knock on Sundays. On this day its steam locomotive activities kept it busy. 186 and 130 had come out freshly coaled from Athlone. There was trouble with 186, but 183 needed coal. So there was improvisation on 186 with a 1-inch nail to replace a split-cotter pin and 183 was left to run light engine to Athlone. 186 and 130 then set out over the MGWR Mayo line to Westport. At Westport 186 was detached, leaving 130 to take the train down to the Quay, but on the return journey up the 1 in 65 grade 130 stalled and there was a delay while the guard walked up to Westport to fetch 186 to assist as pilot. Ultimately, on arrival back at Westport, water for engines and gas for the restaurant car took time. The 2.40 p.m. Westport to Athlone passenger train had to be allowed to precede the tour train and so departure from Westport was fifty-seven minutes late. En route an interesting sight at Manulla Junction was a Signalling & Electrical Dept. van, fitted with a TV aerial.

On arrival at Claremorris 186 was no longer fit for service. Anticipating this 183 had been sent back from Athlone after coaling. So 186 was left behind to return to Athlone and make probably its last journey back to Inchicore. It was therefore with 183 and 130 that the train set out from Claremorris over the twists and turns and ups and downs of the northernmost section of the WL&WR to Sligo. In recent years it has been called the "Burma Road" - a driver grumbling about it was told he was better off than if he was on the Burma Road and the name has stuck!

Despite a fifty-two minute late departure from Claremorris, brisk running and shortening of stops brought the train into Sligo on time to the accompaniment of many detonators being exploded. On arrival at Collooney Junction, six miles out of Sligo, we had completed the entire system of the WL&WR (amalgamated with the GS&WR in 1901) except for the Limerick-Athenry via Ennis line and the now lifted Killaloe branch from Birdhill.



TOP: Bord Na Mona 9.6.64. IRRS/RCTS/SLS Joint Tour, 4-wh, diesel LM14, and 0-4-0 WT in background. (Photo: T.J. Edgington)

BOTTOM: IRRS/RCTS/SLS Joint Tour. Tuam 10.6.64. CIE Class J15 0-6-0 No.183. (Photo: T.J. Edgington)

Shortly after arrival at Sligo, the entire party was entertained in the Great Southern Hotel at a very pleasant cocktail party given in our welcome by Bord Fáilte (Irish Tourist Board) at which Mr. P.J. Curryan replied on behalf of the three Societies to the speeches of welcome. Thanks must be expressed to the hospitality of the welcoming committee who took care to see that in the limited period of our stay there was the opportunity to see some of the scenery of the district.

SLIGO-DUBLIN: DUBLIN-BELFAST

Thursday 11th June

Before setting out from Sligo to Dublin, 130 first took the tour train down to Sligo Quay. 183 followed and brought the train up and back into Sligo station with 130 returning as light engine.

Departure from Sligo for Dublin was with 130 and 186 and near Boyle 56.6 mph was recorded.

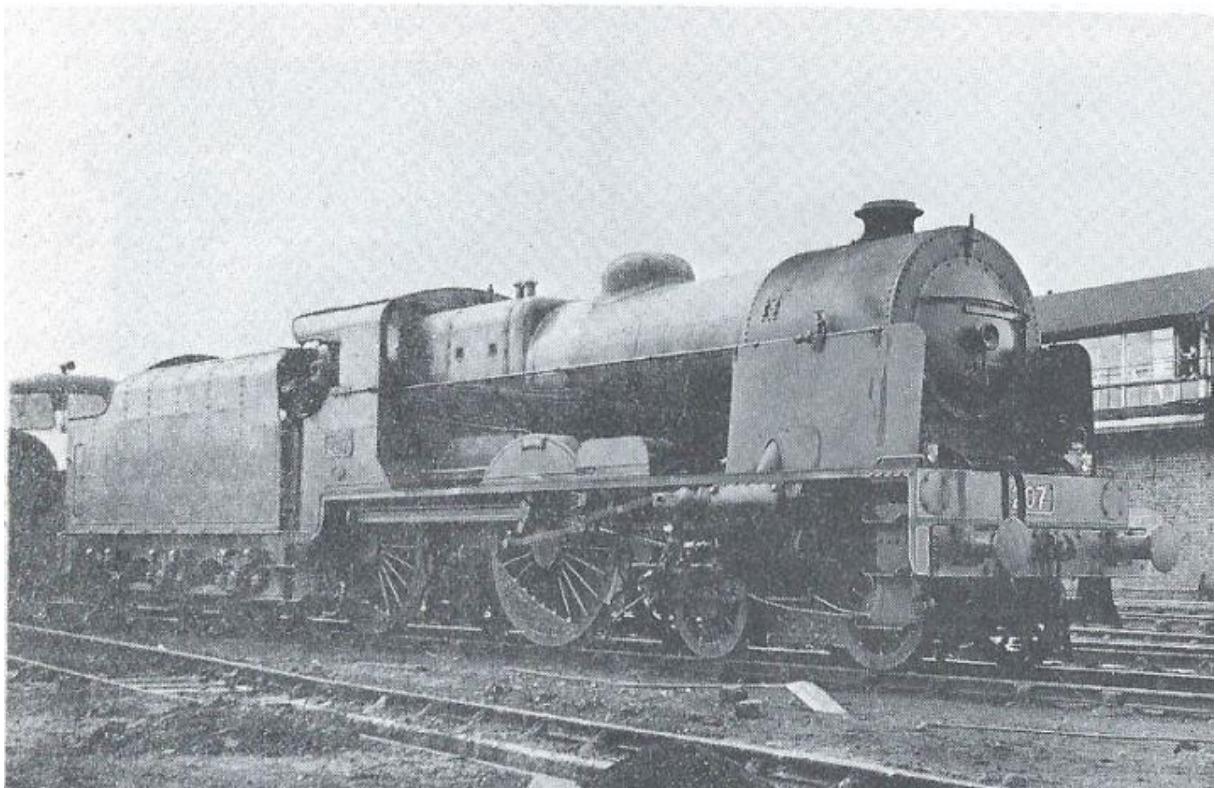
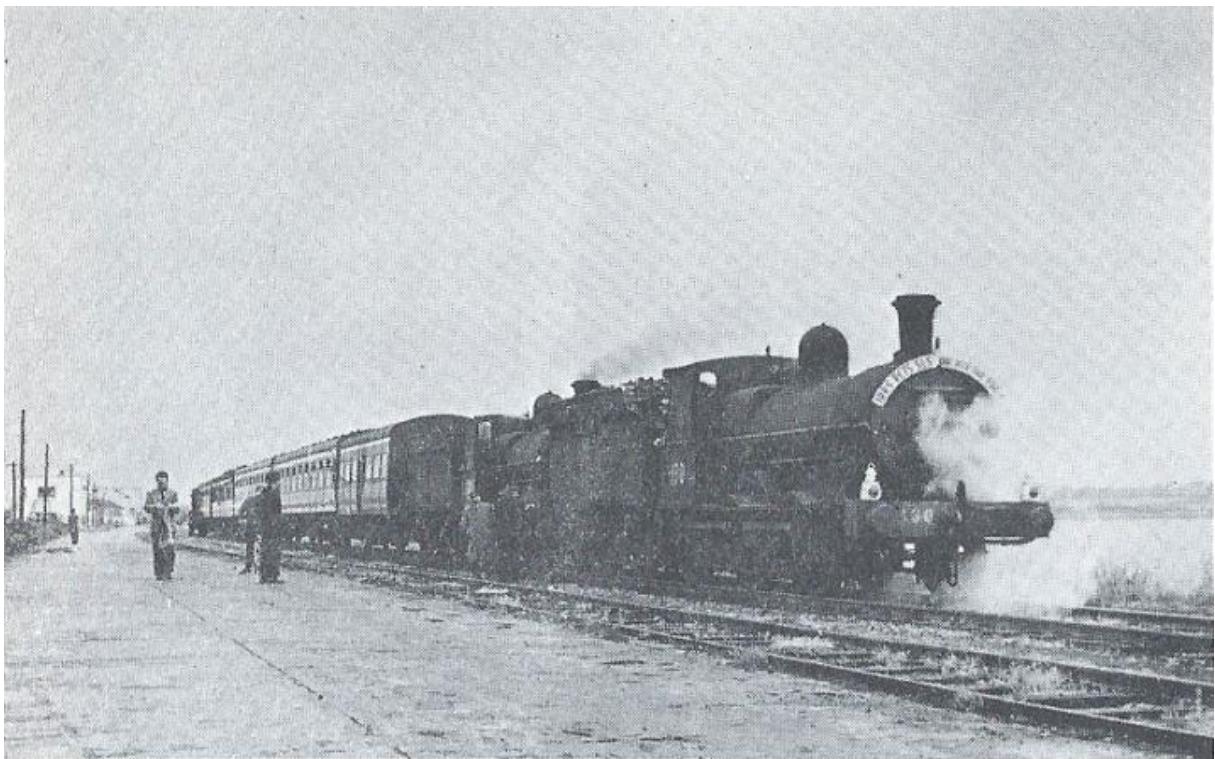
At Mullingar 198 had come out from Amiens Street to stand pilot. As 198 had a full tank of water, it saved time of watering two engines to change it for 130 and so, for the last 504 miles to Dublin, 183 and 198 were in charge of the train and ran the journey in eighty-four minutes, arriving ten minutes early at Amiens Street, after the long run with all intermediate stations long since closed between Mullingar and Dublin.

At Mullingar GNR 4-4-0 131 of class Qs had been placed for photography.

At Amiens Street, GNR three-cylinder 4-4-0 No.207 *Boyne* (built Beyer Peacock, 1948) was waiting. This engine had come up on the 9.25 a.m. excursion from Belfast. It was one of the engines which, upon the dissolution of the GNR, had gone to the CIE in 1958 but been sold to the UTA in 1963. It therefore still retained its GNR number with blue livery.

An additional bogie coach (this time in the old CIE livery of green) was added at Amiens Street bringing the weight of the tour train up to 176 tons tare. 207 made a very fine run north. Dundalk (54½ miles) was passed in 63¾ minutes (schedule 67 minutes) despite a p.w. check and the reduced speed restrictions at Drogheda and Dundalk. The return excursion on the same day was allowed seventy-three minutes. After Dundalk the engine climbed well up Wellington Bank and through the "Gap of the North" and passed Portadown (87¾ miles) in 104 minutes (schedule 113 minutes) from the start. Record of actual speeds was difficult. A learned friend and doyen member of the IRRS, informed the writer that a milepost destroyed in "the Troubles" had subsequently been misplaced! Still the running was undoubtedly fast. An early arrival at Belfast would have been possible but signal checks intervened and in any event there is only one platform at Great Victoria Street which has customs arrangements so we had to wait for the up "Enterprise" (4.45 p.m. ex-Belfast in charge of CIE diesel B125) to leave before we could arrive at the scheduled time of 4.48 p.m.

At Belfast a visit was arranged to Adelaide shed where CIE 4-6-0 No.800 *Maeve*, awaiting transport to the Belfast Transport Museum, had been pulled out for photographers. 207 *Boyne* was also there but the other three-cylinder 4-4-0, 58 *Lagan* was out of service, detached from its tender, in the shed.



TOP: IRRS/RCTS/SLS Joint Tour. Sligo Quay 11.6. 64. CIE Class J15 0-6-0 Nos. 180 & 183.
(Photo: T.J. Edgington)

BOTTOM: Dublin Amiens Street 11.6.64. GNR Class VS 4-4-0 No.207, prior to working the Special. (T.J. Edgington)

A very agreeable cocktail party had been arranged by the Northern Irish Tourist Board at Belfast and members of the party on the tour were warmly welcomed there.

The Belfast Transport Museum with its very fine collection of locomotives and other items of interest was specially opened in the evening for us and visited by most of those participating in the tour.

ULSTER

Friday 12th June

For this day, the CIE train was replaced by a train of five bogie coaches (including restaurant car) of former GNR stock belonging to the UTA and painted in its dark green livery.

Start was from Great Victoria Street with 2-6-0 97 *Earl of Ulster* (built Belfast, 1935). The BBC were on the train making a feature film. Route was via Lisburn to Antrim, reversing there and then running with the engine tender first to Belfast, York Road.

2-6-4T 7 (built Derby, 1946) then worked the train to Larne Harbour. There were stops on the journey out and at Greenisland the BBC party finally left the train. The stop of one hour at Larne Harbour enabled the quays, with the through road ferry services to the mainland of Europe, to be visited.

On the return journey to York Road a speed of 64 mph was recorded near Milepost 2 on the journey into Belfast, where there was time to see works and shed.

97 came on again at York Road and was in charge of the train for the rest of the day. It made good running to Coleraine, particularly between Ballyclare Junction and Antrim where there was a maintained 70 mph. There was only one intermediate stop and that was at Dunloy to cross the 3.0 p.m. express from Londonderry to Belfast. From Coleraine the train went to Portrush and back. At Portrush the official photograph of the party was taken, and there was a stop of an hour to enable the sea front to be admired with nothing between it and the North Pole. Leyland Railcar UTA No.1 (ex-N.C.C.) was on the Coleraine-Portrush local service.

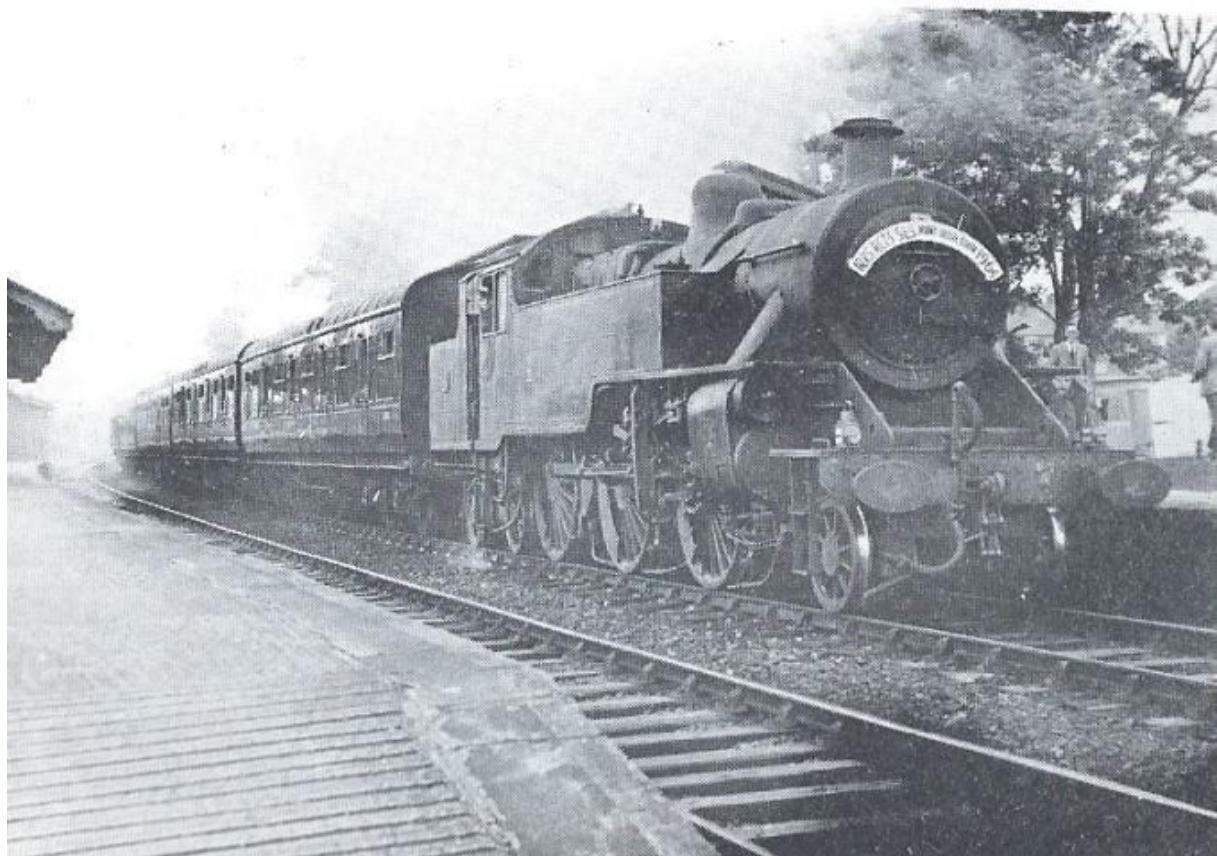
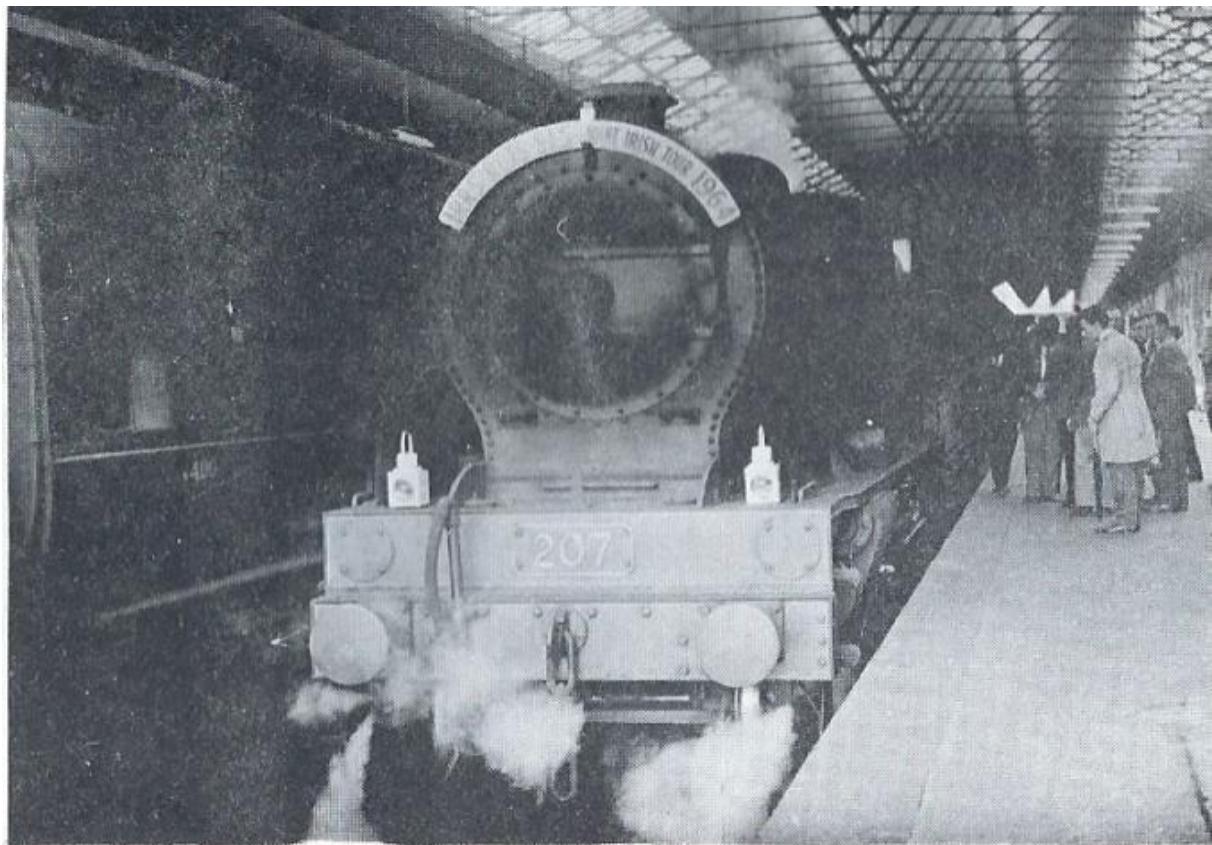
On return to Coleraine, departure was set back to enable the BBC Television programme taken in the morning to be viewed. Then there was a brisk run to Londonderry (Waterside) including en route the unique crossing of the aerodrome runway at Ballykelly just outside Derry.

DERRY TO DUBLIN

Saturday 13th June

The UTA train of the previous day returned as empty carriages to Belfast (Great Victoria Street) via Antrim and Lisburn with 2-6-0 97, and the CIE train came out in the small hours of the morning via Portadown and Omagh to the Foyle Road station at Derry. Members of the Organising Committee of the IRRS made the journey on the trains, transferred their equipment at Great Victoria Street in the early hours of the morning and are reported to have greatly enjoyed their journeying.

On the train at Foyle Road, UTA 60 *Sieve Donard* (ex-GNR 172) was the train engine. It was one of the GNR class S 4-4-0s, renewed at Dundalk in 1938 from an engine originally built by Beyer Peacock & Co. in 1913.



TOP: UTA No.207 "Boyne" (Class VS, ex-GNR) on the Special at Dublin (Amiens Street). (Photo: J.J. Davis)

BOTTOM: UTA No.7 (Class WT) on the Special at Carrickfergus. (Photo: J.J. Davis)

The route from Derry to Portadown and also the Goraghwood to Warrenpoint line, traversed this day, were closed on 15th February and 4th January 1965.

Start was punctual. A few miles out of Derry, the line crosses into the Republic and one there saw that the signalman at St. Johnston had a CIE cap badge. The itinerary recorded that instructions for this and the adjacent stations come from Galway; except possibly for excursions to Donegal no CIE train ever calls!

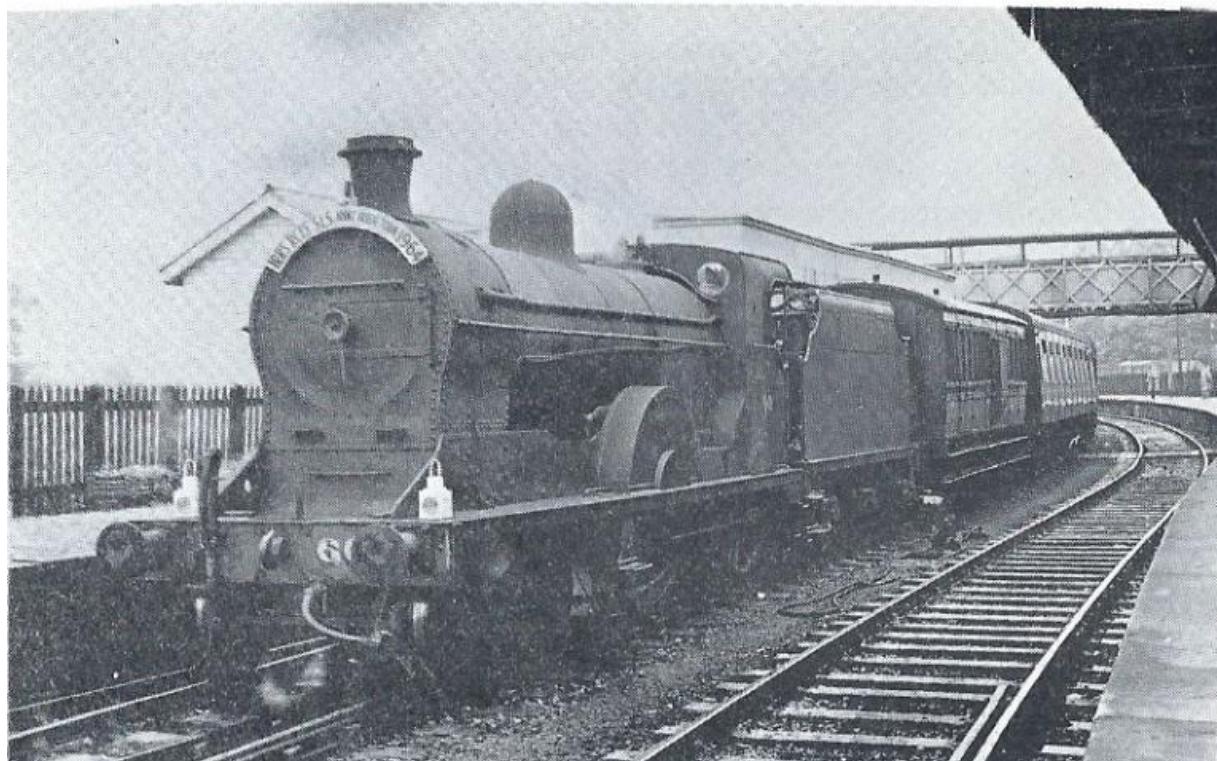
After crossing the River Foyle, one was back in Northern Ireland and a stop was made at Strabane where 2-6-4Ts 4 *Meenglas* and 5 *Drumboe* of the County Donegal Railways together with passenger rolling stock were on view, though the modern activities of that system were symbolised by road vehicles labelled CDR.

After stops at Omagh, Pomeroy, Dungannon and Trew & Moy, the train reached Portadown where reversal was necessary.

At Portadown 170 *Errigal* (of the same class and series as 60 but still in the blue livery and retaining its GNR number, having gone to CIE and been sold to UTA in 1963) took over and worked the train to Newry, Narrow Water and Warrenpoint.

The late running of a passenger train crossed at Trew & Moy had resulted in the tour train being a few minutes late. It could not therefore get back from Warrenpoint to Goraghwood in time to precede to Dundalk the 2.15 p.m. Belfast to Dublin train. So return from Warrenpoint was re-scheduled. 170 worked the train, tender first, back to Goraghwood and arrived whilst 2-6-4T 50 on the Belfast-Dublin train was taking water and so further delay occurred before 170 could run round.

170 then worked the train across the Border to Dundalk. There the customs examination kept the party together whilst the engine was changed for CIE 198 and 183. Departure was on time after merely a fifteen minute stop and the two veteran engines worked the 177-ton train over the 54½ miles to Amiens Street in eighty-six minutes, despite being brought almost to a stand by the not unusual signal check outside Amiens Street station. So ended a wonderful nine days' travelling by steam engines on the railways of Ireland.



TOP: IRRS/RCTS/SLS Joint Tour party at Portrush 12.6.64. (Photo: T.J. Edgington)

BOTTOM: IRRS/RCTS/SLS Joint Tour. Omagh 13.6.64, GNR Class S 4-4-0 UTA No.60. (Photo: T.J. Edgington)

CONCLUSION

It was a memorable tour and one that can never be repeated. The greater number of the members from Great Britain returned home on the Leinster from Dublin to Liverpool on the evening of 13th June. What wonderful memories they took with them of journeyings behind Irish steam locomotives!

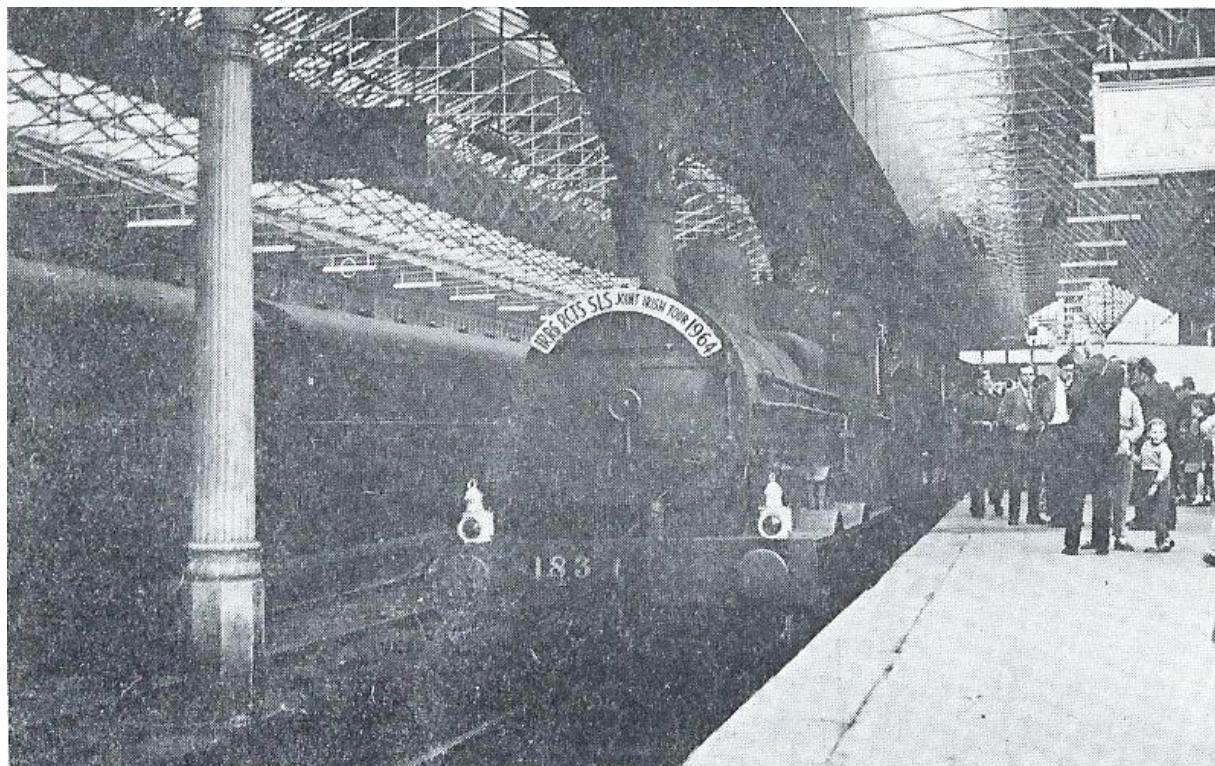
The total standard gauge mileage of the tour was 1,667 miles, of which 1,289 had been on the CIE and 378, on the UTA.

Three of the four CIE J15 class 0-6-0s employed were over 80 years of age and details with mileage actually on the tour train of the four engines are:

<i>Engine No.</i>	<i>Built</i>	<i>Mileage</i>
130	Inchicore 1882	748 $\frac{3}{4}$
183	Inchicore 1880	444 $\frac{3}{4}$
186	Sharp Stewart 1879	701 $\frac{1}{4}$
198	Inchicore 1899	198 $\frac{1}{2}$

Quite apart from 186 which "retired hurt" at Claremorris, the others probably will never again be called upon to operate thus in normal service conditions.

On the UTA steam is not so rare. However, members had experience of two classes of 4-4-0 (a wheel arrangement now extinct on British Railways) and performances were also excellent as also were those of the more modern and not yet unique engines of the 2-6-0 and 2-6-4T classes. An extensive part of the UTA lines covered by the tour is threatened with the further closures planned for the near future.



IRRS/RCTS/SLS Joint Tour. Dublin Amiens Street 13.6.64. CIE Class J15 0-6-0s 183 & 198.
(Photo: T.J. Edgington)

The tour was well supported with an average of 110 persons participating each day, and, in addition to the television scenes, it was extensively reported in the Press in all parts of Ireland.

Special thanks must be recorded to the two Irish railway authorities for their co-operation and for all the arrangements which passed off so well. In particular for our journeyings on the CIE we must thank Mr. Paddy Gannon, Chief Traffic Inspector, who accompanied us on the train as also did Mr. Larry O'Brien, Locomotive Inspector of Dublin, who was always hard at work on the locomotives. A special debt of gratitude is also due to Mr. P. McKeown, an IRRS member who as a locomotive fitter, though on holiday, travelled on the engines by arrangement with CIE; without his skill from time to time, the tour could not have been operated so successfully. It was also fortunate that one batch of General Motors Diesel locomotives of CIE can only be driven backwards; it meant that turntables have had to be maintained in working order all over the South and West of Ireland!

Those participating must thank the Organising Committee of the Irish Railway Record Society (Messrs. P.J. Curran, P. Flanagan, L. Hyland and N. McAdams) for all the hard work and acumen which had been involved in planning the operational side of the tour. Mr. Flanagan himself was not on the tour but he is to be congratulated on the very full and comprehensive Souvenir Itinerary which he wrote and which greatly added to the enjoyment of the tour. The other three of the Committee, accompanied by Mr. M.P.L. Costeloe, were untiringly engaged also during the tour making sure that everything went smoothly. On the administrative side (bookings, hotel arrangements and the like), we must thank the RCTS/SLS Joint Committee (Messrs. A.J. Boston, H.C. Casserley, J.S. Davies, P.M. Hill and A.E. Hurst) for all their hard work and particularly Mr. J.S. Davies who acted as secretary (and also frequently checked tickets on the train!).

This report was written for the first two days of the trip by Mr. J.W. Knowles (Hon. Chief Editor of the "Railway Observer") and for the remainder by Mr. P. Proud (a former Editor of the "Railway Observer") and with certain additions and amendments reproduces the report which appeared in the "Railway Observer" and the Journal of the Stephenson Locomotive Society. Grateful thanks are also due to Mr. J.C. Gillham for specially drawing the map of Ireland for this souvenir brochure.

