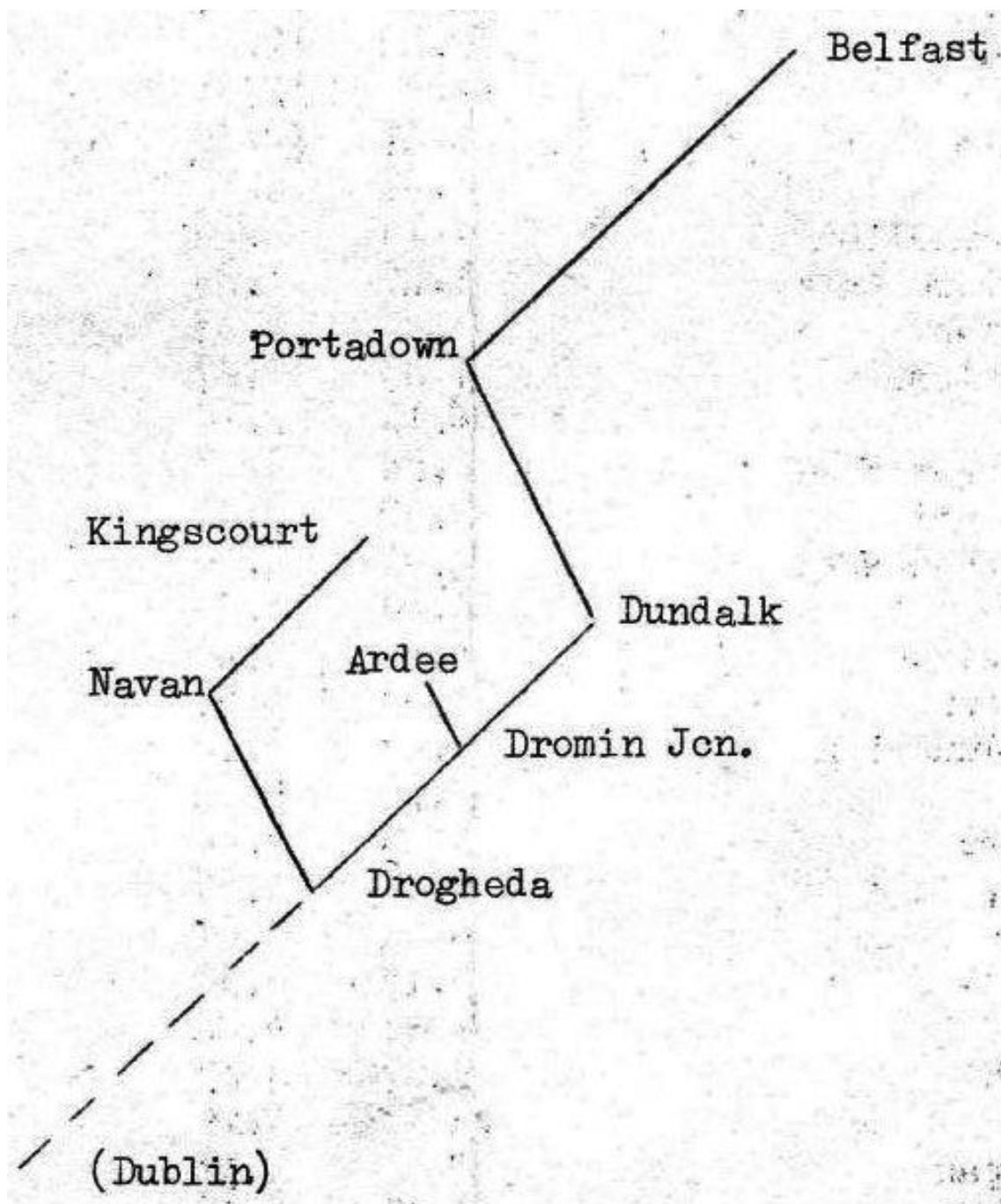


"Province of Leinster"

Steam-hauled Railtour, Saturday 14th May 1966



SOUVENIR SCHEDULE

<u>STATION</u>	<u>BOOKED TIME</u>		<u>ACTUAL TIME</u>	
	Arr.	Dep.	Arr.	Dep.
Belfast (Great Victoria Street)		8:50		
Lisburn	pass	9:02		
Lurgan	pass	9:13		
Portadown	9:20	9:25		
Poyntzpass	pass	9:39		
Meigh	pass	9:57		
Dundalk	10:09	10:15		
Dromin Junction	10:30	10:40		
Ardee	11:00	11:15		
Dromin Junction	11:35	11:40		
Dunleer	pass	11:43		
Drogheda	12:00	12:20		
Duleek	pass	12:31		
Beauparc	12:42	12:49		
Navan	1:02	1:12		
Navan Junction	1:14	1:18		
Proudstown Park	1:25	1:29		
Gibbstown	pass	1:33		
Wilkinstown	1:43	1:47		
Nobber	2:12	2:16		
Kilmainham Wood	2:24	2:28		
Kingscourt	2:45	3:45		
Kilmainham Wood	4:01	4:08		
Nobber	4:16	4:23		
Wilkinstown	pass	4:46		
Gibbstown	4:53	4:57		
Navan Junction	5:07	5:10		
Navan	5:12	5:22		
Beauparc	5:33	5:42		
Lougher Halt	5:48	5:55		
Duleek	6:02	6:06		
Drogheda	6:18	6:30		
Dunleer	pass	6:44		
Dundalk	6:57	7:02		
Meigh	pass	7:18		
Poyntzpass	pass	7:34		
Portadown	7:48	8:08		
Lurgan	pass	8:15		
Lisburn	pass	8:28		
Belfast (Great Victoria Street)	8:40			

DUBLIN PASSENGERS

Connections by Service Trains:

Dublin (Amiens Street) Dep. 8:30 a.m.

Dundalk Arr. 9.28

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Dundalk Dep. 8:05 p.m.

Dublin (Amiens Street) Arr. 9:15

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CROSS-CHANNEL-CONNECTIONS (Via Belfast)

BELFAST (Donegall Quay)	Dep.	9:40 p.m.	9:00 p.m.
Heysham	Arr.	5:00 a.m.	--
Manchester	Arr.	9:12 a.m.	--
Leeds	Arr.	11:18 a.m.	--
London	Arr.	11:20 a.m.	--
Glasgow	Arr.	--	8:00 a.m.
Edinburgh	Arr.	--	10:14 a.m.

IMPORTANT NOTICE

Due to the unusually high Platforms at Proudstown Park and Nobber, it is essential that no passenger attempts to open any door until the train has completely stopped; as such an action could result in damage to the train.

LOCOMOTIVES

Belfast - Dundalk - Dromin Junction)	Ex-NCC Class WT
Drogheda - Dundalk - Belfast)	2-6-4T
Dromin Junction - Ardee - Drogheda)	EX-GNR(I)
- Kingscourt - Drogheda)	UG 0-6-0

RUN-PASTS

It is proposed to hold run-pasts on the outward journey at Beauparc, and on the return journey at Kilmainham Wood, Nobber, Beauparc and Lougher Halt. On arrival at the platform, passengers will be given opportunity to alight, after which the train will propel back along the line for about 400 yards, stop and then run through the station at speed, before stopping about 400 yards beyond. The train will then set back to the platform to allow passengers to re-board, before leaving for the next station.

This will give passengers an excellent chance to take ciné and tape of the train in motion.

It must be realised, however, that such run-pasts are potentially dangerous, and you are warned to keep well back from the track while the train is in motion.

TIME-KEEPING

It is essential that this train runs to time, and every effort will be made to ensure this. If necessary, at the discretion of the RPSI Railtour Committee and the UTA or CIÉ Inspector on the train, certain stops may be omitted or run-pasts altered to ordinary stops, in order to make up lost time.

Your co-operation, by being prompt in re-boarding the train at photographic stops, will help greatly.

LOUGHER HALT

There is only a very short platform here, and passengers wishing to leave the train should do so through the front coach, which will be stopped at the platform.

CUSTOMS EXAMINATION

Passengers must not leave the train at Dundalk (morning) or Portadown (evening) until customs examination of the whole train has been completed.

THE RAILWAY PRESERVATION SOCIETY OF IRELAND
STEAM-HAULED RAILTOUR - "THE PROVINCE OF LEINSTER"

GENERAL GUIDE TO THE TOUR

DROMIN JUNCTION

At this point of the journey we change engines; the 2-6-4T will propel the train onto the Ardee branch where the UG will be already waiting. Before this takes place you are requested to cross the Main Line either by the road bridge at the Drogheda end of the station or across the track at the Dundalk end, but NOT in front of the locomotive. Everyone is requested to leave the train during the shunting movements as there is no facing point lock on the crossover for trains crossing from the Up to the Down lines. Make sure that no train is approaching on the Down line before crossing.

ARDEE

There is only a very short length of platform here, on the right-hand side as we enter the station, so extreme care should be taken when alighting from the train. Here the train will be shunted to allow the UG to run round, and there are several good vantage points for photographs, with the grain silos providing an interesting background.

DROGHEDA

This most attractive station in its magnificent setting has much to offer to the photographer, especially the fine view of the Boyne Viaduct as seen from behind the loco shed. This busy main line station is built on a very sharp curve, so great care should be taken at all times. There will be plenty to see here; turning and watering the engines, etc. When departing for Kingscourt, the train will be propelled in the Dublin direction to reach the junction with the branch.

DULEEK

The platform here can accommodate about 3½ coaches (on the Up side) and there is a road overbridge at the Kingscourt end of the station which makes a good vantage point. Please do not interfere with the station buildings, some of which are used for storage by a local farmer.

LOUGHER

Only part of one coach can be accommodated at the platform and there is an unwholesome drain on the Up side of the track, so take great care when alighting. The ground at the Kingscourt end of the station tends to be marshy. There is a road overbridge at the Drogheda end on a blind and rather dangerous corner on the road.

BEAUPARC

The platform (on the Up side) is long enough for 5 coaches, and the station buildings are still partly occupied. This station is most picturesque with many vantage points. Do not miss the date stone over the door of the station house.

NAVAN

Here the entire train can be accommodated at the platform (Up side). This is the largest station on the branch and is worthy of examination. The engine will be watered here on both the outward and homeward journeys and there should be plenty of room to view this across

the sizeable goods yard.

NAVAN JUNCTION

This was once a joint station with the MGWR whose line from Clonsilla approached as a trailing junction from the left and ran parallel with the GNR line before crossing it and diverging toward Kingscourt on the right. Best general views can be had from opposite the platform, which can accommodate 3 or 4 coaches.

PROUDSTOWN

The Up side platform should be long enough to suit the entire train, but as this station is very enclosed and overgrown, good vantage points tend to be hard to find. The ground at the Kingscourt end is very marshy, and in wet conditions that at the Drogheda end will be rather similar.

GIBBSTOWN

There is room for 3 coaches at the platform here (Down side) and there are a number of reasonable vantage points both at and near the station.

WILKINSTOWN

At this station roughly the first 2 coaches will not be adjacent to the platform (Down side) on the Down journey, owing to the Main Road level crossing at the Drogheda end, the gates of which will have to be closed as soon as possible. In order to assist the loco crew in positioning the train in the station, please remain on board until this process is completed.

NOBBER

4 or 5 coaches can be accommodated at the platform here (Up side) and there is a road overbridge at the Drogheda end, but this is difficult to reach and is not really a good standpoint. The embankment at the Kingscourt end tends to be treacherous.

KILMAINHAM WOOD

There is a level crossing with a minor road at the Drogheda end. This station is situated in quite open country and there are many good photographic vantage points. About 4 coaches can be accommodated.

KINGSCOURT

When the train arrives at this station the first 3 or 4 coaches will be opposite the platform, which is on the Down side. Here the engine will run round the train, be turned, and the fire will be dropped. The crew will also have a much deserved rest. Among the items of interest are the turntable and ramp used for loading gypsum into wagons.

The city of Kingscourt is some considerable distance from the station and it is not recommended that one should try to reach it on foot as one would risk being left behind.

NOTE

Drogheda - Kingscourt is the Down direction, so on the outward journey the Down side is on the left and the Up side on the right.

TOTAL MILEAGE OF TOUR: 245.