
THE RAILWAY PRESERVATION SOCIETY OF IRELAND

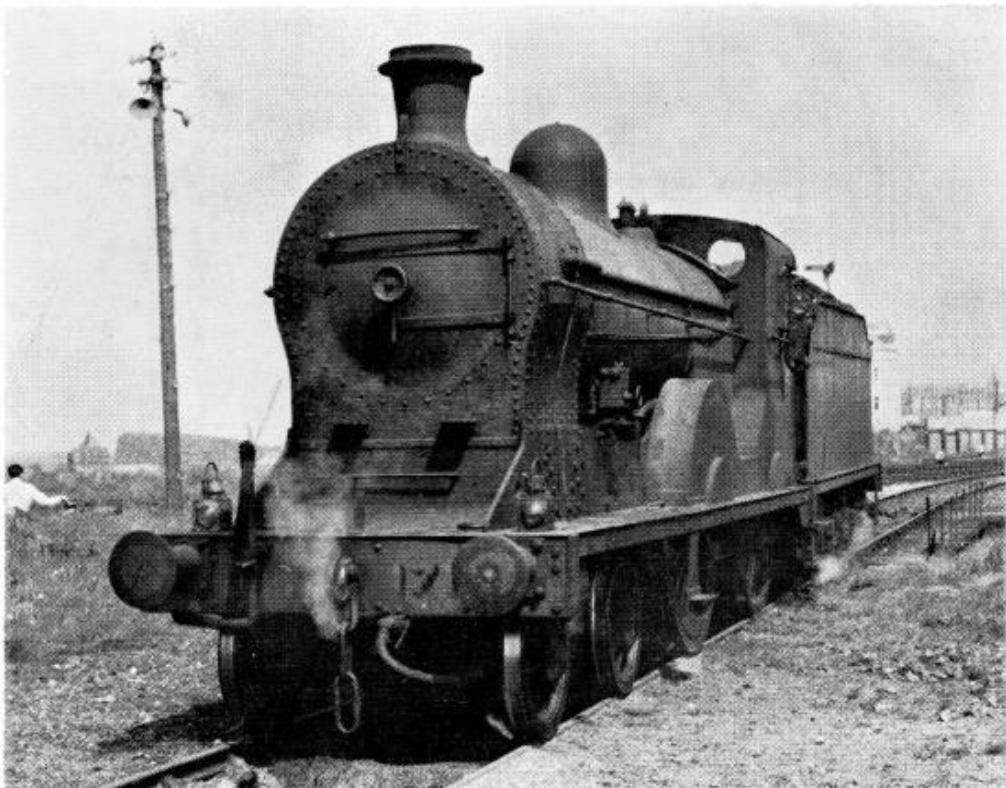
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THE

DALRIADA

RAIL TOUR

SATURDAY, 13th MAY, 1967



SOUVENIR BROCHURE

FOREWORD

BY Mr. J. Coulthard, Managing Director, Northern Ireland Railways.

The Northern Ireland Railways Company has now taken over the management of the railway network in the Province, and it is my pleasure, on behalf of the new firm to welcome enthusiasts, especially those who have come from across the water, to the Dalriada tour.

Many of you have already seen the splendid 'bread and butter' work which our steam engines are doing on the Magheramorne spoil traffic. Today you have the opportunity of enjoying a steam passenger service between Coleraine and Portrush which could well prove to be a blueprint for a future Bluebell line.

Most railwaymen look upon your tours with nostalgia, and on behalf of them I send you our good wishes for this and future excursions.

JOHN COULTARD

REPLY By the Rt. Hon. The Lord O'Neill, Patron of the Railway Preservation Society of Ireland.

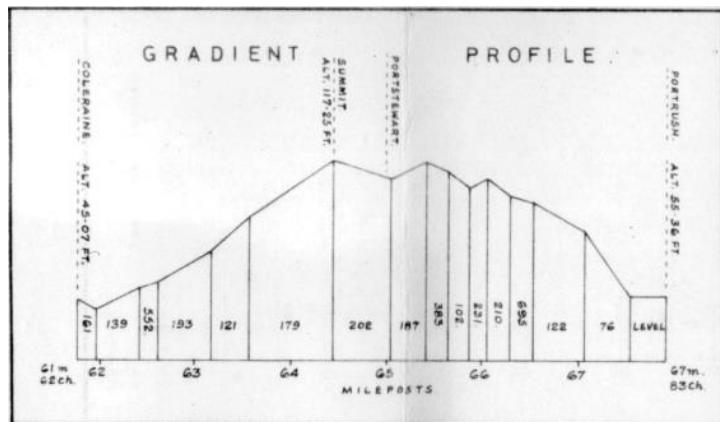
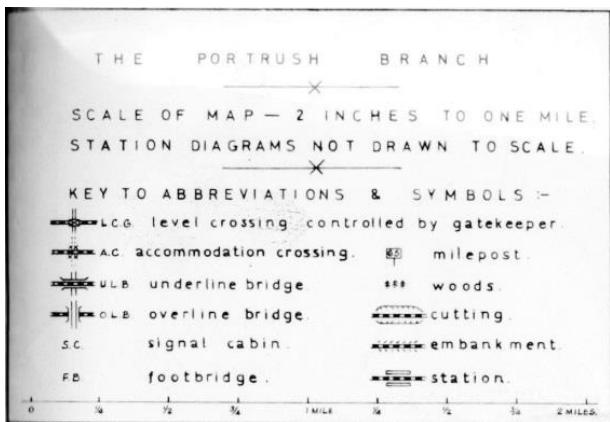
Today's tour is an exciting development in Irish Railway preservation history. It is extremely ambitious, and represents the culmination of a year's planning and behind the scenes activity. Messrs Denis Grimshaw and Craig Robb have devoted uncounted hours of their spare time to the task and it is a tribute to their perseverance.

However, nothing could have been possible without the willing and helpful co-operation of Northern Ireland Railways. The Society is particularly grateful to Mr Coulthard and Mr MacAfee for their support and enthusiasm. We would also like to thank Mr J. Topley and Mr N. Craig of the Operating Department, as well as Inspector Dunlop and the other officials who have helped in many ways to make the day possible.

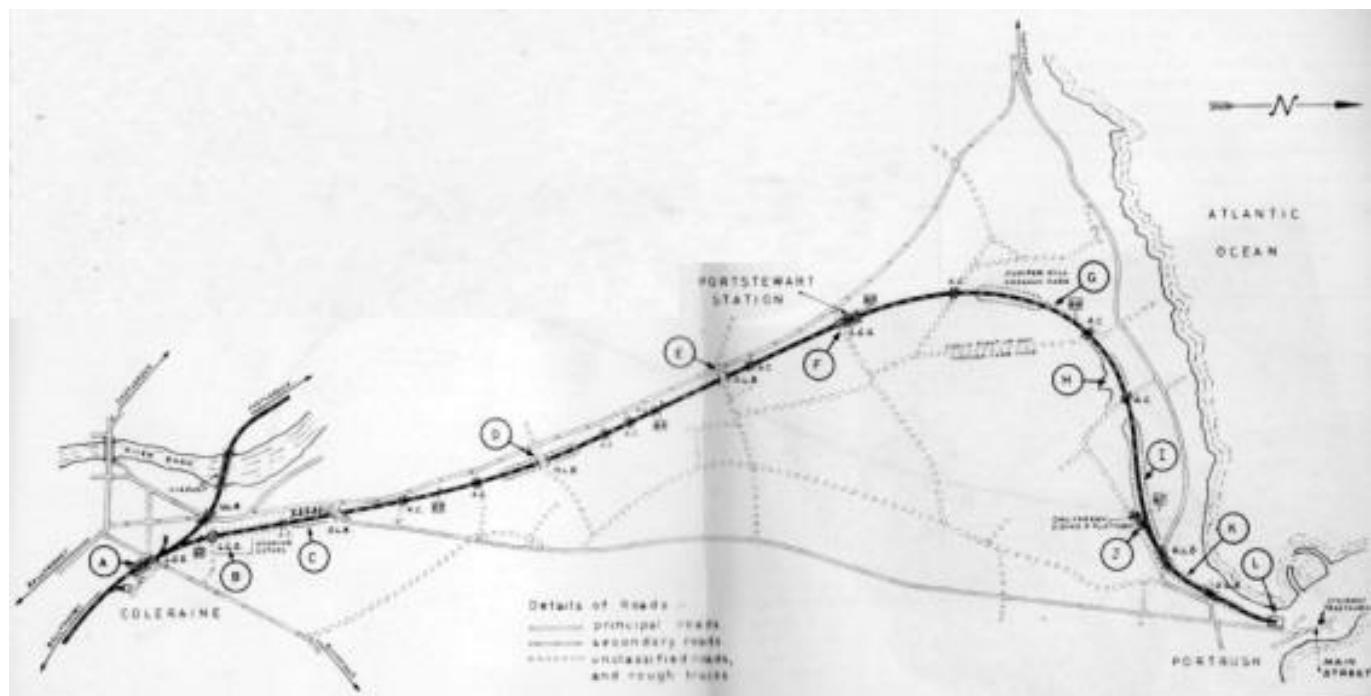
The work of the Society's Locomotive Committee on the J15 has also been a vital part of the preparations, and I hope the locomotive's performance will reward their efforts. Finally, I hope that the membership will rally to Whitehead this year, and help with the many jobs which must be tackled if events of this kind are to take place in the future.

O'NEILL

A description of the Portrush Branch as you would travel from Coleraine to Portrush.



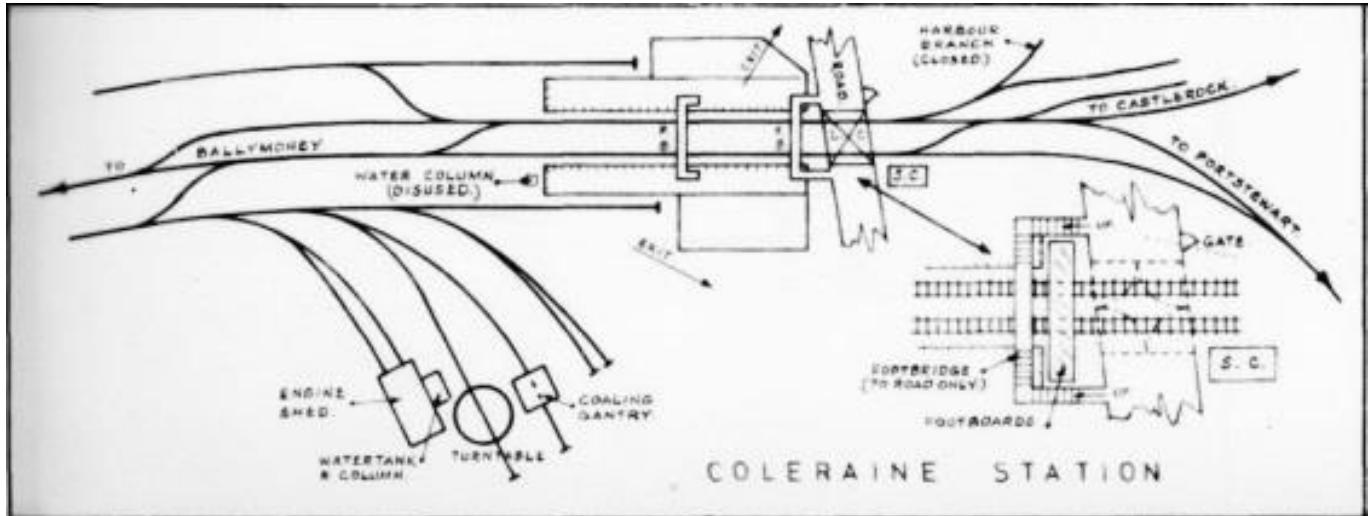
The following hints and warnings are intended to aid your safety and enjoyment. Please read carefully, and by using map references familiarise yourself with potentially dangerous areas.



MAP REF A

Coleraine Station. A rewarding place for photography and tape-recording, especially as engines generally have to run round trains by way of the crossover beside the signal cabin, thus necessitating much traversing of the level crossing, which is remotely controlled from the cabin. There is plenty of open space near the loco-shed for pictures. The coaling gantry is still in use.

CAUTION: When the level-crossing gates are closed to the railway, the running-roads may be safely crossed at either end of the platforms, but when these gates are open to the railway, or an up train standing in the station, the footbridge halfway along the platforms is the only permitted means of crossing from one platform to the other. The space opposite the signal cabin and beyond should only be reached by means of the wicket gate on the up side of the level crossing, accessible from the road. The running lines should not be crossed in this area.



ALWAYS exercise great care, making sure that the gates are shut before attempting to cross railway running-roads, and listen for the level-crossing alarm bell. It is most IMPORTANT that instructions of marshals should be strictly adhered to in this busy station.

MAP REF B

A large open grass space adjacent to the railway, affording profile views of trains on the low embankment. A good place for tape-recording trains travelling towards Portstewart.

MAP REF C

The only portion of the branch where trees of any size are to be found (in a small cutting). The bridge carries a busy main road over the railway.

C TO D

The features of the country in this area are rather flat, and the gradient is slightly easier than that nearer Coleraine. The line is never far from the road.

MAP REF D

Good views in both directions from this bridge.

D TO E

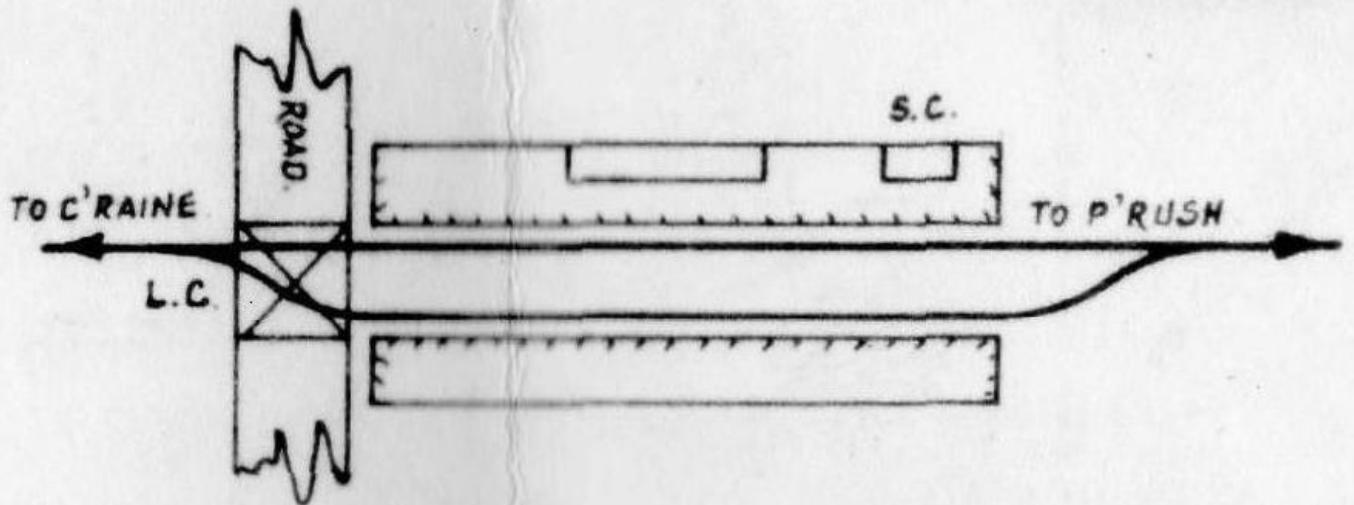
The gradient stiffens a little towards the summit of the line. The road is still close on the Down side, while on the Up side, fields slope gently towards the line.

MAP REF E

Another good bridge for photos and tapes, as it is situated right at the summit of the branch.

MAP REF F

Portstewart Station. The only passing-loop on the branch, so there will be considerable activity here throughout the day. The crossing gates are manually controlled. The line should only be crossed when the gates are closed against the railway, OR as permitted by marshals.



PORTSTEWART STATION

MAP REF G

Excellent views of the line are to be had in this area, especially from the Caravan Park itself. Highly recommended in all aspects. The gradient profile here resembles a slight switchback.

MAP REF H

One of the most spectacular parts of the branch, as the line passes through a short section of rock cutting, especially on the Up side.

MAP REF I

Before its final steep descent into Portrush, the line passes through a curved cutting, which can be dangerous owing to a blind curve. Be very careful in this area, keeping a good lookout, especially for trains approaching Portrush.

MAP REF J

Dhu Varren Siding. A favourite vantage-point for photography and recording trains coming out of Portrush, situated as it is at the top of the spectacular 1 in 76 gradient, carried for most of its length on a high curved embankment. The platform has much to commend it from the point of view of safety. A place not to be missed. There is a 15 mph speed restriction on the bridge just to the Portrush side of this point.

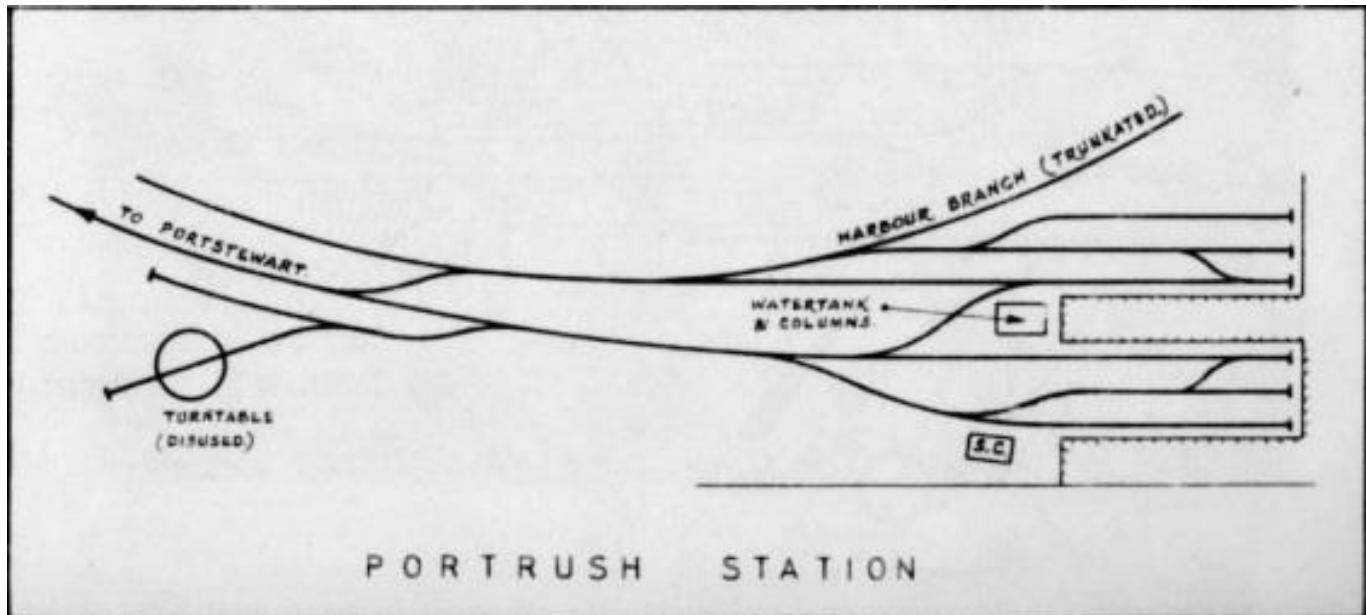
MAP REF K

Wonderful views of trains can be obtained as they pass along the top of this great embankment. Either side can be recommended, but perhaps the seaward side gives a greater impression of its height.

MAP REF L

Portrush Station. An excellent place for photos and tapes, and scene

of some very spectacular starts as trains get under way before the start of the bank. The area between the signal cabin and the turntable is most suitable, as one can get fairly far back from the line. The track at the station can be crossed at the platform ends, but only if permitted by marshals.



Timetable of the Outward Journey

	1.		2.	
	Arr.	Dep.	Arr.	Dep.
BELFAST YORK ROAD	-	7:45	-	9:05
Bleach Green Junction	pass	7:55	pass	9:13
Ballyclare Junction	pass	8:06	pass	9:21
Kingsbog Junction	pass	8:09	pass	9:23
Antrim	<u>8:25</u>	<u>9:00</u>	pass	9:32
Cookstown Junction	pass	9:08	pass	9:35
BALLYMENA	9:25	-	9:43	10:40
Cullybackey			pass	10:50
Dunloy			pass	11:05
Ballyboylan			pass	11:12
BALLYMONEY			pass	11:17
Macfin			pass	11:22
COLERAINE			11:30	-

No. (1) Light engine, J15 No.186

No. (2) Express Passenger, Class WT locomotive plus full train, Belfast - Ballymena. 10:40am ex-Ballymena, WT piloted by No.186.

NOTE: The RPSI train will be overtaken by a steam special at Ballymena at 10:30am. Subject to good time-keeping, extra stops may be made between Ballymena and Coleraine.

Timetable for Portrush Branch

Train	A	B	C	D	E	F
Direction	Read Down	Read Up	Read Down	Read Up	Read Down	Read Up
Loco	WT	WT	186	NIR	WT	186
COLERAINE	11:40	12:30	12:35	1:20	1:25	1:45
PORTSTEWART	11:47	12:23	12:42	1:13	1:32	X 1:38
PORTSTEWART	11:52	12:18	12:47	1:08	1:37	X 1:33
PORTRUSH	12:00	12:10	12:55	1:00	1:45	1:25

Train	G	H	I	J	K	L
Direction	Read Down	Read Up	Read Down	Read Up	Read Down	Read Up
Loco	186	WT	WT	186	186	WT
COLERAINE	1:55	2:15	2:25	2:45	2:55	-
PORTSTEWART	2:02	X 2:08	2:32	2:38	3:02	-
PORTSTEWART	2:07	2:03	2:37	2:33	-	3:18
PORTRUSH	2:15	1:55	2:45	2:25	-	3:10

Train	M	N	O	P	Q	R	S
Direction	Read Up	Read Down	Read Down	Read Up	Read Up	Read Down	Read Up
Loco	186	WT	186	WT	186	WT	WT
COLERAINE	3:27	-	3:35	4:20	4:47	4:30	5:15
PORTSTEWART	3:20	-	3:42	4:13	4:40	4:37	5:07
PORTSTEWART	-	3:32	3:47	4:08	4:33	4:39	5:03
PORTRUSH	-	3:40	3:55	4:00	4:25	4:45	4:55

Explanation

For Portrush-Coleraine trains read upwards in the columns. For Coleraine-Portrush trains, read downwards in the columns. The symbol 'X' denotes trains crossing at Portstewart. WT is a 2-6-4T loco, and NIR indicates that the working is a Northern Ireland Railways train also hauled by a WT.

Passengers proceeding from Coleraine to Portrush on the 2:55pm train, or from Portrush to Coleraine on the 3:18pm train, should change at Portstewart.

Train D, worked by loco (2-6-4T) and coaches of 9:15am NIR Special from Belfast to Portrush.

WT to turn, water, and clean fire at Coleraine between 12:30 and 1:25pm.

J15 186 to turn, water, and clean fire at Coleraine between 11:30am and 12:35pm, and water and clean fire at Coleraine between 4:47 and 5:30pm.

All trains will be worked with the locomotive chimney-first towards Coleraine, except the 11:40am Coleraine-Portrush and the 12:10pm and 1:00pm Portrush-Coleraine trains.

Connections by Service Trains

Coleraine	dep.	3:45pm
Belfast Y.R.	arr.	5:00pm
Belfast G.R.	dep.	6:35pm
Dublin Con.	arr.	9:45pm

Cross-Channel Connections

Belfast	dep.	9:40
Heysham	arr.	5:00
London	arr.	11:20
Leeds	arr.	----
Manchester		9.12
Belfast		9:00
Glasgow		8:00
Edinburgh		9:40

Timetable of the Return Journey

	1.	2.	
	Arr.	Dep.	Arr.
COLERAINE	-	5:30	
Macfin	pass	5:38	
BALLYMONEY	pass	5:43	
Ballyboylane	pass	5:50	
Dunloy	pass	5:58	
Cullybackey	<u>6:13</u>	<u>6:18</u>	
BALLYMENA	<u>6:24</u>	<u>6:48</u>	- 7:35
Cookstown Junction	pass	6:57	pass 7:52
Antrim	pass	7:01	pass 7:57
Kingsbog Junction	pass	7:12	pass 8:16
Ballyclare Junction	pass	7:14	pass 8:19
Bleach Green Junction	pass	7:19	pass 8:26
BELFAST YORK ROAD	7:25	- 8:35	-

No. (1) Passenger, Coleraine - Ballymena, WT piloted by 186, with full train. Subject to good time-keeping, extra stops may be made between Coleraine and Ballymena.

Express passenger, Ballymena - Belfast, loco WT.

No. (2) Light Engine, J15 No.186.

GENERAL SAFETY PRECAUTIONS AND REQUESTS

1. NEVER WALK ALONG THE RUNNING LINE AT ANY TIME, AND KEEP ONLY TO THE TOPS OF CUTTINGS.
2. USE ONLY RECOGNISED ACCOMMODATION CROSSINGS TO CROSS THE LINE IN RURAL AREAS. ALWAYS KEEP A SHARP LOOKOUT.
3. AVOID TRESPASS OVER PRIVATE PROPERTY.
4. CO-OPERATE WITH RAILWAY OFFICIALS AND THE SOCIETY'S MARSHALS (WHO WILL WEAR RED BANDS) AT ALL TIMES.

CATERING AT PORTRUSH

Stairway Restaurant, Main Street.

Lunch 12:00 noon - 2:30pm 9/6^d plus 10% service charge.

Thereafter Grills from 7/6^d to 13/6^d plus 10% SERVICE charge.