



Souvenir
of the
IRISH RAILWAY RECORD
SOCIETY'S OUTING

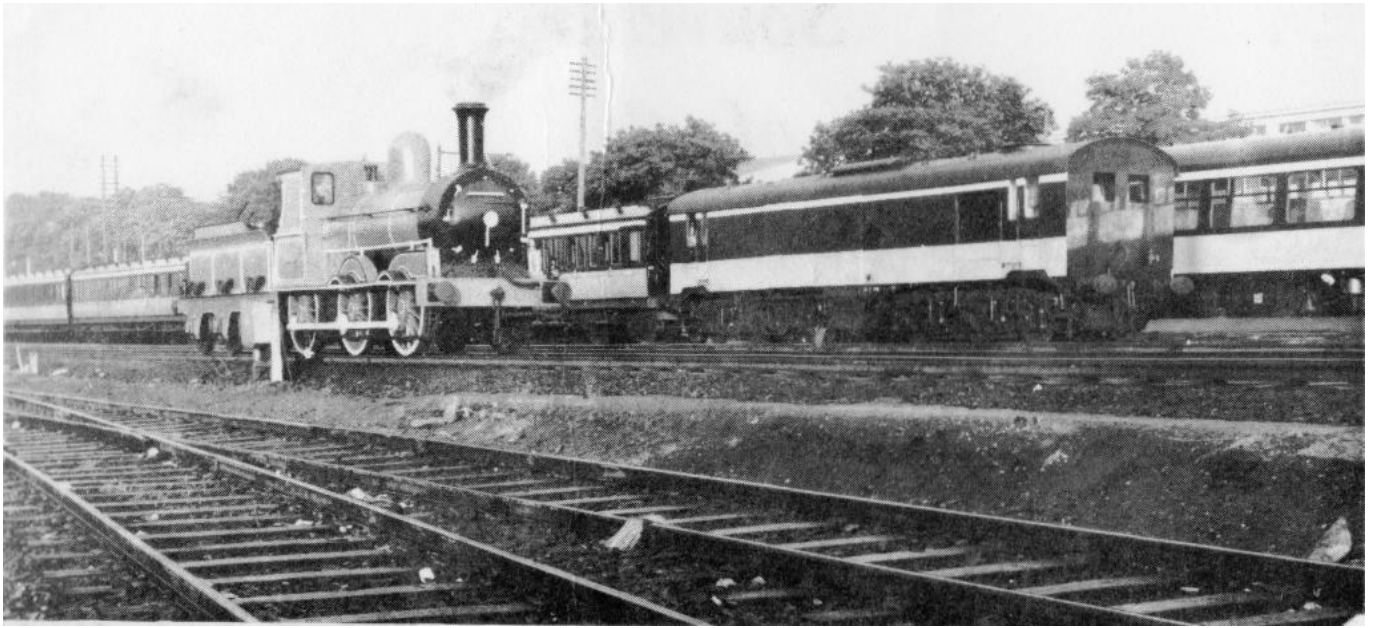


DUBLIN
KILKENNY

29th September '68



The Survivors



No.184, ex-GS&WR, at Heuston Station in June 1968, for filming of "Darling Lili". Diesel A16 on right of picture disguised as luggage van.



No.186, ex-GS&WR, at Woodenbridge on the Grand Steam Tour of Ireland, June 1964. No.186 is now owned by the Railway Preservation Society of Ireland.

BY DRIVER J. O'NEILL C.I.E. WATERFORD

'Céad Mile Fáilte' from the IRRS. We hope you will enjoy this trip and that it will be the first of many such trips over CIÉ metals.

Your journey is over a very historic line which was once earmarked to be Ireland's premier line, connecting Dublin with Cork via Carlow; unfortunately this plan was shelved.

Your train, which is made up of Inchicore-built bogies, coaches and restaurant car is hauled by veteran J15 class Locomotive No.186, kindly loaned to the Society by the RPSI, who are now its owners.

Loco 186 is one of two survivors of this class of locomotive. She was built in 1875 by Sharp Stewart & Co. to the design of McDonnell of Inchicore.

At one time there were over 100 of these lovely and very versatile machines working in Ireland. They were beloved by crews and management alike, for no job or branch line was too difficult for them. They assualted the banks of Kerry and Wicklow, sped across the plains of Kildare and Meath and even worked the very fast Cork to Rosslare Harbour boat train. Truly a remarkable achievement.

The 'Lady' hauling your train is now 90 years old; do not be dismayed by her age for there is still plenty of 'jizz' left in the old girl yet, and we hope you will see for yourself this is so.

Here we pause for a commercial - the Society has published a comprehensive history of this class of loco, entitled "STEAMING THROUGH A CENTURY" and this book is on sale on the train, price 7/6 per copy.

All will be done to ensure a pleasant journey, unfortunately we have no control over the weather. However, if it rains, be consoled by the fact that rain gives Ireland her unique 40 shades of green. A rainy day in Ireland is always described as "a grand soft day entirely, thanks be to God".

Our train starts from Heuston Station, formerly called Kingsbridge. This granite-faced station was built in 1848 and renamed Heuston in 1966, the 50th anniversary of the revolution which won us our freedom. The station bears the name of a hero of the revolution Sean Heuston, who was a clerical worker at the station. Twenty year old Sean commanded a company of rebels (mainly railwayman) and fought in this area, being finally captured and executed. Ironically the station served as HQ for the British Forces during the revolution.

As our train starts we begin an immediate 1 in 60 ascent and the line continues this climb for two miles to the first block post Inchicore. Here is the place where the sisters of 186 were concieved over 100 years ago. The grade eases here to 1 in 100 and for the next 20 miles the grade will fluctuate between 1 in 80 and 1 in 150.

The next block post is Clondalkin, now closed to all traffic, as are the next three stations Lucan, Hazlehatch and Straffan. So we arrive at the first stop of our trip, SALLINS, and to our left is the now disused branch to Tullow, closed and lifted in 1959. Sallins is used as a stabling depot for coaches awaiting repairs. It is closed to passenger traffic save for one day of the year when it handles up to six special trains. These trains bring people to the grave of one of Ireland's greatest patriots Wolfe Tone.

Between Sallins and our next stop, Newbridge, we pass Ireland's first semi-automatic signal installed in 1920. It is of the semaphore type.

Newbridge is the first major station of this line and very heavy goods traffic is carried by rail in and out of the station. It is a highly industrialised town, the principal products being cutlery and ropes.

We leave Newbridge and pass the Curragh platform, which is maintained to cater for the followers of the Sport of Kings and it is a stopping place for all trains during the racing season and is open as a block post at that period.

Our train is now speeding across the Curragh, Ireland's longest plain and Headquarters of the blood stock industry and the Irish armed forces. So we arrive at KILDARE. Kildare once stabled three locos and the shed and coaling point is still standing. It is a busy station for goods and passengers and the transfer point for the Kilkenny and Waterford branches.

We leave Kildare and on to the Cherryville Junction so on to the branch. A feature of this junction is that the speed of Up trains is 40mph whilst Down trains are restricted to 30mph. For the next 50 miles we will run through some of Ireland's most fertile land.

The section from Cherryville to Carlow was built in 1846 by the GS&WR and the remaining portion from Carlow to Kilkenny was opened in 1850 by the ISER company. The line to Carlow was double to 1917 and due to an alleged shortage of rails that year, the line was singled and the rail used to construct the Athy - Wolfhill branch, now closed since 1963 and lifted.

KILDANGAN, the last station to open on this branch and the first to close. It opened in 1904 and closed in 1962. This station gave little passenger and less goods traffic but a good deal of bloodstock traffic, there is a large stud farm nearby.

KILBERRY this siding opened in 1946 and here some 20 wagons per day are loaded with peat moss principally for export. Peat moss has many uses in agriculture and horticulture and is also used in deep litter rearing of fowl.

When the first wagons of this commodity were hooked up to a train the driver asked what they contained, on being told he remarked, "Now I have seen everything, they are even exporting the bloody bogs of Ireland."

ATHY is a highly industrialised town giving much traffic to rail both passenger and goods. To the right is the closed Wolfhill branch and at the Up home signal is the abandoned branch loco shed used up to recently as a road freight depot. Two miles of this branch remains at the end of which is an asbestos factory, served by a regular bulk cement train from Limerick.

We would commend to your notice the distinctive architecture of the station buildings on this line, which represent the best stonemasons craft. This station, together with Mageney and Bagenalstown, has the main station buildings raised above the level of the platform, which is served by a flight of steps.

GRANGEMELLON: A high bank for beet loading where ten wagons of beet are loaded daily from October to January.

MAGENEY: A former block post closed since 1962 and a prize winning station when open.

CARLOW: The largest rail complex on the branch. At the distant signal is the sugar beet factory which handles over 100 wagons per day in the season and a great deal of the processed sugar leaves here by rail. The factory has its own locos - two 0-4-0 Ruston & Hornsby diesels which haul the wagons in and out of the factory.

At the outer home signal we pass the "Erin Foods" plant a subsidiary of Heinz Ltd.

To the left of Carlow signal cabin is a former loco shed which used to house our loco. To the right of the cabin are the loading banks and goods store. The goods store is at right angles to the lines, and all wagons have to be turned on the table for entry to the store.

Formally, this shunting was done by horse, the horse has been replaced by a tractor, so hay burners and coal burners have vanished from the Carlow railway scene.

MILFORD: Another closed block post which produced very little passenger or goods traffic. The station was closed in 1962. A feature to note here is the signal cabin at platform level - the only such cabin on the branch.

BAGENALSTOWN: A junction for the former Borris - Palace East branch, closed in 1963. This branch opened in 1870 and connected the GS&WR with the DSER.

The loco shed (now disused) is at the left hand side. A pilot runs twice daily from Kilkenny to Bagenalstown to shunt and work wagons between the two stations for this is a busy station rail-wise. There is an unusual bequest here at Bagenalstown which entitles every native born girl to £25 on marriage - bachelor passengers please note. We ascend the only major gradient of the branch called Shanagan Bank.

GOWRAN: Former block post closed in 1962. This station was unusual in so far that it never had a signal cabin. All shunting was done with a wire tow rope, a highly skilled if dangerous practice. Nearby is a very attractive racecourse and many specials used to run here from Waterford and Dublin.

KILKENNY: Our journey's end. This was the meeting place of the GS&WR with the WK&CIR until the latter was absorbed in 1900. There are two goods stores here, both retaining their pre-grouping names as do also the platforms.

At the rear of the signal cabin is the Waterford yard and store. To the right of the cabin is the Carlow yard and store.

A loco shed for the housing of six locos was provided at the rear of the table and at right angles to the running roads. Around the shed were carriage pits of the WK&CIR. All now gone.

The platform below the cabin is called the Waterford platform and the other is named the Carlow platform. The fenced goods yard is the Castlecomer yard and here was stored the wagons of coal from the Castlecomer branch which diverged from the now closed Portlaoise branch. Both branches were closed and lifted in 1960.

Kilkenny has always been a commercial centre and had the distinction

of being the Confederate Capital of Ireland from 1643 to 1649. It is still a very important city and gives a considerable amount of traffic to the railway.

To those of you who wish to explore the historical and architectural delights of Kilkenny, may we remind you that we depart promptly at 16:00 hours. We ask your co-operation in this matter, please be in your seats 5 minutes before departure time in order to avoid delay.

No.186 has come home - for 57 years this area was her stamping ground. To all those who were responsible for her visit, CIÉ Management & Staff, the RPSI, and you our patrons we say a very sincere 'THANK YOU'.

We began in Gaelic so let us end likewise with an old Irish wish, "Go mberimid beo ar an t-am seo aris".

SCHEDULE

DIST	ARR	DEPT	STATION	ARR	DEPT	
M.C.	-	10H55	DUBLIN	19C00		^
4.34	pass	11:07	Clondalkin	pass	18:41	
6.60			Lucan South			
10.00	11:17	11:18	Hazelhatch	pass	18:43	
13.12			Straffan			
17.72	11A31	11:50	SALLINS	pass	18:23	
22.36			CARAGH			
25.36	pass	12:01	Newridge	pass	18:14	
26.49			Ballast Pit			
27.40			CURRAGH SIDINGS			
30.02	12B09	12:25	KILDARE	17D47	18:07	
32.35			Cherryville Junction			
35.37			Oghill C.			
36.50			KILDANGAN			
40.70	P		KILBERRY SIDING			
44.65	12:48	13:07	ATHY	17:22	17:24	
47.48			GRANGEMELLON			
51.00	13R18	13:28	MAGENEY			
54.65			CARLOW BEET SIDINGS	16P57	17:07	
55.64	13:19	13:59	CARLOW	pass	pass	
60.13			MILFORD	16P37	16:47	
66.00	14:17	14:37	BAGENALSTOWN	pass	16:27	
74.16	14:53	15:03	GOWRAN			
78.40	P		Lavistown Gates			
80.67	15:15		KILKENNY		16:00	

A. Connect with 08:55 ex Waterford (Special stop 11:19).

B. Connect with 10:05 ex Limerick (Special stop 12:23).

C. Connolly Station.

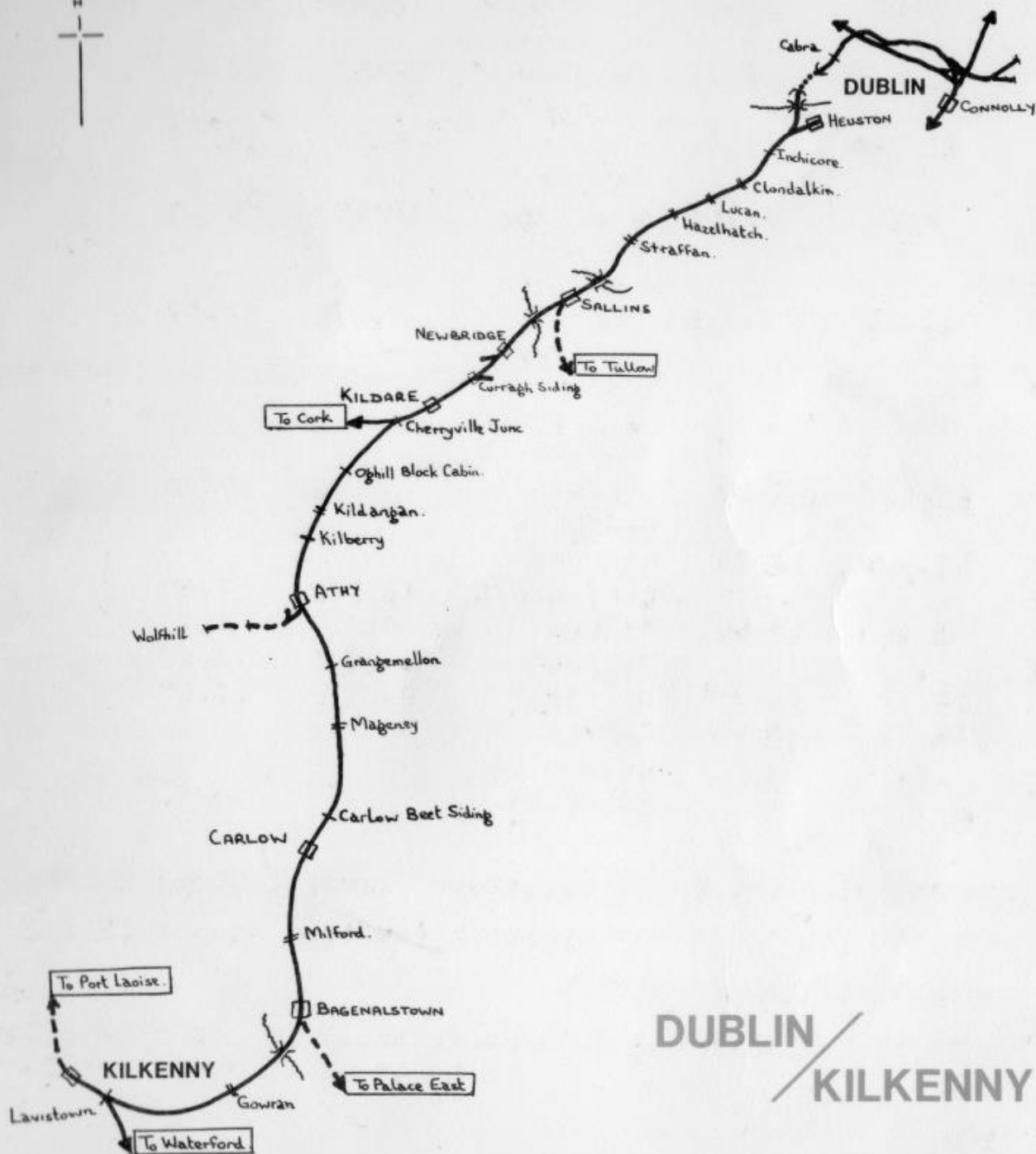
D. Connect into 19:44 to Waterford, 19:17 to Limerick AND Cork (change at Limerick Junction for Cork).

H. Heuston Station

P. Photographic Stop.

R. Run-past

Both P and R subject to good timekeeping in order to keep Mail Boat connection.



Sketch by L.T. Hyland

Sketch Map : Not to Scale.