

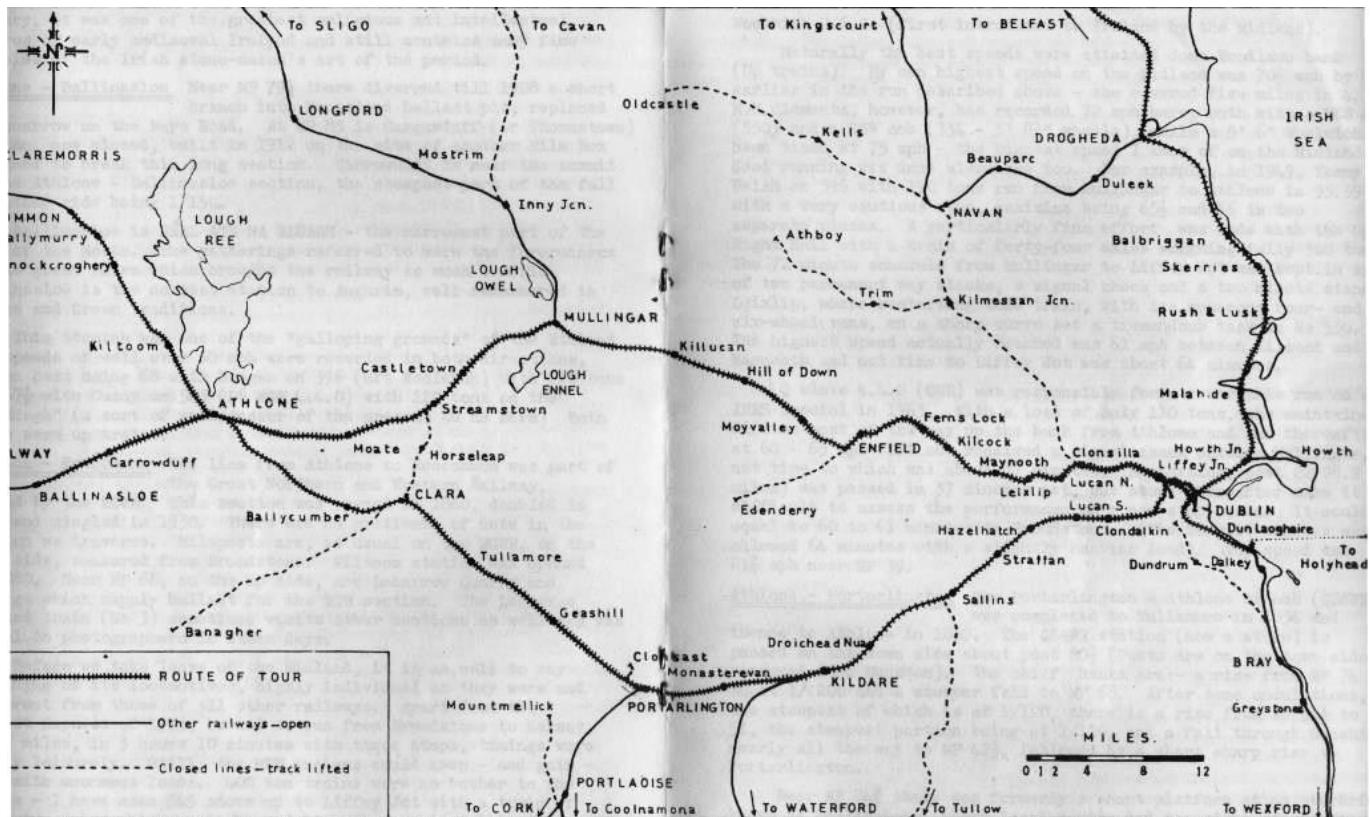
THE RAILWAY PRESERVATION SOCIETY OF IRELAND

Naomí Ciarán RAILTOUR



**SOUVENIR
BROCHURE**
14th - 15th September 1968.

FRONT COVER PHOTO: J18 No.588 on the 8:40am ex Athlone at Clara in 1959 (normally a diesel Railcar working). (A. Donaldson)



SATURDAY 14th SEPTEMBER

BELFAST TO DUBLIN WITH NIR 2-6-4T LOCOMOTIVE

Figures preceding station names are distance in miles and chains measured from Dublin (Connolly).

112.40	Belfast	dep	08:10	54.30	Dundalk Junction	dep	09W50
105.04	Lisburn	pass	08:22	47.16	Castlebellingham	pass	10:01
103.35	Knockmore Junction	pass	08:24	41.56	Dunleer	pass	10:07
98.13	Moira	pass	08:29	31.60	Drogheda	pass	10:21
92.53	Lurgan	pass	08:35	21.60	Balbriggan	pass	10:32
87.56	Portadown	arr	08W41	17.77	Skerries	pass	10:36
87.56	Portadown	dep	08W49	13.74	Rush and Lusk	pass	10:41
76.73	Poyntzpass	pass	09:02	09.00	Malahide	pass	10:45
63.09	Meigh	pass	09:20	04.64	Howth Junction	pass	10:51
54.30	Dundalk Junction	arr	09W32	00.00	Dublin (Connolly)	arr	11:00

NOTES: W = Water stop. Customs Examination at Dundalk. Participants are requested to leave the train at Dublin as quickly as possible to assist station staff in releasing the 2-6-4T.

AT CONNOLLY STATION, DUBLIN: 2-6-4T will proceed to shed to turn, take water, etc., then attach as train engine to the RPSI special, being piloted by No.186. Train (CIÉ set) will depart from DSER side of Station for Athlone.

DUBLIN TO ATHLONE WITH J15 No.186
Assisted to Enfield by 2-6-4T locomotive

		arr	dep			arr	dep
00.00	Dublin (Connolly)		11:35	19.12	Kilcock	13:05	13:12
00.22	Newcomen Junction	pass	11:38	26.40	Enfield	13WL25	14WL00
02.46	Liffey Junction	11:46	11:53	35.55	Hill of Down	14R16	14R29
01.33	Liffey Junction			41.60	Killucan	pass	14:39
07.08	Clonsilla	12:07	12:14	50.17	Mullingar	14W55	15W10
08.72	Lucan	12:18	12:25	58.22	Castletown	15:24	15:30
11.20	Leixlip	12R30	12R43	68.33	Moate	pass	15:45
14.72	Maynooth	12:50	12:57	78.05	Athlone	16:02	

Figures preceding names are distances in miles and chains from Connolly as far as Liffey Junction; thereafter measured from Broadstone Station. The line is double only as far as Clonsilla. NOTES: W = water stop. L = Lunch Break at Enfield, cross 10:10 ex-Westport and detach 2-6-4T at Enfield; R = Run-Past. Participants are requested to leave the train at Athlone as quickly as possible to assist station staff in moving the RPSI special clear of the immediate station area prior to build up of traffic at approx 16:30.

AT ATHLONE

- 16:30 Conducted tour of railway installations (by retired railwaymen)
17:30 Latest time for checking into hotels and guest-houses
17:45 High Tea in hotels for patrons and in Shamrock Lodge Hotel for guest-house patrons holding vouchers. (As time is short, please be ready to start tea sharp at 17:45.)

ATHLONE TO BALLINASLOE AND BACK WITH J15 NO.186 (Optional)

Figures preceding station names are distances in miles and chains measured from Broadstone Station, Dublin. Tender-first to Athlone. The

line is single throughout except at block posts.

	arr	dep		arr	dep
78.05 Athlone		19:00	91.51 Ballinasloe	19:31	19:46
84.71 Carrowduff	19:12	19:20	78.05 Athlone	20:07	

NOTES: At Ballinasloe we shall see the 16:30 ex-Galway goods (for Dublin) which will follow our special from Ballinasloe at 20:09. During this trip we will have with us as our guests the Chairman and members of Athlone Urban District Council as well as retired railwaymen.

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CIVIC RECEPTION AT SHAMROCK LODGE HOTEL AT 21:00

Formal Address of Welcome. Refreshments courtesy of Bord Fáilte. All Participants are invited to attend.

SUNDAY 15th SEPTEMBER

(Breakfast at 7:00 where ordered)

ATHLONE TO ROSCOMMON WITH J15 NO.186 (Optional)

Figures preceding station names are distances in miles and chains measured from Broadstone Station, Dublin. The line is single throughout except at block posts.

		arr	dep		arr	dep
78.05	Athlone		08:30	90.00	Knockcroghery	09:35 09:42
90.00	Knockcroghery	pass	08:47	84.00	Kiltloom	09:52 09:59
96.20	Roscommon		08:58 09:15	78.05	Athlone	10:09
92.71	Ballymurry		09:22 09:29	Tender	first to Roscommon	

“FALSE START” ACROSS THE SHANNON BRIDGE

At 10:35 No.186 will haul the special from the MGWR (Passenger) station across the bridge to the GS&WR (Goods) station and then propel back to the former, arriving at approximately 10:50.

NAOMH CIARÁN RAILTOUR

Belfast - Dublin: As the line between Belfast and Dublin has already been covered by previous itineraries, we start from the latter place.

Dublin - Mullingar - Athlone: We are to use the spur which descends at 1/51 from Connolly to Newcomen Junction on the MGWR Liffey Branch. The only trains now regularly using this route are the North Wall - Wexford goods trains and the 6:20pm Pearse - Sligo passenger. It was opened in 1892 by the City of Dublin Junction Railway after the "Battle of Newcomen Bridge" between MGWR and CDJR workmen. The CDJR were determined to connect their new line with the MGWR by this route which the Midland insisted was dangerous. The CDJR had their way, but something of the Midland point of view may be discerned in the regulation that trains must not start up the bank into Connolly unless they have a clear road. In steam days, goods trains ascending this bank were an awe-inspiring sight and long after dieselisation steam banking engines continued to provide tape and ciné material. For some years before the closing of Broadstone in January 1937, and the

corresponding alteration in Glasnevin Junction (qv), the light Cavan and Meath line trains used this route - usually three or four six-wheelers and the odd bogie hauled by an Atock 2-4-0 or 0-6-0.

As our two engines pound up the 1/70 of the Liffey Branch, watch out for Glasnevin Junction (Up side). This is now a double road crossover, trailing in our direction, connecting the MGWR Liffey Branch and GSWR Loop Line.

The MGWR gained access to the North Wall in 1864 and in 1877 the GS&SWR opened their branch from Island Bridge to Glasnevin, where it joined the MGWR line. The GS&WR then built their own branch from Glasnevin to North Wall in 1901 and from North Strand Road Junction to Amiens Street in 1906. The junction at Glasnevin was later taken out, but put back in 1936 as a crossover facing in the opposite direction, to enable the heavy Midland main line trains to use the relatively easy GSWR line between Glasnevin and Amiens Street and avoid the heavy grades of the Newcomen route. In the 1930s, main line trains had Galway, Sligo and Mayo portions.

The severity of the bank up to Liffey Junction may be further gauged from the regulation that (in pre 30-ton brake days) EVERY train of more than fifteen wagons with a 20-ton brake, or twelve wagons with a 10-ton brake, had to be banked, irrespective of train engine.

Passenger trains were limited to fourteen vehicles and no vehicle was to be attached in the rear of the brake van. The loads of engines on goods trains were five to ten Wagons less than up the famous Gullet out of Heuston, while the proportion of wagon brakes to be pinned down on the descent was the same as for Rathpeaon and Inchicore.

At Liffey Junction comes in, on our left, the original MGWR main line from Broadstone. After a short level here, the line rises at 1/150 to MP5½. Mileposts are on the Down side, measured from Broadstone which is 1.4 miles from Liffey Junction. All MGWR mileposts simply bear the mileage number. Whole miles are rectangular, quarters diamond, halves triangular and three-quarters V-shaped.

Goods trains were banked to Ashtown, or Clonsilla, according to weather conditions. Undulations, with a rising tendency, continue to Castletown which is the summit point of our tour, whence there is a fall, mostly at 1/150 - 1/250, to Athlone.

This route, originally double to Ballinasloe, was singled by the GSR for economy in 1929 - hence the unusually long headshunts at stations and the bi-directional fast road through each. Double road now only extends to Clonsilla, till recently the junction for the Kingscourt and Athboy branches. The line follows the Canal here and abounds in curves which mostly limit speed to 50 or 60mph. The most severe slack is 40mph at Leixlip. Leixlip is another of Scandinavian place names, meaning Salmon Leap. It is the site of a hydro-electric station utilising the River Liffey.

Maynooth was the terminus of a short-lived MGWR experiment in suburban operation. To the north may be seen the spire of St. Patrick's RC Seminary, originally founded by the English authorities at the time of the French Revolution to give Irish candidates for Holy Orders a more Anglocentric education than hitherto. It is now a college of the National University of Ireland in certain faculties. The name Magh Nuadhat means the Plain of Nuadhat, a mythical King of Leinster.

The Midland threw out only three short branches to the south. Enfield, Where our pilot is booked to be detached, was the junction for one of them - the Edenderry. The branch actually diverged at Nesbitt Junction, 27.8 miles from Broadstone. When the line was singled, Nesbitt Junction was taken out and the original Down line from Enfield used as the branch. There is a story of the driver who was stopped at Enfield shortly after the singling. Noticing that a starter had come off, he opened his regulator and before he remembered himself his engine was bucketing over the lightly laid branch track!



J5 No.641 on No.3 Ballast at Moyvalley, 4/7/1957. (A. Donaldson)

Edenderry was once the starting point of an Up morning business train which returned in the evening. The branch was closed to passenger traffic in 1931 and to goods in 1932 but retained a weekly cattle train until 1959, latterly worked by the engine of the Athlone goods.

46th Mile Box (like 73rd Mile Box, now closed) was inserted to break an unusually long section. Mullingar, a typical Midland junction layout, was formerly the base of operations of the Morris tracklayer. Several J5s (0-6-0) were fitted to supply steam for this machine from the main steam pipe via the dome. The platform on the Up side near MP51½ serves Newbrook Race Course. Some three miles north-west of Castletown is the famous Hill of Uisneach, traditionally the mid-point of Ireland and chief centre for May Day ceremonies in pagan times. Its modern counterpart is Moydrum, three miles east of Athlone, where the chief RTÉ transmitter is situated.

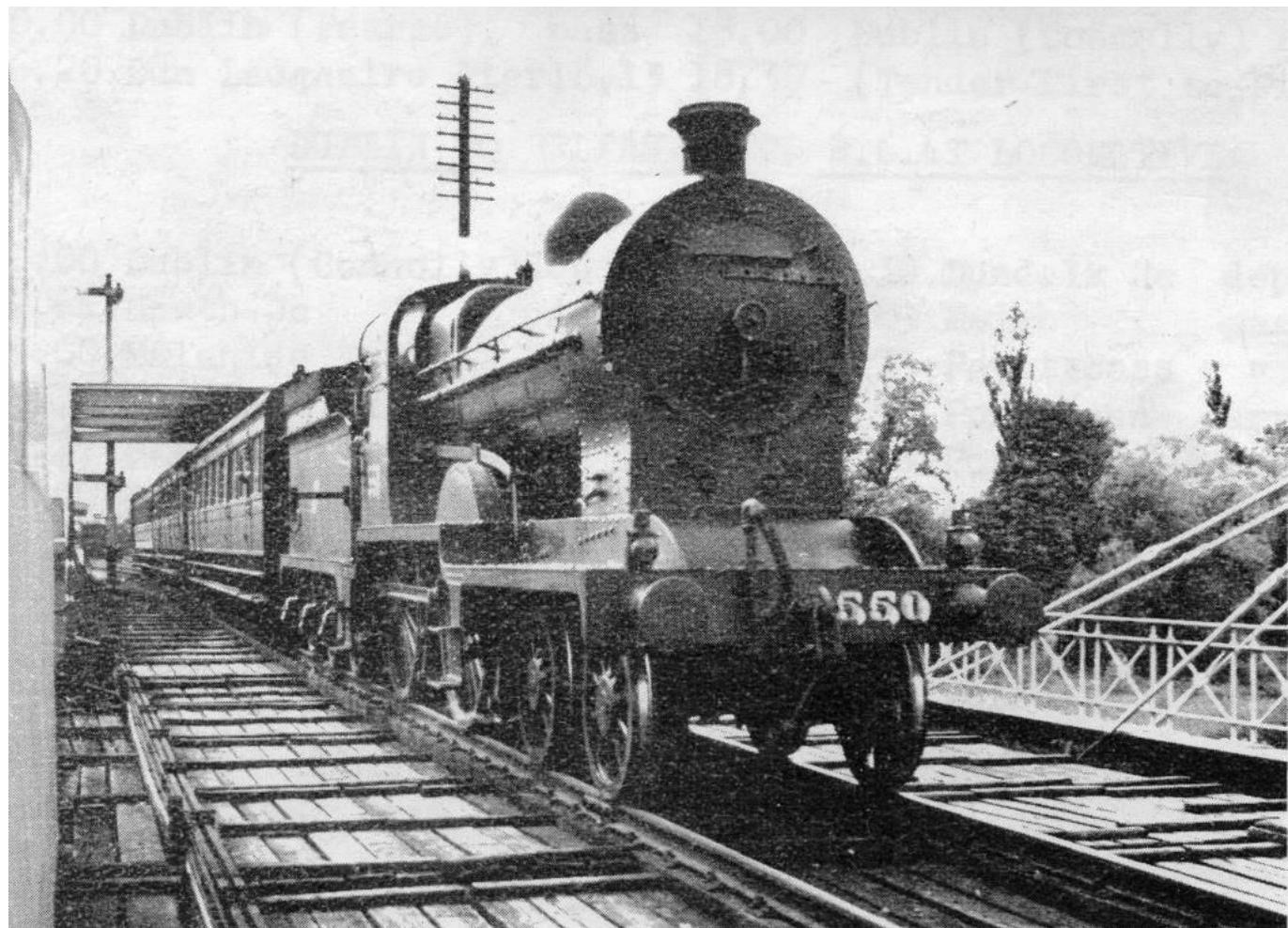
Streamstown was the junction for the branch, opened in 1863, to Horseleap and Clara (Midland) where we shall call later. The branch ran parallel to the main line for some distance, as at Nesbitt Junction. The far side of the (Down) island platform served the branch trains, which in the late 1930s started from Mullingar - one passenger and one mixed each way. Closed to all regular traffic after the 1946 coal crisis, the branch was subsequently used by Sunday Mullingar - Dublin excursions to avoid opening the Midland cabins. Before its abandonment it was used for storing wagons awaiting scrapping.

As we are being taken on a tour of the railway installations at Athlone, a full account of that area is scarcely necessary. Athlone has for centuries been a key river crossing. The MGWR reached it in 1850 and the bridge was completed in 1851. The road across it was

singled in 1929 but for some time previously two trains had been forbidden to be on it at the same time. Similarly, double-heading over it is prohibited. In the station itself the siding which ends so strangely on a curve beyond the Down platform was the main road before singling; the present Down road was a terminal bay, used by the Mayo line trains. The original engine shed is the building adjacent to the station, but as the importance of Athlone grew, the Midland built a new shed (the present one) between the main and Mayo lines to the west. Incidentally the Military barracks near the station are named after Thomas Sustume, the Irish Horatio, who, with two groups of ten men (the first of which were killed) held the bridge for Sarsfield in the Williamite Wars.

Our tour is called after Saint Ciarán, founder of what became the monastic 'city' of Clonmacnoise, seven miles distant as the crow flies, which we originally intended to visit. Founded in the sixth century, it was one of the greatest religious and intellectual centres of early mediaeval Ireland and still contains many fine examples of the Irish stonemason's art of the period.

Athlone - Ballinasloe: Near MP79½ there diverged till 1928 a short branch into Monksland ballast pit, replaced by Lecarrow on the Mayo Road. At MP85 is Carrowduff (or Thomastown) station, now closed, built in 1912 on the site of another Mile Box designed to break this long section. Carrowduff is near the summit of the Athlone - Ballinasloe section, the steepest part of the fall on either side being 1/150.

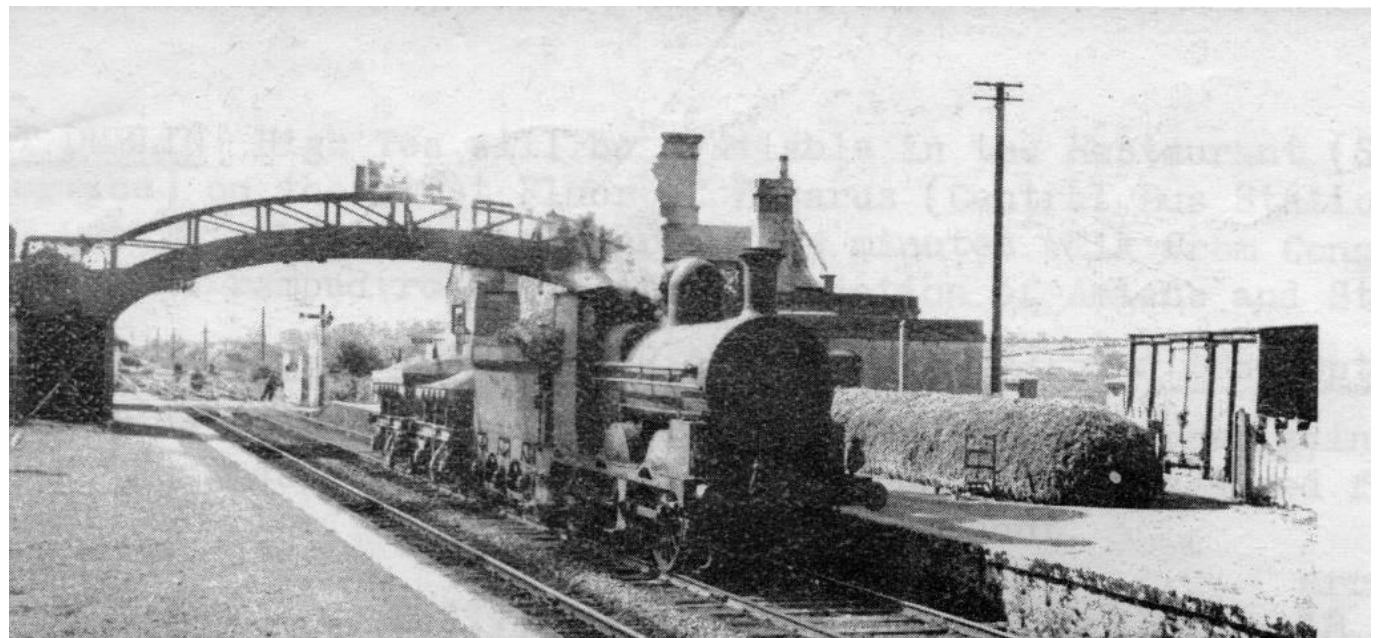


D5 No.550 crossing the Shannon on an Up Galway train in 1949.
(Kelland collection)

Ballinasloe is Béal áth na sluagh - the narrowest part of the Ford of the Hosts. The gatherings referred to were the forerunners of the great fairs which brought the railway so much traffic. Ballinasloe is the nearest station to Aughrim, well remembered in Orange and Green traditions.

This stretch was one of the "galloping grounds" of the Midland and speeds of well over 60mph were recorded in both directions, my own best being 68 with Brogan on No.396 (6ft Woolwich) with 275 tons and 67½ with Cuddy on 543 (D6 MGWR 4-4-0) with 220 tons on the "Claddagh" (a sort of predecessor of the present "Cu na Mara"). Both these were Up trains.

Athlone - Roscommon: The line from Athlone to Roscommon was part of the Great Northern and Western Railway, worked by the MGWR. This section was opened in 1860, doubled in 1879 and singled in 1930. There are no gradients of note in the portion we traverse. Mileposts are, as usual on the MGWR, on the Down side, measured from Broadstone. Kiltoom station was opened in 1880. Near MP88, on the Up side, are Lecarrow quarry and sidings which supply ballast for the MGWR section. The Lecarrow ballast train (No.3) sometimes visits other sections as well and was useful to photographers in steam days.



J19 No.597 on No.3 Ballast with chippings at Knockcroghery,
19/4/1957.

Before we take leave of the Midland, it is as well to say something of its locomotives, highly individual as they were and different from those of all other railways. Apart from the Tourist Express of 1903, booked to run from Broadstone to Galway, 126.4 miles, in 3 hours 10 minutes with three stops, timings were fairly leisurely. Still, the MGWR engines could keep - and gain - time with enormous loads. 400 ton trains were no bother to the 4-4-0s - I have seen No.545 storm up to Liffey Junction with a train of fifty-two axles which can't have fallen far short of this figure - and there seemed to be no limit to the haulage capacity of the Woolwich 2-6-0s (first introduced to Ireland by the Midland).

Naturally the best speeds were attained down Woodlawn bank (Up trains). My own highest speed on the Midland was 70½mph by No.543

earlier in the run described above - she covered five miles in 4.32. R.N. Clements, however, has recorded 72mph here, both with a MGWR 4-4-0 (550) and a GSWR one (334 - 5' 8½" wheels), while a 5' 6" Woolwich has been timed at 75mph - the highest speed I know of on the Midland. Good running was done elsewhere too. For example, in 1949, Tommy Welsh on 396 with 190 tons ran from Mullingar to Athlone in 33.39 with a very cautious stop, maxima being 65½ and 66 in two separate places. A particularly fine effort was made with the Up Night Mail with a train of forty-four axles weighing fully 300 tons. The 72 minute schedule from Mullingar to Liffey Junction was kept in spite of two permanent way slacks, a signal check and a two minute stand at Leixlip, where restarting this train, with its numerous four- and six-wheel vans, on a sharp curve set a tremendous task to No.550. The highest speed actually reached was 61mph between Kilcock and Maynooth and nett time to Liffey Junction was about 64 minutes.

A Q class 4-4-0 (GNR) was responsible for a remarkable run on an IRRS special in 1963. With a load of only 110 tons, she maintained fifties most of the way up the bank from Athlone and ran thereafter at 60 - 65mph till she received a signal check outside Mullingar, nett time to which was about 37 minutes. Restarting, post 22 (28.2 miles) was passed in 37 minutes nett, but stops thereafter make it difficult to assess the performance on a non-stop basis. It could be equal to 60 to 61 minutes to Broadstone. (The Tourist express was allowed 64 minutes with a slightly heavier load.) Top speed was 61½mph near MP39.

Athlone - Portarlington: The Portarlington to Athlone branch (GS&WR) was completed to Tullamore in 1854 and thence to Athlone in 1859. The GS&WR station (now a store) is passed on the Down side about post 80½ (posts are on the Down side, measured from Heuston). The chief banks are: a rise from MP 74 to 70 at 1/200 and a steeper fall to MP68. After some undulations, the steepest of which is at 1/120, there is a rise from MP54½ to MP51, the steepest portion being at 1/120, and a fall through Geashill nearly all the way to MP42½, followed by a short sharp rise to Portarlington.

Near MP74¾ there was formerly a short platform at an overbridge, known as Ballinahown, where local gentry had the right of stopping trains on prior notice to Athlone. It was a public halt for a short time but apparently proved unsuccessful (it is two miles distant from the hamlet of the same name).

The Banagher branch (GS&WR), opened 1884, came in about MP66½ (Down side). It lost its passenger service after 1946, but had a daily goods and was quite busy during the beet season. The single platform station at Clara (Clárach = level place) is the GS&WR one, but immediately afterwards we reach Clara Interchange, situated in the Vee between the GS&WR and MGWR branches (only a stump of the latter remaining). It was the result of an effort to promote through traffic between the various branches in the area. The north face of the platform constituted the MGWR station. The present Tullamore station was built when the line was extended. The original was on the other side of the road overbridge. The narrow gauge lines seen in this neighbourhood belong to Bord na Móna (peat); the power station at Portarlington uses pulverised peat as fuel.

In the 1950s the branch was for long worked by MGWR 2-4-0s which had replaced the GS&WR D19 4-4-0s. Owing to a shortage of diesel railcars,

it saw a steam revival in 1959 when No.588, class J18 (0-6-0 ex-MGWR Lm class) worked the branch train, keeping the accelerated diesel times without difficulty. As the trains were light, this did not need anything more than around 53mph. The 2-4-0s usually produced about 55mph; No.544 (D6, ex-MSWR 4-4-0) managed 56mph between Geashill and Tullamore with 210 tons. Finally GNR class Q No.132, as part of the railtour mentioned above, ran from Tullamore to Athlone in 35.46, speed rising to 60½ at MP73.

Portarlington - Dublin: At Portarlington we come out on to the GS&WR main line. Mileposts are on the Down side, calculated from Heuston. After minor undulations, the line climbs at 1/180 from MP34 to Kildare and falls from Curragh Main Line platform nearly all the way to Dublin. The best speeds are usually attained at the Canal Bridge, Sallins and through Straffan, there being a minor rise from MP12 to MP9.

At Cherryville Junction comes in on the Down side the branch from Kilkenny and Waterford, double till World War I, when one road was lifted to form the WoIfhill Colliery Branch. At the Curragh there is a short branch on the Down side to the Race (island) platform, the usual procedure being for Down race specials to be hauled in by an engine sent out from Inchicore. Sallins was till 1959 the junction for the Tullow branch, closed to regular traffic in 1947. Passenger trains were worked by a branch engine, some having through coaches to and from Dublin. Goods trains worked through.

Sallins was the station for the annual march to the grave of Wolfe Tone at Bodenstown. Passing Inchicore Works (Down side) at MP1¾ we may glimpse one of the three engines preserved there - then we drop at 1/84 to Island Bridge Junction, where we take the GS&WR North Wall Branch. After descending further to cross the Liffey, the line climbs at 1/84 through the Phoenix Park Tunnel (½ mile) to Cabra whence it falls to Connolly, passing Drumcondra Junction (the other end of the Glasnevin Junction crossover described above) and the remains of Glasnevin and Drumcondra stations, part of a suburban experiment by the GS&WR in 1906.

The Cork main line has been the scene of so many speed exploits that it is hard to know where to start (or stop). The most exciting being perhaps Mark Foley's immortal 147 minutes non-stop from Cork in 1937. This year it has seen the first 60mph intercity schedules in this country.

A few examples of work by lesser-known engines must suffice. No.328 (D2, GSWR 4-4-0), driven by P. McGibney with 190 tons on the 1:15pm from Tralee, ran from Kildare to Heuston in 32.36, start-to-stop covering the 23 miles from Post 26 in 21.28, The maximum was 70mph at MP12.

No.502 (5' 8½" 4-6-0) on the same train with the same load, driven by Daly of Mallow, after fierce slipping on the reverse curves out of Kildare platform loop, ran from MP27 to Clondalkin, 22.6 miles, in 20¾ minutes net; again a maximum of 70mph was recorded.

Then Cuddy on No.543 continuing the "Claddagh" run described above, sprinted from Droichead Nua to MP3, 22.5 miles, in 21.55, showing what Midland engines could do when they had a good road under them.

Finally No.301 (GSWR D10 4-4-0) driven by P. McGibney with 115 tons on

a Waterford train ran the 8.1 miles from Sallins to a stop at Hazelhatch advance starter in 10.19 start-to-stop with a maximum of 66½mph. Restarting, speed rose to 69 before Clondalkin and averaged 64.3mph over 4¾ of the 9.8 miles to Heuston, covered in 13.02 start-to-stop.

In the opposite direction, there is a story of Joe Tighe, when the 800 class were new, forgetting it wasn't a 400 he had and doing 74mph through the Hatch on the Down Mail. The loco involved was probably 802 "Táilte", for she was his engine. Equally exciting in its own way was the exploit of No.258 (J4, GSWR 0-6-0). Deputising for the diesel train on the 6:15pm Kilkenny in 1955. With a load of 125 tons, she shot up the Gullet at 31mph and actually reached 50½ at Clondalkin, passed in the unprecedented time of 8.10. Not in the least "winded" by this effort, she raced away to 61mph at Lucan, averaging over 60mph for three miles. After passing the Hatch in 13.57 (present diesel express timing is 16 minutes), the engine was eased, but still reached Sallins in 25.12.

One could be excused for thinking that all GS&WR classes were fliers. 90 and 100 might be thought to be exceptions but then I have observed the very similar No.92 (the Cab) doing 44mph in 1½ miles between Inchicore and Heuston.

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ATHLONE TO PORTARLINGTON WITH J15 NO.186

Figures preceding station names are distances in miles and chains - measured from Heuston Station, Dublin. The line is single throughout, except at block Posts

	arr	dep		arr	dep
80.40* Athlone		11:10	Clara		pass 12:25
68.18 Ballycumber	11:35	11:42	57.71 Tullamore	12:37	12:44
64.40 Clara GS&WR	11R49	12R06	50.24 Geashill	12R57	13R10
Clara Interchange	12P08	12P11	41.58 Portarlington		13WL25
Clara MGWR	12P15	12:22			

NOTES: * = Distance to GS&WR station. R = Run-Past. W = Water stop. P = Propelled. L = Lunch break at Portarlington Station. At Clara, the Interchange station and stump of the Streamstown Branch containing the MGWR station are trailing from the left hand side of the main line a short distance from the Portarlington end of the GS&WR station. The train will, therefore, not return to the GS&WR station on completion of the run-past, but will propel direct on to the branch, pausing at the Interchange station. At Portarlington, participants are requested to take their places in the catering train for lunch sharp at 13:35, otherwise a serious delay will be caused to the departure for Dublin.

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Timetable of Catering Train, consisting of empty carriages hauled by 2-6-4T locomotive is as follows:

Dublin (Connolly) depart 11:25; Clondalkin pass 11:45; Kildare pass 12:17 and Portarlington arrive 12:32.

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PORTARLINGTON TO DUBLIN WITH 2-6-4T LOCOMOTIVE

Figures preceding station names are distances in miles and chains

measured from Heuston Station, Dublin. The line is double throughout.

	arr	dep		arr	dep
41.58	Portarlington		14L30	04.32	Clondalkin
36.34	Monasterevan	14:38	14:48	00.00	Dublin (Connolly)
30.00	Kildare	pass	14:56		15.45

L = Lunch Break at Portarlington station.

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Timetable of Catering Train, consisting of empty carriages hauled by J15 No.186 is as follows:

Portarlington depart 15:00; Monasterevan pass 15:07; Kildare pass 15:14; Clondalkin pass 15:43; Dublin (Connolly) arrive 16:03. Locomotive to be turned.

AT DUBLIN High tea will be available in the restaurant (self-service) on the first floor of Busarus (Central Bus Station) from 17:00. This building is approximately five minutes walk from Connolly (down the ramped roadway) at the junction of Amiens Street and Store Street.

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DUBLIN TO DUN LAOGHAIRE PIER AND BACK WITH J15 NO.186 (Optional)

Departure from DSER side of the station. Figures preceding the station names are distances in miles and chains measured from Pearse Station. The line is double throughout.

	arr	dep		arr	dep
01.01	Dublin (Connolly)		17:55	Dublin (Pearse)	18:43
00.00	Dublin (Pearse)	pass	18:00	Dublin (Connolly)	18:53
06.20	Dun Laoghaire Pier	18:13	18:30		

Tender first to Pier.

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DUBLIN TO BELFAST WITH 2-6-4T LOCOMOTIVE

01.00	Dublin (Connolly)	dep	19:10	54.30	Dundalk Junction	dep	20W32
04.64	Howth Junction	pass	19:19	63.09	Meigh	pass	20:49
09.00	Malahide	pass	19:24	76.73	Poynzpass	pass	21:04
13.74	Rush and Lusk	pass	19:29	87.56	Portadown	arr	21W17
17.77	Skerries	pass	19:34	87.56	Portadown	dep	21W30
21.60	Balbriggan	pass	19:38	92.53	Lurgan	pass	21:38
31.60	Drogheda	pass	19:49	98.13	Moira	pass	21:45
41.56	Dunleer	pass	20:63	103.35	Knockmore Junction	pass	21:50
47.16	Castlebellingham	pass	20:09	105.04	Lisburn	pass	21:52
54.30	Dundalk Junction	arr	20W19	112.40	Belfast	arr	22:02

Figures preceding station names are distances in miles and chains measured from Connolly Station, Dublin. NOTES: W-Water stop; Customs Examination at Portadown

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RPSI Catering Arrangements, etc.

In addition to the main meals already specified, members of the Society will have on sale, throughout the duration of the tour, minerals, crisps, biscuits, etc., as well as various other items of interest.

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At the time of going to press, no timetable for the return of No.186 to Belfast on Monday 16th September was available.

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Participants should know that Northern Ireland Railways, Córas Iompair Éireann and Bord Fáilte have gone to a great deal of trouble to ensure the success of this Railtour. Without their hearty co-operation it could not have been organized.

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Railtour details - A.C. Robb

Maps - D. Grimshaw

Itinerary - A. Donaldson, who gratefully acknowledges help given by R.N. Clements

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