

## ST MANNTÁN RAILTOUR - 11<sup>th</sup> September 1971

The Railtour Committee of the Society welcomes you to our Saint Manntán Railtour and hope you in have a pleasant trip behind our steam loco No.186. The Committee would like to thank you for your support which has made the tour possible; indeed the support has been beyond our expectation and has presented us with a problem. We, must restrict the loading on our ageing locomotive. (She's now in her 91<sup>st</sup> year and wasn't built with big loads in mind in the first place.) At the same time we have been loath to turn away people who wanted to travel. As a result we would ask you to appreciate that, with the train fully booked, your movements through the train will be more restricted than is usual.

The success and smooth running of today's tour depends largely on time-keeping and in order to keep to schedule we would ask you to re-board the train promptly after photographic stops and runpasts. In this we would ask you to co-operate with our Marshals who will have a difficult task with the large numbers travelling.

The engine on today's tour is one of the last survivors of the famous J15 or 101 class of the Great Southern and Western Railway (later the Great Southern and now Córas Iompair Éireann). She was built in 1879 to the design of Alexander McDonnell and at one time there were 113 members of the class in existence. Our engine is one of a batch built by Sharp Stewart, although most of the class were built at Inchicore, often using parts from withdrawn engines. The class were built to handle the many branch lines as well as light work on the main line. Despite being primarily a mixed traffic design, the class were often seen at work on main line passenger trains, piloting much larger and more powerful types.

By 1965, Córas Iompair Éireann had withdrawn all of its steam engines (186 finished her days in Waterford) and it was in 1965 that the Board of CIÉ presented the engine to the RPSI. Since coming into RPSI hands, 186 has been the subject of much repair and maintenance work (mostly carried out at our base at Whitehead in County Antrim). She has been equipped with a large (3,345 gallon) tender making her suitable for longer workings between water stops. Incidentally this tender is thought to have been once coupled to one of the 400 class of express passenger engines. Of the fourteen tours run by the Society to date, 186 has been involved in nine and has covered almost three thousand miles hauling Society specials.

The Society usually runs four steam-hauled railtours each year. In recent years one of these has been extended to a two-day event, thus ensuring a really high steam mileage and enabling us to travel further afield. Our tours cover the entire country, north and south - we have been to Roscommon, Ardee, Wicklow, Limerick, Ballinasloe, Kingscourt and Cobh as well as the length of the Great Northern main line and all the railways in the north several times (except the elusive and promising Bangor line).

While the bulk of our support for tours comes from the north and England, recent trends have shown a renewal of interest in steam in the Dublin area; today's tour is the second (well-supported) tour to be based on Dublin.

We hope you enjoy the railtour and look forward to your company on future tours.

SCHEDULE

	arr	dep	
Dublin (Connolly)		10:25	Water.
Bray	10:57	11:07	
Greystones Up Distant	11:24	11:41	Runpast.
Rathdrum	12:19	12:45	Train will propel empty well across Viaduct, wait 5 minutes & steam gently back to station.
Avondale (MP46¼)	12:54	13:11	Runpast.
Woodenbridge	13:19	14:05	Turn and water.
Arklow	14:11	14:25	
Shelton Main Line	14:31	14:40	
Rathdrum	15:05	15:10	Cross 14:00 passenger.
Wicklow Junction	15:26	15:29	
Wicklow Goods	15:34	15:39	
Bray	16:14	16:45	Water. If you have to catch 17:30 Enterprise, join 16:35 service train here.
Dublin (Connolly)	17:25	17:30	
Liffey Junction	17:55	18:05	
North Wall (GS)	18:20	18:30	Tour of yards.
Dublin (Connolly)	19:35		

NB: The intermediate timings are subject to alteration.

We would ask you to read carefully the instructions below and please bring this circular with you.

PS: We would remind our Cross-Channel participants that the Dún Laoghaire Boat Train leaves Dublin (Connolly) at 19:50 connecting with the boat leaving at 20:45.

## RAILTOUR INSTRUCTIONS

MARSHALS The Society will appoint Marshals who will be wearing red armbands. Their job will be to see to your safety at all times. Remember we shall be travelling over a busy railway for much of the time.

PLEASE Remember that one accident, however slight, could well finish our railtours. Keep a sharp eye on signals and obey the Marshals.

At photographic stops, pick your vantage point, take your photograph and re-board the train quickly.

Be careful not to obstruct others and stay well away from the engine - your fellow participants want to photograph the engine, not you.

During Runpasts, KEEP CLEAR of the running lines while the train is in motion, especially when setting back.

## SPECIAL LOCATIONS

Dublin	Keep off the running lines and do not visit the shed (there are no steam locos there, anyway).
Bray	Here, and at all other places on double lines, remember there may be unscheduled workings on the other line - we shall probably cross a goods train here.
Woodenbridge	The engine has to turn and water here - keep a sharp lookout; a steam engine can steal up on you unawares.
Arklow	186 has to run round here. Keep clear of the crossing loop while she does so.
Rathdrum	On the return journey, we cross a Down train here.
Bray	On the return journey, we are overtaken by an Up train here.
North Wall	Traffic pilot engines will be marshalling goods trains in the Midland and Great Southern yards. Avoid standing on running lines. NEVER PASS BETWEEN OR UNDER WAGONS.