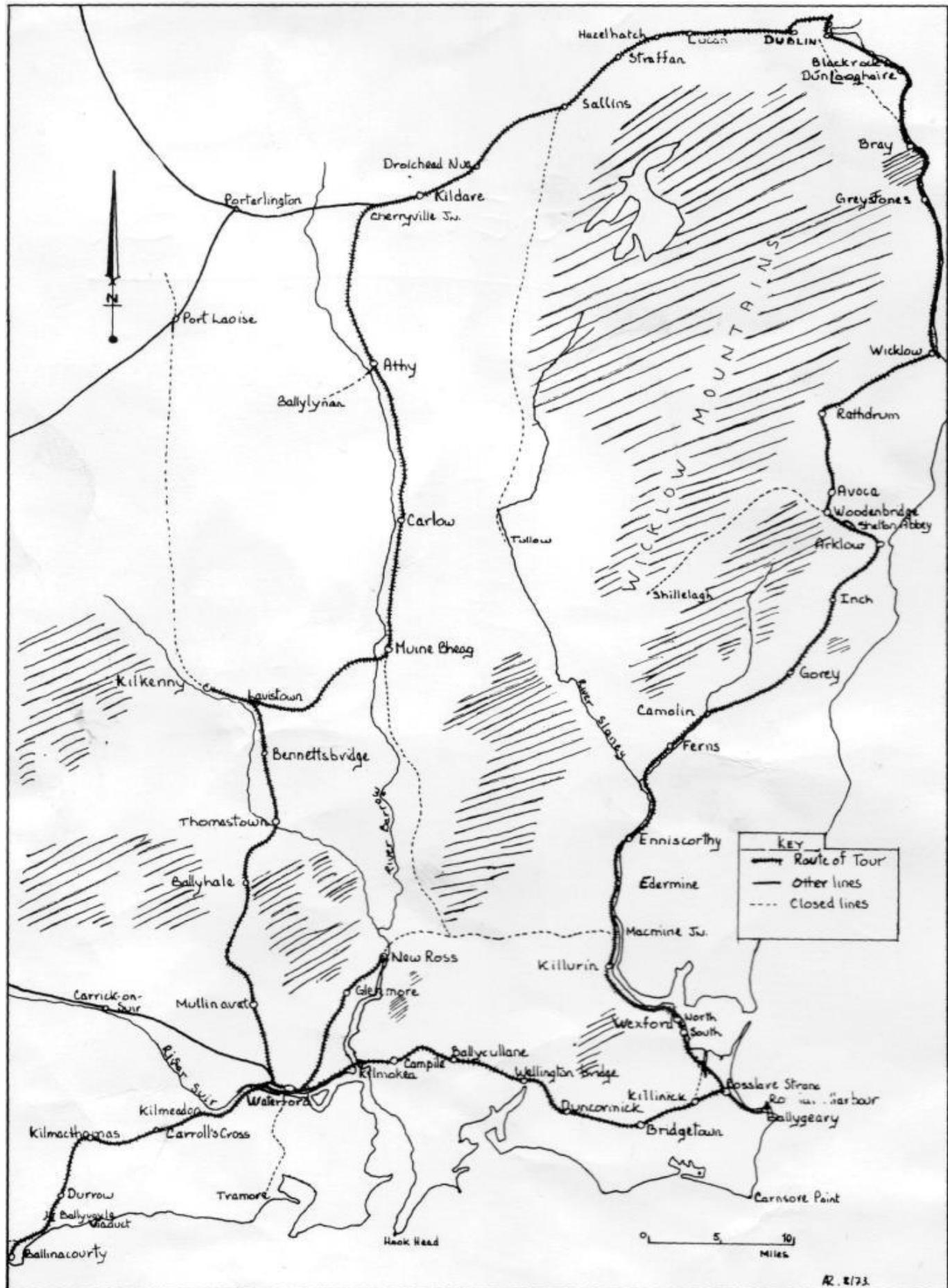


THREE RIVERS

Railtour





THREE RIVERS RAILTOUR

15th and 16th September 1973

Dublin - Wexford - Rosslare Harbour - Waterford
Waterford - Kilkenny - Dublin (Connolly)
Plus New Ross and Ballinacourty branches

+ + + + + + + + + + + + + + +
+ S O U V E N I R B R O C H U R E +
+ + + + + + + + + + + + + + +
+ * Written by Driver Jack O'Neill * +
+ + + + + + + + + + + + + + +

Engines: Ex-GNR(I) S class 4-4-0 No.171 "Slieve Gullion", built Beyer Peacock 1913 (5629), renewed Dundalk 1938.

Ex-GSWR J15 class 0-6-0 No.186, built Sharp Stewart 1879 (2838), superheated 1932.

-00o-

Front Cover Photograph: Rosslare Strand. K1A class Woolwich mogul No.394 waits (left) with the 6pm Waterford to Rosslare Harbour while ex-DSER K2 class mogul No.461 arrives with the 7:15pm Rosslare Harbour to Wexford. The date was 23rd August 1954. A van from Waterford to Wexford was transferred here. (R.M. Arnold)

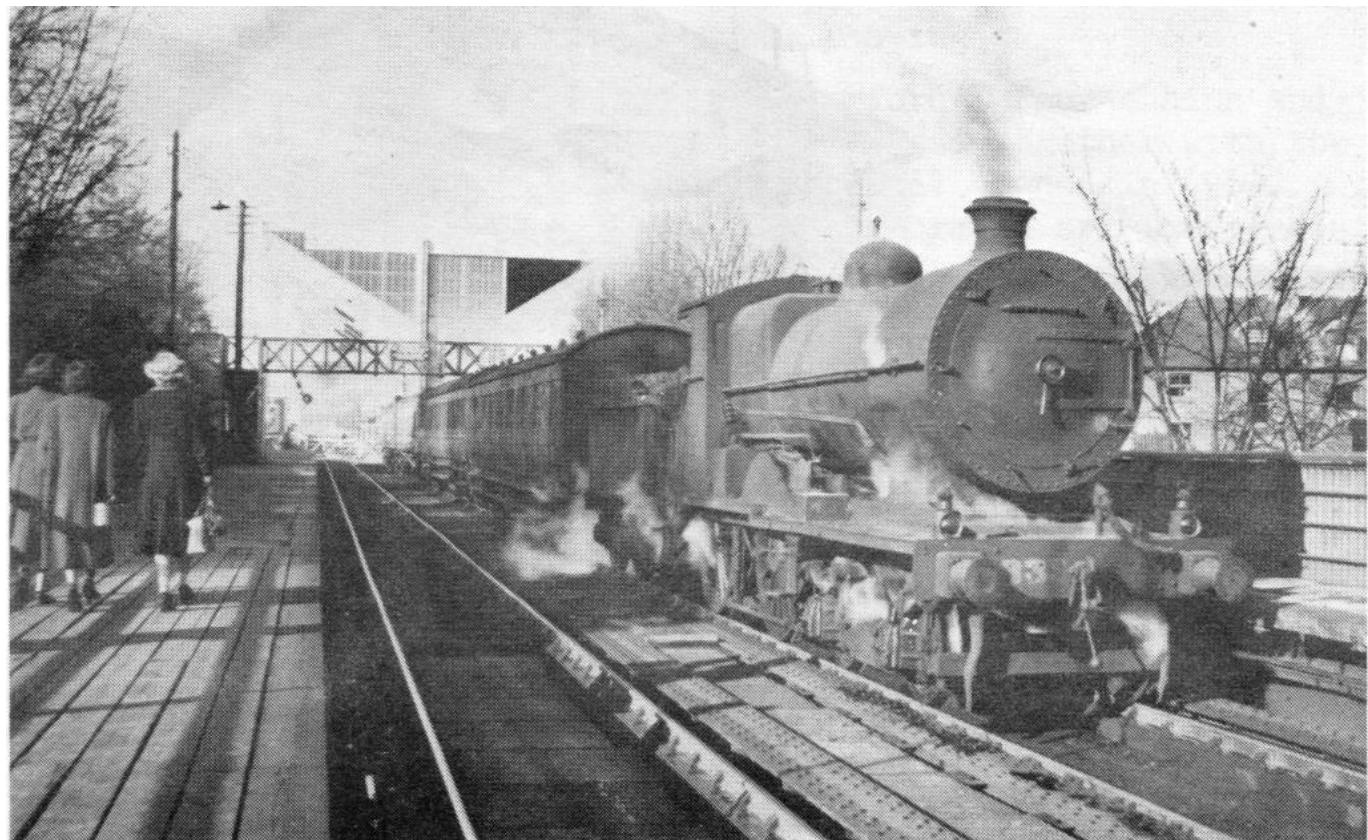
THREE RIVERS RAILTOUR BROCHURE

Written by Jack O'Neill

Part One - Dublin to Rosslare Harbour

You are about to travel over the most picturesque and expensively built line of railway in this island. From Pearse station (Dublin, Westland Row) to Mallin station (Dun Laoghaire) cost no less than £60,000 per mile to construct. Have fun working out the cost in present values.

The line from Bray to Wexford claims to have half the total of Ireland's railway tunnels and the greatest number of viaducts of any existing line. The scenery for the entire run is breathtaking.



Landsdowne Road. D4 class 4-4-0 No.339 with the 1:40pm ex Amiens Street on 9th February 1956. (R.M. Arnold)

Pearse to Mallin was the first stretch of railway constructed in Ireland (opened in 1834). The original gauge was 4'8", later converted to the present standard gauge. Dun Laoghaire was the terminus until 1854 when the Atmospheric Line to Dalkey was opened. This unusual line lasted ten years and was then converted to normal locomotive working when the Bray extension was opened. One year later the line reached Wicklow. The present station at Wicklow was built in 1861 and replaced the original which then closed but which was reopened by CIÉ in 1967 for suburban traffic - now Wicklow can boast two passenger stations. The signal cabin at Wicklow is of a design which will be repeated at all stations as far as Enniscorthy - they are unusual in that they are built on the passenger footbridge and they are remarkably comfortable.

Leaving Wicklow the line begins a nine mile climb at 1 in 90 and 1 in 100.

Rathnew: A halt closed to all traffic in 1964.

Glenaly: Also closed in 1964 and a former block post. Ballyfree Aerodrome is near here.

Rathdrum: Open for passenger traffic only. At the Up platform was a Dublin and South Eastern Railway hotel where many historic figures stayed when visiting Charles Stewart Parnell the national leader and Parliamentarian of the late 19th century. In pre motor car days this was the station for Glendalough, a well preserved monastic city and school which was attended by students from all over western Europe. The former goods store and elevated siding can be seen on the Down side (i.e. our left). The station is situated on a 1 in 90 grade and as we leave we enter one of the many tunnels. In this next section is situated, again on the Down side, the remains of two mineral sidings, Balleece and Tigroney, the former at milepost 38½ and the latter at 41½.

Avoca: Immortalised by the poet Tom Moore in the haunting song "The Meeting of the Waters". This station closed in 1964.

Woodenbridge: This former block post was the junction for the Shillelagh Branch which opened in 1865, closed in 1944 and was lifted in 1952. The sidings are used to store wagons for Shelton Abbey and they are opened by the electric train staff. The station was closed to all traffic in 1968.

Shelton Abbey: This is the largest and newest railway complex on the route and was built for the fertiliser factory here in 1964. The traffic is very heavy and a pilot loco is fully employed for the entire year, the crews being accommodated in a new and very modern dormitory built by CIÉ at the Rosslare end of the Up Arklow platform. Note the automatic barriers at Shelton, they were the first to be installed by CIÉ on a single line.

Arklow: This is a lovely seaside town with an excellent tradition of boat-building and pottery. Passenger and goods traffic is very heavy at this station. At post 50½ in the next section can be seen Kish Siding, built for the loading of local stone which was used as tram setts in Dublin. During the 1914-18 War this siding was used to load munitions from the nearby, now defunct, Kynoch munitions works.

Inch Halt: Closed in 1964 to all traffic. A railway joke declared Arklow - Gorey as the world's shortest section as there was "an inch" between the stations.

Gorey: Again, heavy passenger and freight traffic. Three miles from this station is the lovely seaside resort of Courtown Harbour.

Camolin Halt: Another station closed in 1964, the passenger traffic was never very good but the goods traffic was reasonable. About half a mile to the east of the station was fought one of the bloodiest battles of the 1798 rebellion.

Ferns: The goods traffic here is mainly grain and tar bitumen for road making. Passenger traffic is heavy from this ecclesiastical capital of County Wexford and in ancient times was a renowned seat of learning.

Enniscorthy: A former loco depot - in steam days there was a shed at the Dublin end of the Down platform (the remains of which can still be seen). The line reached here in 1863. All traffic is heavy here and

daily a loco leaves Wexford to shunt the goods yard which has a tricky layout. Overlooking the town is the historic Vinegar Hill, scene of the 1798 rebels' last stand and where, it is alleged, the Irish tricolour was first raised. A tunnel under part of the town leads out of the station and as we emerge the line joins the lordly River Slaney along whose banks we will run all the way to Wexford. At milepost 78 $\frac{3}{4}$ is a disused siding leading to St John's Mills with a grade of 1 in 80 to the Mill. The siding was closed in 1962 and was featured on the cover of Five Foot Three Number 10 (qv).

Edermine Ferry: This halt was closed in 1964 and provided only light passenger traffic while goods consisted of sundries, fertiliser and boxes of day-old chicks. The small cabin controls the level crossing and its signals.



Macmine Junction. D17 class 4-4-0 No.58 leaves with a train for Waterford. (Real Photographs Limited)

Macmine Junction: This was the terminus of the heaviest graded branch in all Ireland (with grades of 1 in 50 and 1 in 60) - the Waterford to New Ross to Macmine branch. This line was closed in 1963 but the bridge spanning the platforms cannot be removed by CIÉ as it is used by salmon fishermen and one of those peculiar railway laws prevents its removal. Traffic originating here was almost negligible as the station was simply for the transfer of traffic to the Waterford line. The turntable pit can be seen at the Wexford end of the station.

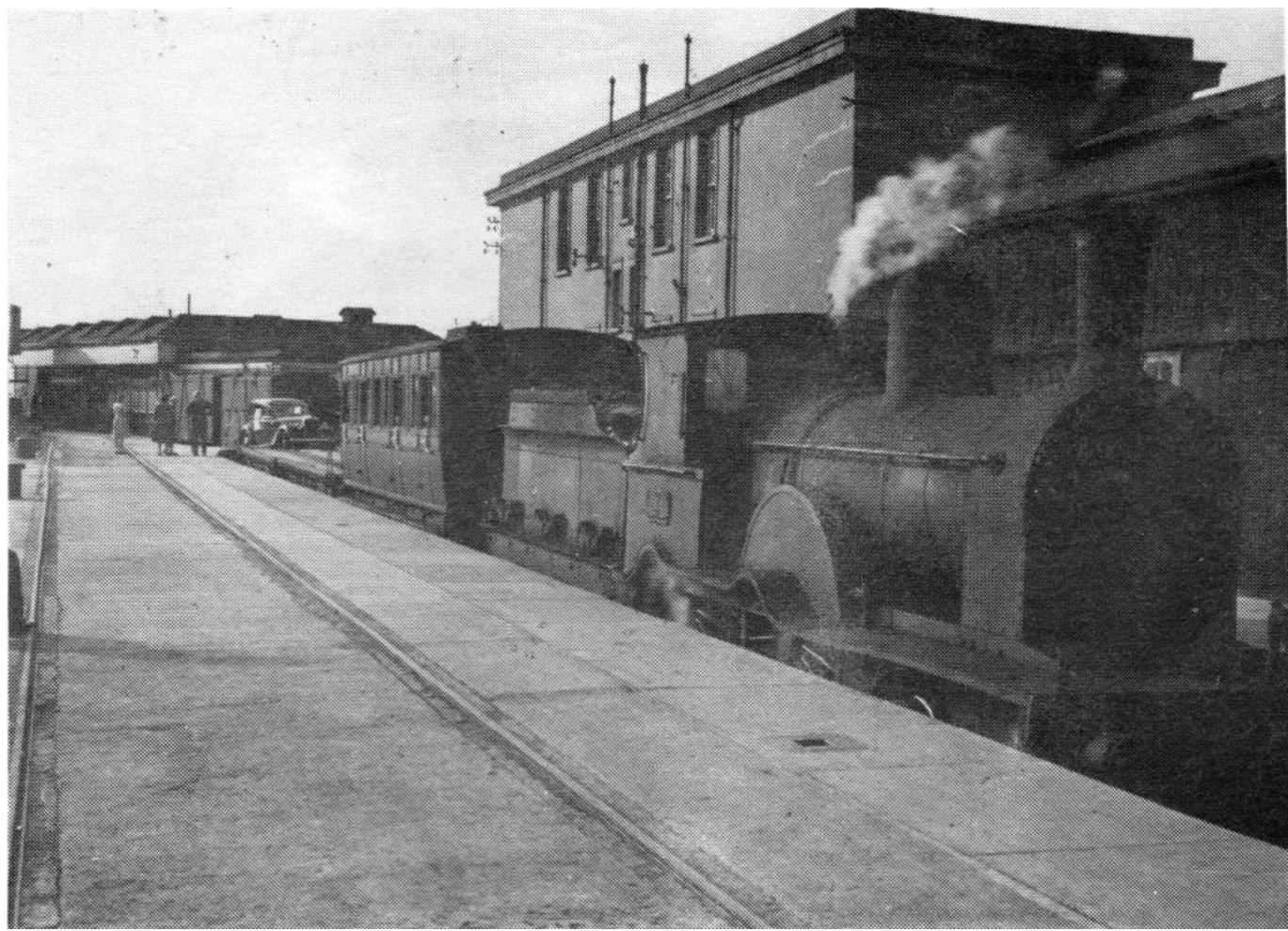
Killurin Halt: This halt never produced much traffic and was closed in 1964. The tunnel here was the scene of a very bloody train ambush in the 1922-23 Civil War. Note the number of permanent way speed restrictions in this section which has more curves than any other CIÉ section.

O'Hanrahan Station (Wexford North): The line reached here in 1872 and peculiar to the station is the single long platform. There is a loco depot here but no loco shed since 1964. Wexford was the last steam depot in the South and was directly opposite the signal cabin and had two through roads with accommodation for four tender and two tank engines. The turntable is still in use for the B121 single-cab General Motors engines which work the passenger service on the line. Leaving

the station, the line runs on Wexford Quays over which CIÉ has running rights. The quays are a driver's nightmare as cars often park on the line. At night the trains are proceeded by a walking pilotman carrying a lamp. It reminds one of the early nineteenth century.

Wexford South: The only island platform on the line, the goods yard is extensive and too large for present traffic requirements. The disused siding on the Down side is the former Star Plough Works siding, now owned by the Smith group. In this section, at milepost 3½, can be seen the former cement factory with the earthworks of its sidings intact. The factory was closed in 1925. At milepost 2 is the disused Felthouse Junction, closed in 1912 after a fatal accident. A loco overturned here on the sharp curve, killing the fireman. This line met the Rosslare - Waterford line at Killinick station and had a brief life of six years. It is still possible to discern the roadbed.

Rosslare Strand: This is the trailing junction of the line from Waterford (Felthouse was a facing junction). This is a very popular seaside resort and traffic here is particularly heavy in summertime. This year the station lost a loop from the Waterford line together with a siding.



Rosslare Harbour. D19 class 4-4-0 No.3, before rebuilding with a superheated boiler, with the motor car train in 1950. (H.M. Rea)

Kilrane Halt: This halt is used to load beet traffic only, where twelve wagons per day are loaded for the thirteen weeks of the beet season. Inward traffic here consists of beet pulp, seeds and fertiliser. At one time, the loco depot for Rosslare was here and the remains of the shed can be traced.

Rosslare Harbour: Gateway to the south from England and the Continent, Rosslare has the record of the longest sunshine hours in Ireland. Last year the port handled 40,000 cars and 180,000 passengers on the ferries. A modern hotel with one hundred bedrooms and indoor pool has been built here by CIÉ to cater for the rapidly expanding tourist industry.

Ballygeary: This station was opened in 1970 to replace Kilrane as a passenger station.

Rosslare Harbour to Waterford

Killinick: All the stations on this line are of a similar layout with island platforms and high banks for beet loading, a crop for which this line is famous with over two hundred wagons a day on the thirty nine mile stretch of line being hauled to the factory. This line was opened in 1906 to Waterford so it is one of the last lines in Ireland to be constructed and incidentally the Society coach No.861 was built for the opening of this line. Nowadays traffic from Killinick is light.



Ballycullane. D10 class 4-4-0 No.314 working the 5:10pm Saturdays-only from Wexford North to Waterford on 3rd July 1955. This was the only train of the week between the two county capitals not to work via Macmine. (R.M. Arnold)

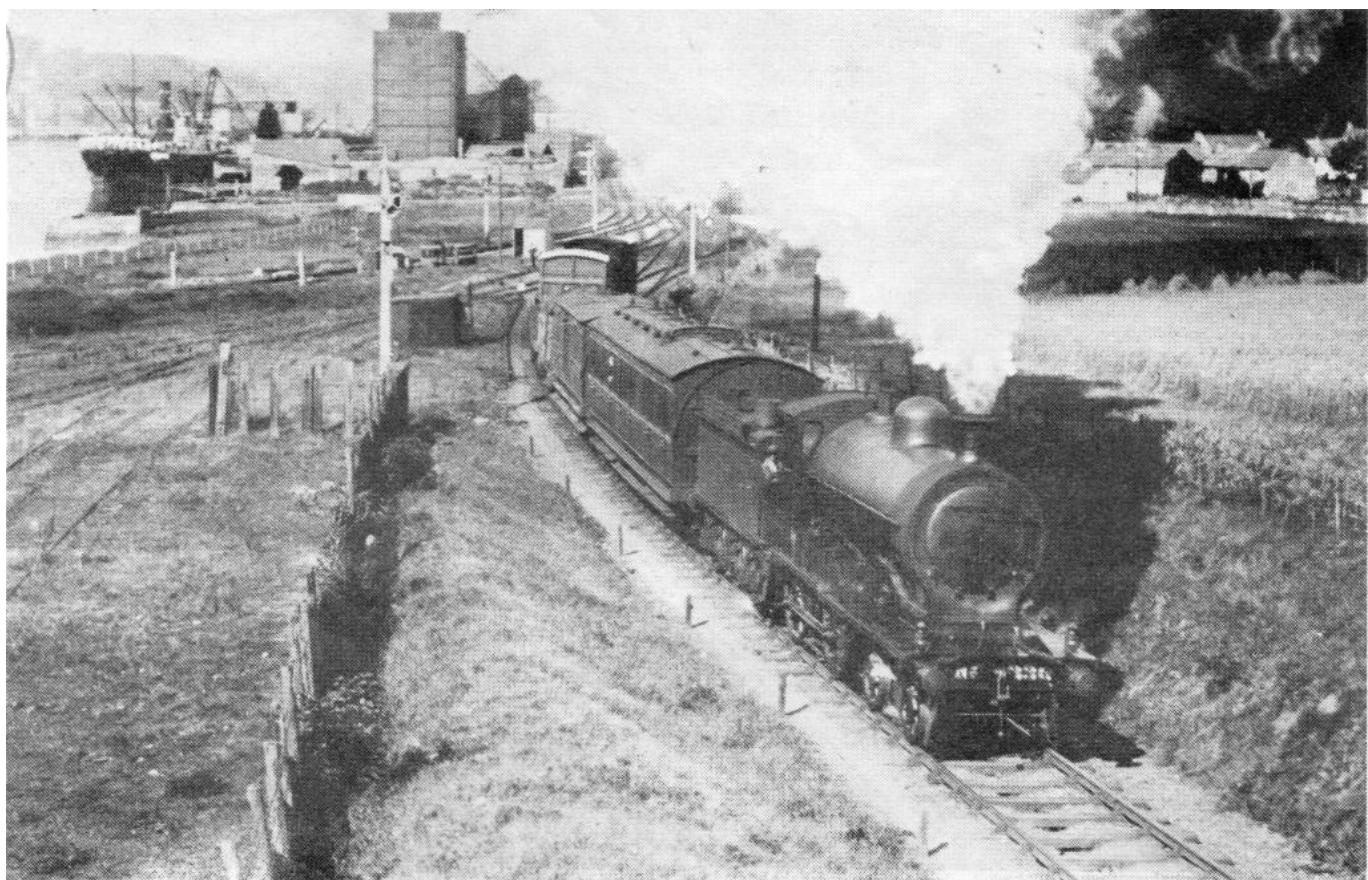
Bridgetown: Again heavy beet traffic with a fair amount of livestock and shellfish but only a few commuting passengers to Waterford.

Duncormick: As this is a strictly agricultural area, all traffic is

farm produce and the inward is fertiliser. Passenger traffic is light in this scattered area, so the car reigns supreme.

Wellington Bridge: This is the invasion port of the Danes and the Normans who landed here in 1169. Cromwell also landed here in 1649 and some of his handiwork can be seen to the right of the Down home signal, the seven ruined abbeys and castles. Extensive copper mining was carried on here up to the middle of the eighteenth century and explorations for this mineral have begun again recently. Passenger traffic is heavy here consisting mainly of schoolchildren and workers commuting to Waterford. The children are carried at State expense under the free education scheme of the Government. Freight traffic is varied and heavy with sixty wagons of beet per day in the season. A formidable bank begins here.

Ballycullane: Passenger traffic is the same as Wellington Bridge while freight is mainly livestock. The station marks the summit of Taylorstown bank and we now fall to Campile.



Abbey Junction. D4 class 4-4-0 No.336 works a mixed from Waterford to New Ross in the mid-twenties. The line from Rosslare can be seen curving in from the left. (Real Photographs Limited)

Campile: A very busy station and one of the commercial centres of County Wexford's farming community. Additional sidings are provided here to serve the Co-Operative Society which is on our Down side. This building was accidentally bombed by a German plane during the last war and nine workers lost their lives in the bombings.

At milepost 83 $\frac{3}{4}$ on the Up side can be seen the ruins of the thirteenth century Dunbrody Abbey, the ruins are another example of Cromwell's progress through County Wexford on his way to Waterford. We fall to post 81 $\frac{3}{4}$ where we meet Kilmokea.

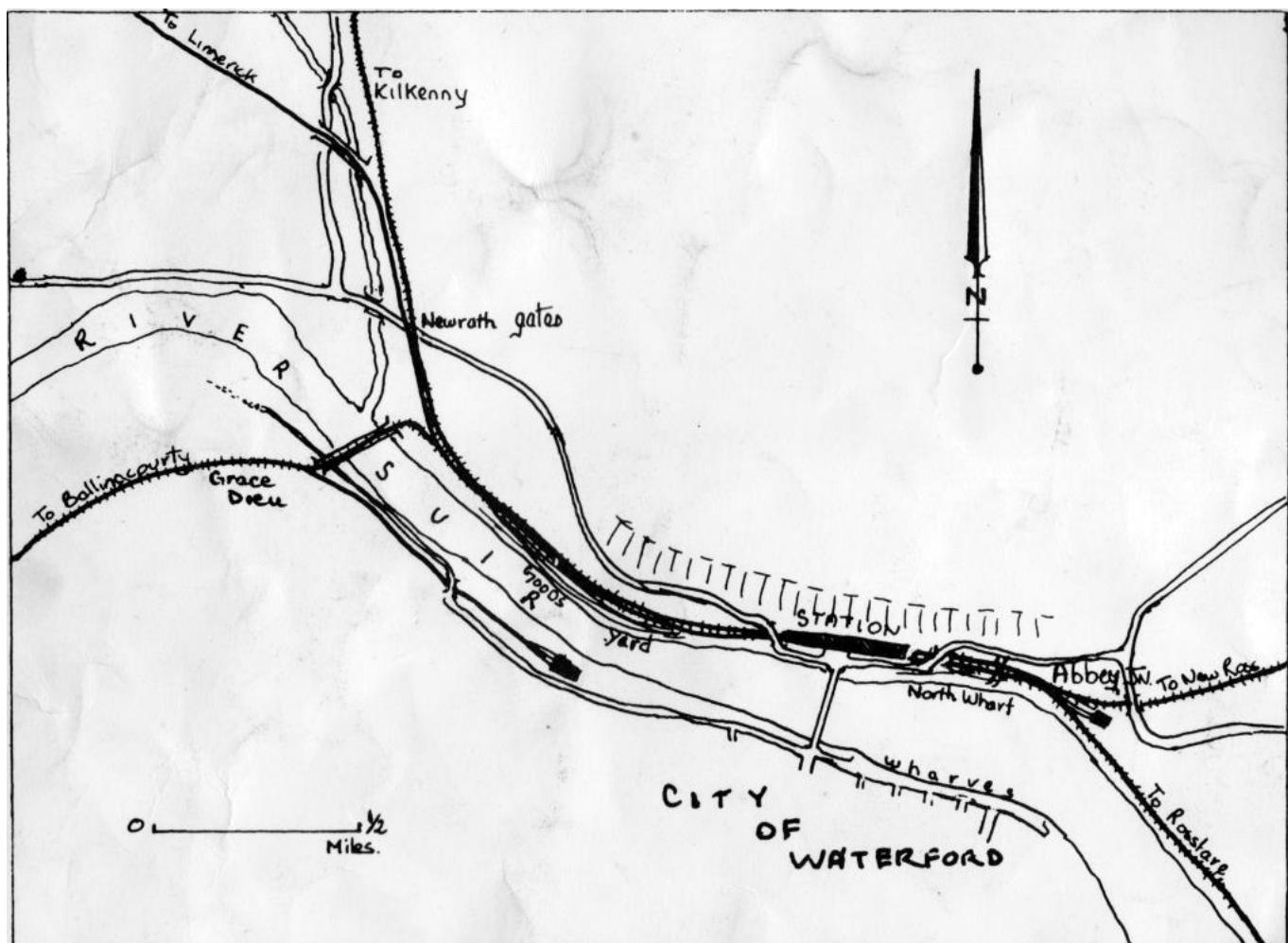
Kilmokea Halt: This was CIÉ's first unmanned station and was opened in 1966 for workers in the nearby Electricity Supply Board's power station which can be seen on the Up side. Almost at the end of Kilmokea platform is the River Barrow.

Barrow Bridge: This is the longest bridge in Ireland at 2,131 feet. The bridge is controlled by a stop signal at each end controlled by the signal man perched in his cabin over the opening span. This must be the loneliest cabin in the entire CIÉ system.

The three rivers meet here, the Suir, the Nore and the Barrow and flow to the sea. Running through Snowhill Tunnel we meet the River Suir and follow its course to Waterford.

Abbey Junction: This is the first of Waterford's four cabins and controls the branch to New Ross together with the Clover Meats siding and the Bell Ferry terminal opened in 1969. Liner trains operate from the latter and the cranes are the largest in Europe.

North Wharf (East Cabin): This cabin controls shunting to the Wharf and the sidings to the Flour Mills and also the approaches to the station from New Ross and Rosslare. The loco dormitory is on the Down side opposite the cabin.



Plunkett Station (Waterford): The present station was opened in 1969 replacing a building of 1948. It has four bays and the longest platform in Ireland being 1,210 feet long. Five railway companies combined to give Waterford its present complex and they were - the Waterford Dungarvan and Lismore, the Waterford Limerick and Western, the Waterford Kilkenny and Central Ireland Railway, the Dublin and

South Eastern and the Great Southern and Western. The original terminus of the Waterford, Dungarvan and Lismore is situated on the opposite side of the river, a spur line runs into the former terminus which is now an iron foundry and has two trains per week. The goods yard in Waterford deals with approximately 500 wagons per day. Traffic, both goods and passenger is very heavy for Waterford is a sprawling city, highly industrialised and with an expanding population of 32,000. Three pilot engines are full engaged at Waterford - two freight and one coaching. There are forty four drivers attached to the depot. Note the unusual cabin in the station, Waterford Central, which is built on a bridge and spans the running lines.

Waterford West Cabin - Goods Yard: This is the most difficult cabin in Ireland to work for it has three ETS instruments and controls the entire goods yard where pilots shunt across the running lines. The diesel locos and railcars are serviced at the riverside where the turntable is also situated. Two loco sheds formerly occupied the side of the goods yard opposite the turntable; they were demolished at the conclusion of steam.

Notes on Waterford City: The city was founded by the Danes in 842 and the old city was triangular in shape with a tower at each corner of the triangle. Two of the towers still remain as do some of the old walls. One of the towers (Reginald's) is the headquarters of Bord Failte and is a civic museum.



Waterford. J15 class No.186 in saturated days at the Waterford & Central Ireland shed. (Real Photographs Limited)

In 1170 the Normans enlarged the city and changed the shape to that of a square - some of the Norman towers, themselves square, are still

standing, together with some of the walls. Strongbow, Earl of Pembroke, was married to Eva, daughter of the King of Leinster in Reginald's Tower.

King John gave the city its charter in approximately 1270 (the deed is preserved in the Museum).

Up to the coming of the railways, the port was the lifeblood of the city and two ship building yards flourished up to the middle of the nineteenth century. Many continental families settled here and there was a large French Huguenot colony, many of the descendants of this colony still live in Waterford.

The principal industries are, nowadays, bacon curing, meat processing, jute products, brewing and electrical products and, of course, glass making (for which Waterford is world famous). Practically all the industries are situated in a ring around the city, so smog is not a problem.

The city is built on seven hills and it has two mottoes. "Urbs intacta manet" given to it when the citizens refused to allow Perkin Warbeck to enter the gates and "Parva Roma" given to the city during the Confederate Wars of 1643-49.

As a citizen of this ancient city, I bid you welcome and hope you enjoy your brief visit.



West Junction. D11 class 4-4-0 No.304 approaches Waterford with a train from Dublin in the twenties. The lines shown are, from left, those from Mallow, Limerick and Dublin with the goods yard line giving access to the sheds in the foreground. (Real Photographs Limited)

Part Three - Waterford to New Ross

This line is an extension of the old DSER and was begun at the Macmine end in 1873 and did not reach Waterford until 1904, the last bit of the DSER to be built. Today the line is goods only and we are restricted to 30 mph. It is worked on the Manual Staff - single engine in steam with provisions for reversal to ETS working if necessary. The staff reads Abbey Junction - New Ross.

In all, only about five passenger specials per year use the line and this is the first steam hauled train on the line since 1964.

Leaving Abbey Junction, the line begins an immediate 1 in 60 ascent and this is the prevailing grade for the greater part of the journey.

Glenmore Halt: Formerly known as Alywardstown, the name of the barony where the station is situated. The village of Glenmore is almost two miles from the station. A disused and weed covered platform on the Up side show the former importance of the station in DSER days. It then had a cabin, a passing loop and in the Civil War Rosslare- bound trains were routed via this line after damage to Taylorstown Viaduct. The sidings, in later years, were used to load beet and unload farm machinery. Sidings were made with the staff. Beet loading ceased here in 1971 (it now goes by road to Carlow) and only the Down goods stops here. A lady is in charge of the station.

Leaving Glenmore the line falls for two miles and joins the River Barrow, running parallel with it to New Ross.

New Ross: The cabin here was closed after the closing of the Macmine extension and all points are hand operated turning the goods yard into an early nineteenth century railway yard. The layout is interesting and shunting here is a nightmare because of many hand points and short crossovers. We have some time here before departure so use it as you will.

Part Four - Waterford to Ballinacourty and back

The line you are about to travel over is the remains of the former Waterford, Dungarvan and Lismore, known locally as the Duke's line. It received this unusual title from its association with the Duke of Devonshire, its first chairman and principal shareholder who has his baronial seat at Lismore Castle.

The line begins with a sharp rise at 1 in 80 away from Waterford goods yard towards Gracedieu Junction from where the siding to the Ironfounders trails off (see Part Two). Gracedieu is the name given to the area by the Huguenot settlers in 1693. By a strange coincidence the ancient Irish name for the area is pronounced in a very similar way - Grasta De - meaning Grace of God.

The line runs along a shelf of land skirting the River Suir towards Kilmeaden on easy grades. At Kilmeaden station begins one of the most difficult sections of the entire line with an immediate two mile bank at 1 in 60 while other grades in the section vary between 1 in 60 and 1 in 80.

Carrolls Cross: This was the last station on the line to be opened and the first to close. Here can be seen the original pre-1900 Waterford and Dungarvan Railway curves, long abandoned. Climbing through here at 1 in 60 the bank continues to the first overbridge where the engine

will be shut off for the long descent.

Kilmacthomas: This was the home of the Ireland's last highwayman, Crotty the Robber whose hideout was in the mountains dominating the town. The Comeraghs are visited every year by people in search of Crotty's treasure estimated to be worth more than a million pounds. So far it has not been found and we don't have time to search for it! The viaduct at the station is well worth a photograph with an attractive mountain backdrop.



Durrow. Superheated J15 No.188 working a football special from Waterford to Dungarvan on 18th July 1956. Driver E Kennedy on the footplate. (R.M. Arnold)

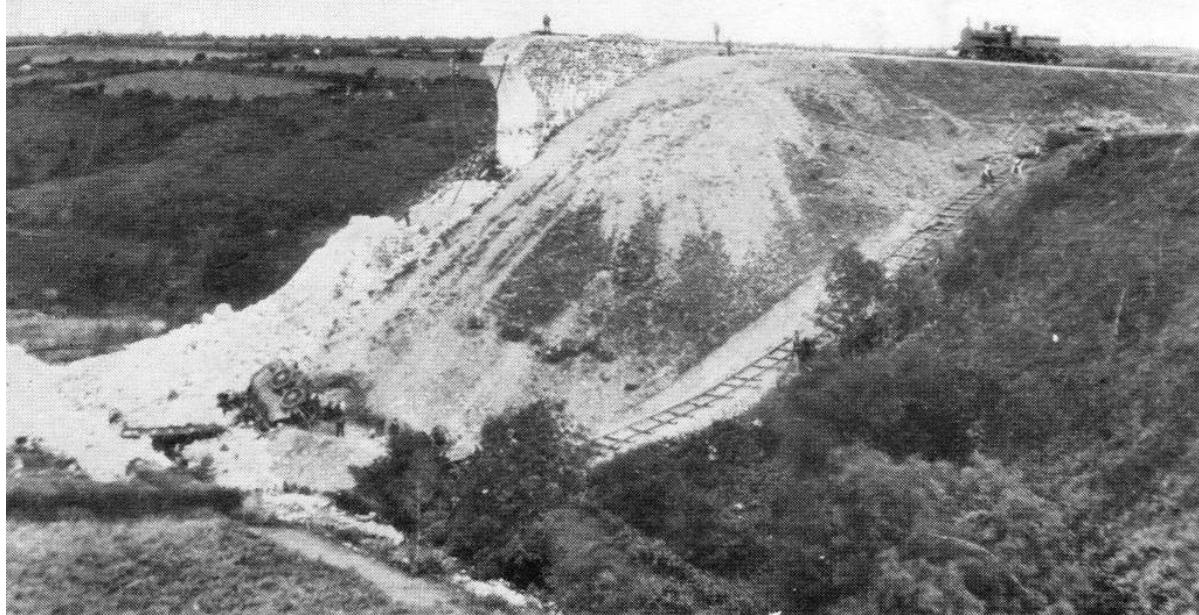
Durrow: The section to here abounds in curves and heavy gradients. In earlier days there was a copper mine at nearby Bunmahon though they were flooded by the sea in 1913. An effort is now being made to reopen the mine and who knows, perhaps, Durrow station may again open for business.

Ballinacourty: Our destination lies at the end of a long descent and the last 1½ miles are the last to be opened in Ireland, in 1970. The entire 78 miles of line from Waterford to Mallow had been closed on 20th March 1967 and lifting began almost immediately. Due to a large find of dolomite at Bennettsbridge, County Kilkenny (see Part five) and the building of a factory here to process the mineral, the line was reopened, with the new section added, on 28th February 1970. Before Ballinacourty we pass over the new viaduct at Ballyvoyle, built to replace the viaduct destroyed during the Civil War.

Part Five - Waterford to Dublin

Newrath Gates: These are the 'heaviest' gates in Ireland still manually operated. Three main lines meet here - Waterford to

Ballinacourty, Limerick and Dublin. Our line begins its fourteen mile climb at Dunkitt and the grades vary between 1 in 80 and 1 in 124. It's a tough line.



Civil War Casualty, Ballyvoyle Viaduct. This was a nine-arch masonry structure which was first damaged on 4th August 1922 when one arch was destroyed. Then, three days later, another pier collapsed while after another fortnight the entire viaduct collapsed when one pier toppled against its neighbour. On 31st January saturated J15 No.189 was working a permanent way train at Durrow when it was commandeered and sent to its doom. The upper view was taken next day while the lower photograph was taken some days later when the engine was reduced to a shell on four wheels. Note in particular the temporary track laid down the side of the embankment. The Viaduct was reopened on 17th June 1924 after ten months' work. (Author's Collection)

Dunkitt Village: Milepost 56½ is the site of the former Waterford, Kilkenny and Central Ireland Railway which opened in 1853 and closed in 1864 when the line reached the site of the present goods yard in Waterford.

Kilmacow: Nothing remains of this station except the level crossings - this former block post closed in 1962.

Mullinavat: This is a block post only with no traffic of any kind as the station is only used for crossing trains. Here begins the heaviest part of the bank and for the next five miles it's heavy slogging. Near post 47 in this section is the highest point on the line and here can be seen the remains of a water column dating from the Central Ireland days. All Up and Down trains stopped here to take water until about 1910.

Ballyhale: This former block post closed in 1962, note the staggered platforms.

Thomastown: This station is approached on a down gradient. This was the first terminus of the line from Kilkenny in 1848. Later the line was extended to Jerpoint Hill and a station opened near milepost 39¾ in 1850. This station lasted only six years and was opposite the ruins of the thirteenth century abbey from which it got its name. Note the impressive Viaduct over the River Nore which, in 1877, replaced a timber structure.

Bennettsbridge: The station was closed in 1962.

Dunbell Level Crossing: This was the site of a short-lived Central Ireland station. Here is the dolomite mine which was responsible for the reopening of the Waterford - Dungarvan line.

Kilkenny: Here we meet the Irish South Eastern line from Carlow. The station here was very much a joint affair and many signs of its dual ownerships still abound. A loco shed capable of housing six engines was provided off the turntable at right angles to the running lines. Until 1960, of course, Kilkenny was a through station with the line continuing to Port Laoise on the main line (See Coolnamona Railtour). The former line to Port Laoise had a branch to the coal mines at Castlecomer.

Lavistown: The junction point of the lines approaching Kilkenny. Formerly this was a junction with the companies sharing the line to Kilkenny but following a dispute the route was doubled and worked as two single lines.

Gowran: Former block post closed in 1962 where there was no cabin and shunting was done with a wire rope, a highly skilled if dangerous practice. There was formerly a heavy traffic to the racecourse.

Bagnalstown (Muine Bheag): Formerly the junction for the Borris - Palace East branch which was closed in 1963. There is a disused engine shed on our right and from here we descend the line's only major gradient, Shanagan bank.

Carlow: The biggest station on the line, here we find the sugar beet factory which handles over a hundred wagons or beet each day during the season. The Orenstein & Koppel AG 0-4-0 tanks at the factory have been replaced by diesels. Carlow goods store is unusual in that it is at right angles to the line and wagons have to use a turntable to gain

entrance. Our engine No.186 was shedded here for a time - the engine shed was beside the cabin.

Athy: A former junction station with the Wolfhill branch trailing in our left, the branch still survives as an extended siding serving the asbestos factory. Have a good look at the station architecture here.

Cherryville Junction: Here we join the Dublin - Cork main line not far from the first station at Kildare.

Kildare: A block post with loop on the Up side and the remains of the shed on the Down side which formerly stabled three engines. Leaving here we head across the Curragh, headquarters of the Irish bloodstock industry.

In this section we pass the Curragh (Main Line) station and Droichead Nua (Newbridge) before Sallins with the disused Tullow branch trailing in on the Down side. Sallins is closed to passenger traffic though it is opened each year for specials bringing people to the grave of Wolfe Tone.

From here our route lies downhill towards the capital - one could write reams about the main line of course but we'll suffice it to say that our next block post is Clondalkin and our grades vary between 1 in 80 and 1 in 150 with the last stretch down past Inchicore at 1 in 60.

TIMETABLE SECTION

Saturday 16th September

Dublin (Connolly) to Rosslare Harbour - No.186 and Train

| | Arr | Dep | |
|----------------------|--------------|----------------|-----------------------------|
| Connolly | | 09:05 | |
| Pearse | pass | 09:09 | |
| Blackrock | pass | 09:18 | |
| Dun Laoghaire | pass | 09:23 | |
| Dalkey | pass | 09:30 | |
| Bray | 09:40 | 09:50 | Water |
| Greystones | <u>10:05</u> | <u>10:13</u> | |
| Wicklow | pass | 10:30 | |
| Rathdrum | pass | 10:52 | |
| Avoca | 11:03 | 11:13 | Photo stop |
| Arklow | 11:28 | 11:43 | Bus party to board at once |
| Gorey | 12:03 | 12:18 | Water |
| Ferns | pass | 12:35 | |
| Enniscorthy | 12:46 | 13:26 | Photo stop |
| Edermine | 13:34 | 13:49 | Runpast |
| Macmine | pass | 13:54 | |
| Killurin | pass | 13:59 | |
| Wexford (O'Hanrahan) | <u>14:13</u> | * <u>14:30</u> | 'Walk past' on quays. Catch |
| Wexford South | 14:40 | 15:00 | up as quickly as possible. |
| Rosslare Strand | pass | 15:13 | |
| Ballygeary | 15:22 | 15:25 | |
| Rosslare Harbour | 15:27 | | |

No.186 will work the train out onto the Pier and No.171 will follow and couple on the rear of the train. Both trains will stop at Ballygeary to help you make the most of this occasion.

* Wexford (O'Hanrahan) the train will arrive directly into the loop.

Dublin (Connolly) to Rosslare Harbour - No.171 Light Engine

| | Arr | Dep | |
|------------|-------|-------|-------|
| Connolly | | 09:25 | |
| Kildare | 10:24 | 10:34 | Water |
| Kilkenny | 11:46 | 12:15 | |
| Waterford | 13:01 | 13:45 | |
| Ballygeary | 14:45 | | |

Saturday 15th September

Rosslare Harbour to Waterford - No.171 and Train

| | Arr | Dep | |
|------------------|--------------|--------------|------------|
| Rosslare Harbour | | 15:40 | |
| Ballygeary | 15:45 | 15:54 | |
| Rosslare Strand | pass | 16:05 | |
| Bridgetown | pass | 16:17 | |
| Duncormick | 16:27 | 16:42 | Runpast |
| Wellingtonbridge | <u>16:52</u> | <u>17:00</u> | |
| Ballycullane | pass | 17:09 | |
| Campile | pass | 17:17 | |
| Kilmokea | 17:22 | 17:28 | Photo stop |
| Waterford | 17:38 | | |

Rosslare Harbour to Waterford - No.186 Light Engine

| | Arr | Dep | |
|------------------|-------|-------|--|
| Rosslare Harbour | | 16:15 | |
| Duncormick | 16:51 | 17:10 | |
| Waterford | 17:38 | | |

Waterford to New Ross - No.186 and Train

| | Arr | Dep | |
|-----------|-------|-------|------------|
| Waterford | | 18:15 | |
| Glenmore | 18:35 | 18:42 | Photo stop |
| New Ross | 18:57 | 19:15 | |
| Glenmore | pass | 19:30 | |
| Waterford | 19:50 | | |

Sunday 16th September

Waterford to Ballinacourty and return - No.171 and Train

| | Arr | Dep | |
|----------------|-------|-------|-------------------------------|
| Waterford | | 07:50 | Bus F2 departs 07:50 |
| Kilmeaden | pass | 08:04 | |
| Carrolls Cross | pass | 08:14 | |
| Kilmacthomas | 08:24 | 08:45 | Runpast. Bus F3 departs 08:30 |
| Durrow | pass | 08:58 | |
| Ballinacourty | 09:20 | 09:30 | Buses connect |
| Durrow | pass | 09:58 | |
| Kilmacthomas | pass | 10:14 | |
| Carrolls Cross | pass | 10:23 | |
| Kilmeaden | pass | 10:34 | |
| Waterford | 10:50 | | |

Sunday 16th September

Waterford to Kilkenny to Dublin

| | No.186 and Train | | No.171 and Train | |
|----------------|------------------|-------|------------------|---------------------------|
| | Arr | Dep | Arr | Dep |
| Waterford | | 11:10 | | 11:40 |
| Mullinavat | pass | 11:24 | pass | 11:56 |
| Thomastown | 11.43 | 11:48 | 12:15 | 12:32 |
| Bennettsbridge | - | - | 12:37 | 12:44 |
| Kilkenny | 12:10 | 14:10 | 13:05 | 14:10 } No.171 piloted by |
| Muine Bheag | 14:40 | | 14:40 | 15:10 } No.186 to Muine |
| Bheag | | | | |
| Carlow | | | pass | 15:15 |
| Athy | | | pass | 15:30 |
| Cherryville | | | pass | 15:48 |
| Kildare | | | 15:52 | 16:20 Water |
| Droichead Nua | | | pass | 16:27 |
| Sallins | | | pass | 16:40 |
| Hazelhatch | | | pass | 16:51 |
| Clondalkin | | | pass | 16:58 |
| Islandbridge | | | pass | 17:04 |
| Cabra | | | pass | 17:08 |
| Connolly | | | 17:17 | |

Dublin to Belfast - No.171 and RPSI Vehicles

| | Arr | Dep |
|-------------------|-------|-------|
| Dublin (Connolly) | | 19:05 |
| Howth Junction | pass | 19:14 |
| Skerries | pass | 19:31 |
| Drogheda | pass | 19:48 |
| Dunleer | pass | 20:02 |
| Dundalk | 20:18 | 20:40 |
| Meigh | pass | 20:58 |
| Poyntzpass | pass | 21:20 |
| Portadown | 21:34 | 21:39 |
| Lurgan | pass | 21:48 |
| Lisburn | 22:05 | 22:06 |
| Belfast | 22:20 | |

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