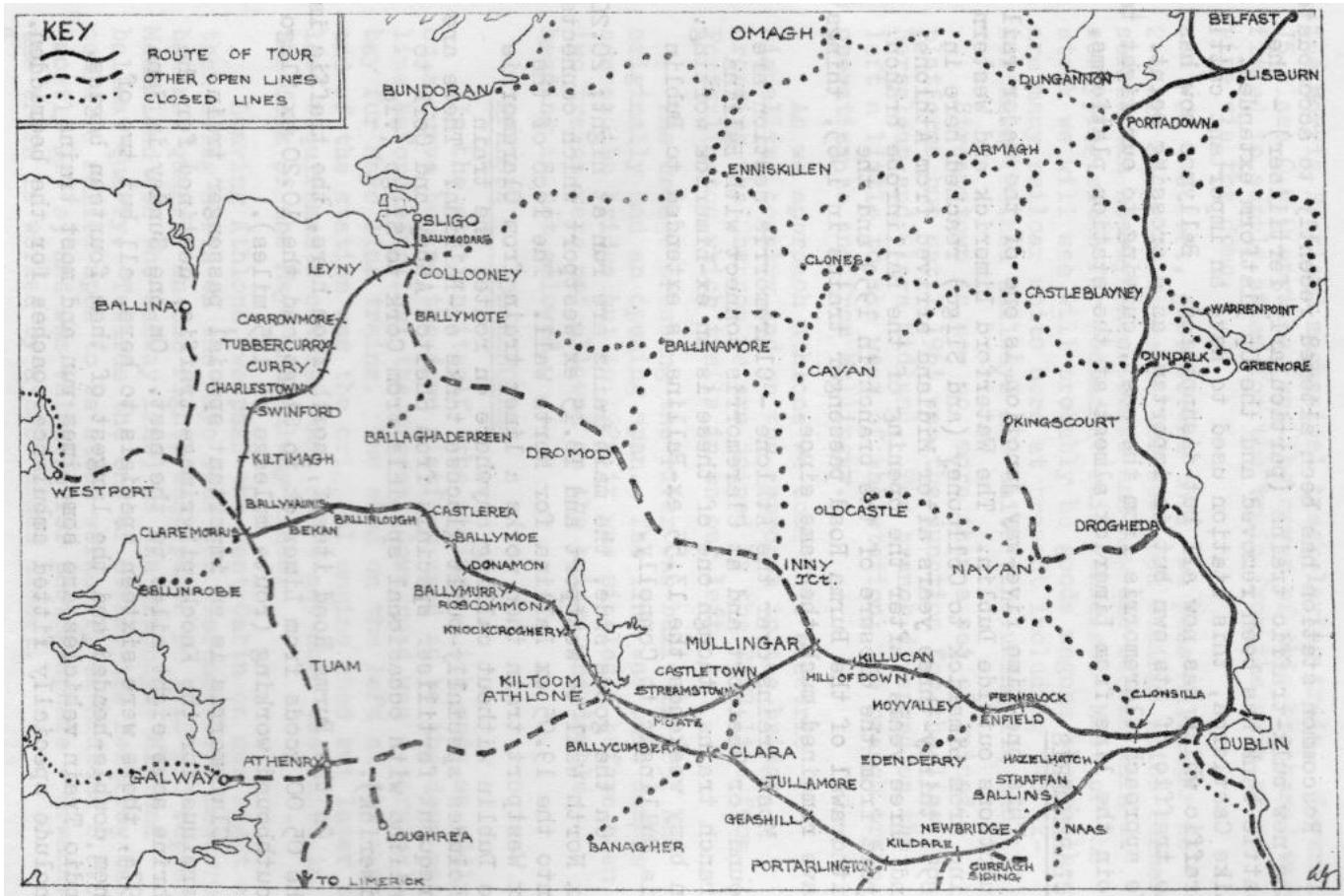


Burma Road Railtour



Cover Photograph: 73rd Mile Box, between Moate and Athlone. J5 class 0-6-0 No. 625 exchanges staffs while on the 1pm stock special ex Ballinasloe Fair on 2nd November 1957. The loco was Midland F class No. 88, built at Broadstone in 1924. (D. Donaldson)

This Brochure has been produced by the Publications Department of the Society (Charles P. Friel, Publications Officer). We would like to thank all those who helped with photos, text, diagrams and suggestions; to D. Donaldson and R.M. Arnold for photos and text and W. Gamble for drawing our maps and H.C. Casserley, Real Photographs, Loco Club of Great Britain and Bournemouth Railway Club for permission to use their photos, and to Barry Carse for his notes on modern traffic.

BURMA ROAD RAILTOUR

Dublin - Mullingar - Athlone - Claremorris - Sligo - Sligo Quays

Sligo - Claremorris - Athlone - Portarlington - Dublin - Belfast

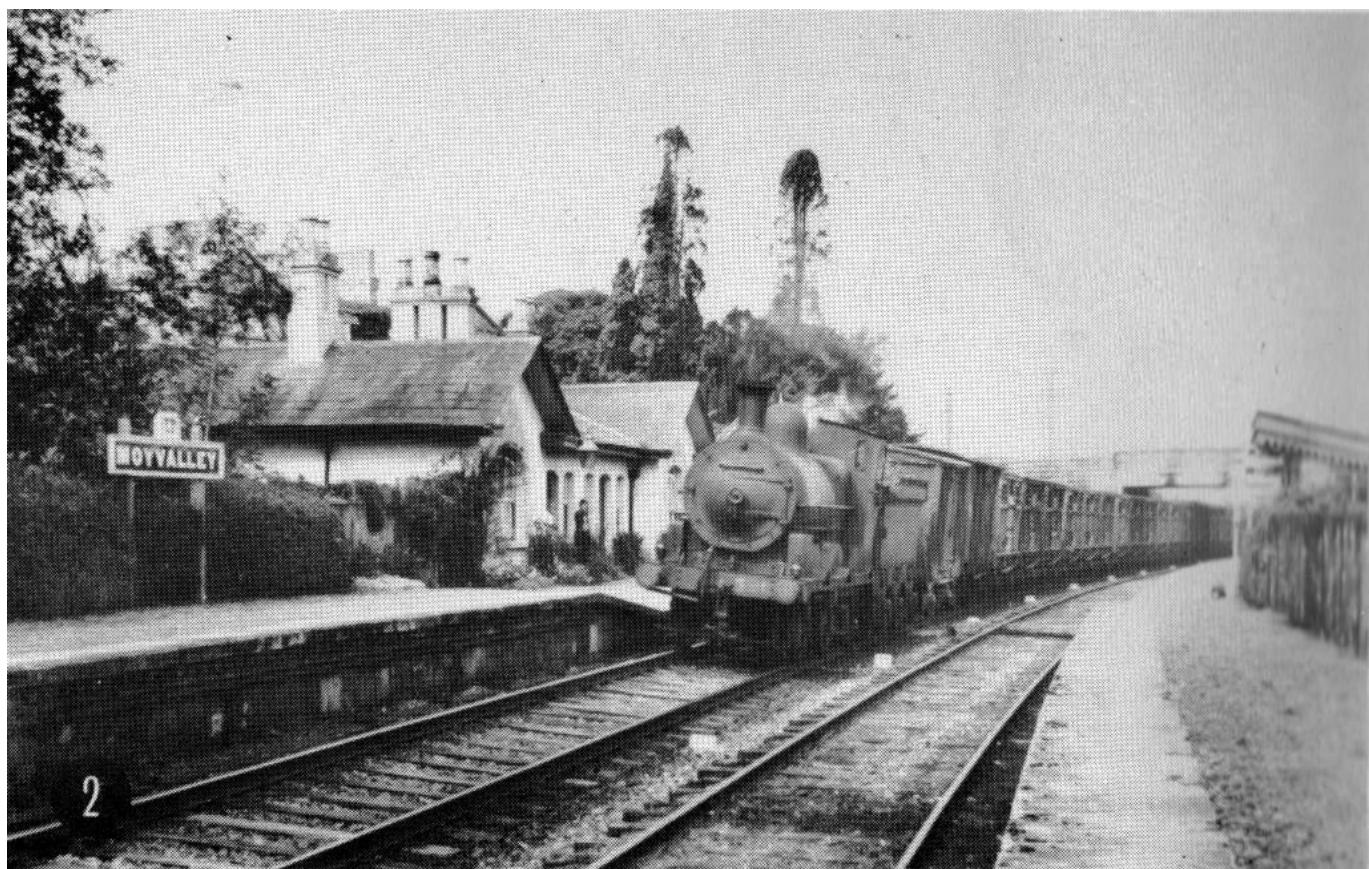
31st May and 1st June 1975

SOUVENIR BROCHURE

Written by Charles P. Friel

DUBLIN TO MULLINGAR

We leave Dublin Connolly and thread the crossovers to pass West Road cabin and swing west to join the former Great Southern and Western's connection to the North Wall goods yards. This is the easier graded of the two possible routes from Connolly to the Midland main line.



MOYVALLEY: J19 class 0-6-0 No.598 with the 7am goods from Athlone to Dublin North Wall on 4th September 1956. The loco was MGWR L class No.59 "Shannon" built at Broadstone in 1885, a member of the Midland's most numerous class. (R.M. Arnold)

We join the Loop Line at North Strand Junction and over the next section the mileposts are on our right, measured from Island Bridge Junction. The line climbs through Drumcondra (headquarters of the Irish Railway Record Society) and Glasnevin (both closed in 1910). At Glasnevin Junction we diverge from the Loop Line and take the Midland line from North Wall which trails in on our left. The Loop line now describes a loop to the north and reappears below us three quarters of

a mile further on. In this section there are three parallel tracks; the line on our left is the North City Mills siding, now little used.

At Liffey Junction, the original Midland main line from the terminus and headquarters of the MGWR at Broadstone comes in on our left. It is at Liffey Junction that the mileposts change from right to left (from zero at Broadstone) and they remain thus until Athlone on the Portarlington line.



MULLINGAR: K1a class 2-6-0 No.393 on the Up Galway Mail at Mullingar in 1932. Note the Pullman Diner, second vehicle in the train. The loco, built from a kit of parts at Inchicore in 1930, was one of the second series of Woolwich Moguls with 6', as opposed to 5' 6", driving wheels. (Kelland Collection, 48)

A note about Midland mileposts may not be out of place; all posts bear the relevant number of whole miles completed but there are four shapes of board. The whole miles are rectangular, the quarters, are diamond shaped, the halves are triangular and the three-quarters are V-shaped.

The line climbs with many undulations towards a summit at Castletown, between Mullingar and Athlone. The route was originally double-tracked to Ballinasloe but was singled in 1929 for economy reason - this accounts for the unusually long headshunts at many stations and the bidirectional fast road through each. The double track now extends only as far as Clonsilla.

Clonsilla was once the junction for the Kingscourt and Athboy branches; the former through Navan striking into Great Northern territory and once threatening to form part of the major Dublin - Belfast route via Carrickmacross, Castleblaney and Armagh, and there

were plans too to link up with the Belfast and Northern Counties on the Derry Central.

All this is far removed from our tour but it should be remembered that Clonsilla did eventually form part of a Belfast-Dublin link - this was in 1953 when the Tolka bridge was washed out and the Northern goods trains were worked from Drogheda via Navan and Clonsilla. It was at this period that our own No.4 became the first of the class to reach Dublin. Clonsilla is now the first block post from Dublin and the dropping off point for engines banking goods trains.



BALLYHAUNIS: J19 class 0-6-0 No.599 with No.3 (Lecarrow) ballast on 10th July 1957. The ballast is seen here crossing an Up Westport train with a Midland van on the tail. The loco was Midland class L No.60 "Lough Owel" built by Broadstone in 1885. (D. Donaldson)

From here the line closely follows the course of the Royal Canal (built by a disgruntled director of the competing Grand Canal) and as a result there are several speed restrictions of 50mph to 60mph but the most severe is at Leixlip where the sharp curve through the station and beyond is taken at 40mph.

Maynooth was the terminus of a short-lived MGWR experiment in suburban operation and may well be a suburban terminus again if the latest Dublin traffic survey's suggestions are implemented - much of the area has been expensively developed for private housing and should yield much traffic.

Enfield was the junction for the Edenderry branch which actually diverged at Nesbitt Junction, almost a mile farther on towards Athlone. The station is now open for goods traffic only, normally served by the 19:30 Sligo goods which shunts here to allow the Night

Mail and Westport goods through. The branch was once the starting point of an Up morning business train. The branch lost its passengers in 1931 and the goods the following year though it remained open for a weekly cattle train until 1959.



DONAMON: J19 class 0-6-0 No.597 with the Lecarrow ballast train on 19th April 1957. The loco was Midland L class No.58 "Lough "Gill" built by Broadstone in 1885. (D. Donaldson)

46th Mile Box (like 73rd Mile Box, now closed) was inserted in an unusually long single line section and is now usually switched out.

Mullingar is an important junction for the Galway and Sligo lines, though many of the former trains now run by Portarlington to Athlone. The main station buildings are in the V formed by the Down Sligo and Up Galway platforms. We take water at the Down Galway platform, of course, and a little way beyond the platform on the left lies the shed yard

MULLINGAR TO ATHLONE

After leaving Mullingar and passing the shed, on our right we pass the goods yard, now modernised to handle container traffic. From the mid-twenties on this yard was the base for the Morris Bretland mechanical track-laying train. Several J5 class 0-6-0 engines (see the cover photograph) were fitted to supply steam for the train from the main steam pipe via the dome.

On the left, just beyond this, we pass Mullingar No.2 cabin and soon we reach the Newbrook sidings which formerly served the nearby racecourse and now one of the main scrapping sites for redundant rail vehicles. Most of the stock we will see will probably be goods wagons

though there are many railcar units here at present, including two ex-Northern Ireland Railways AEC units (114 and 116).

Streamstown is now no more than a set of ruined platforms but until 1963 was the junction for the line to Horseleap and Clara Midland. The branch diverged on the left a little to the west of the station; the branch trains operating to and from Mullingar.

As we approach Athlone we come into electric signalling country and on the approach to the bridge crossing the Shannon we are joined by the GS&WR line from Portarlington which trails in on our left.

The bridge crossing the river was built in 1851 and originally had an opening span. The line was once double across the bridge but in 1929 it was singled - before then two trains were not allowed on the bridge and double-heading is not allowed.

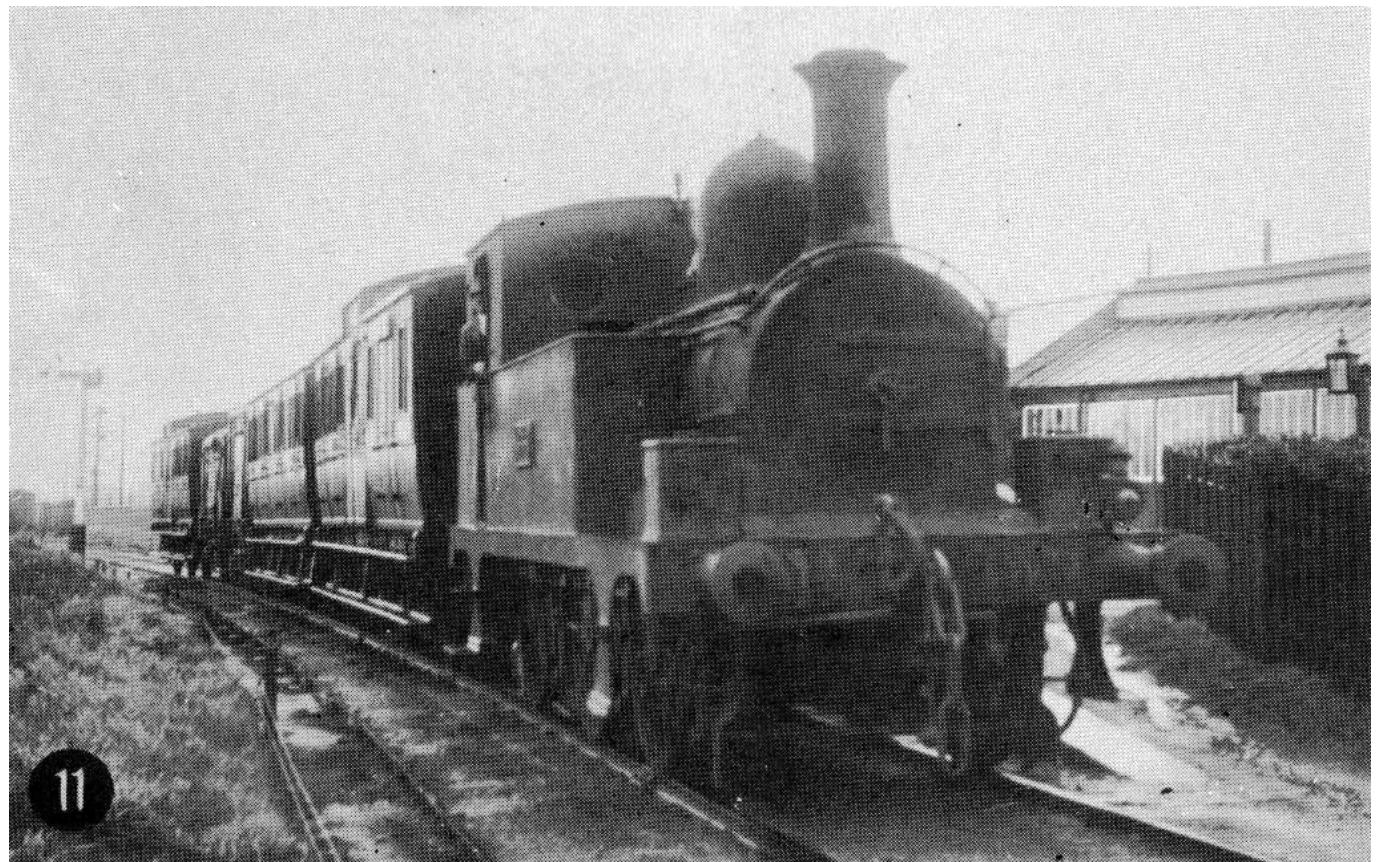


CLAREMORRIS: D14 class 4-4-0 No.89 (Inchicore 1886) with the 3:35pm Limerick to Sligo on 16th April 1952 when the engine wasn't long out of the shops. The engine had been D13 class with a 700 class saturated boiler but here carries a Z class superheated boiler and is coupled to a 1,864 gallon tender. (R.M. Arnold)

ATHLONE TO CLAREMORRIS

In the station itself, the siding which ends so oddly on a curve behind the Down platform used to be the Down main line before singling; the present Down road was a terminal bay for Mayo line trains. The shed on the left at the west end of the station was the original engine shed but later the loco requirements outgrew this and a new shed was built in the fork of the Mayo and Galway lines.

Leaving Athlone, we pass the West Cabin on our right and then swing north on the Mayo line for Claremorris. Lecarrow ballast quarry, on our right, was opened in 1910 and replaced Monksland (on the Galway line) as the principal Midland ballast quarry. Towards the end of steam, the Lecarrow ballast could be relied upon to be steam worked by ex-Midland 0-6-0s (mostly J19s) and was valuable for photographers - nowadays the train is worked by a B200 class diesel.



CLAREMORRIS: J26 class 0-6-0T No.559 (Kitson 1892) with the Ballinrobe branch train. The loco, once Midland E class 114 "Stork" was one of a class built for shunting Ballinasloe Fair and working the minor branches. This class originally had chimneys a foot taller than this. (Real Photographs, X5516)

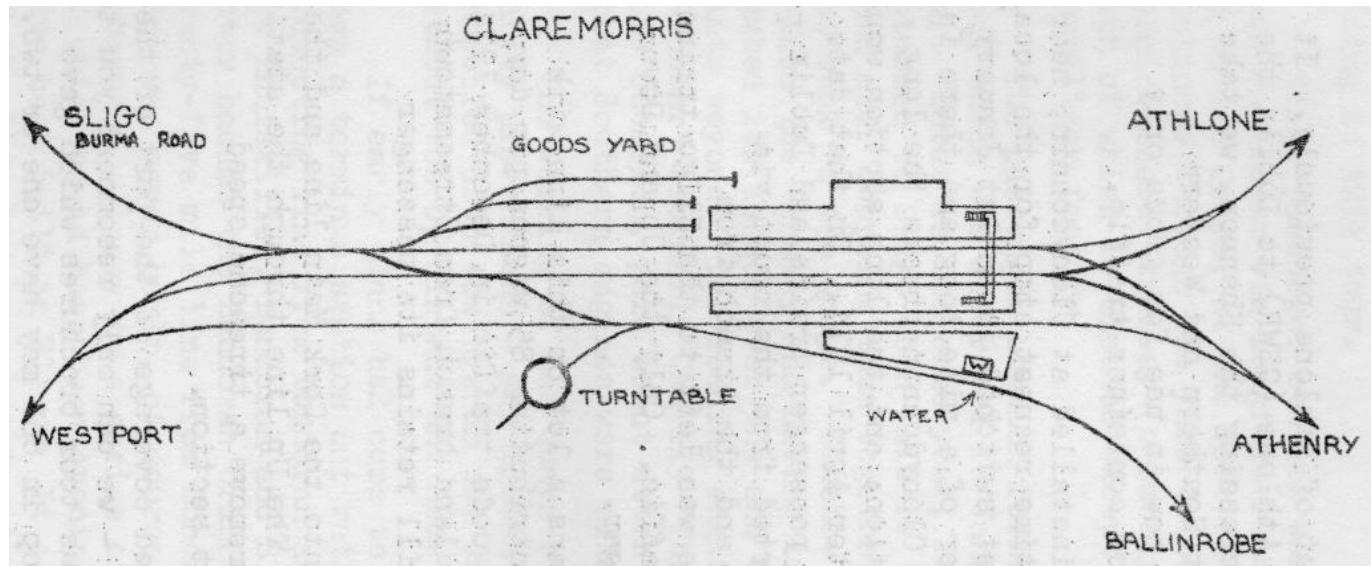
Roscommon station has been altered recently to accommodate the new bulk-traffic trains (particularly fertiliser) - the cattle bank has been removed and the Up platform extended. Like Castlerea, this station used to have an important cattle traffic which has now all but disappeared. Ballymoe now has no traffic of its own but is important as a crossing point. We approach Claremorris from the east, curving to our right to join the line from Limerick almost at the station platforms.

CLAREMORRIS

This one-time five-way junction is one of the major rail junctions outside Dublin. The Waterford Limerick and Western line from Limerick to Collooney (and Sligo) reached here in 1895, thirty-three years after Midland arrived from Athlone, and three years after the opening of the Ballinrobe branch. Apart from the closure of the branch in 1959

and the withdrawal of the Burma Road passenger trains in 1963, things have remained much the same since.

Most trains over the Athlone - Claremorris section are bound for Westport and at Claremorris connect with Ballina branch trains, though one of these is an ex-Limerick working. On busy weekends the 13:55 ex-Ballina is extended to Dublin via Mullingar to Connolly.



On the goods side, the main trains are run at night; 20:20 ex North Wall to Westport and 18:15 ex Westport which connects into the 19:05 ex Ballina for North Wall. The loco of the ex Westport train then works a liner train from Claremorris to Dublin without calling anywhere en route; the train includes specially-built glucose tanks ex Ballina. There are frequent fertiliser specials from Shelton Abbey and Cork to Ballina with occasional specials from Cork to Sligo (via Limerick).

On the Burma Road itself, north from here, the traffic is the 05:00 goods from Limerick to Sligo and the 10:20 ex Sligo southbound working (route mileage of 145 miles).

Claremorris is an important special passenger train terminus for the Knock pilgrimage traffic, destined for the shrine some eight miles to the east. On one Sunday in June 1974, there were sixteen specials to here, all but two of them double-headed and the largest of them fourteen bogies. Radio Train vehicles are sometimes run and most trains include specially fitted ambulance coaches for the bedridden. Two of the specials were sent to Westport for storage and one to Balla (the next block post on the Westport line) and two were placed on the Ballinrobe branch stub.

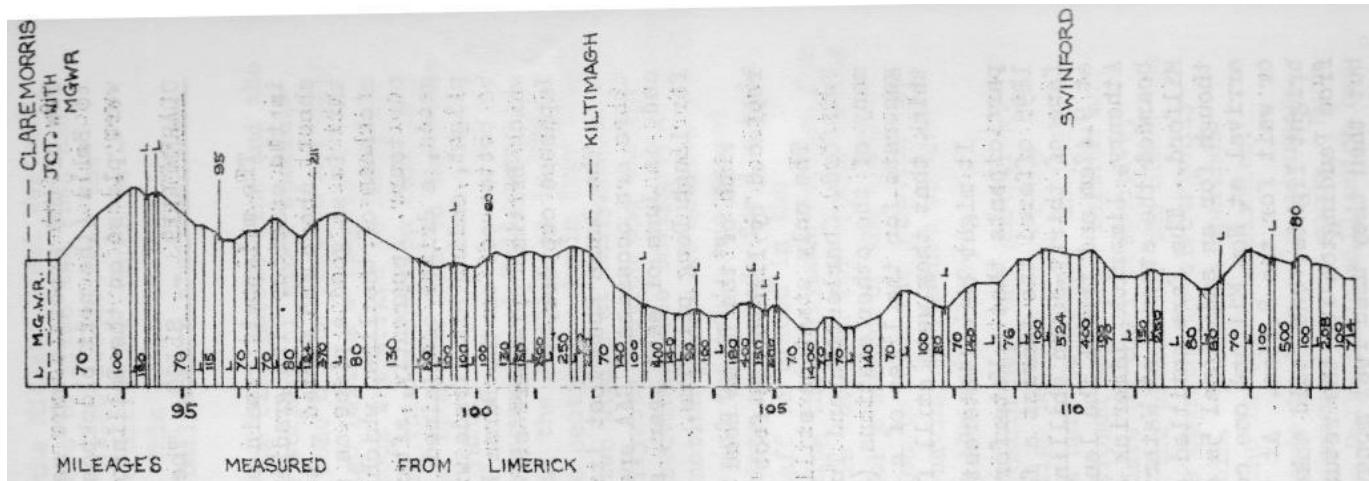
CLAREMORRIS TO SLIGO (The Burma Road)

The mileposts remain on our left and begin from zero in the station. The gradients over this notorious line are short, sharp and varied - see the gradient profile. Perhaps this is as good a place as any to explain the rather unusual nickname of the line, which we have borrowed as the title of our tour. Apparently, after a particularly rough trip on a goods, a driver complained bitterly in Sligo about his

plight, ending his tirade with the exclamation that he would be better off on the Burma Road - the infamous Death Railway which British prisoners of war were forced to build by their Japanese captors.



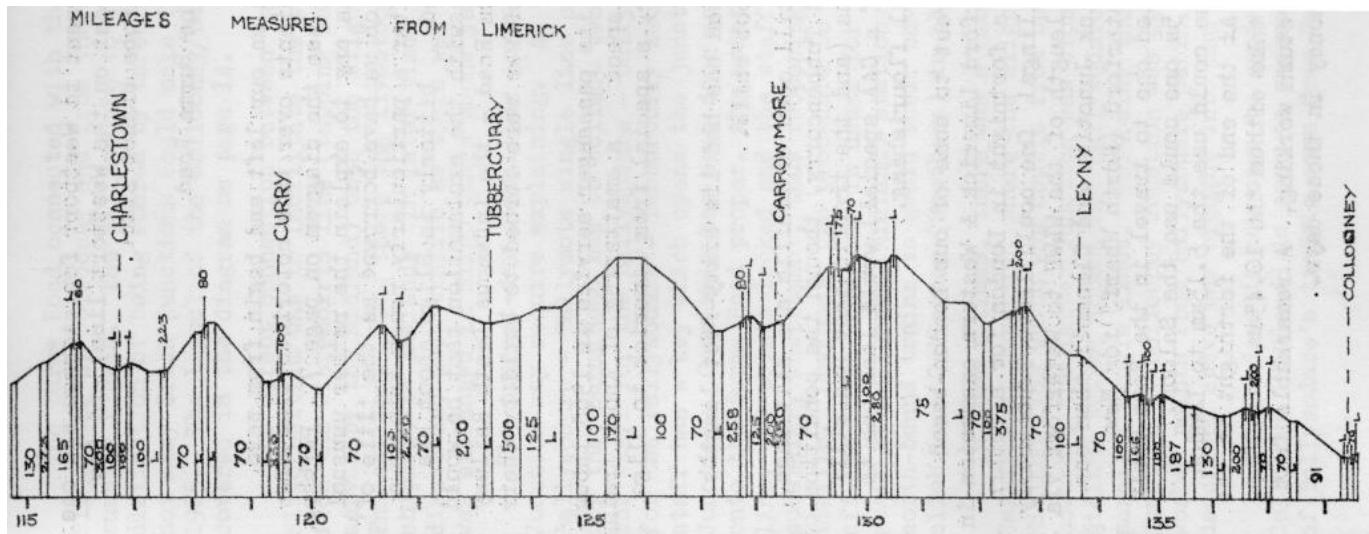
TUBBERCURRY: Behind D14 class 4-4-0 No.95 (Inchicore 1885) on the 4:40pm Sligo to Limerick on 29th June 1938. This is a fairly typical bit of Burma Road with minimum earthworks and the line following the contours of the ground in short, sharp banks. (H.C. Casserley)



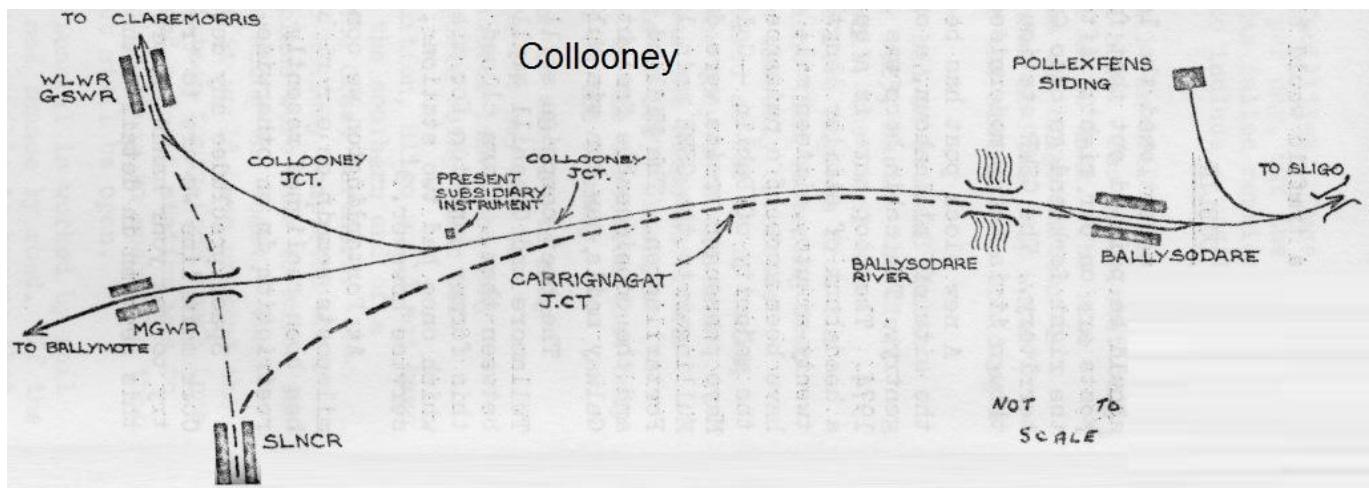
The Burma Road lost its passenger service in 1963 though there are occasional GAA specials, a smattering of Knock trains and, in June of each year, a special from Limerick to Sligo for Lough Derg pilgrims.

Much of the Burma Road has had its 60-foot lengths replaced by lighter 45-foot rails.

The only stations still open to traffic are Kiltimagh, Swinford, Charlestown and Tubbercurry, though the condition of many of the other stations (and the traffic they can still generate for the likes of a GAA special) would lead one to think that they were still flourishing.



It might be of interest to some of our London-based participants that a Waterford Limerick & Western excursion in 1898 offered the tourist a fortnight in London for a return fare of thirty-seven shillings! One could leave Tubbercurry at 9:47am and travel the length of the WL&WR to Waterford via Athenry, Limerick, Limerick Junction and Clonmel; then one boarded the steamer at Waterford (North Wharf) for New Milford. The fare entitled one to travel in the Fore Cabin though for an additional 5s one could use the Saloon. On arrival at New Milford one could use the 5:15am to London or wait for the 8:15am. At the end of the fortnight in the bright lights, one could take either the 10:45am or 6:10pm from Paddington for the return working. A remarkable feat but then they used real money in those days.



The Burma Road connected with the Midland Great Western's Sligo line at Collooney and from there to Sligo the WL&WR had running rights. The Ballysodare to Sligo section had the distinction of being shared by three different companies - not many Irish junctions could make this claim as late as 1925. The layout of the Collooney/Ballysodare area is covered in the diagram here.

The direct connection between the Claremorris line and the Sligo Leitrim was to facilitate the working of stock specials from the Claremorris line (tapping some of the regions normally served by the Midland) onto the Sligo Leitrim's line to Enniskillen. From there the livestock was worked to Derry for shipment to England. In later times this connection fell into disuse and such traffic as there was from one line to the other was exchanged in Sligo Quays goods yard.

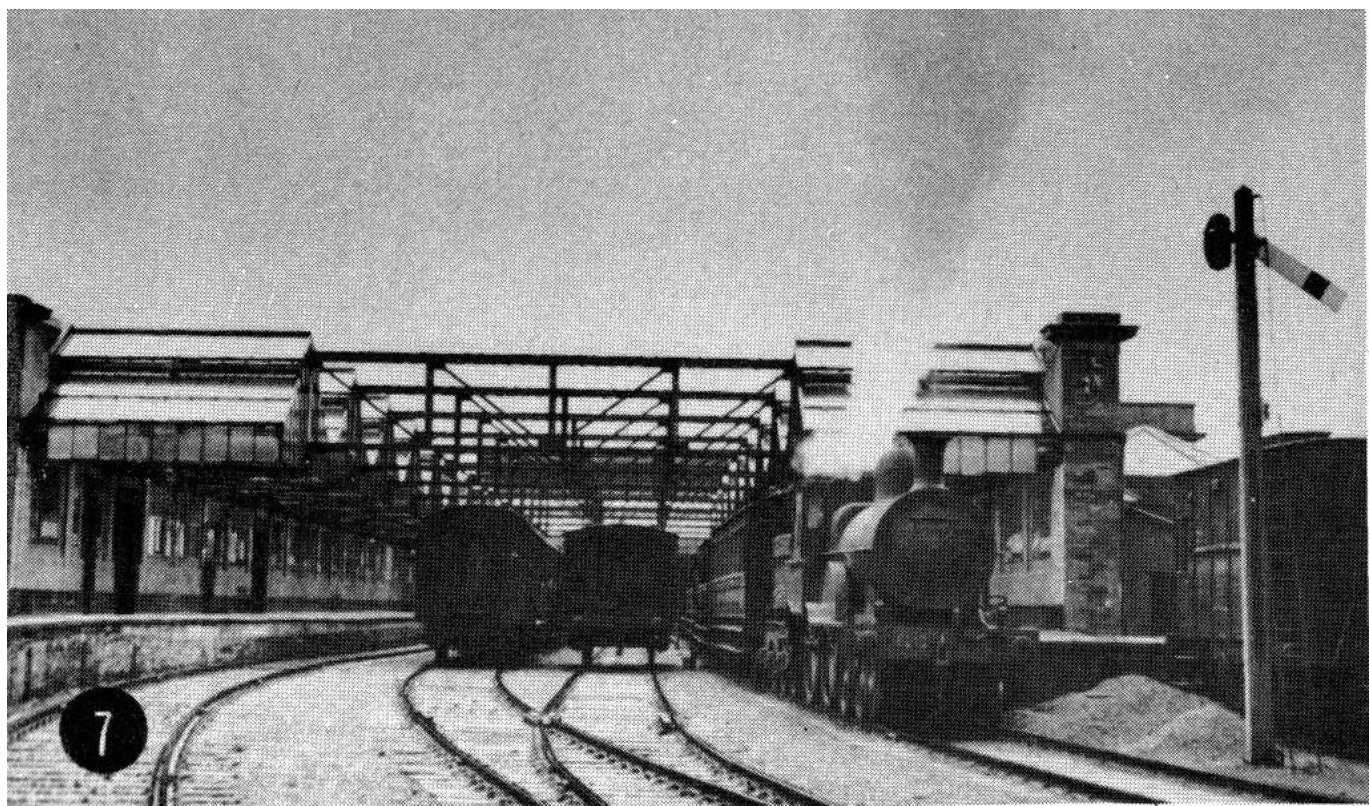


COLLOONEY (GS&WR): J19 class 0-6-0 No.599 again with the Lecarrow ballast at the northernmost station on the Burma Road, bound for Sligo on 22nd August 1957. The loco is coupled to a 3,000 gallon tender off a larger scrapped loco. The point in the foreground leads to the Sligo Leitrim. (D. Donaldson)

The present-day signalling arrangements at Collooney Junction may require explaining. As the Junction is in the Ballysodare-Ballymote single line section, a train from Sligo for the Burma Road has to collect two staffs at Ballysodare - the staff for the Ballysodare-Ballymote section and the one for the Ballysodare-Tubbercurry section. The Ballymote staff has a key which opens the junction points at Collooney Junction. Once this has been done and the train has passed onto the Burma Road proper, the points are remade for the main line, the points locked and the staff is placed in the subsidiary instrument, thus reopening the Ballymote section for traffic. Obviously the procedure is reversed for trains coming off the Burma Road. It is usual for a member of the station staff at Collooney (Midland) station to open the junction for north-bound trains to avoid their having to restart on the climb from Collooney (Southern) to the main line.

In former times, there was a cabin here and another at Carrignagat Junction, where the Sligo Leitrim joined the Midland line which was double from here to Sligo. In 1923, however, the latter junction was closed and Sligo Leitrim and Midland trains approached Ballysodare on their respective, parallel single lines. Following the closure of the SL&NCR the junction at Collooney Junction was operated by electrically-worked points from Ballysodare cabin. The modus operandi described above was brought into use in the late sixties.

Ballysodare is now open to goods traffic only, whereas Collooney (Midland) is open to passenger but not goods. Much of Ballysodare's traffic came from Pollexfen's mill which has its own siding, loops and loading facilities. Once the mills generated eighty wagons of traffic per day, but the mill is scheduled for closure and traffic has fallen considerably. Unfortunately it was not possible to include a visit to the siding in this tour.



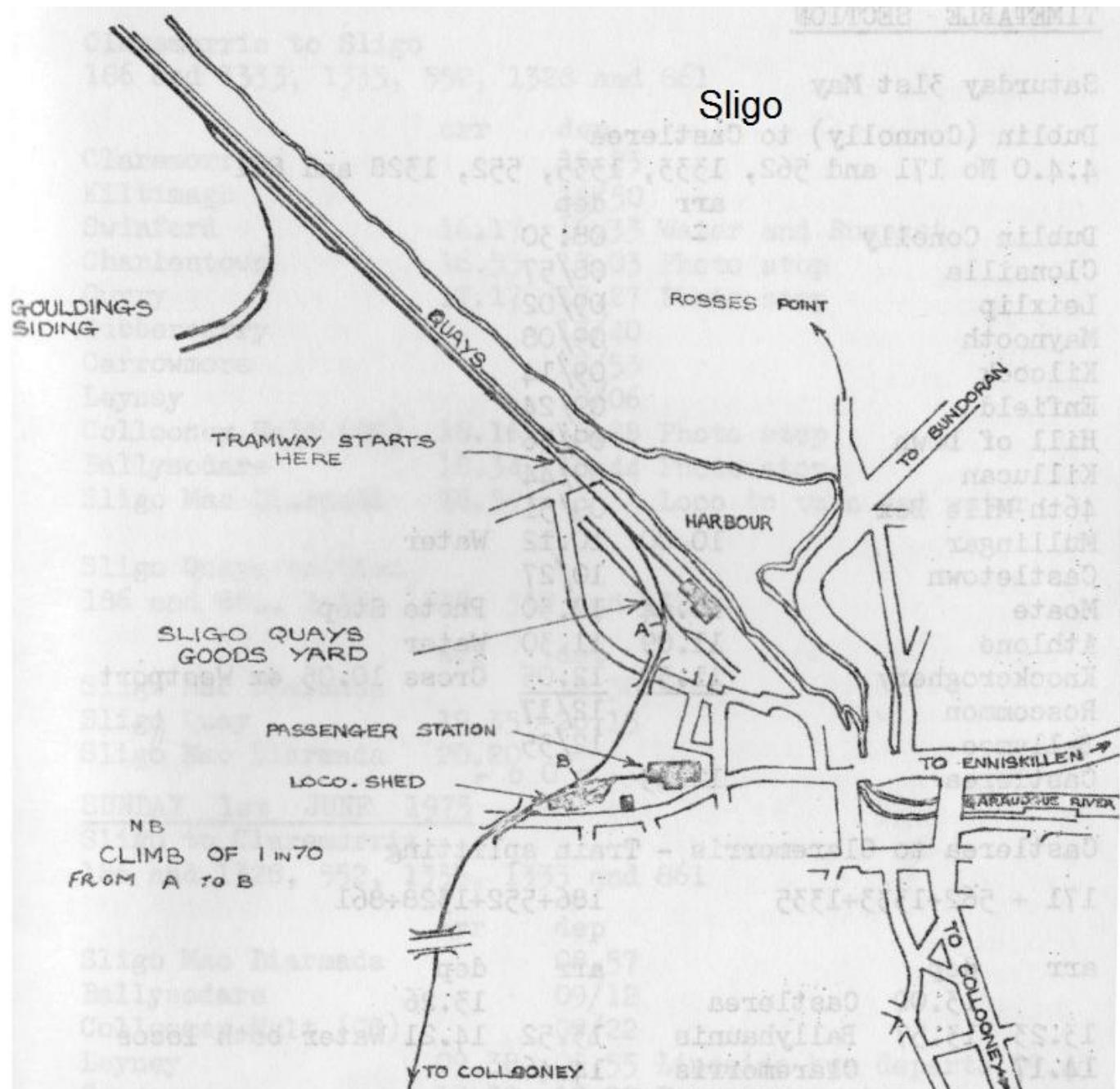
SLIGO: D17 class 4-4-0 No.55 waits to leave Sligo with the morning train for Claremorris and Limerick on 29th June 1938. The loco was built at Inchicore in 1884. (H.C. Casserley)

Sligo passenger station was built in 1862 when the line from Mullingar via Longford reached here. The goods station is on the Quays, at the foot of a 1 in 70 bank. The line continues through the yard to become the Sligo Harbour Commissioners' tramway (commonly known as "the Deep Water") much of which is disused except for the siding into Goulding's fertiliser factory.

The passenger station formerly had an overall timber roof which was destroyed in January 1923, during the Civil War. Later in the same year, in April, the Civil War returned to Sligo when raiders took five engines from the shed and, coupling them together, sent them careering down the bank to the Quays. Somehow the unseemly cavalcade gained the

tramway and having travelled as far as it could, pushed its leader over the end of the Quay onto the sand flats beyond. The leading engine was the Sligo Leitrim's "Glencar", (formerly GNR 119 "Thistle" of 1887) which, on this occasion, paid scant attention to the direction that only Great Southern engines were allowed on the Tramway.

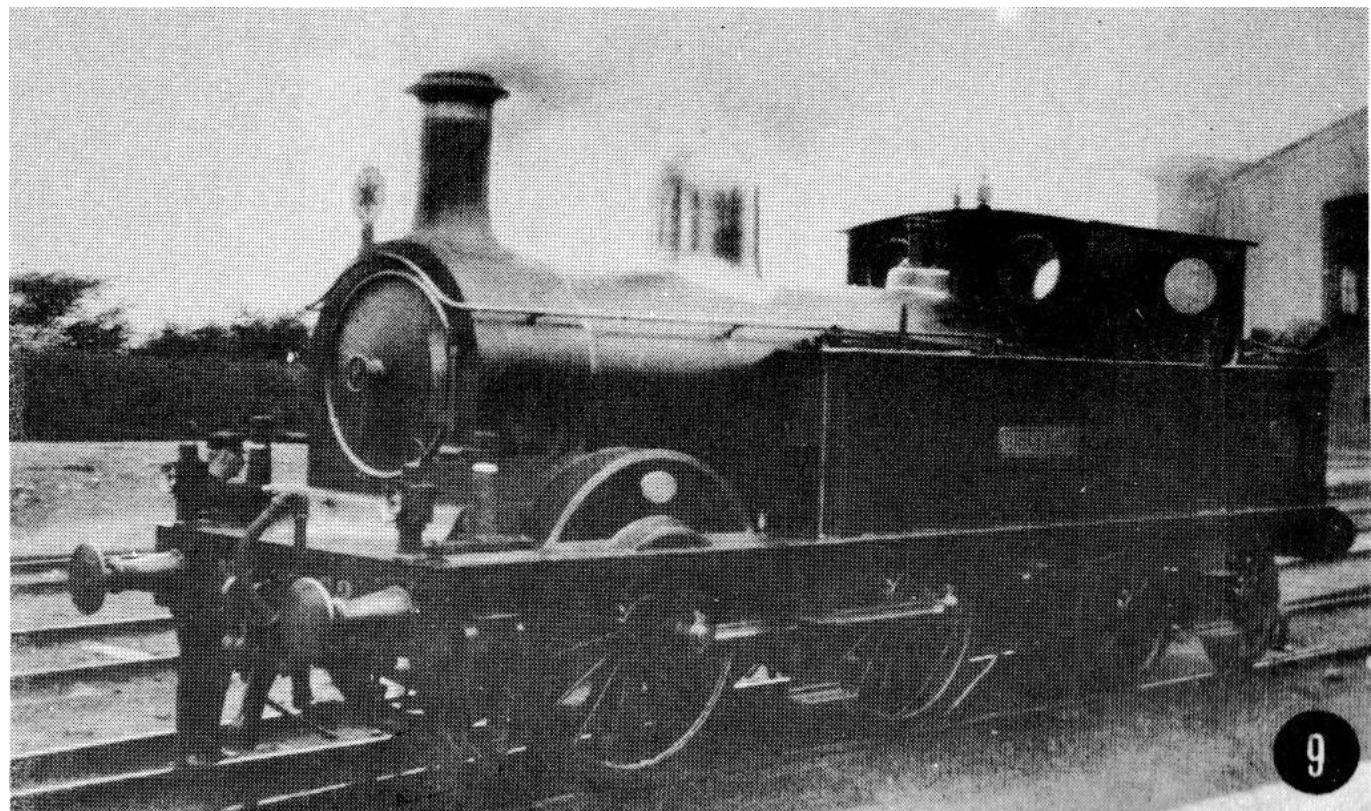
The working of the Quays branch is subject to many safety precautions - for instance trains may not be propelled down the branch nor can trains leave the Quay without the Up distant and home signals being taken off.



If early plans had come to fruition, Sligo would not have been a terminus station but rather, the southern end of a connecting line from Bundoran and the Great Northern. When the Enniskillen, Bundoran and Sligo Railway completed what later became the Bundoran branch, plans were made to build the twenty-five mile line from Bundoran along the coast. The line was never built, of course, but it would have

crossed the Garavogue estuary on a series of sixteen 40-foot spans (one of which would have been opening) and a joint station was to have been built in Sligo. It is interesting to speculate that if the line had been built, it might still be open.

The present goods traffic for Donegal is worked by rail to either Sligo or Derry (via NIR) and thence by road. If the line was in existence, it is not unreasonable to assume that most of this traffic would have been worked to Ballyshannon or Pettigo.



SLIGO: Waterford, Limerick and Western 0-4-4T No.52 "Brian Boru" at Sligo passenger station on 13th September 1898. Note part of the overall roof visible on the right. The loco is in WL&WR red livery (see cover of Model Railways for June 1975). Note, too, the loco head code. The engine was built by Kitson in 1895 and later became GS&WR class E2 No.295 and ended her days in Limerick. (Ken Nunn Collection, 758)

ATHLONE TO DUBLIN

We have mentioned the layout of Athlone previously. It should be pointed out that from Athlone (GS&WR) to Dublin the posts are on our right. After crossing the Shannon, we take the right fork and go onto Great Southern and Western territory. The GS&WR station is now in use for goods only though it is being modernised for container traffic.

A new block post has been installed at Clonydonnin, near the site of Ballinahoun, a one-time request stop for the local gentry. The cabin here was first switched in on 1st January 1974. The loop is a quarter of a mile long and there is a headshunt of similar length. Clonydonnin breaks the long twenty-minute, sixteen mile section; and the long section would have been more of a nuisance after April 1974. On that date the majority of Dublin - Galway passenger trains and Dublin -

Mayo passenger trains were diverted from the route via Mullingar to the GS&WR main line and the branch from Portarlington. The Midland line was left to the Sligo trains and the considerable freight traffic. Only the Up and Down Galway mails now run via Mullingar.



ATHLONE: On the left K1 class 2-6-0 No.379 with the 3:50pm Mail ex Galway for Dublin Westland Row takes water while ex-Midland D5 class 4-4-0 No.546 arrives across the Shannon with the 2:30pm for Westport on 16th April 1952. The first coach on the Mail is a repanned Midland TPO and this train will be strengthened here with a Mayo portion. The mogul was built from a set of Woolwich parts at Broadstone in 1926 while the 4-4-0 was former 127 "Titanic" built at Broadstone in 1903. (R.M. Arnold)

The beet campaign still means a lot on this line with Tullamore and Geashill still contributing 85 wagons per day between them. Clara closed to goods traffic in December 1974; this former junction for the Midland branch from Streamstown which once had two stations, still retains its passenger service however.

At Portarlington we come onto the Cork Main line and the mileposts remain on our right. The Up line through the station has been realigned recently to remove a tiresome speed restriction in an otherwise fast section.

Space precludes any detailed coverage of the part of the Cork main line we are to travel - we can only recommend you to try to get your hands on previous tour brochures which gave this section in detail - the shop in 861 may have one or two.

TIMETABLE SECTION

Saturday 31st May

Dublin (Connolly) to Castlerea

4-4-0 No. 171 and 562 + 1333 + 1335 + 552 + 1328 + 861

	arr	dep
Dublin Connolly		08:30
Clonsilla		08:57
Leixlip		09:02
Maynooth		09:08
Kilcock		09:14
Enfield		09:24
Hill of Down		09:36
Killucan		09:44
46 th Mile Box		09:51
Mullingar	10:00	10:12 Water stop.
Castletown		10:27
Moate	10:44	10:50 Photo stop.
Athlone	11:09	11:30 Water stop.
Knockcroghery	<u>11:50</u>	<u>12:05</u> Cross 10:05 ex Westport.
Roscommon		12:17
Ballymoe		12:35
Castlerea	12:45	

Castlerea to Claremorris - Train splitting

arr	dep	arr	dep
	13:00	Castlerea	13:26
13:23	13:57	Ballyhaunis	13:52
14:17		Claremorris	14:46
			14:21 Water both locos.

NB: Times shown only in the departure column are passing times.

The make-up of trains may have to be altered for operating reasons.

While every effort will be made to maintain the schedules, etc., set out here and following, the Society reserves to make such alterations as it thinks fit for the operation of the Tour. Alterations will be announced in good time and will only be made if necessary.

Claremorris to Sligo

No.186 and 1333 + 1335 + 552 + 1328 + 861

	arr	dep	
Claremorris		15:23	
Kiltimagh		15:50	
Swinford	16:17	16:33	Water and runpast.
Charlestown	16:55	17:03	Photo stop.
Curry	17:17	17:27	Photo stop.
Tubbercurry		17:40	
Carrowmore		17:53	
Leyney		18:06	
Collooney Halt (GS)	18:16	18:28	Photo stop.
Ballysodare	18:34	18:44	Photo stop.
Sligo (MacDiarmada)	18:59		Loco to turn and water.

Sligo Quays section

No.186 and 861 + 1333 + 1335 + 552 + 1328

	arr	dep	
Sligo (MacDiarmada)		19:30	
Sligo Quay	19:35	20:15	
Sligo (MacDiarmada)	20:20		

Sunday 1st June 1975

Sligo to Claremorris

No.186 and 1328 + 552 + 1335 + 1333 + 861

	arr	dep	
Sligo (MacDiarmada)		08:57	
Ballysodare		09:12	
Collooney Halt (GS)		09:22	
Leyney	09:38	09:55	Lineside bus departs 09:43.
Carrowmore	10:09	10:20	Bus reconnects.
Tubbercurry	10:35	10:53	Runpast.
Charlestown		11:08	
Swinford	11:26	11:36	Water stop.
Kiltimagh	11:56	12:03	Photo stop.
Claremorris	12:28		

Claremorris to Dublin Connolly

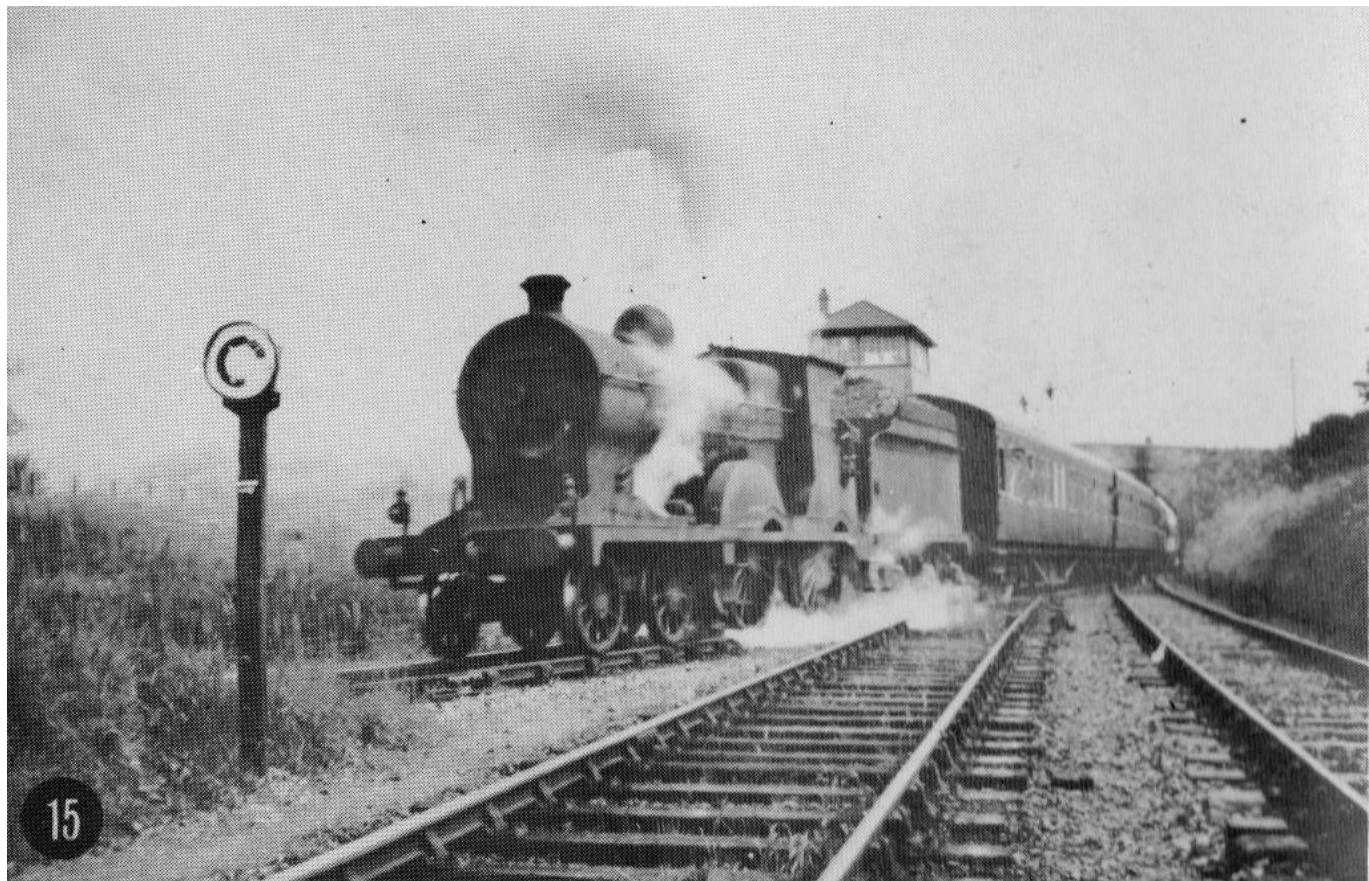
No.171 and 562 + 1528 + 552 + 1335 + 1333 + 861

	arr	dep	
Claremorris		13:15	
Ballyhaunis		13:35	
Castlerea	<u>13:55</u>	<u>14:05</u>	Cross 11:20 ex Dublin Heuston.
Ballymoe		14:14	
Roscommon		14:31	
Knockcroghery		14:40	
Athlone	14:58	15:23	Water stop.
Clara		15:53	
Tullamore		16:03	
Geashill		16:17	
Portarlington		16:27	
Kildare	16:42	17:15	Water stop.
Sallins		17:30	
Islandbridge Junction		17:52	
Dublin Connolly	18:07		

Dublin Connolly to Belfast (Great Victoria Street)

No.171 and 861 + 1333 + 1335 + 5529 + 1328 + 562

	arr	dep	
Dublin Connolly		19:50	
Howth Junction		20:00	
Malahide		20:15	
Balbriggan		20:29	
Drogheda	20:43	20:50	Water stop.
Dundalk	21:24	21:44	
Poyntzpass		22:19	
Portadown	22:34	22:39	
Lisburn	23:02	23:07	Water stop.
Belfast (GVS)	23:21		



15

PORTARLINGTON: D6 class 4-4-0 No.544 takes the Athlone branch with a Dublin-Galway excursion in the 1950s, an unusual route for this period. The permanent way restriction board has gone with the relaying of the curve through the station. (R.M. Arnold)

ENGINES AND COACHES

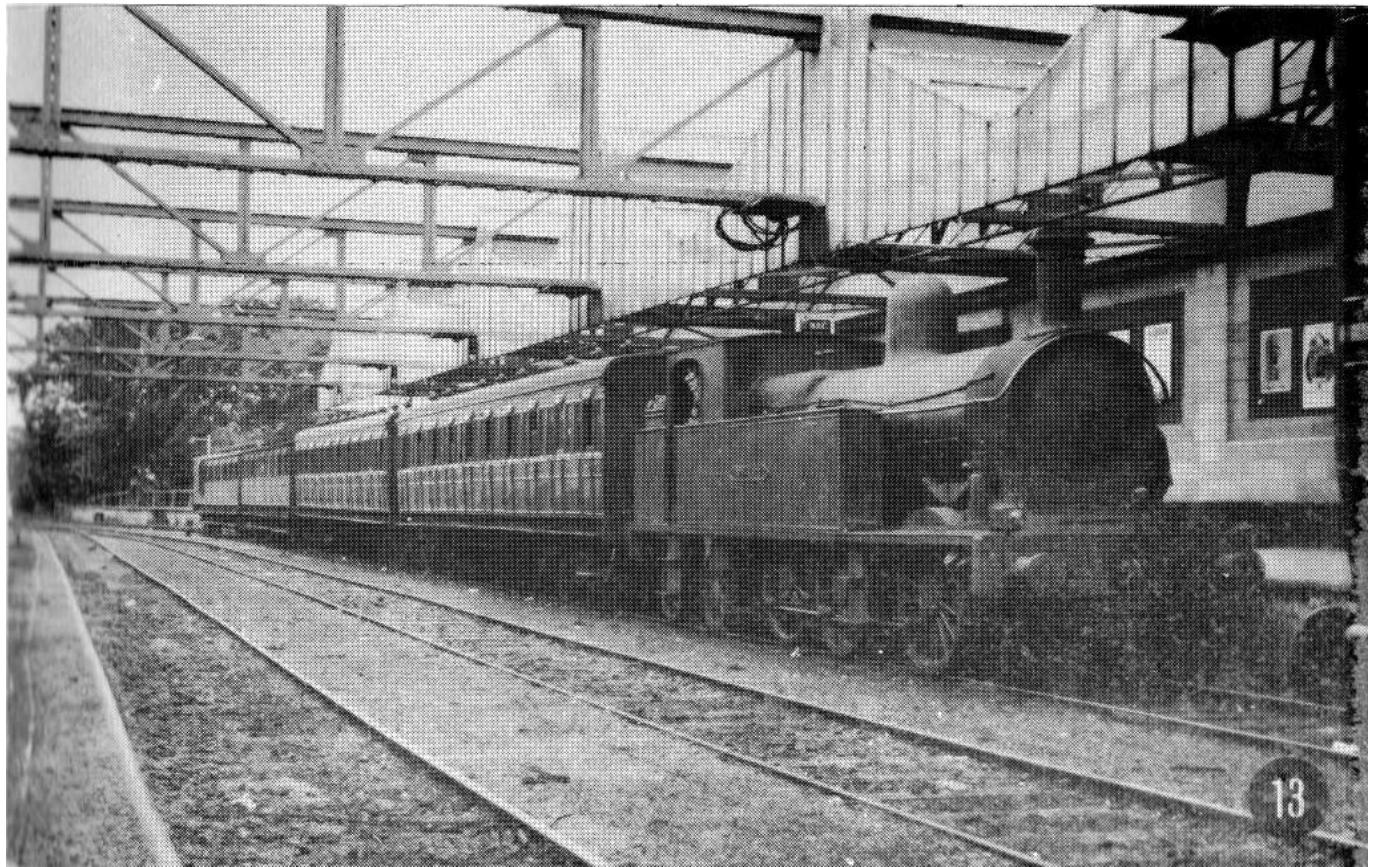
No.171: S class 4-4-0 of the former Great Northern Railway (Ireland). Built by Beyer Peacock in 1913 (No.5629) as one of five members of the class, she first appeared in apple green livery but this was soon replaced by undistinguished black. The locos were named from the beginning and our engine was first allocated to Adelaide. Originally the boiler was pressed to 165lbs pressure but this was later raised to 175lbs. The loco became nameless in 1924 and our loco's boiler pressure was raised to 200lbs in late 1926. The renewal of the class in 1938 is still a bit of a puzzler; some authorities claim the locos were rebuilt while others maintain that new locos were turned out. Be that as it may, 171 re-emerged in September 1938 with new deeper frames, coupled to a larger D1 class tender and sporting the new blue livery with brass nameplates. At the dissolution of the GNR 171 went to CIÉ and a year later was put through Dundalk Works; she was the last engine shopped there, coming out in June 1960. In the spring of 1963, the UTA loco position was parlous, to say the least, and approaches were made to CIÉ with a view to purchasing suitable motive power. So it was that 171, in the company of 170, 174 and 207, came north to provide a reminder of times gone by in the last days of steam on the Northern. In due time she passed to NIR and is now leased to the Society. We put her through a fairly extensive overhaul in Harland & Wolff's in 1968; she now carries a "reconditioned" plate.



SLIGO: J26 class 0-6-0T No.558 in Sligo Quay goods yard on 22nd August 1957. The loco was built in 1892 as Midland 113 "Gnat" by Kitson. (D. Donaldson)

No.186: J15 class 0-6-0 of the former Great Southern & Western Railway. She was built in 1879 by Sharp Stewart as one of the (eventual) 111 members of the 101 or J15 class of mixed-traffic engines built by successive engineers to McDonnell's design. 186 received a "Z" class superheated boiler in 1932 and new frames in 1935. She was based mostly in the Carlow and Waterford areas and received her last overhaul in Limerick before ending her days in "company" service in 1964. She was presented to the Society in 1965.

COACHES: We have only room to mention a newcomer to the tour scene, the brake 562. She is ex Great Northern, formerly 231, a D5 class Brake/First corridor vehicle which formerly ran in BUT railcar trains; she once carried a train heating boiler but this has been removed.



SLIGO: Sligo, Leitrim and Northern Counties 0-6-4T "Sir Henry" (Beyer Peacock 1904) at Sligo after working in on a Garland Sunday train on 28th July 1957. The train consists of two borrowed GNR 100-seat K1 thirds and two of the SL&NC's three bogie coaches. At this time only the 7:20pm ex Enniskillen was steam worked (even then only occasionally). (D. Donaldson)