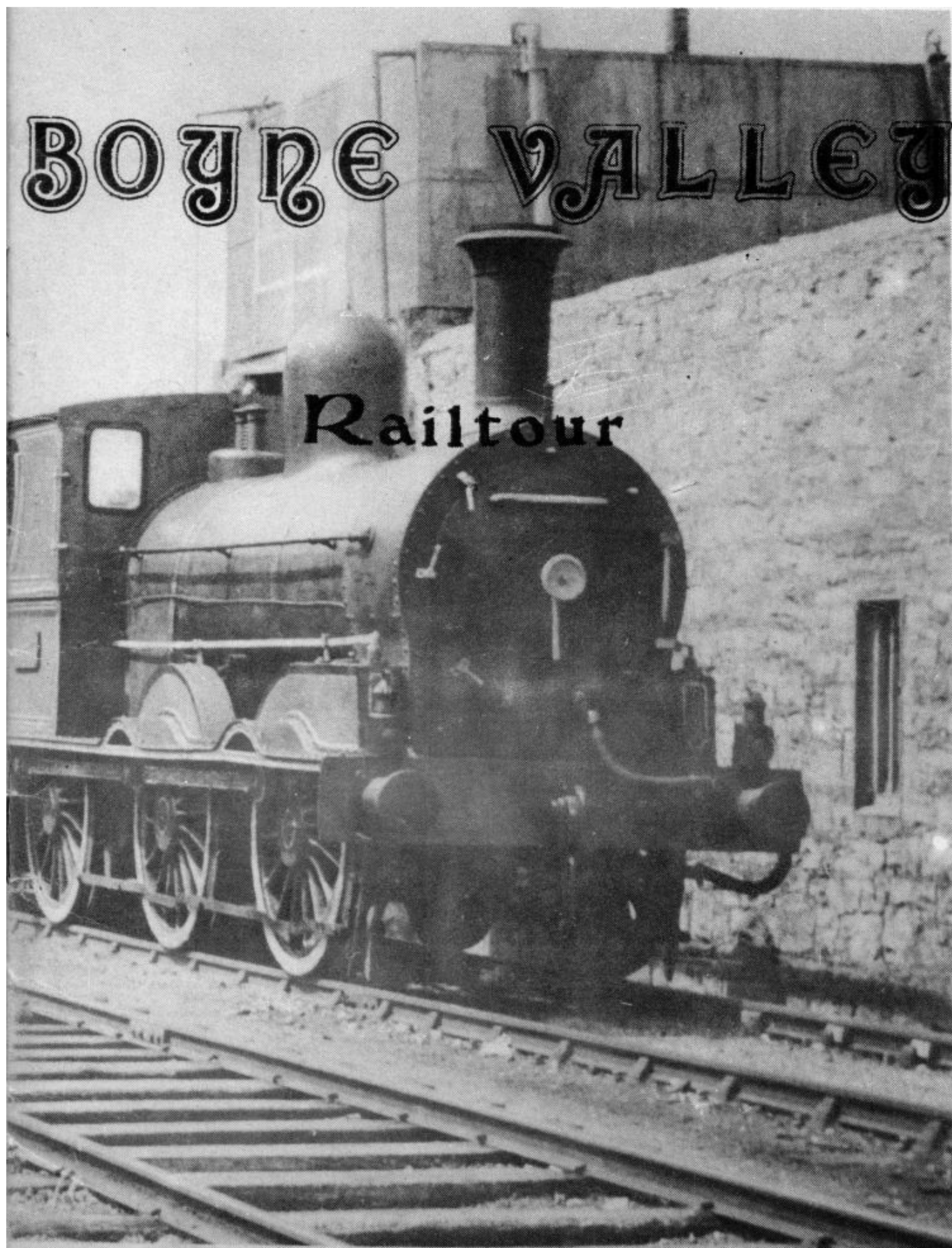
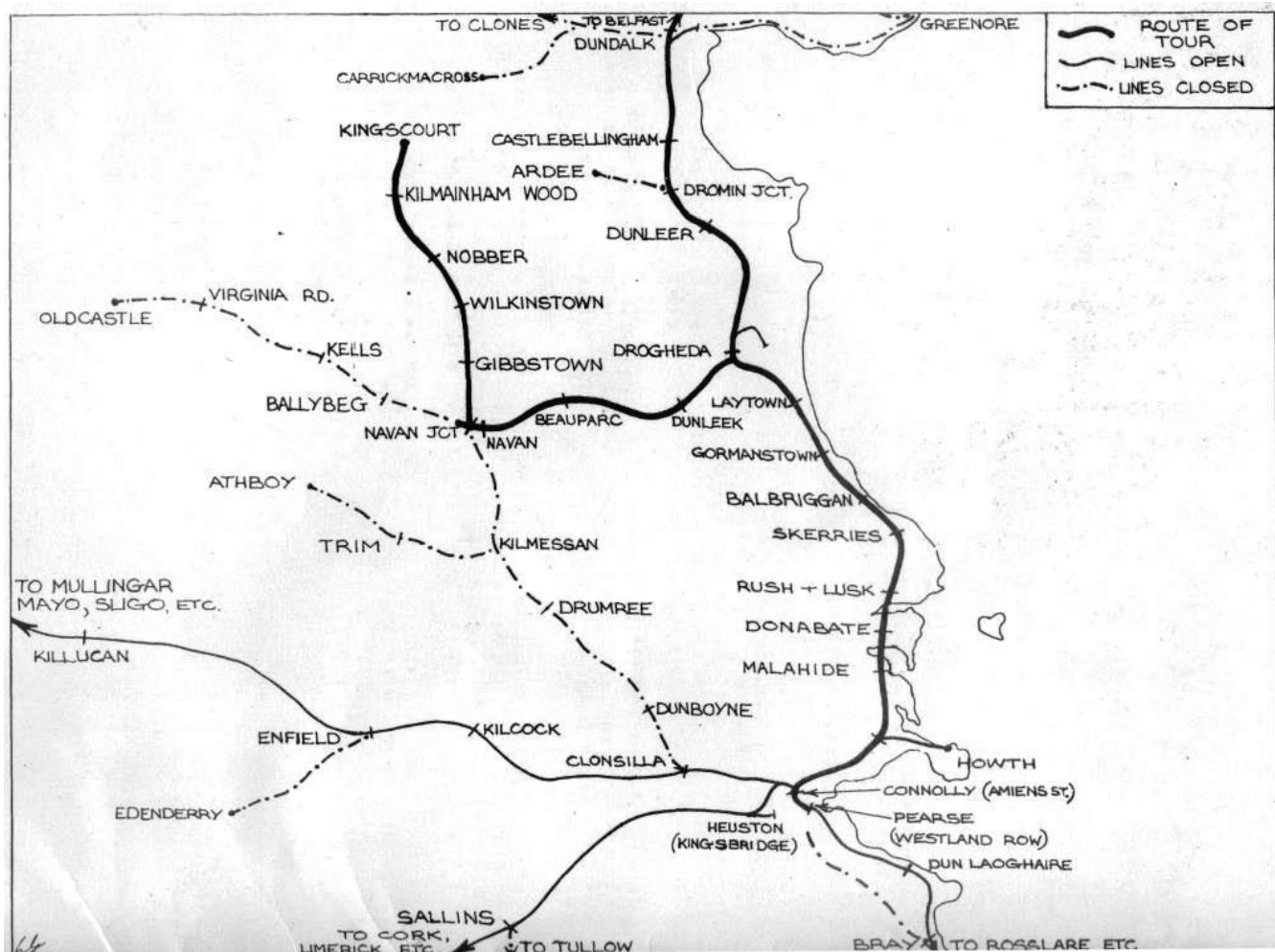


BOYNE VALLEY

Railtour





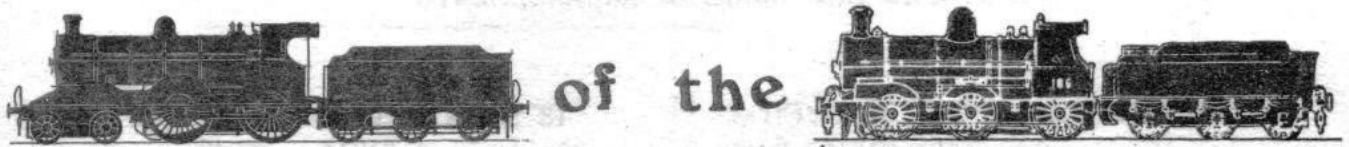
Map of this tour including lines now closed.

THE RAILWAY PRESERVATION SOCIETY OF IRELAND

WHITEHEAD EXCURSION STATION - WHITEHEAD, Co. ANTRIM

PATRON: THE RT. HON. THE LORD O'NEILL

Souvenir Brochure



BOYNE VALLEY

Railtour

September 1977

INTRODUCTION

The Railway Preservation Society of Ireland welcomes you aboard another Steam Hauled Railtour and hopes that you will find it interesting and enjoyable.

Today's tour starts from two venues - Bangor with loco 171 and Dublin with loco 186. At Drogheda the trains will combine to Navan in charge of 171. From Navan our train will travel over new territory - the Tara Mines branch (former GNR(I) Oldcastle Branch as far as Nevinstown) hauled by 171 and banked by 186. On return to Navan 186 will haul a reduced train (minus diner) to Kingscourt and back.

This tour has all the regular features of our railtours; main line running, photographic stops, a runpast and double heading. Our diner will be serving snack, drinks and pre-booked meals. Souvenirs and railway literature will be on sale at the shop in coach 861.

May we remind participants to comply with any instructions given by the railway companies' officers and our marshals. Participants are not we regret, allowed on the footplate of our engines while on tour. For safety and security reasons, it is a strict condition of the visit of our train to Tara Mines that passengers do not alight from the train at this location. An official photographer will take both black and white and colour slides of our train at the mines and copies will later be made available. We also ask you to bear in mind that the stops at Tara Junction and the level crossings between Navan and Kingscourt are for service purposes only and you should not leave the train at these places. Please do not walk on the track at Dublin and Belfast and use the footbridge at Drogheda.

This brochure was compiled by Tim Moriarty, Publication Officer of the Society with assistance from Barry Carse and Christopher Roche.

RAILWAY PRESERVATION SOCIETY OF IRELAND

BOYNE VALLEY RAILTOUR - SATURDAY 24 SEPTEMBER 1977

TIMETABLE AND WORKING ARRANGEMENTS

BELFAST PORTION	562 Brake/First	18 Seats } Left at
LOCO 171	552 Dining Car	} Navan
	583 Standard Open	70 Seats }
	342 Standard Side Corridor	64 Seats } 190 Seats
	1328 Standard Side Corridor	56 Seats }
DUBLIN PORTION	1333 Standard Open	72 Seats }
LOCO 186	1327 Standard Side Corridor	56 Seats } 180 Seats
	861 Brake/Composite	52 Seats }

Total seating capacity, DROGHEDA - KINGSCOURT & BACK - 370 seats.

BANGOR-DROGHEDA	Arr	Dep	
Bangor		07:45	No.171 + 5 coaches
Belfast Central	08:07	08:15	
Lisburn	Pass	08:30	
Moirá	Pass	08:38	
Lurgan	Pass	08:45	
Portadown	08:52	08:55	
Poyntzpass	Pass	09:10	
Dundalk	09:49	10:00	Water Stop
Dunleer	Pass	10:16	
Drogheda	10:30		Combine with Dublin Portion

DUBLIN-DROGHEDA

Dublin Pearse		08:40	No.186 + 3 coaches
Dublin Connolly	08:45	08:50	
Howth Junction	Pass	09:00	
Malahide	Pass	09:08	
Donabate	Pass	09:13	
Rush & Lusk	Pass	09:18	
Skerries	Pass	09:29	
Balbriggan	Pass	09:36	
Gormanston	Pass	09:41	
Mosney	Pass	09:44	
Laytown	Pass	09:46	
Drogheda	09:58		Loco to turn, water

DROGHEDA-KINGSCOURT

Drogheda		10:20	No.186 (Light Engine)
Navan	11:00		Water Clean Fire
Drogheda		11:05	No.171 + 8 coaches, combined train
Navan	<u>11:45</u>	<u>12:00</u>	Water, attach No.186 as banker
Nevinstown	12:10	12:25	
Navan	12:35		Detach No.171 and 2 coaches

NAVAN-KINGSCOURT	Arr	Dep	
Navan		12:50	No.186 + 6 coaches, tender-first
Tara Junction	12:53	13:00	
Kingscourt	14:15		

KINGSCOURT-NAVAN-DROGHEDA

Navan		12:55	No.171 + 2 coaches (empty)
Drogheda	13:30	15:30	Turn loco, clean fire, water
Navan	16:05		
Kingscourt		14:55	No.186 + 6 coaches
Wilkinstown	15:45	15:53	
Gibbstown	16:00	16:08	
Tara Junction	16:21	16:25	
Navan	16:28	16:45	Attach No.171 + 2 coaches
Beauparc	16:57	17:05	
Duleek	17:16	17:30	Runpast
Drogheda	17:45		Split train, turn No.171

DROGHEDA-DUBLIN

Drogheda		18:00	No.186 + 3 coaches
Lay town	Pass	18:10	
Mosney	Pass	18:12	
Gormanston	Pass	18:16	
Balbriggan	Pass	18:20	
Skerries	Pass	18:27	
Rush & Lusk	Pass	18:38	
Donabate	Pass	18:43	
Malahide	Pass	18:48	
Howth Junction	Pass	18:56	
Dublin Connolly	19:05	19:20	
Dublin Pearse	19:25		Detach coaches
Dublin Pearse		19:40	No.186 (Light Engine)
Dublin Connolly	19:45	19:55	Turn
Fairview	20:00	21:00	Clean fire, water
Dublin Connolly	21:05		(To Mullingar)

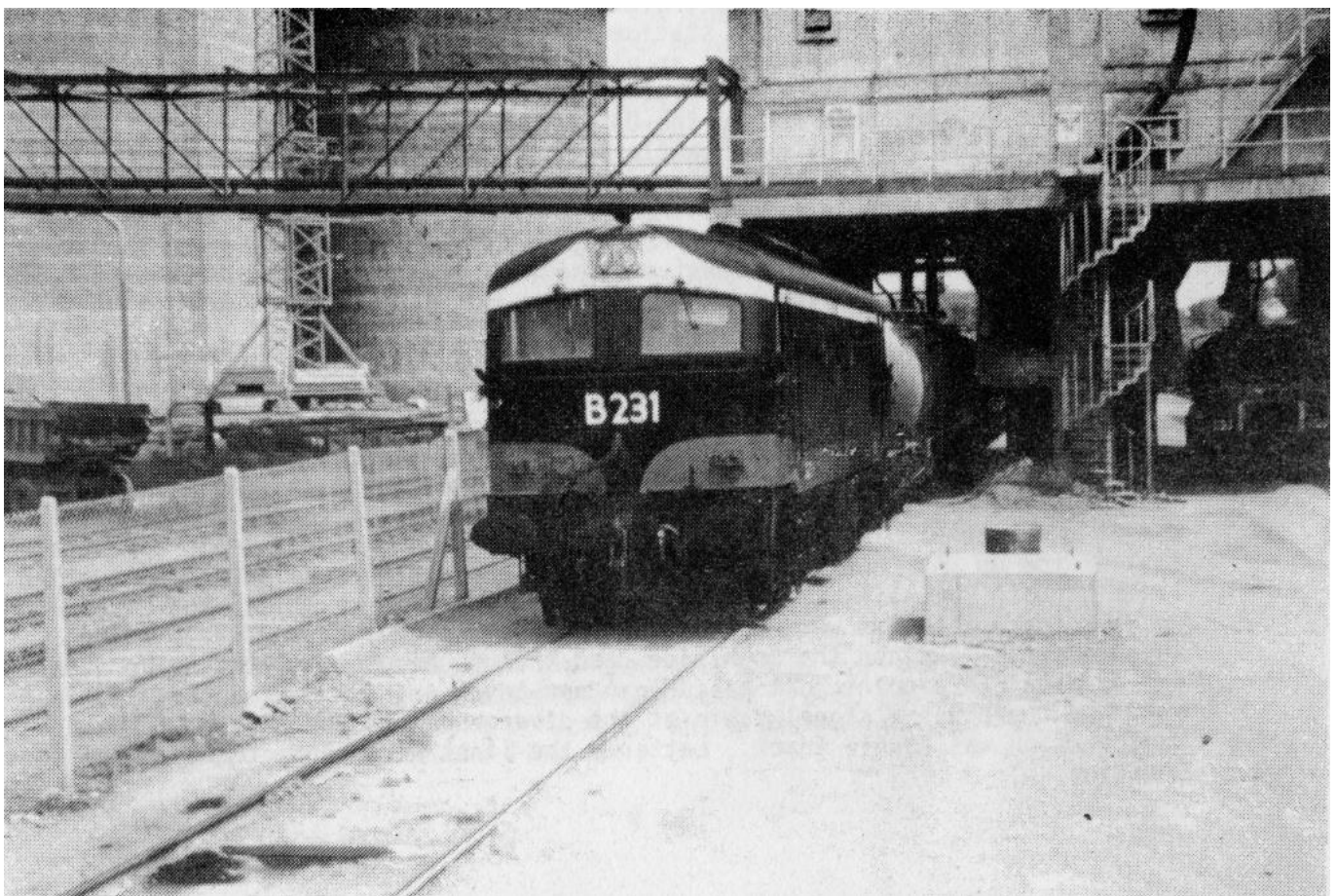
DROGHEDA-BELFAST

Drogheda		18:20	No.171 + 5 coaches
Dunleer	Pass	18:36	
Dundalk	18:50	19:00	
Poyntzpass	Pass	19:36	
Portadown	19:50	20:25	Water coaches
Lurgan	Pass	20:34	
Moirra	Pass	20:41	
Lisburn	20:50	21:05	Water
Botanic	21:21	21:22	
Belfast Central	21:25	21:30	
Central Service Depot	21:35		Empty train

DROGHEDA - NAVAN JUNCTION - KINGSCOURT

The Dublin & Belfast Junction Ry. was authorised to build a line to Navan in 1845 but it was not, in fact, opened until 1850 and then it was sold to the Dublin & Drogheda Railway. As there was no physical connection between it and the D&BJR main line. It was extended to Kells in 1853 and to Oldcastle in 1863. The Navan Junction-Oldcastle section was lifted in 1964, and the remaining section is closed to regular traffic since 1963. The mileposts (zero Drogheda) are on the Up side, the right-hand side travelling towards Navan. The line is single throughout.

The Navan Junction-Kingscourt line is the only remaining part of the MGWR Clonsilla-Kingscourt branch, the southern section being finally closed in 1963. It was built by the Navan & Kingscourt Railway and was opened in two sections: Navan Junction-Kilmainham Wood in 1872 and Kilmainham Wood-Kingscourt in 1875. It was worked from the start by the MGWR and leased by that company from 1875. The line is single and has mileposts (zero Broadstone Station, Dublin) on the Down side (left-hand side travelling towards Kingscourt). It is also closed to regular passenger traffic.



Platin Cement Factory, July 1976. (B. Carse)

DROGHEDA

Block post. The South cabin is on the Up side and it controls the facing junction on the Down side for the line to Navan and Kingscourt. On the Dublin side of it, Buckie's Siding diverges on the Up side; this is the site of the original Drogheda station. There is a large goods store between the branch and the main Down platform. At the Belfast end there are several siding and loading banks on the Down side. The loco shed and turntable are opposite these. The main buildings and North cabin are on the Down side, and there is a bay at the back of the Up platform; it faces towards Dublin. There is a third road, often used for wagon storage between the main platforms. The running lines curve sharply to the right passing through the station and then straighten for the magnificent

Boyne Viaduct. This is now crossed on interlaced tract, protected by electrically operated signals; the old structure, which was replaced by the present one in 1932, carried a double line.

PLATIN CEMENT FACTORY

Opened in 1972 for bulk cement. Loading for trains is on the Down side which includes an automated covered depot for cement. The unloading area for oil and gypsum is on the Up side.

04.65 DULEEK

Former block post. The passenger platform - with the station buildings - was on the Up side. A goods loop served a loading bank and cattle pens on the Down side.

08.40 LOUGHER

This halt consisted of a short timber-built platform on the Up side.

11.54 BEAUPARC

Former block post. This was a crossing place with Up and Down platforms. The main buildings were on the former, as was the signal cabin which controlled the level crossing dividing the passenger station from the goods facilities. These were at the Drogheda end. Loading docks and cattle pens were provided.

15.76 FACTORY CROSSING

This level crossing was a request stop for railcars and rail buses. No platform existed.

16.75 NAVAN

Block post. The river Boyne is crossed just outside the station which has one platform, on the Up side. The station buildings are situated on this platform, at the Drogheda end of which was an old loco shed. Near this was a small railbus turntable. A large goods store, loading bank and cattle bank are provided at the Drogheda end on the Up side while on the other side is the signal cabin and a now disused cattle bank. There is a level crossing at the Kingscourt end of the station. Closed to all goods traffic in March 1977 but gantry crane still remains. The trackwork in front of the station buildings and that on the viaduct has been rationalised recently and the new diagram which features the extensive re-signalling using traditional semaphores shows basically a loop with two sidings from it.

17.20 / 30.42 NAVAN JUNCTION

Former block post. The former Dublin and Meath Railway line from Clonsilla (opened in 1862 and closed in 1963) trailed in here on the Down side. This line had its own extensive station. That at the junction had four passenger platforms: Up and Down for both GN and D&M companies' lines. The signal cabin was at the apex of the Up D&M/Down GN platform. It was a GNR structure but it controlled lines of both companies. The main buildings were also on this joint platform and all four platforms were connected by a footbridge. Beyond the station the Oldcastle line, on the Down side, and that to Kingscourt, on the Up side, ran parallel to a point just past *Poorhouse* level crossing where they diverged. Formerly there was a signal cabin at the divergence and the stretch to Navan Junction station was double track. Latterly the lines were connected by a scissors crossing.

TARA MINES JUNCTION

The new branch for the mining area in Nevinstown diverges exactly along the old trackbed of the Oldcastle branch. Entry to the Kingscourt line is governed by a ground frame. This means trains from Tara Mines continue on without stopping but those to or from Kingscourt must stop.

31.29 MOATHILL

Level Crossing.

37.75 NEVINSTOWN

Level Crossing.

32.29 RATHALDON

Level Crossing.

33.00 PROUDSTOWN PARK

A platform was provided on the Up side to cater for traffic to the racecourse of this name. It has not been used since 1939.

33.20 SIMONSTOWN

Level Crossing.

34.32 GIBBSTOWN

Former block post. The signal cabin at this station (which, like most other intermediate stations on the Drogheda-Kingscourt line, has been closed to all traffic; Navan alone is still open) was closed in 1936. The loop serving a goods platform on the Up side was subsequently controlled by a key on the ET staff. The passenger platform and main buildings were on the Down side. There is a level crossing at the Kingscourt end.

37.00 WILKINSTOWN

Former block post. The main platform and buildings were on the Down side and there was a loop serving a long cattle bank on the Up side. This station never had a signal cabin but a ground frame was provided at the Dublin end of the main platform, beside the level crossing.

37.40 LOWER WILKINSTOWN

Level Crossing.

38.00 KNIGHTSTOWN

Level Crossing.

38.60 LEGGA

Level Crossing

39.70 CASTLETOWN (Also known as CASTLETOWN-KILPATRICK)

Level Crossing. There was a halt here from 1928 to 1935. It consisted of a platform on the Up side.

40.40 CASTLETOWN LOWER

Level Crossing.

42.60 SPIDDAL

Level Crossing.

43.23 NOBBER

Former block post. There was a loop here but only one platform was provided. It was on the Up side and on it were the station buildings. At its Dublin end was the goods store. There was a cattle bank on the Down side and until its removal in 1936, the signal cabin was situated on this.

46.12 KILMAINHAM WOOD

This station had a loop which served a cattle bank, on the Down side, and behind the latter were trailing sidings. The passenger platform and buildings were on the Up side. There is a level crossing at the Drogheda end of this station which was never a block post.

47.40 POLES (or LISNAGREW)

Level crossing.

48.00 GYPSUM SIDING

This facing siding diverges on the Down side to serve the premises of Gypsum Industries Ltd. It is controlled by a key on the ET staff and was opened in 1939. The GNR built six special hopper wagons for the traffic from here.

49.34 ENNISKEAN

Level crossing.

50.20 KINGSCOURT (or CORGARRY)

Level crossing.



002 with Gypsum train at Kingscourt.

50.45 KINGSCOURT

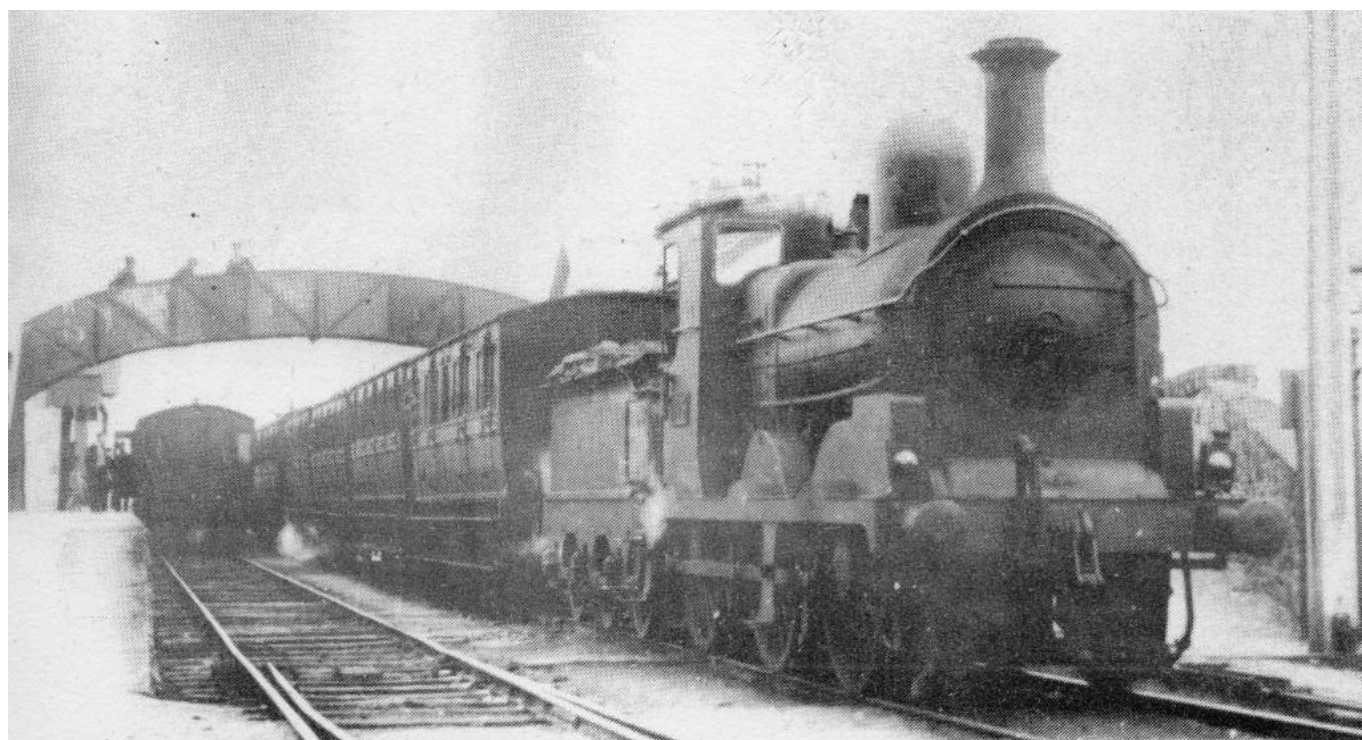
Block post. Outside the station - just on the Drogheda side of the last level crossing - a loading bank is provided on the Up side for the Kingscourt Brick Company. Inside the crossing are the goods sidings which, like the passenger platform, station buildings and goods store, are on the Down side. The signal cabin (which was removed in 1930) was at the Drogheda end of the platform. The loco

shed and turntable were on the Up side. Special gypsum loading facilities have been provided by both Gypsum Industries Ltd. and Weatherwell Ltd.

TRAIN SERVICES

PAST, PRESENT AND FUTURE

The fuel shortage just before the last war curtailed services on the Midland's Clonsilla-Kingscourt section. The passenger services were completely suspended from 24 April 1944, but were temporarily restored to one train a day from 13 May 1946. All passenger services ceased on 25 January 1947. A thrice weekly goods train ran from 1953 onwards between North Wall-Clonsilla-Navan and Kingscourt returning on alternate days.



Ex MGWR J19 0-6-0. No.603 waits at Kilmessan Junction while working from Dublin to Kingscourt with an interesting train of four six-wheelers and a bogie. (Real Photograph Ltd, X4.6)

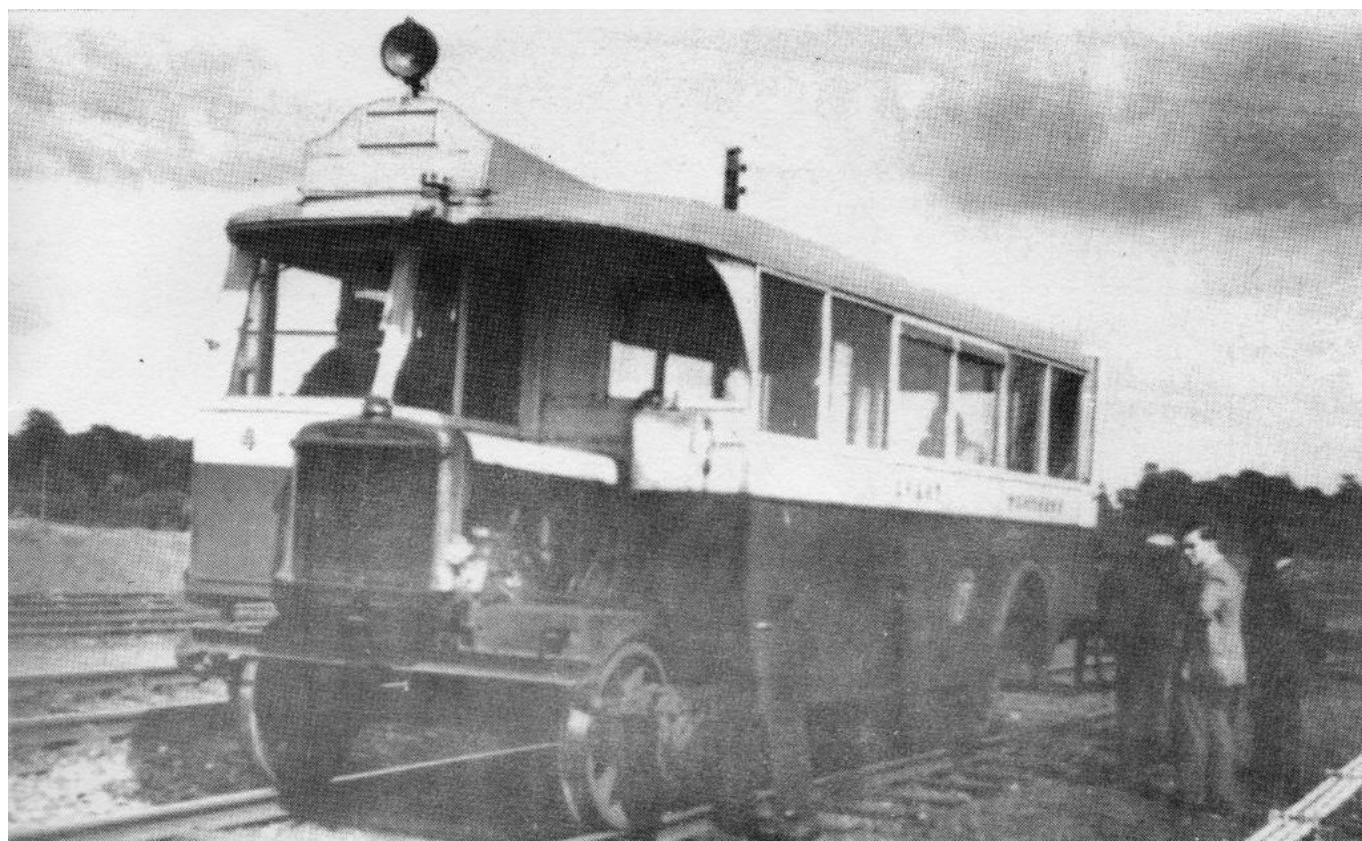
On the GNR Drogheda-Oldcastle line passenger services remained much longer than on the Midland Meath Road which bisected it at Navan Junction. Passenger services ceased on 12 April 1958 and the last timetable shows five trains from Drogheda on weekdays. The 09:55 and 15:40 went right through to Oldcastle, worked by steam and railbus respectively, whereas the other trains at 08:15, 12:15 and 19:20 worked by railbus ran to Navan only. The goods only continued on an experimental basis for another five years, when along with the simultaneous closure of Clonsilla to Navan Junction, the Meath lines were reduced to an L shape as we know it today. The Oldcastle branch, apparently, did extremely well and it took two trains on the last day at 11:46 (A34+36+GV) and 19:15 (A55+48+GV) to clear Oldcastle and Kells, whilst a week later the final 20 wagons left Oldcastle at 10:00. The final chapter on this branch was written - or was it?!

By now the daily goods left Drogheda at 05:30 and called at Navan - the only intermediate staff section. Gypsum traffic from Kingscourt was increasing and prospects were good.

Apart from railway society outings, special passenger trains were few and far between in the last ten years. Not since 23 May 1968 is it possible to find mention of a GAA football special. On that occasion Meath played Westmeath in Croke Park, Dublin and a train left Navan at 12:30. The empty

train was provided by Drogheda. The Irish National Foresters have supported the railway and as a group exists in the Navan area specials have operated from time to time.

For example, on 31 July 1966 an OTA Belfast-Navan special ran. The WT class 2-6-4T (i.e. like our number 4) came off the train of green coaches at Drogheda and a General Motor B141 class continued to Navan. In 1973 there was also a special to Bray headed by diesel number B209 (a re-engined C class). A similar locomotive working to Navan is rare enough but working a passenger train away from the suburban area is even more unusual. J15 number 184 now in the Society's possession, has already operated extensively on the Drogheda-Navan section. Paramount Films chose a site, one mile on the Drogheda side of Beauparc station as the location for the making of "Darling Lili" in July 1968. This film set in Austria during World War 1 required a large train of fairly old stock and CIÉ provided seven vintage coaches. To assist 184 with this load diesel A16 was disguised as a brake van. For nearly a month filming would take place all day, the cavalcade retiring only to Navan at lunchtime to allow the goods to return from Kingscourt to Drogheda. 184 and sometimes A16 would stable in Drogheda overnight, 184 was specially painted at Ballsbridge sidings in an olive green livery with a lining of a lighter shade. She has remained in that livery ever since.



GNR Railbus No.4 at Kells with an enthusiasts special, June 1951. Side panel off to allow view of engine.

In June 1976, within acres of 184's film, sequences were shot for the film "The Pink Panther Strikes Again". The train was made of diesel number 048 hauling modern and relatively modern stock, all of which were painted in SNCF livery. The headquarters of the filming crew were behind the very short platform at Lougher Halt.

During the early 1970s the gypsum loading facilities at Kingscourt were enlarged and rails (ex-Cork main line) were laid on the branch. A special train in addition to the regular goods was run to carry gypsum only. After a while a pattern emerged and its weekly programme runs usually this: at 11:00 on Monday the empty hoppers leave Drogheda, crossing the regular at Navan, it returned at 18:00. On Tuesday in the early hours it continues to the Limerick cement factory at Castlemungret,

returning to Drogheda that day. Wednesday and Thursday sees the process repeated but on Friday it simply does the Kingscourt trip and supplies one of the Drogheda factories. The gypsum operates on Saturday fairly often in the path of the Monday-Friday goods.

From the beginning of the present decade work has been in progress on the construction of the cement factory at Platin (near Duleek) to eventually replace the "Boyne Road" factory. Since the initial development, additional installations have continuously been made and the project is not yet completed. Today a busy schedule is in force from Platin. Bulk cement trains to Cabra leave each day at 05:10, 08:25, 14:32 and 17:00 whilst bagged cement trains also in specially designed wagons operate at 04:50, 10:00, 13:50 and 17:50 to Church Road, North Wall. In addition further bagged cement specials run as required at 02:30 or 23:45 (depending on its destination) to either Wexford, Kilkenny, Portlaoise, Ballina, Ballinasloe, Roscommon or Sligo. Oil for production is transferred daily from a site near the old factory to Platin. Generally speaking B200s work the Dublin trains but those further afield are handled by B141s or ARs. With Platin in full production the only train, as far as I know, to use "Boyne Road" is the 07:00 to Belfast. The "Bulkers" or "Bubbles", as they are called, run most Saturdays and it is not unusual to find a near full programme for Sundays.

There are a few trains worth mentioning which still run from time to time. Potato liner trains ran from Navan to the Erin Foods factory at Tuam for a short time in the late autumn of 1970 and 1971 but do not appear to have operated since. However, they have been replaced by beet specials each weekday which depart from Navan during the campaign. Over the last few pre-Christmas weekends mails were sent by special train each Saturday from Navan to Drogheda. The mails coming from counties Cavan and Westmeath were loaded in ordinary covered wagons and transferred to the 13:15 ex Dundalk at Drogheda.

The line received its biggest boost this year when the Tara Mines branch was built along the old trackbed of the Oldcastle branch for about 1 mile to serve the very extensive lead and zinc mines. The new branch diverges from the Kingscourt line at Tara Junction approximately three quarters of a mile from Navan station. The installation at the mine consists of a covered loading area containing a weighbridge which will automatically control the loading of each wagon to a maximum of 54 tons. The weighbridge will simultaneously issue loading slips for each wagon. The covered weighbridge shed and the covers on the wagons are designed to eliminate pollution. A shunting "beetle" then engages the first wagon in the line and draws it onto the weighbridge where loading is carried out using conveyor belts serving the zinc and lead storage areas. When the loading is complete the weighbridge causes automatic "cut off" of the concentrate. The "beetle" then engages the next wagon and the process is repeated.

On account of the special type of wagon, built at Inchicore and purchased by Tara Mines Ltd and the delay in construction of the discharging installation at Alexandra Road, North Wall, it was necessary to borrow of the Mogul wagons which carry a similar mineral from Silvermines to Foynes and temporarily transfer them to Navan. On Wednesday 29 June this year the first train left the mines at 21:30 approximately hauled by 001 with the full train of 25 wagons. It was allowed 1 hour to Drogheda and a further 57 minutes to Connolly. With another crew it leaves at 00:30 for Limerick Junction Loop where there is another crew change before reaching Foynes around 06:40. The return trip is at 09:30 running non-stop Limerick to North Wall (arriving at 14:48). It leaves North Wall at 15:20 reaching the mines at 17:20. This gives a 24 hour turn-a-round and has worked extremely well in practice.

25 new Tara wagons are ready for service. When North Wall is ready two trains of 11 bogies, headed by a 001 class, will provide the service for the three trains in each direction. The trailing load behind the locomotive will be 814 tons making it the heaviest on the CIÉ system. In addition to these trains a liner train will operate as required from the Shelton Abbey fertiliser factory near Arklow providing raw material for the mines.

To facilitate the working of this heavy traffic, the Drogheda-Platin section will be track circuited and worked from the new cabin being built in Drogheda to replace the two existing ones. The section will be shown on the panel as an extension of Drogheda Station limits, starting signals worked from Drogheda will be provided at Platin and Drogheda. Trains preceding from Platin to Navan will obtain the ET staff for the section at Drogheda as before.



Special of new Tara Mines wagons from Inchicore to Navan near Glasnevin, 9th July 1977.
(B. Carse)

ACKNOWLEDGEMENTS

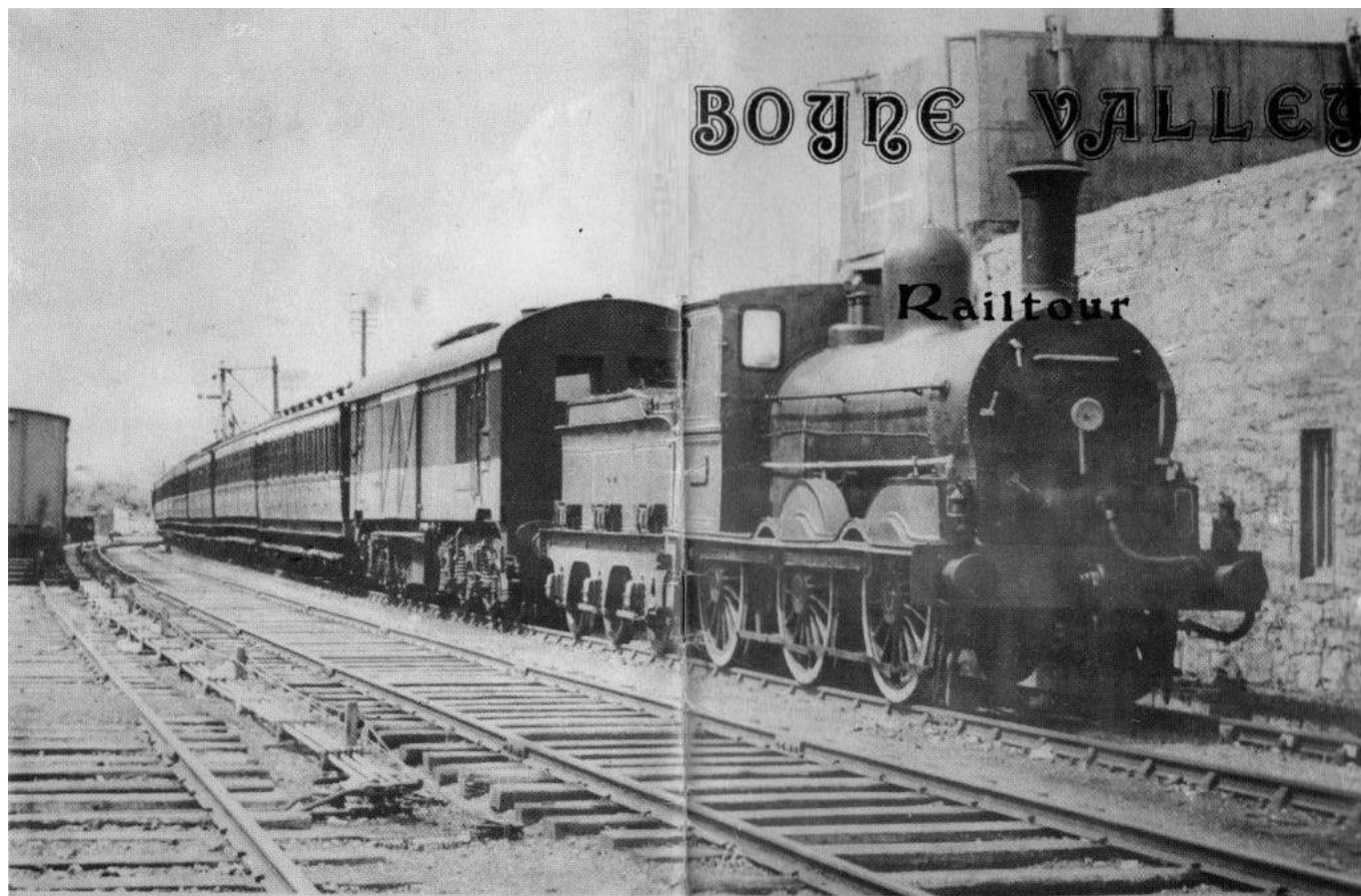
Tour: We would like to express our thanks and appreciation to the following organisations for their co-operation in making this tour possible.

Córas Iompair Éireann and Northern Ireland Railways. Railway Inspecting Officer, Dept* of Transport and Power, Eirea. Tara Mines Ltd., Navan.

Brochure: The feature: Train Services - Past, Present and Future was written for the brochure by Dublin Area member, Barry Carse. The route description is based on that given in "Irish Railways Today" (1967) with acknowledgements to both joint authors, Brendan Pender and Herbert Richards and the publishers, Transport Research Associates. We were unable to use all the illustrations provided by C.P. Friel and the Carse Family - we hope to be able to publish more in the next issue of our magazine "Five Foot Three" due to be available early November. Our thanks is also due to Denis Grimshaw for the timetable and working arrangements and to Wallace Gamble of Belfast for the map.

MEMBERSHIP OF THE RAILWAY PRESERVATION SOCIETY OF IRELAND.

If you are not already a member of our society and would like to join please inquire for details at the shop on the train or write to our Publicity Officer, William Coates, for details.



Front and back covers: Locomotive No.184 at Navan with a film train during the filming of the Paramount Production "Darling Lili" in July 1968. (S.J. Carse)