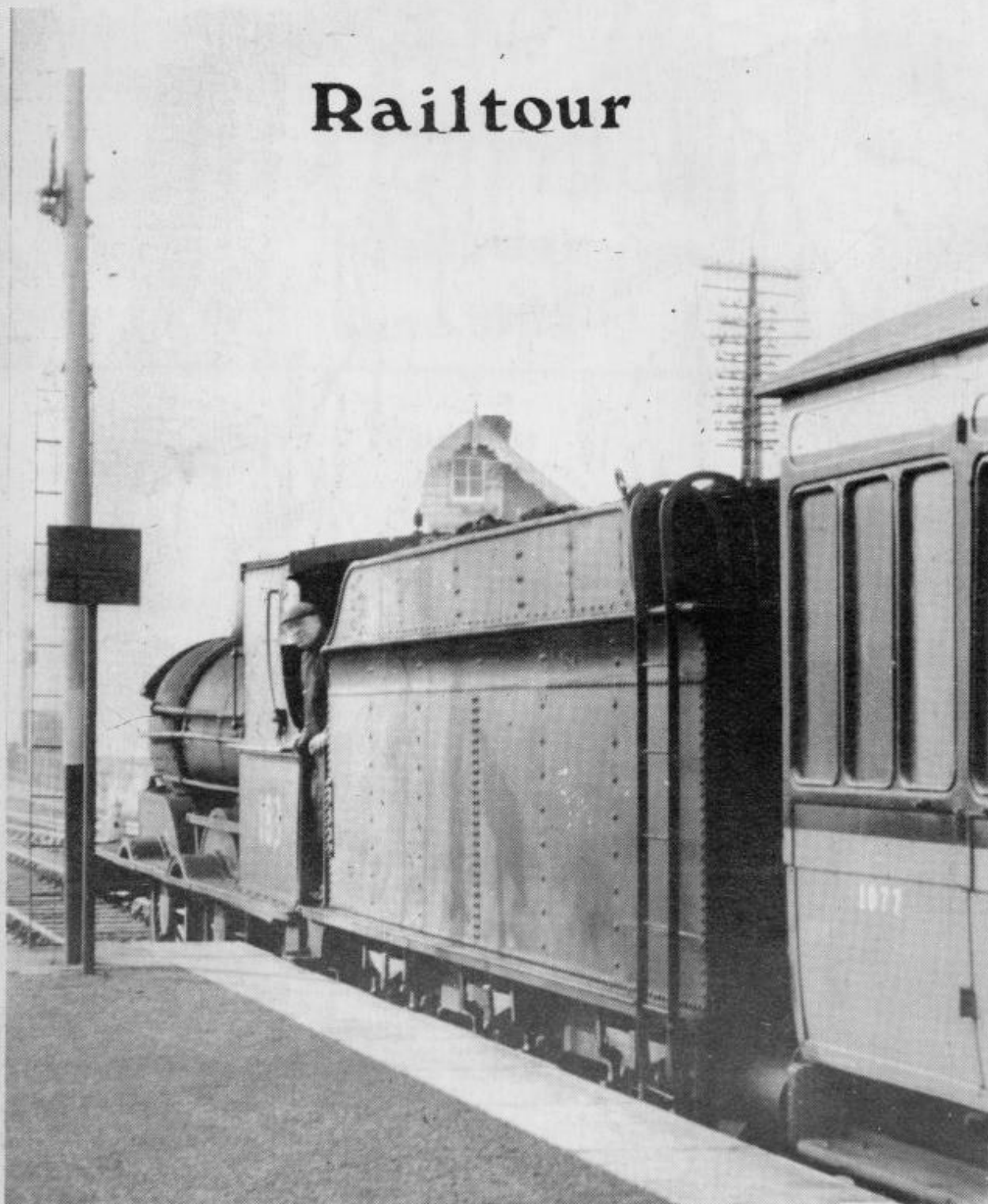


RAILWAY PRESERVATION SOCIETY OF IRELAND

Cú na Mara

Railtour



June
1977.

THE RAILWAY PRESERVATION SOCIETY OF IRELAND

WHITEHEAD EXCURSION STATION - WHITEHEAD, Co. ANTRIM

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

Souvenir Brochure



of the



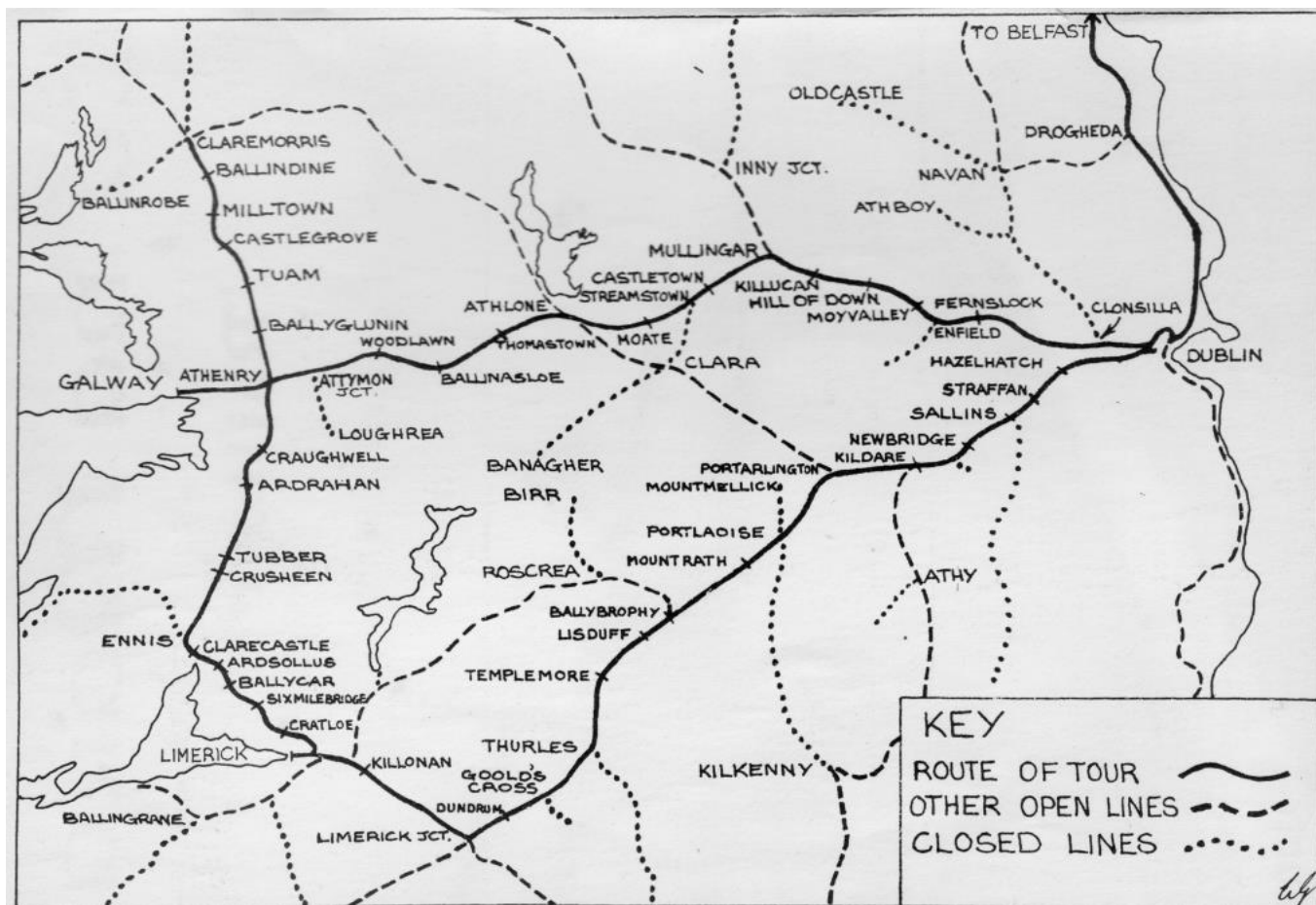
Cú na Mara

Railtour

June 1977

FRONT COVER: J15 0-6-0 No.183 at Galway on 10th June 1964 with the 1964 Steam Tour of Ireland. (H. Richards)

This brochure was compiled from acknowledged sources by Tim Moriarty, Publications Officer of the Railway Preservation Society of Ireland.



Map of lines covered by this Rail Tour.



Introduction



Once again, with the co-operation of our two railway companies, CIÉ and NIR, it is our pleasant duty to welcome you aboard our annual two day steam tour.

The Cú na Mara (Connemara = "Hound of the Sea") Railtour will start from Heuston (Kingsbridge) Station in Dublin with our LMS (NCC) Class WT 2-6-4T No.4 hauling a train of preserved GS&WR and GSR (1) coaches 107 miles down the Dublin Cork main line to Limerick Junction. Limerick Junction avoiding loop and thence the remaining 22 miles to Limerick over the line of the former Waterford, Limerick and Western Railway.



B1 class 4.6.0 No.502 leaves Kingsbrldge with the 6:15 combined Cork and Kerry train In September 1950. (Kelland Collection, 25214)

At Limerick our GS&WR class J15 0-6-0 No.186, having travelled light from Mullingar, will take over and haul our train northwards over the WL&WR line through counties Clare and Galway to Atherry Junction and then into Galway City over the Midland Great Western line. Stops will be made at many stations en route including Ennis, former headquarters of the famous West Clare narrow-gauge railway, whose 0-6-2T No.5 is displayed beside the station. After an overnight stop at Galway (where hotel accommodation at reduced rate has. been arranged by the Society) the journey on to Claremorris in Co Mayo will be resumed before returning to Atherry from where Loco No.4 will double-head the t-am (with 186) to Woodlawn. From this point No.4 will haul the train over the Midland Great Western line to Dublin (Connolly) via Athlone and Mullingar. For the final two miles, from Glasnevin Junction to Connolly, the goods-only route via Newcomen Junction will be followed.

The arrival time at Connolly will provide a connection to the pier train to Dun Laoghaire for the boat to Holyhead. The tour train will then continue to Belfast Central with No.4.

CATERING FACILITIES

The Society's dining car 522 will operate throughout the tour serving tea, coffee, snacks, refreshments and light meals (the latter being pre-booked). The sales point for souvenirs is in coach 861.

A WORD FROM THE COMMITTEE

Participants are reminded that unauthorised persons are not allowed on to the footplate of our engines while on tour. Train crews have been advised of this arrangement. Society personnel, although working on the tour and not obliged to be on the engines are encouraged to stay off the footplate where possible. Participants are also reminded that in the interests of their own safety they should comply with any directions and instructions given them by officers of the railway company or by the Society's marshals.



Midland D class 4-4-0 No.5 "Croagh Patrick" at Mullingar with a Galway-Dublin train in 1913. (Locomotive Publishing Company, 87307)

ACKNOWLEDGEMENTS

This brochure has been compiled from acknowledged sources. The following in particular are to be thanked for their assistance: The section Limerick-Claremorris is reproduced from "Irish Railways Today" by the kind permission of both Transport Research Associates and the joint authors, Brendan Pender and Herbert Richards. As this book was published in 1967 and is now out of print, the section has been updated by Barry Carse in "Updatings". He has also written a special article "Twenty Years of Train Services" for the brochure. The gradient Profiles are from an item "GS&WR Diagrams of Gradients and Curves" (H. Fayle) in the library of our sister society - The Irish Railway Record Society - and is reproduced with the librarian's permission. Also C.P. Friel for photographs and map, R.N. Clements and D. Grimshaw, Christopher Roche

and Ciaran Daly for technical assistance. This brochure treats almost entirely with the section Limerick-Claremorris as it is reasonable to assume that participants will be familiar with the main lines from Dublin to Limerick and Galway to Dublin. Historical background is included in the section from "Irish Railways Today".

(The closure dates for lines and stations are those of the final official closure for all traffic unless otherwise mentioned. Where facilities have been withdrawn the past tense is used in the description, even though some of the features referred to may be still in situ. From: Introduction to Irish Railways Today).



G3 class 2-4-0 No.290 arrives in Limerick amid an impressive array of semaphore signals in 1929. The loco is ex-Waterford Limerick and Western 43 "Knockma". (Locomotive & General, 6742)

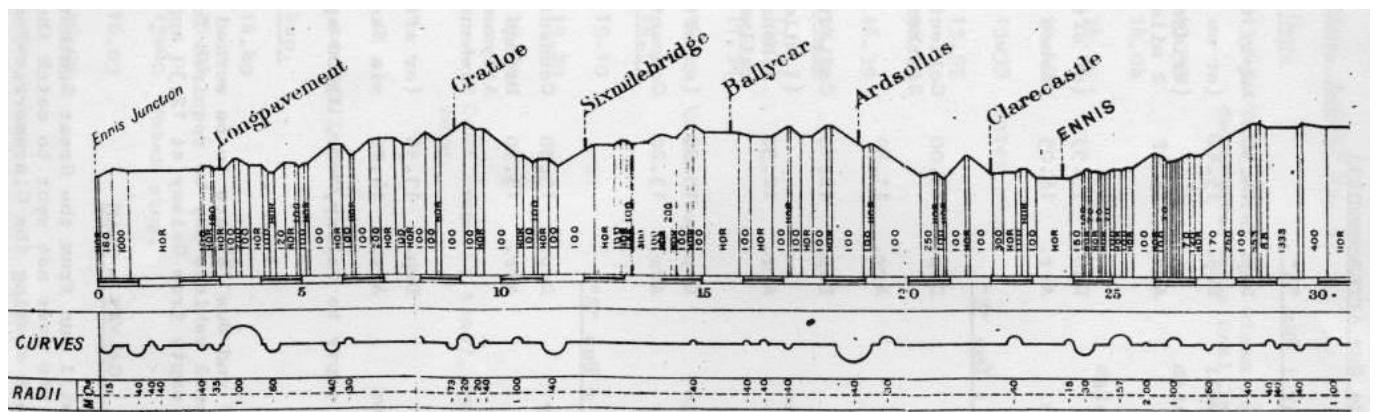
LIMERICK- CLAREMORRIS

The first section of this line to be opened was from Limerick to Ennis. It was built by the Limerick & Ennis Railway and services commenced in 1859. The connection northwards to Athenry was built by the Athenry & Ennis Junction Railway and opened to traffic in 1869. In 1860 the Athenry & Tuam Railway opened its line between those two towns. The Athenry & Tuam Extension to Claremorris Railway opened its line to Claremorris in 1894 and onwards to Collooney, with running powers into Sligo, in 1895. The entire line later came under the Waterford, Limerick & Western Railway which, in turn, was absorbed by the GS&WR in 1901. The line is single throughout and is mile-posted in three sections: Limerick-Tuam, Tuam-Claremorris and Claremorris-Collooney Junction, the respective zero points being Limerick, Tuam and Claremorris. Reference to the Down side means the left-hand side travelling towards Collooney. The mileposts are on the Up side between Ennis Junction and Claremorris, and on the Down side between there and Collooney. The section from Claremorris to Collooney was closed to passenger traffic in 1963.

00.00 LIMERICK (COLBERT STATION). Block post.

00.45 LIMERICK (CHECK). Block post.

00.70 **ENNIS JUNCTION.** Former block post. Here the line to Ennis, Athenry and Sligo diverges from the double line to Killonan, which is on the Up side. Since 1910 there has been no junction here, the signal cabin being taken out of use at that date. The Ennis and Killonan lines run side by side to Limerick (Check), where they join. There is a level crossing at the Limerick side of the divergence.



01.39 **Singland.** Level crossing.

02.49 **Park.** Level crossing.

03.49 **Shannon Bridge.** Here the line crosses the river Shannon on a five span bridge built in 1909-10 to replace an earlier structure.

03.68 **POWER STATION JUNCTION.** On the Up side can be seen the track of the 1¼ mile branch to the Electricity Supply Board power station at Ardnacrusha. The facing points have been disconnected as the line has been little used in recent years. The line was built as the construction work (from 1925 to 1930) was nearing completion. The building of the power station was also notable as being the reason for the building of a massive railway system on the 900mm and 1,000mm gauges.

03.73 **LONGPAVEMENT.** Former block post. This station was closed completely in 1963. It had a platform on the Down side at the Sligo end of which was the signal cabin. There is a level crossing on the Limerick side of this former station.

05.30 **Pass.** Level crossing.

06.32 **MEELICK.** Level crossing. There was also an early station here; it was closed in 1862.

07.60 **Cratloe Woods.** Level crossing.

07.78 **Cratloe Lower.** Level crossing.

09.60 **CRATLOE.** This station, which was closed in 1963, had one passenger platform, on the Up side. At the Limerick end is a level crossing.

11.35 **Callura.** Level crossing.

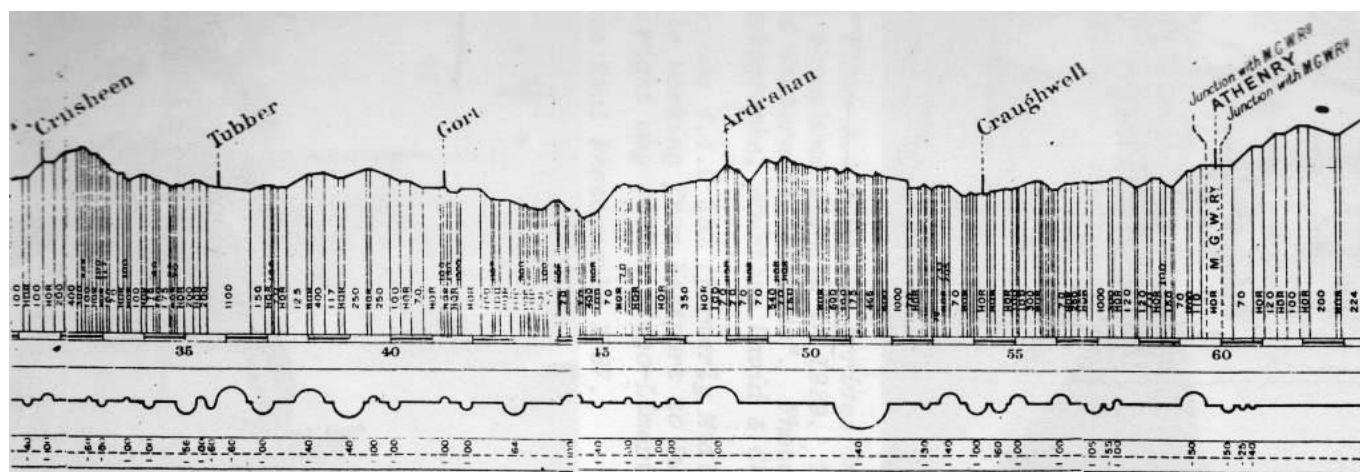
13.00 **SIXMILEBRIDGE.** There was one passenger platform here, on the Up side. On the same side, at the Sligo end, were a goods loop and store. The station was closed in 1963.

16.06 **Ballycar No.1.** Level crossing.

16.58 **BALLYCAR.** Block post. Apart from the signal cabin, the station was completely closed in 1963. The main buildings were on the passenger platform which was on the Down

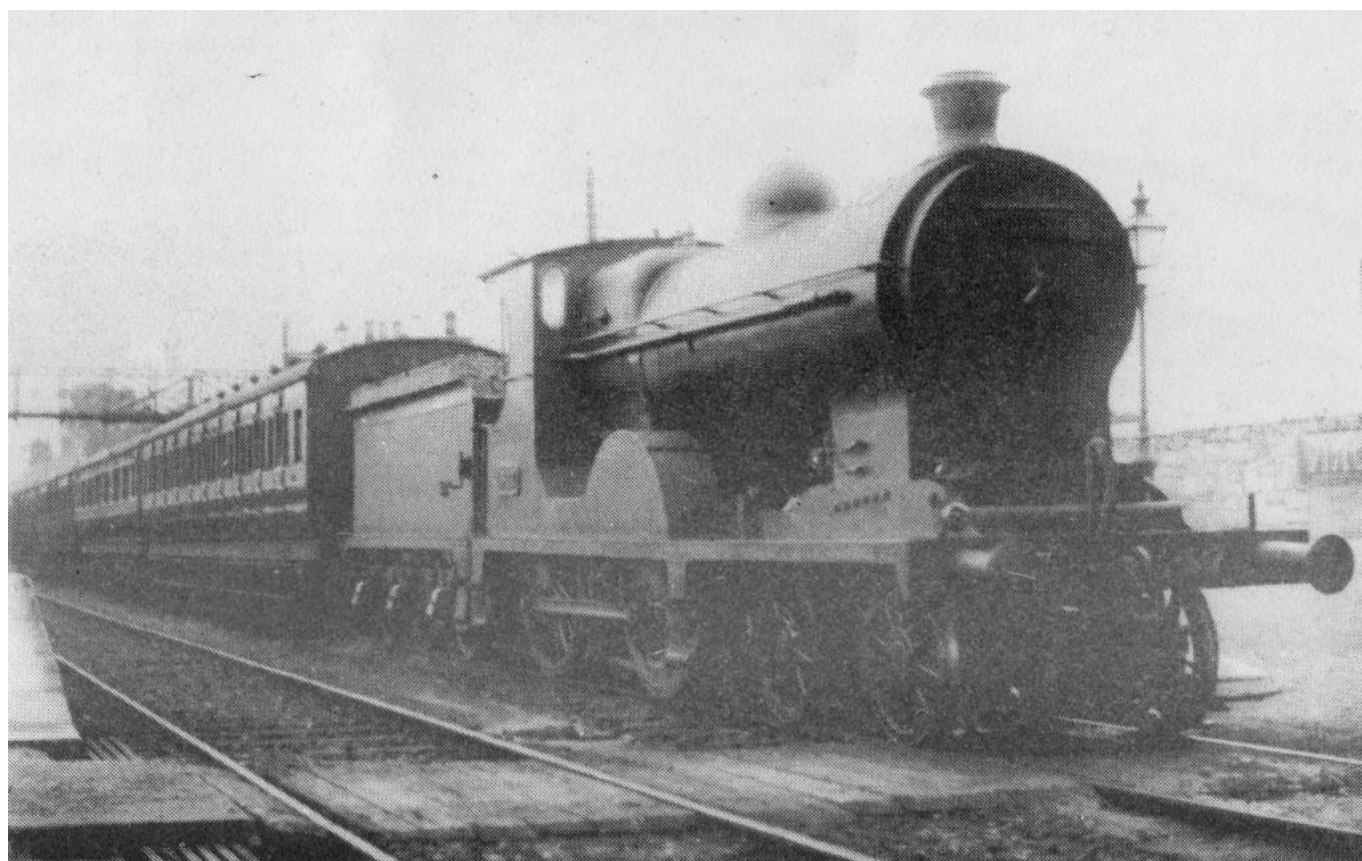
side. The goods siding was also on the Down side. The signal cabin and passing loop on the Up side remain in use as does the level crossing at the Sligo end.

- 19.60 **ARDSOLLUS & QUIN.** There was one (Up) passenger platform here. In addition, an Up side trailing siding served a goods store. This is another station which was closed in 1963.
- 19.72 **Ardsoillus.** Level crossing.
- 23.00 **CLARECASTLE.** Former block post. Closed in 1963 to all except tar traffic, Clarecastle had two passenger platforms, a signal cabin (at the south end of the Down platform), a goods siding and a passing loop.
- 24.60 **ENNIS.** Block post. The rail connection between Ennis and Limerick was opened in 1859, while the line northwards to Athenry was opened ten years later. Ennis is notable as being the headquarters of the 3-ft. gauge West Clare Railway from its opening in 1887. The line became part of the GSR in 1925 and was closed to all traffic in 1961, being lifted subsequently. A reminder of its remains, however, in the form of 0 6-2T loco No.5, preserved in its original livery in the station yard, near the road entrance. The present Ennis station has two passenger platforms. The main station buildings are on the Down side, while the goods yard, store and loading banks are on the Up side. There are two signal cabins, the South (on the Down side, in front of the loco shed at the Limerick end) and the North (on the Up side at the Sligo end). The narrow gauge lines were on the Down side and ran beside the standard gauge line for a little over a mile (towards Sligo) before curving away to the left.
- 25.71 **Curravorrin.** Level crossing.
- 30.24 **Chipfield.** Level crossing.



- 32.37 **CRUSHEEN.** Block post. Only the signal cabin remains in use. The station having been closed in 1963. There were two passenger platforms and the goods sidings and store were behind the Down platform. The signal cabin is at the Sligo end of the former Down platform.
- 32.70 **Gortafica.** Level crossing.
- 36.08 **Gortavogher.** Level crossing.
- 36.64 **TUBBER.** There was one platform on the Down side at this station (closed in 1963), as well as a goods loop.
- 37.31 **Gortane.** Level crossing.

- 38.13 **Derra**. Level crossing.
- 42.25 **GORT**. Block post. The station has two passenger platforms and the station buildings are on the Down platform, behind which are the goods sidings, store and loading bank. The signal cabin is at the Sligo end of the Up platform.
- 42.76 **Lavaila**. Level crossing.
- 44.16 **Castletown**. Level crossing.
- 44.60 **Kiltartan**. Level crossing. Automatic barriers were installed here in 1967. The crossing itself is of recent origin.
- 49.06 **ARDRAHAN**. Block post. There is one passenger platform on the Up side, as are the goods facilities and the signal cabin. A passing loop is provided.
- 50.64 **Caherduff**. Level crossing.
- 55.13 **CRAUGHWELL**. (Formerly **Craughwell & Loughrea**). Block post. This station is unusual in that it is open for passenger traffic in one direction only towards Sligo. The passenger platform is on the Up side and at its Limerick end is the signal cabin. Sidings and a cattle bank can also be seen on the Up side.
- 56.40 **Templemartin**. Level crossing.



D5 547 (formerly 125 "Brittanic") pauses at Athenry with a Galway-Dublin train. (Real Photographs, X396)

- 113.36 **ATHENRY**. (Mile-posted from Dublin.) Block post. Originally an intermediate station on the Mullingar-Galway line (opened in 1851). Athenry became a junction in 1860 with the opening of the line to Tuam. In 1869 the line to Ennis was opened. The latter line is even today described by a nameboard on the Down platform reading "Athenry & Ennis Junction". Until recently there was a corresponding "Athenry & Tuam Junction"

nameboard on the Up platform. The main buildings are on the Down platform, and at the Galway end is the signal cabin which controls the level crossing. The goods facilities are just beyond the crossing. The line to Ennis and Limerick diverges by a facing junction on the Down side and in the space between it and the main line is the turntable. The line from Tuam and Sligo joins the main line by a trailing junction on the Up side at the Dublin end of the station. (Mile-posted from Dublin.)

113.74 **Castle Lambert** (or **Powell's**). Level crossing.

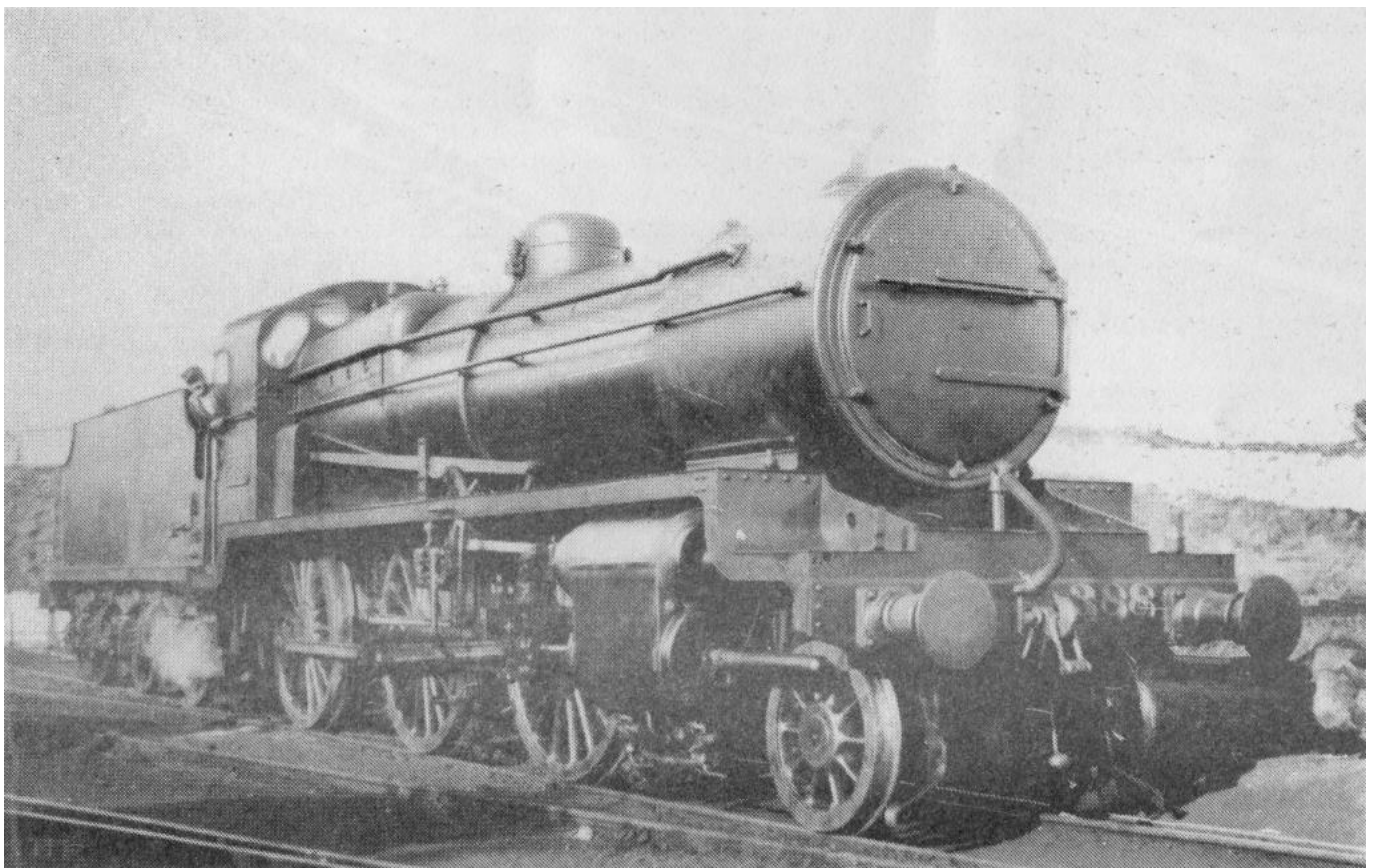
115.02 **AGRICULTURAL COLLEGE**. A siding on the Down side is occasionally used for traffic to the nearby Athenry Agricultural College.

118.55 **Sullivan's**. Level crossing.

120.04 **Healy's**. Level crossing.

120.24 **Frenchfort**. Level crossing.

121.32 **ORANMORE**. Former block post. The signal cabin and station were closed in 1963, but the siding is still used for goods traffic; it is opened by the ET staff. There were two passenger platforms and the main buildings were on the Down side. The signal cabin was at the Dublin end of the Down platform, adjacent to the level crossing. The goods store is on the Up side.



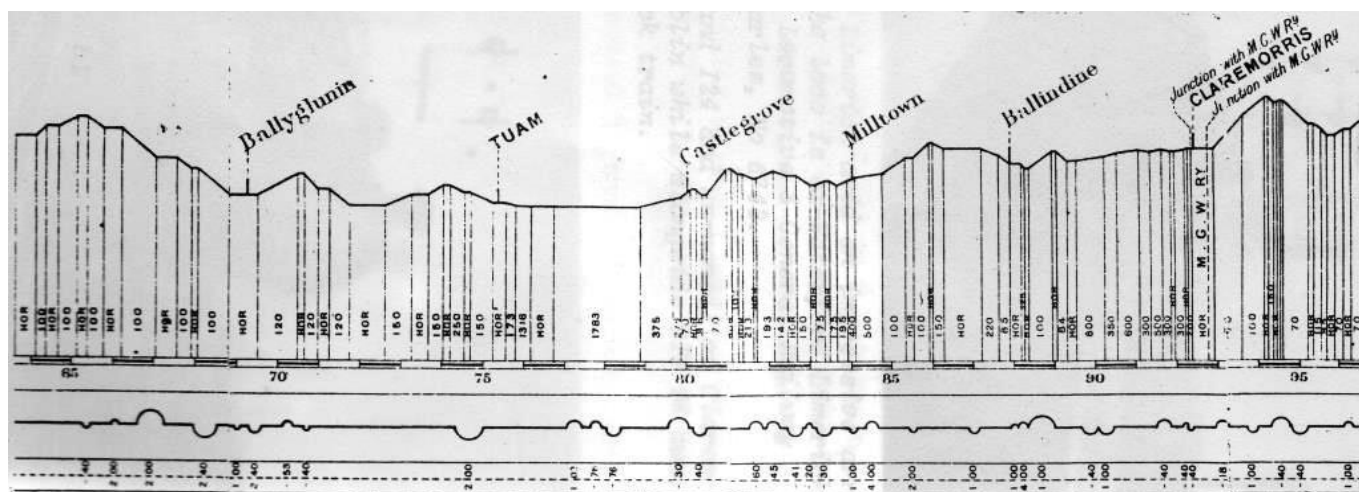
Study of Woolwich 388 at Galway shed in 1933. (Locomotive & General, 7212)

122.14 **Garraun**. Level crossing.

123.34 **Rosshill**. Level crossing.

124.47 **Morrough**. Level crossing.

126.53 **GALWAY (CEANNT STATION).** Block post. The line into Galway was opened in 1851 with the completion of the 76¼ miles from Mullingar. In 1895 the Clifden Branch was opened and the layout was such that branch trains had to reverse out of the station before diverging onto the branch, on the Up side. This 49 mile branch was closed in 1935. The present passenger station in Galway has two platforms. Originally there were two platforms under the overall roof but the GSR closed the Down side and it has since been walled off and used as a road freight depot. In 1961 CIÉ built a new platform at the back of the original Up platform, utilising space which had become redundant on the closure of Galway steam running shed. The signal cabin and goods yard are on the Down side and from the latter a sharply curved line diverged to the left to serve Galway Docks; this has long been out of use. The turntable and diesel loco shed are to the right of the new platform. Behind the buffer stop at the end of the main platform is the former MGWR hotel. This is now one of the Great Southern Hotels. The station buildings are on the Up side and include the "Clifden Buffet". The decor commemorates the historic transatlantic flight of Alcock and Brown which ended near Clifden, after 'which the buffet is named.



59.69 **ATHENRY.** Block post.

64.00 **BELVILLE SIDING.** A siding was formerly provided for beet traffic. It was trailing, on the Up side.

69.76 **BALLYGLUNIN.** Block post. Two platforms are provided and the main buildings are on that on the Down Side. Also on this are the goods loop, sidings, store and loading bank. The signal cabin is on the Up side, opposite the goods store.

76.15 **TUAM.** Block post. The line into Tuam from Athenry was opened in 1860 by the Athenry & Tuam Railway which was later to become part of the WL&WR. The section northwards to Claremorris was built in 1894 by the Athenry & Tuam Extension to Claremorris Railway; this also later merged into the WL&WR. The station at Tuam has two passenger platforms with the main buildings on the Up side. Sidings for goods traffic are provided on both sides and the signal cabin and turntable are on the Down side. There is a level crossing at the Sligo end of the platform.

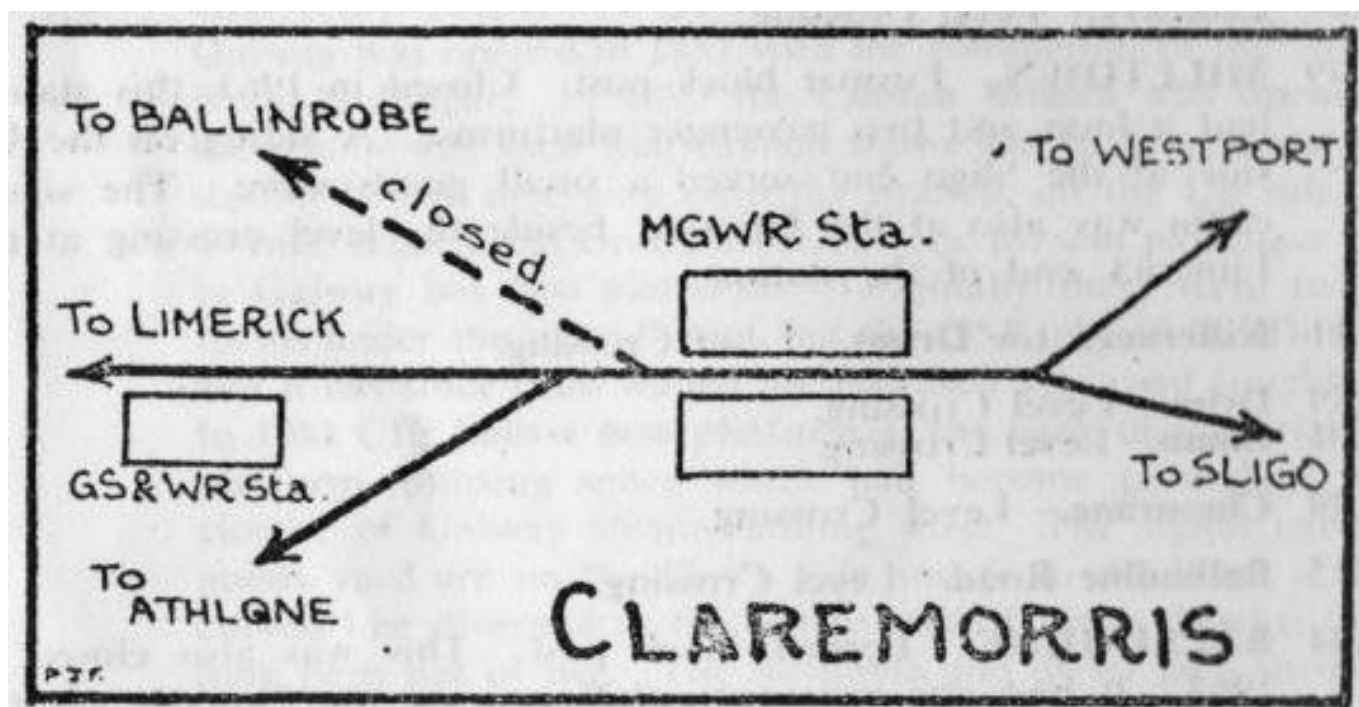
00.18 **Galway Road.** Level crossing.

01.50 **TUAM SUGAR FACTORY.** Extensive sidings are provided on the Up side of the line for the Comhlucht Siúicre Éireann factory nearby. A signal cabin controls access to them.

02.32 **Kilbannon.** Level crossing.

04.03 **Castlegrove (or Pollacarragune).** Level crossing.

- 04.37 **CASTLEGROVE**. Now completely closed (since 1963), this station had one passenger platform on the Down side. A trailing siding on the Up side served a goods loading bank and store. There is a level crossing at the Sligo end.
- 05.46 **Brooklawn** (or **Brooklands**). Level crossing.
- 06.03 **Fartamore**. Level crossing.
- 07.07 **Liskeavy**. Level crossing.
- 08.49 **MILLTOWN**. Former block post. Closed in 1963, this station had a loop and two passenger platforms. A siding on the Up side at the Sligo end served a small goods store. The signal cabin was also at the Up side, beside the level crossing at the Limerick end of the station.
- 09.11 **Killerneen** (or **Drim**). Level crossing.
- 09.39 **Drim**. Level Crossing.
- 10.01 **Illaun**. Level crossing.
- 11.49 **Cloonrane**. Level crossing.
- 12.15 **Ballindine Road**. Level crossing.
- 12.44 **BALLINDINE**. Former block post. This was also closed in 1963. It had one passenger platform on the Up side at the Limerick end of which was the signal cabin. A siding on the Down side served the goods and bank store. There is a level crossing at the Sligo end.
- 13.33 **Avenue**. Level crossing.
- 15.52 **Lisduff**. Level crossing.



- 16.50 **CLAREMORRIS (SOUTHERN YARD)**. Former block post. This was the terminus of the line from its opening in 1894 to its extension to the MGWR station in 1895. The present station here is still occasionally used for goods traffic. The sidings and buildings are all

on the Up side. There is a level crossing at the Sligo end of the station. Until 1941 there was a signal cabin here.

17.00 **CLAREMORRIS (MGWR STATION).** Block post. Outside the station, on the Up side, can be seen milepost $\frac{1}{4}$. The mile posts from $\frac{1}{2}$ onwards are on the Down side.



Class 4-4-0 550 (formerly Midland 124 and un-named) at Claremorris, while working from Westport to Dublin, while alongside D13 98 awaits the right way with a Sligo-Limerick train. (Real Photographs, X787)

135.00 **CLAREMORRIS.** (Mile-posted from Dublin.) Block post. In May 1862 the line from Ballyhaunis to Claremorris was opened and in December of the same year it was extended to Castlebar. The $12\frac{1}{4}$ mile Ballinrobe Branch was opened in November 1892, while in 1895 the 46 miles of line to Collooney were opened to traffic. In 1895 a connecting line about $\frac{1}{4}$ mile long was opened to the Tuam line station (now known as the "Southern Yard"). The station at Claremorris is quite extensive and there are four passenger platforms. The main station buildings, which include a refreshment room, are on the Up platform (No.1). Platforms 2 and 3 are an island, reached by an unusual two-way footbridge, and Platform 4 is the former branch one. The branch was closed in 1959 and has since been completely removed except for a short spur which remains as a siding. Beside No.4 platform is the water tower which had its tank raised 15 feet in 1953 in order to provide increased water pressure. The signal cabin is located at the Westport end of the island platform, and on the Down side just beyond it is the turntable. This was installed in 1940, having been removed from Glanmire Road, Cork, and its provision enabled "Woolwich" class 2-6-0s to be turned at Claremorris.

The goods loading banks and store are on the Up side at the Westport end of the station. Claremorris is of considerable importance from the point of view of passenger traffic. During the summer months, considerable numbers of special trains operate from all parts of the CIÉ system, and even from Northern Ireland, bringing pilgrims en route to the shrine at Knock, some seven miles north from Claremorris. A fleet of buses is

used to complete the journey. As a number of the pilgrims are invalids, special ambulance coaches are provided for the rail journeys while road ambulances (former CIÉ road passenger buses converted) are employed for the last part of the journey to Knock.



Galway shed in 1933 with the Clifden line slipping round to the right. The Locos are both K1 class 2-6-0 (Woolwich), on the left 388 and centre 374. (Locomotive & General, 7216)

UPDATINGS

POWER STATION JUNCTION

Brought into use again in 1975, after many years of disuse, for wagons of scrap and rubbish.

BALLYCAR

Used at certain times only, including Sundays when Knock specials are running.

CLARECASTLE

Still open for tar traffic mainly in summer months.

ENNIS

Has been developed for freight traffic with a larger gantry crane and extensive roadways where once the loading bays were positioned.

CRUSHEEN

No longer a block post but the cabin remains, presenting a smart appearance.

GORT

Closed for all freight traffic except beet, cement and palletised fertiliser from 3rd November 1975. Signal cabin normally switched out. Sundries traffic transferred to Ennis.

ARDRAHAN

Closed for all freight traffic except beet from 3rd November 1975. Sundries traffic transferred to Ennis.

CRAUGHWELL

Signal cabin almost demolished. Ground frame operates siding for beet.

BELVILLE SIDING

Siding officially closed on 3rd November 1975, but remained for 1975/6 beet campaign.

BALLYGLUNIN

Brought into use as block post for recent beet campaign. Loop in station only.

TUAM SUGAR FACTORY

Cabin brought into use during beet campaign.

MILLTOWN

Still a block post with siding opposite former goods store.

CLAREMORRIS (SOUTHERN YARD)

Not used for goods traffic anymore.

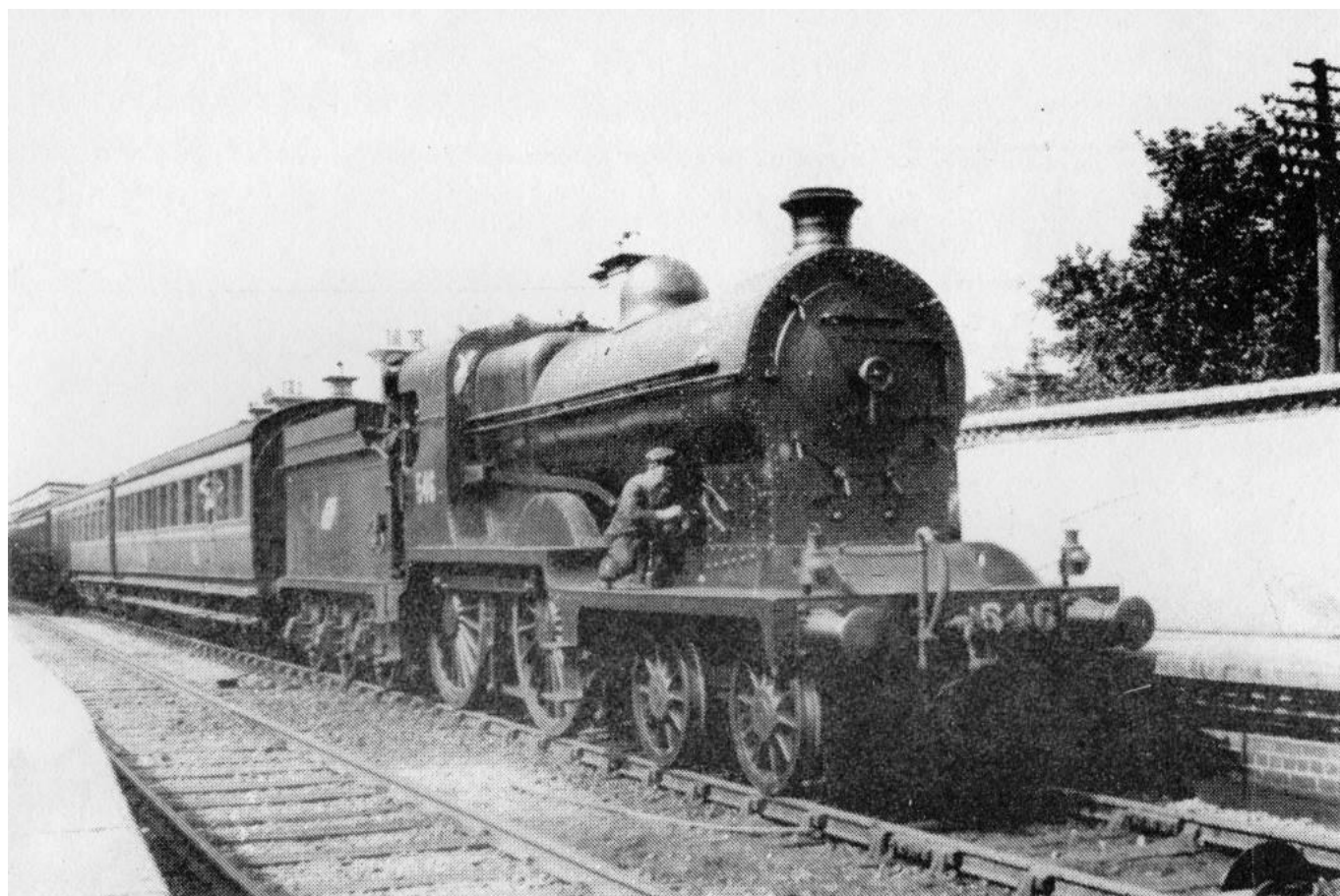
20 YEARS OF TRAIN SERVICES

Twenty years ago there was a fairly good service on the Limerick to Claremorris section. A through goods operated from Limerick at 03:40 to Sligo, servicing Ennis, Gort, Ardrahan and all stations Athenry to Sligo, eventually completing the marathon to Sligo at 20:00. The corresponding Up working which crossed the above at Claremorris took nearly as long with similar stops except that it only served Gort and Ennis on that leg of the run. "A" class diesels, since the autumn of 1956, worked these trains as they did the Limerick to Claremorris goods trains. The last mentioned, unlike the Sligo ones concentrated on all the stations between Limerick and Athenry including such ones as Crusheen and Tubber. The Down goods left at 08:50, crossed the Up passenger from Galway to Clarecastle and its Up counterpart at Ennis, which had left Claremorris at 07:00 and was scheduled to stay in Ennis from 13:05 to 17:00.

On the passenger side of the business, a two or three piece (depending whether it was winter or summer) AEC railcar set operated from Sligo at 08:50 calling all stations to Limerick (arriving 14:35). It returned similarly at 15:15. It had in the Up direction a connection at Claremorris for the Mayo Road and at Athenry for Galway, which meant three trains at Athenry. The Sligo cars shunted to the down siding at the Dublin end - a practice which came to prominence for a short period before the withdrawal of passenger services in April 1976 when there were four trains to be handled.

The 09:00 passenger from Galway to Limerick and return at 12:45 was worked by an "A" class. The 12:45 crossed the Up Sligo passenger at Ennis making it a very busy station as not only were the Up and Down Claremorris goods present but the West Clare railcar was waiting to leave for Kilkee - CIÉ's answer to Strabane. The final group of passenger trains were those

from Tuam to Galway. The 07:40 and 15:10 which gave connections at Athenry for Dublin were steam hauled by either the 52, 60 (4-4-0) or 101 (0-6-0) classes but with the advent of the "C" class, steam was withdrawn by the end of 1957 making this GS&WR route deep in Midland territory dieselised from an early stage.



D5 4-4-0 546 at Athlone on Up Galway train in 1949. (Kelland Collection, 23224)

The beet campaign would bring many steam workings into Tuam. These would include visiting engines from Kildare and Athlone sheds. In 1959, for example, ten steam workings a day were reported. Numerous stations then had daily quotas ranging from one to four, but on our time under review the largest stations were Ardahan and Craughwell which had thirty-two and seven wagons respectively. Steam continued right up to the 1961/2 campaign. In September 1956 a Ruston Diesel landed at North Wall for the Tuam sugar factory. Around that time there were two sugar company steam engines and one further one out of use. Presumably the diesel still in use today at the factory is the 1956 one. In recent years a Deutz CIÉ "G" class is brought down for this work.

There appears to have been disadvantages with diesels in the late fifties as when Ballycar Lake at mile post 17 overflowed (December 1961) and steam was re-introduced to replace them until the water level became too high and all services were stopped. Locomotive No.301 (4-4-0) which was lying out of use at Limerick was pressed into service for a short period on this route.

The closure of stations (and lines) in 1963 resulted in many significant changes in the new timetable from 17th June 1963. The railcar service ceased on the Claremorris-Sligo section and a new loco (General Motors) hauled set operated between Ballina and Limerick. The times were more or less similar but nearly an hour earlier into Limerick because of the station closures. Stops were made at Craughwell and Ballyglunin by the 15:40 from Limerick but not in the other direction. The goods trains were now quicker but followed the pattern mentioned earlier except that the traffic warranted a third goods between Limerick and Athenry. This timetable lasted

basically up to 3rd March 1975. The line became the domain for the B121 single cab locos as they not only worked the 09:50 Ballina to Limerick and return passenger but also the Limerick to Claremorris only goods trains. The times varied from 09:30 and 14:05 from Ballina and Limerick respectively. The re-engined "A" class ("AR") replaced the "A" class on the Sligo goods and in 1974 the removal of the turntable at Ballina in connection with the freight development saw the end of B121 working between Ballina and Limerick.

From the new timetable of 3rd March 1975 we were entering the last year of passenger service on the line. The 14:05 passenger train from Limerick was altered only 15 minutes but the 09:30 from Ballina was changed to a completely new time of 13:55. The two trains crossed in Athenry. The Up one shunted exactly like the railcars did years before while the Down train proceeded up the Tuam branch and propelled back when the Up and Down Dublin trains had cleared. There was also a new passenger/mail to Ennis leaving Limerick at 11:15 giving a connection from Dublin. It returned passenger-only at 12:40. The goods train schedules were also adjusted. The Burma Road goods continued and the only other, but none-the-less important, goods was to Ennis at 06:50 and a return working at 17:30. Fertiliser liner trains, at first the four wheel back-to-back and then the bogie wagon type, were regular features en route to Galway and Ballina but very rarely to Sligo. Later that year the siding to the Ardnacrusha generating station was restored, though only a short distance down, to take wagons of scrap. The aforementioned 06:50 goods would bring these empty wagons to Ennis and on return would leave them in the siding, entrance to which was by means of a ground frame in a hut about 40 yards from the points.

The last passenger trains operated on 3rd April 1976 and from them on the daily goods in each direction was the only train Monday to Friday. However, on Sunday as usual from May to October the line would be very busy with the pilgrimage season at Knock near Claremorris. The last day of the recent season, 10th October 1976, had 5 specials on this route one of which was a ten bogie air conditioned set. When the pilgrimage traffic is finished it is time for the beet and the recent campaign has brought quite a number of specials. In comparison to 1959 CIÉ now concentrate on the larger stations for beet and it still makes an impact on traffic revenue.

Considering the Knock and beet traffic together with the large scale developments at Ennis and the improvements at Tuam, it is impossible to say what the future of the line is, except to conclude with a paragraph from the "Nuacht" (February 1977), when the Chairman of CIÉ, Dr Liam St John Devlin, stated that: "there has been very little usage of the cross-radical lines (i.e. not connecting Dublin), substantial amounts of money have been lost and we do not foresee an improvement in the volume of passenger or goods on these lines in the future which would justify a railway operation with its capital intensive overheads. In the circumstances, it is our intention to replace these cross-radical services with road transport."

CU NA MARA RAILTOUR
TIMETABLE AND WORKING ARRANGEMENTS

Locomotives: ex-LMS (NCC) Class WT 2-6-4T No.4

ex-GS&WR Class J15 0-6-0 No.186

Coaching Stock (RPSI):

Whitehead / Pearse / Heuston / Claremorris / Connolly end of train -

1. 562	Brake/First Side-Corridor	18 seats	
2. 1333	Standard Open	72 seats	
3. 1328	Standard Side-Corridor	56 seats	
4. 552	Dining Car		
5. 583	Standard Open	70 seats	
6. 861	Brake/Composite Side-Corridor	52 seats	Total 268 seats

- York Road / Lisburn / Limerick / Galway / Belfast Central end of train.

SATURDAY 11th JUNE: DUBLIN HEUSTON / LIMERICK / GALWAY

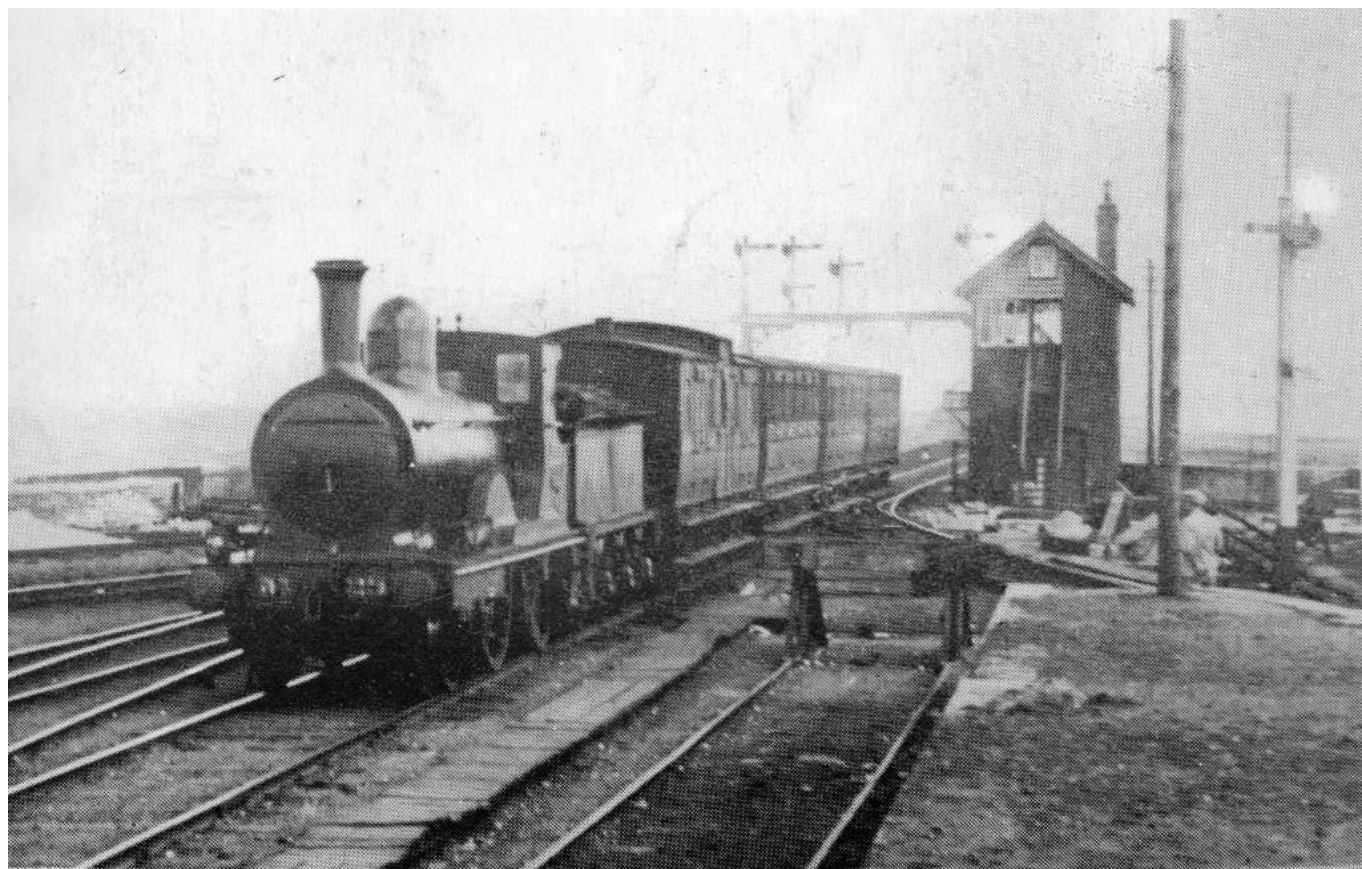
	<u>Arr</u>	<u>Dep</u>	
Dublin Heuston		08:50	Loco 2-6-4T No.4
Clondalkin	pass	09:02	
Sallins	pass	09:19	
Kildare	09:33	09:40	Water stop.
Portarlinton	pass	09:58	
Portlaoise	pass	10:10	
Ballybrophy	10:30	10:38	Water stop.
Thurles	pass	11:03	
Limerick Junction Loop	pass	11:28	
Dromkeen	pass	11:43	
Killonan	pass	11:53	
Limerick	12:00		Coach water tanks to be filled.
Limerick		12:35	Loco 0-6-0 No.186
Cratloe	12:53	13:00	
Ballycar	13:19	13:26	
Ennis	13:46	14:05	Water stop.
Crusheen	14:25	14:32	
Gort	14:54	15:01	
Adrahan	15:19	15:26	
Craughwell	15:41	15:48	Lineside bus departs
Athenry	16:02	16:25	Water stop. Turn locomotive. Lineside bus connects.
Oranmore	16:42	16:49	
Galway	17:00		Overnight stop. Locos, to be turned, watered. Coach water tanks to be filled. Coal locos: (3 tons No.4, ¾ ton No.186)

SUNDAY 12th JUNE: GALWAY / ATHENRY / CLAREMORRIS / ATHENRY / DUBLIN

	<u>Arr</u>	<u>Dep</u>	
Galway		07:45	Loco 186 light engine
Athenry	08:12		
Galway		08:15	Loco 4 and train
Athenry	08:36		Change locos.
Athenry		08:42	Loco 186 and train
Tuam	pass	09:23	
Claremorris	10:03	10:25	Water stop. Turn loco. Fill coach water tanks.
Milltown	10:45	10:51	
Castlegrove	11:01	11:15	Run-past
Tuam	<u>11:25</u>	<u>12:20</u>	Cross Knock specials. Clean fire. Lineside bus departs.
Ballyglunin	12:38	12:44	
Athenry	13:10		Water stop. Turn loco. Lineside bus connects.
Athenry		13:35	Locos 4 and 186 double-headed
Attymon Junction	13:48	13:54	
Woodlawn	14:05	14:25	Run-past. Detach 186 after run-past. Lineside bus connects.
Ballinasloe	pass	14:39	
Athlone	15:00	15:12	Water stop
Moate	pass	15:27	
Castletown	pass	15:45	
Mullingar	15:58	16:10	Water stop
Killucan	pass	16:23	
Hill of Down	pass	16:30	
Enfield	pass	16:43	
Maynooth	pass	17:00	
Clonsilla	pass	17:13	
Liffey Junction	pass	17:21	
Glasnevin Junction	pass	17:25	
Newcomen Junction	pass	17:28	Routed via Newcomen Junction.
Dublin Connolly	17:30		Loco to turn at Connolly (DSER), thence to Fairview for fire-cleaning, watering and coaling. Coaching-stock to be moved to No.3 Platform by station pilot, and water-tanks filled.

SUNDAY 12th JUNE: DUBLIN - BELFAST

	<u>Arr</u>	<u>Dep</u>	
Dublin Connolly		18:50	Loco No.4
Howth Junction	pass	18:58	
Donabate	pass	19:05	
Skerries	pass	19:13	
Balbriggan	pass	19:17	
Gormanston	pass	19:19	
Drogheda	19:29	19:35	Water stop.
Dunleer	pass	19:50	
Dundalk	20:05	20:20	Water stop.
Poyntzpass	pass	20:56	
Portadown	21:10	21:20	
Lurgan	pass	21:29	
Moirá	pass	21:36	
Lisburn	21:45	21:50	Water stop.
Botanic	22:11	22:12	Calls as required at stations from Lisburn to Botanic.
Belfast Central	22:15	22:25	Empty train.
Service Depot	22:30		



Ex-Waterford and Limerick 2-4-0 No.291 (formerly 44 "Nephtin") approaches Galway with a short train of six-wheelers from Limerick in the late twenties. (Lens of Sutton)

LIGHT ENGINE SCHEDULES: Friday / Saturday / Sunday

Friday: Light Engine 0-6-0 No.186

	Arr	Dep	
Mullingar		09:50	
Castletown	pass	10:07	
Moate	pass	10:27	
Athlone	10:48	11:00	Water stop.
Ballinasloe	pass	11:30	
Woodlawn	pass	11:55	
Attymon Junction	pass	12:07	
Athenry	12:20	13:25	Water stop. Turn loco. Clean fire. Tender-first to Limerick.
Ardrahan	pass	14:00	
Gort	pass	14:18	
Ennis	15:00	15:25	Water stop.
Ballycar	pass	15:50	
Limerick	14:25		Loco to be coaled on Saturday morning (1¾ tons).

Saturday: 2-6-4T No.4

	Arr	Dep	
Fairview		06:35	Light engine.
Dublin Connolly	pass	06:40	
Dublin Pearse	06:45	07:15	Empty train.
North-Strand Junction	pass	07:24	
Glasnevin Junction	pass	07:27	
Cabra	pass	07:30	
Islandbridge Junction	07:35	07:40	
Dublin Houston	07:45		

Saturday: Light Engine 2-6-4T No.4

	Arr	Dep	
Limerick		13:45	Water and clean fire before departure. Coal loco (2¾ tons).
Killonan	pass	13:53	
Dromkeen	pass	14:04	
Limerick Junction Loop	pass	14:20	
Thurles	pass	14:48	
Ballybrophy	15:15	15:35	Water stop.
Portlaoise	pass	15:57	
Portarlinton	16:15	16:25	
Geashill	pass	16:39	
Tullamore	<u>16:53</u>	<u>17:10</u>	
Clara	pass	17:21	
Clonnydonnin	pass	17:34	
Athlone	17:50	18:15	Water stop.
Ballinasloe	<u>18:35</u>	<u>18:53</u>	
Woodlawn	pass	19:10	
Attymon Junction	pass	19:20	
Athenry	pass	19:30	
Galway	19:50		Coal loco (3 tons), water and turn.

Sunday: Light Engine 0-6-0 No.186

	Arr	Dep	
Woodlawn		14:40	
Ballinasloe	pass	15:01	
Athlone	15:25	15:40	Water stop.
Moate	pass	16:03	
Castletown	pass	16:28	
Mullingar	16:45		

Lineside Bus Arrangements

Saturday: Bus "X"

Galway	Dep. 14:30	Empty to Craughwell station.
Craughwell	Dep. 15:42	(Or on arrival of train)
Stoneleigh Bridge	Arr. 15:48	Over railway on L54 Road 2 miles north of Craughwell.
Stoneleigh Bridge	Dep. 15:53	(Or after passing of train)
Athenry	Arr. 16:05	

Thence empty to Galway, arriving 16:45 approximately.

Sunday: Bus "Y"

Galway	Dep. 11:00	Collect passengers, if any, from Great Southern Hotel.
Tuam	Arr. 11:50	
Tuam	Dep. 12:10	Collect passengers from train.
Belville Siding	Arr. 12:50	1 mile off L13 Road, 3 miles north of Athenry, where minor road crosses railway.
Belville Siding	Dep. 13:05	(Or after passing of train)
Athenry	Arr. 13:20	Connect with train.

Sunday: Bus "Z"

Athenry	Dep. 13:20	Connect with train.
Bridge	Arr. 13:50	Bridge over the railway one mile east of Attymon Junction, on minor road to Skehanagh and Gortfadda.
Bridge	Dep. 13:58	(Or after passing of train)
Woodlawn	Arr. 14:20	Via Skehanagh, Gortfadda and Clooneymorris.

Thence empty to Galway, arriving 15:00 approximately.

NOTE:

Bus "Y" and Bus "Z" are to be worked by the same vehicle, but an additional vehicle may be required for Bus "Z" only, and would depart empty from Galway at 12:30 approximately, to Athenry.

SUNDAY: GALWAY - TUAM

A bus will run from the Great Southern Hotel at 11:00 to collect anyone who does not want to catch the train at 08:15, although this will mean missing the Claremorris-Tuam section.