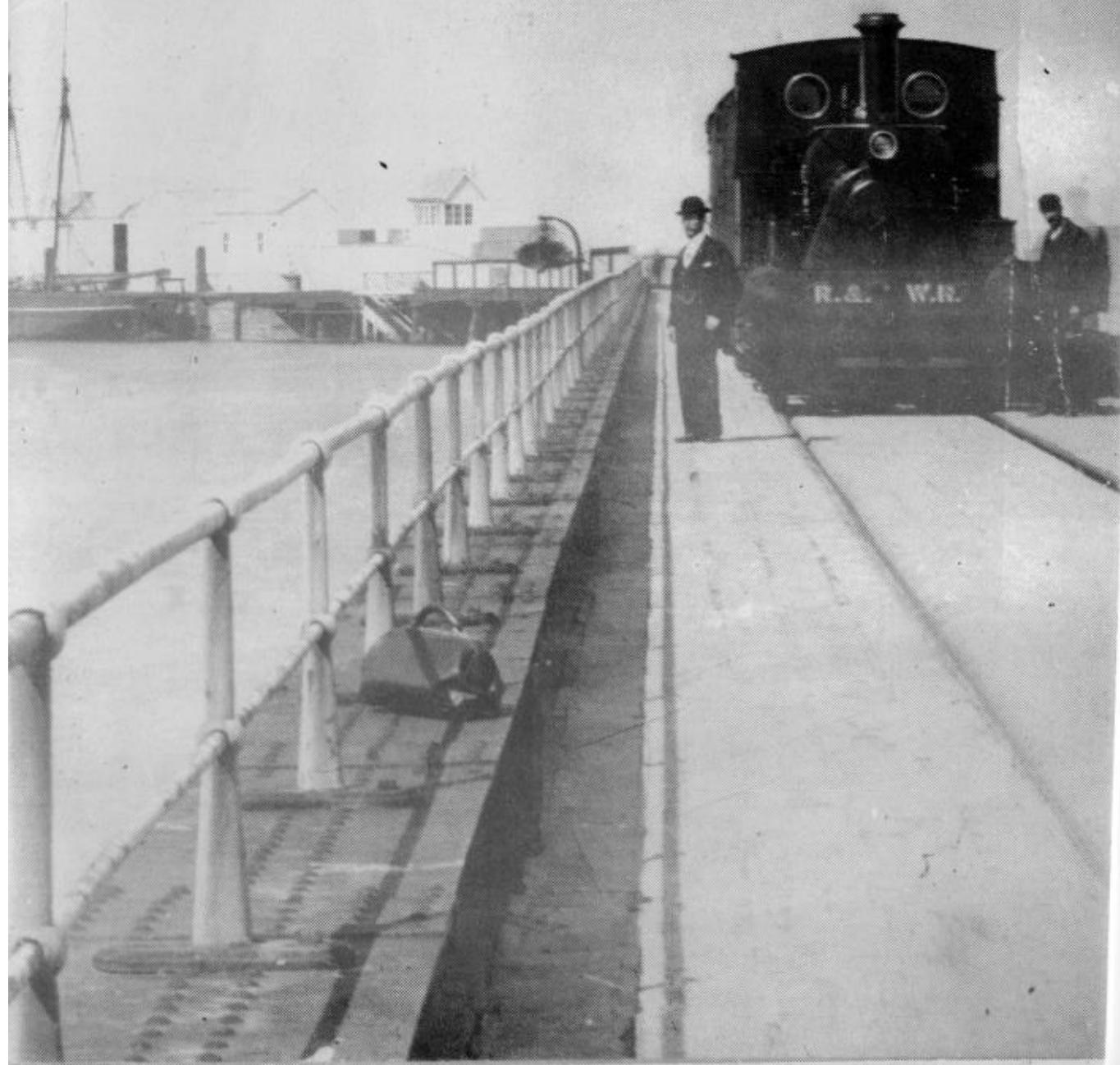


THE RAILWAY PRESERVATION SOCIETY OF IRELAND

**south
wexford**

RAILTOUR

1978

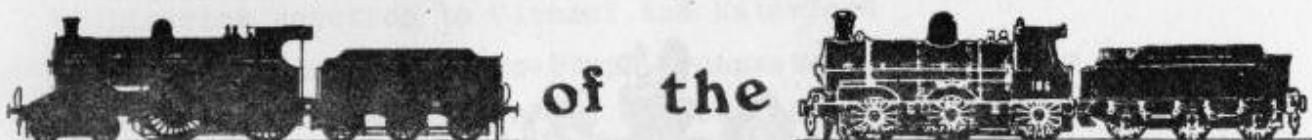


THE RAILWAY PRESERVATION SOCIETY OF IRELAND

WHITEHEAD EXCURSION STATION - WHITEHEAD, Co. ANTRIM

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

Souvenir Brochure

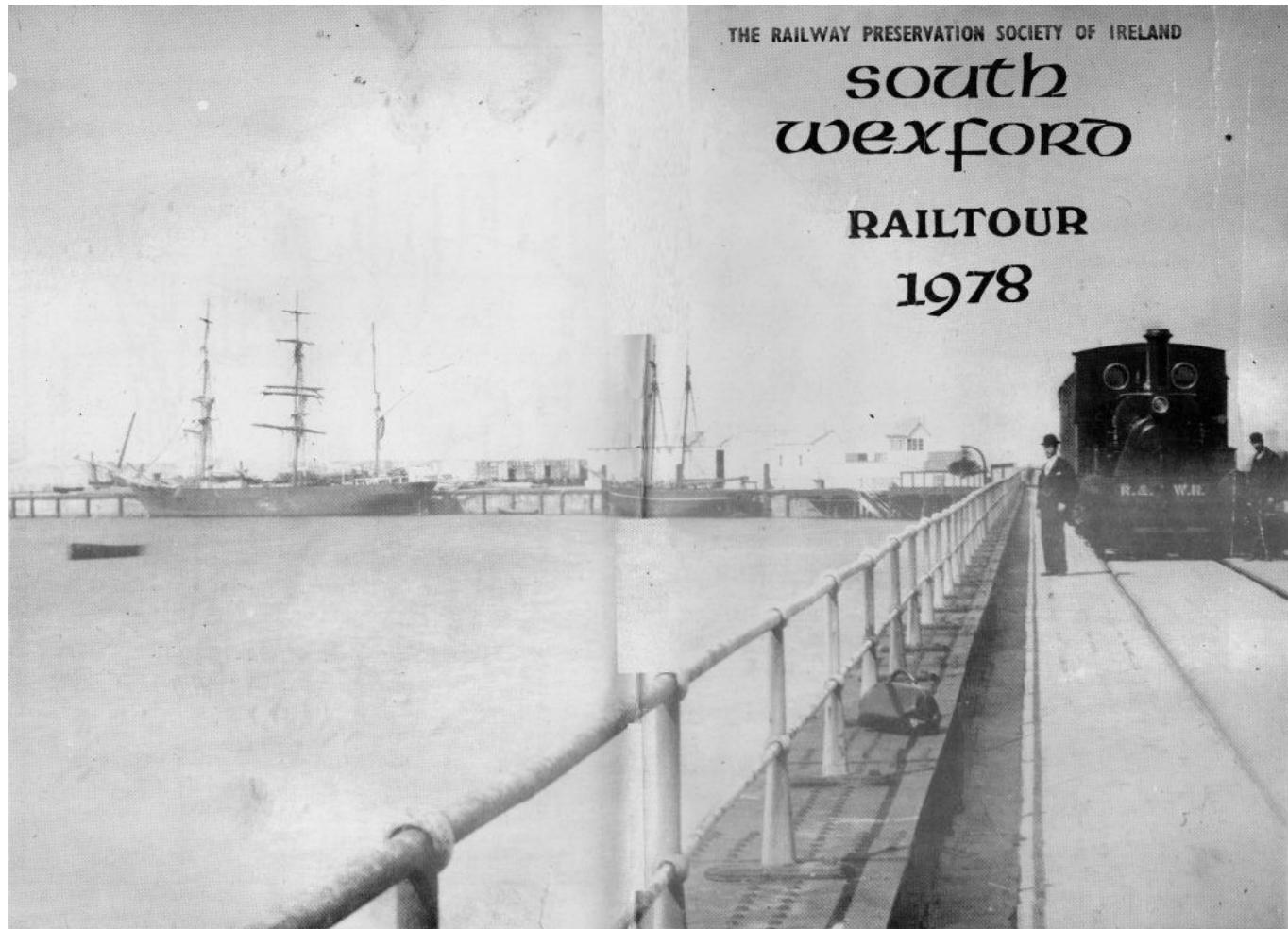


South WEXFORD Railtour

1978

THE RAILWAY PRESERVATION SOCIETY OF IRELAND

south
wexford
RAILTOUR
1978



COVER PHOTOGRAPH: Original pier at Rosslare Harbour about 1882. The Rosslare and Wexford was never a company but the section between the two places was the only line constructed by the Waterford and Wexford Railway. The locomotive is a Hunslet built 0-6-0ST named "Erin". It became GS&WR 300 in 1894 and was scrapped in 1930. (Oliver Doyle collection)

THE RAILWAY PRESERVATION SOCIETY Of IRELAND

South Wexford Railtour, Saturday/Sunday 10/11 June 1978

Dublin - Limerick Junction - Rosslare - Wexford & back

Featuring:

- Main line steam, Dublin - Limerick Junction & back
- Steam travel over the 14-mile goods-only New Ross branch
- Full coverage of the threatened "South Wexford" line from Waterford to Rosslare, and of the picturesque line from Limerick Junction to Clonmel and Waterford
- Full programme of photo-stops, runpasts, and lineside buses
- Overnight accommodation and connecting travel arranged
- 2 locomotives and 447 miles of steam travel (Dublin - Dublin)
- 775 steam miles if Whitehead - Dublin & back included

The South Wexford Railtour will start from Heuston Station in Dublin and cover the 107 miles to Limerick Junction on the Dublin - Cork main line, behind our ex-GNR(I) S-Class 4-4-0 No.171 "Slieve Gullion", built in 1913.

From Limerick Junction the tour will continue over the lines of the former Waterford, Limerick & Western Railway, through Tipperary and Cahir, alongside the Galtee and Comeragh Mountains, to Clonmel and Waterford.

At Waterford, our ex-GS&WR Class J15 0-6-0 No.186 will take over and work the train up to New Ross, on the remaining portion (goods-only since 1963) of the Dublin & South Eastern Railway's "North Wexford" line.

On return to Waterford, 171 will work the train over the South Wexford line to Rosslare Strand, crossing the Barrow Viaduct (the longest bridge in Ireland) en route.

The future of the South Wexford line, as well as the passenger service from Limerick Junction to Waterford, remains in considerable doubt.

Closure was advertised for January 1977, but subsequently postponed pending review of the situation. In any case, as we are unlikely to be revisiting this corner of Ireland for a few years with steam, this will almost certainly be the last steam train over this historic and interesting line, built to connect with the Great Western Railway's cross-channel steamer route from Fishguard to Rosslare.

On reaching Rosslare Strand, 171 will haul the train northwards to Wexford South station. Due to weight restrictions on Wexford Quays, 171 cannot proceed beyond this point, so 186 will have the task of hauling the coaches along the quays to Wexford O'Hanrahan station (formerly Wexford North), shortly afterwards.

Our overnight stop will be at Wexford, where hotel accommodation at reduced rate has been arranged by the Society (see later).

On Sunday morning, 186 will take the train from Wexford O'Hanrahan to Rosslare Harbour, where 171 will be attached to double-head the tour back to Waterford, with photo-stops and a runpast on the way.

In order to fully exploit the photographic opportunities of the Waterford - Limerick line, and to avoid excessive tender-first running, due to the recent removal of Kilkenny turntable, we have decided to return to Dublin via Limerick Junction, with 171.

CATERING FACILITIES:

The usual railtour facilities will be provided throughout this tour by the RPSI Dining Car.

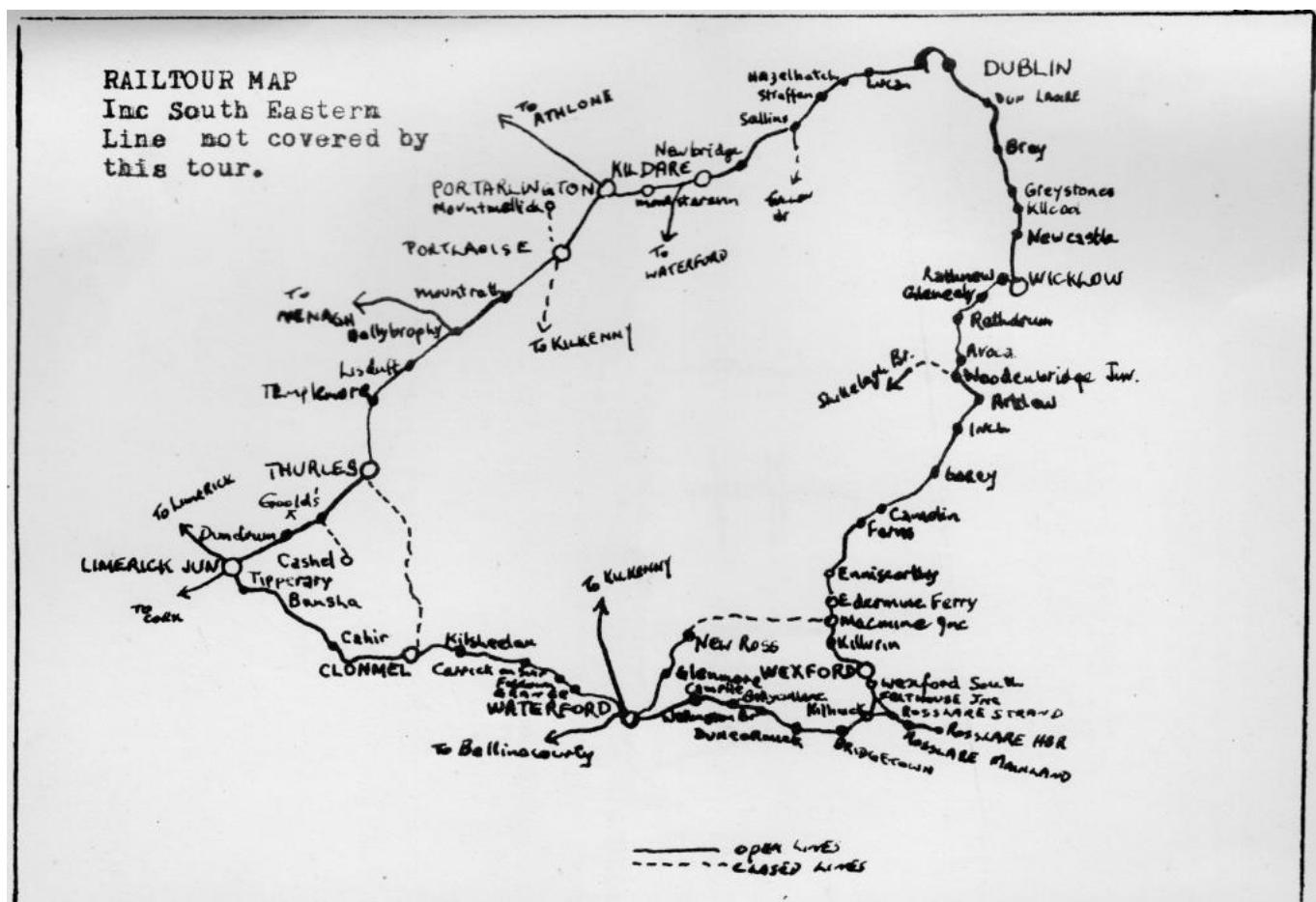
A WORD FROM THE COMMITTEE:

Participants are not allowed to ride or be on the footplate of the engines while on tour. Train Crews have been advised of this arrangement.

Participants are also reminded to be careful of double running roads and, in their own safety, should comply with any directions given by officers of the railway companies or the Society's marshals.

THIS TOUR HAS BEEN MADE POSSIBLE WITH THE CO-OPERATION OF OUR TWO RAILWAY COMPANIES: CÓRAS IOMPAIR ÉIREANN & NORTHERN IRELAND RAILWAYS.

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





CHAPTER ccxlvii.

An Act for amalgamating the Waterford Limerick and Western Railway Company with the Great Southern and Western Railway Company and for other purposes.

[6th August 1900.]

A.D. 1900.

WHEREAS the Waterford Limerick and Western Railway Company (herein-after called "the Waterford Company") are the owners of railways extending from Waterford to Limerick with branches from Limerick to Foynes Killaloe and Tuam and from Claremorris to Collooney:

And whereas the Waterford Company are empowered to work and do work under various agreements and Acts of Parliament the following railways or portions of railway namely the Southern Railway from Clonmel to near Thurles the Rathkeale and Newcastle Railway from Ballingrane Junction to Newcastle the Limerick and Kerry Railway from Newcastle to Tralee the Tralee and Fenit Railway and the Athenry and Tuam Extension Railway to Claremorris and they are also empowered to run through and use the stations of the Midland Great Western Railway of Ireland Company at Athenry and Claremorris and also to run over and use so much of the railway of that company as lies between Collooney and Sligo and to use the Sligo Station of that company:

And whereas the Waterford Company have raised for the purposes of their undertaking the amount and description of capital specified in the First Schedule to this Act:

And whereas the Great Southern and Western Railway Company (herein-after called "the Company") are the owners of a system of railways between Dublin Cork Limerick and other places and connecting with the railways of the Waterford Company at various points:

And whereas by the Fishguard and Rosslare Railways and Harbours Act 1898 (in this Act called "the Act of 1898") a

[Price 3s.]

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THE WATERFORD LIMERICK & WESTERN RAILWAY

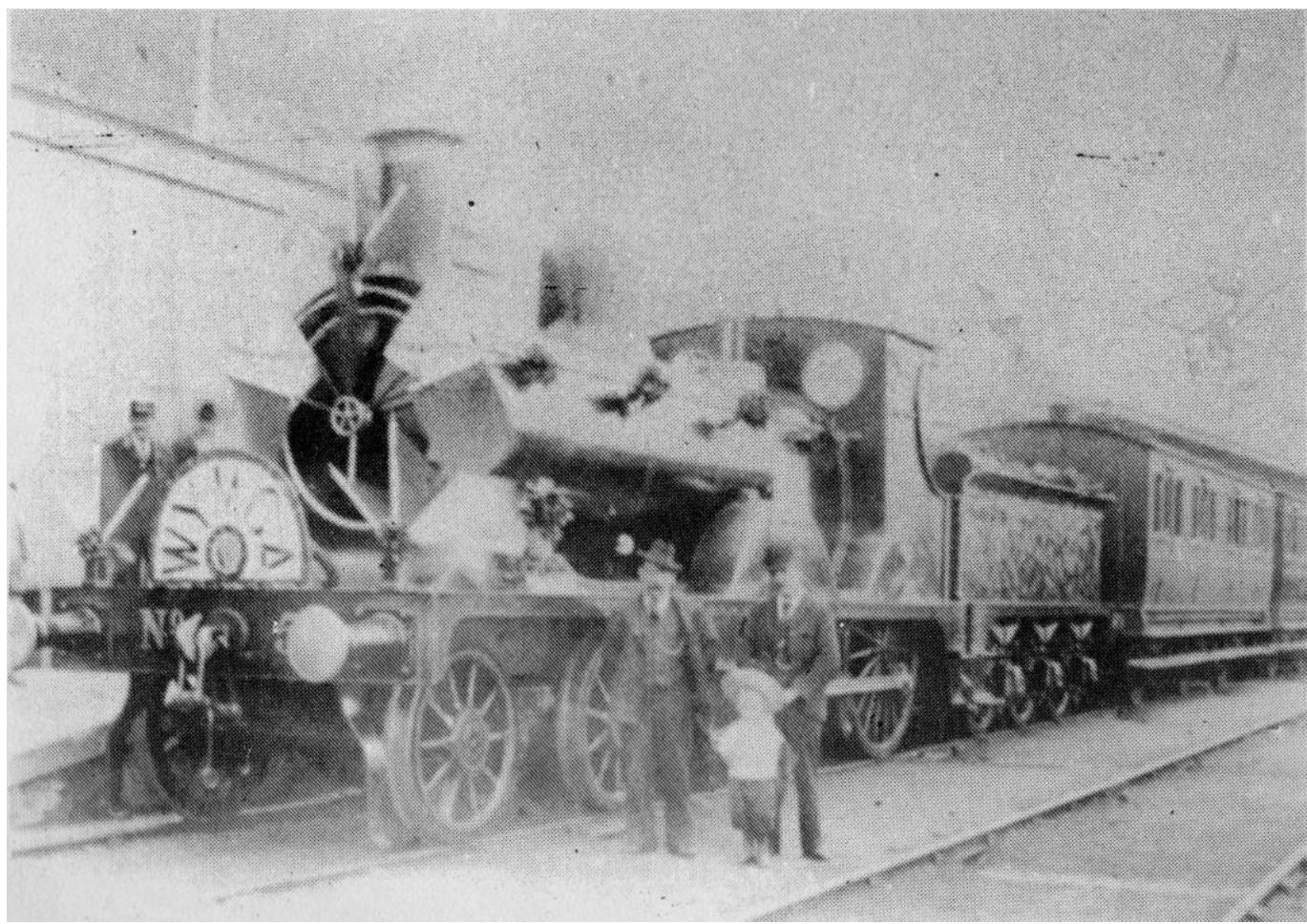
(By Jack O'Neill)

There are many strange features about this railway not usually found on other Irish railways and it might be better to point these out before delving into the history of the line.

The 'Main Line' from Waterford to Sligo does not and never had gradient posts. Everywhere the line made a temporary terminus during its construction, a massive bastion-like station was built and you can still notice important stations like Carrick-On-Suir with small buildings and small stations, such as Fiddown that never produced much traffic, with a massive imposing station house.

Practically all of the iron work used in the stations (i.e. water tanks, etc.) were made in Waterford Foundries and to this day much of this can be seen particularly in Cahir and Clonmel.

The railway had their own ballast pits and the location of these will be given later in the brochure.



W&L Railway excursion to Limerick July 1897 organised by Waterford YMCA. Locomotive is No.53 "Jubilee", GSR No.296 scrapped in 1959. (Courtesy J. O'Neill)

It was the first railway in Ireland to introduce bogie coaches on main line passenger trains. One of these coaches was used by CIÉ up to 3 years ago as the studio coach on the famous Radio Trains.

In the beginning of its life, the railway was almost entirely family owned, the family being the Malcomsons of Portlao, Co. Waterford, who also owned a

ship-building firm in Waterford called the Neptune and from this yard came the first icebreaker ever made for Russia, the "S.S. Avoca" built in 1861 for the Russian Government. At every station on the line from Limerick Junction to Waterford there is a level crossing, the only exception being Cahir.

Now for a brief history of this lovely line which once boasted of the fastest trains in all Ireland and served 8 of Ireland's 32 counties.

The first railway, authorised by the British House of Parliament, allowed for the construction of a line to link the cities of Waterford and Limerick. This act was passed in 1826 one year after the opening of the world's first railway from Stockton to Darlington. The Act was not availed of until 1848 and Co. Waterford lost the distinction of having Ireland's first railway.

The laying of the line began at Limerick and was opened to Tipperary on 9th May 1848. In 1852 the line reached Clonmel and extended to reach Fiddown in April 1853. Dunkitt became the Waterford terminus in August 1853. In 1854 the very expensive extension to Waterford was built and from that year to 1976, a 10mph restriction was imposed on all trains crossing the Black Pill River bridge and the road bridge next to it. The road bridge was renewed in 1976 and the speed restriction raised to 30mph.

The first Waterford city terminus was at Sallypark on the site now occupied by the Goods Store (CIÉ) and this remained the terminus until 1864 when the company, jointly with the W&CIR, built the new station on the site of the present 1966 building. Little of the original structure now remains.

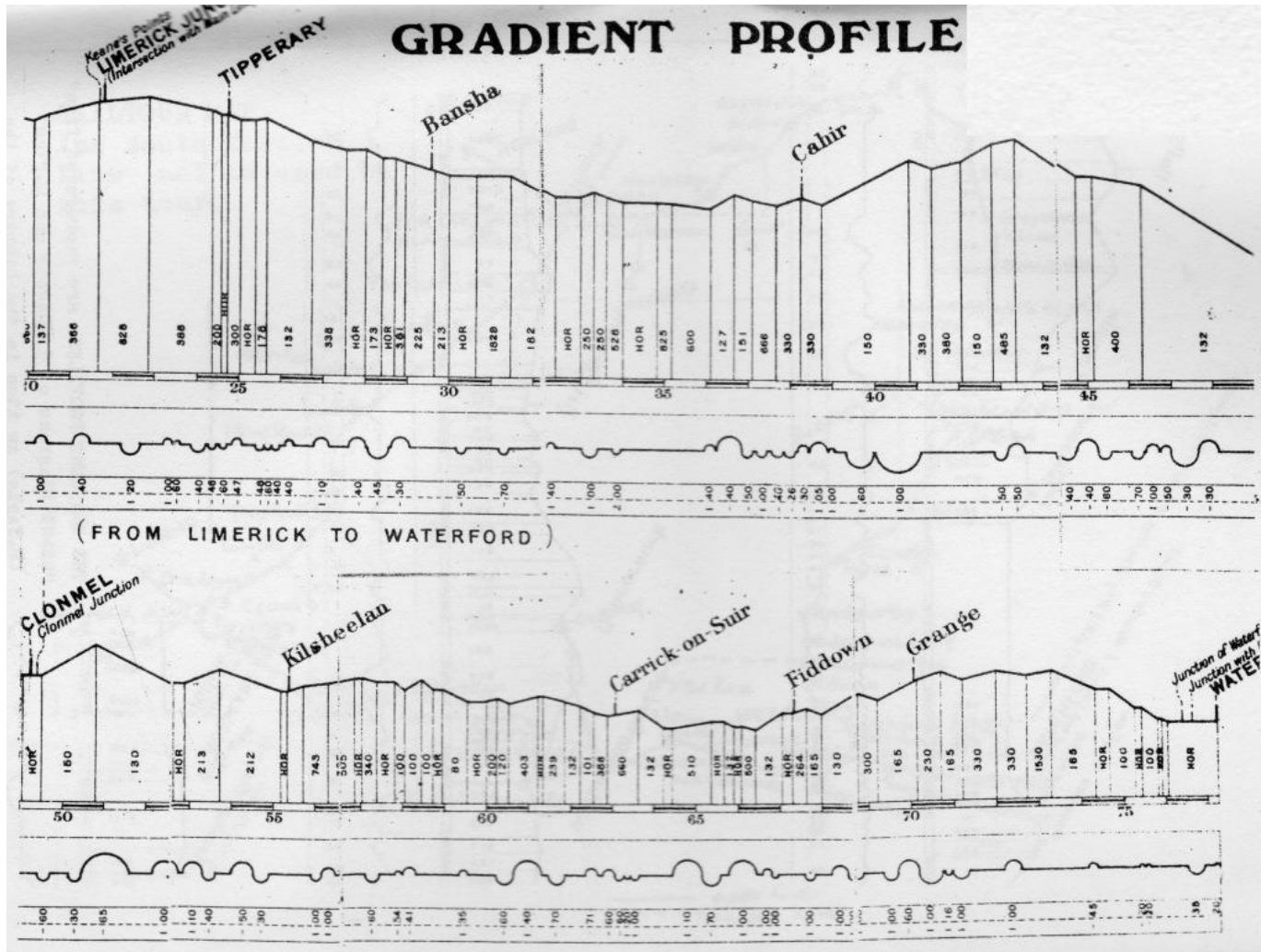
Prior to moving to the present terminus, the railway operated a ferry steamer to Waterford city so the passengers could avoid paying the toll levied on the bridge linking the city with Kilkenny. The ship was named "S.S. Undine" and was built at the Neptune ironworks owned by the chairman, William Malcomson (Waterford and Limerick Railway) who was also chairman in 1863 of no less than nine Irish Railways. Efforts were made in 1863 to compel the railway to run Sunday trains but the Directors, mainly Quakers like the chairman refused pleading "Desecration of the Sabbath" and contended that trains on Sundays would prevent the staff attending Sunday service.

Again in 1866 another effort was made to have Sunday trains run. The effort was defeated by "The Lord's Day Observance Society" and in gratitude, the society's secretary was given a three year pass on the railway by the chairman of the Waterford and Limerick railway, William Malcomson.

The entire system of the Waterford Limerick railway which in 1896 operated 342 miles ran all of their services with fifty eight locos, all of them named, eight of the locos lasting into CIÉ days. The railway remained independent until 1901 when it was absorbed by the GS&WR. The lines remained intact except for the branch to Killaloe and recently the branches to Sligo and Tralee have been closed and their fate remains in the balance.

LIMERICK JUNCTION: The name is an Irish curiosity for the junction is in Co. Tipperary and is 22 miles from Limerick and only 3 miles from Tipperary. This is the crossroads of Ireland and to last year, when the station was closed to freight, was the busiest station in CIÉ. Pre-1956, it was the most interesting station for a railway enthusiast for here would be seen locos of all shapes and sizes. In the section to Tipperary at the Down side at mile post 26½ can be seen the siding to a former ballast pit of the Waterford Limerick railway.

TIPPERARY: Terminus of the line from 1848 to 1852. At the rear of the goods store can be seen the abandoned water tank of terminus days. The station building is a magnificent piece of craftsmanship of the last century. The level crossing is controlled from the signal cabin by a wheel and a system of levers. There is a grade (up) from the station towards both block posts Cahir and Junction.

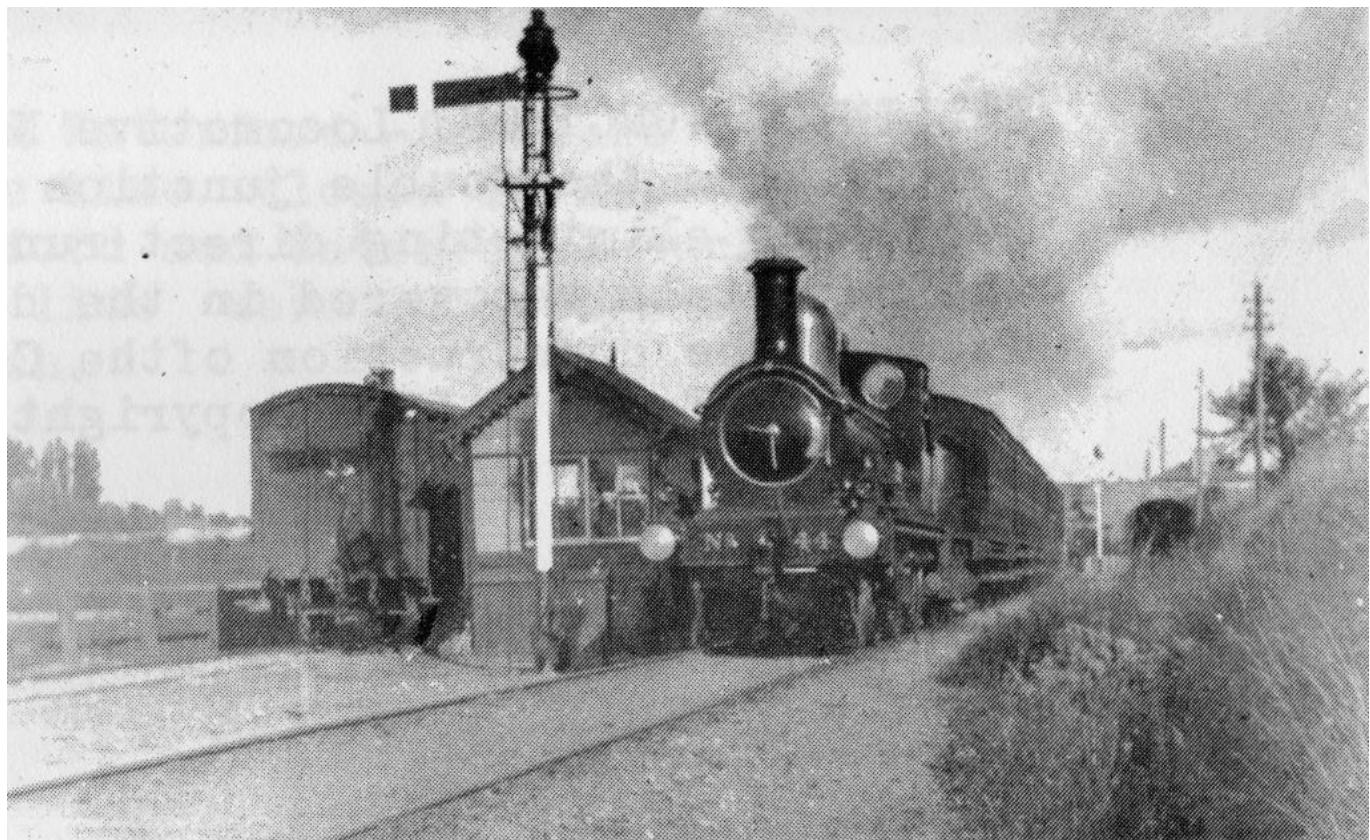


BANSHA: Closed in 1963. It produced much livestock traffic but little passenger traffic, and was the best kept station on the line for many years and won numerous prizes. A good deal of mineral prospecting is going on in the area and who knows the station may again open if a find is made. At milepost thirty-three in this section can be seen the next former ballast pit on the Up side.

CAHIR: The major station on this line for livestock, up to three hundred wagons per month were loaded here prior to the ending of fairs in favour of mart selling. Here occurred one of the few fatal accidents in Irish railways on December 21st 1955 when loco 375 (Woolwich 2-6-0 class) and 22 wagons of beet were wrecked and the driver and fireman killed. The beet special was crossing the night mail and the brake failed on the long down grade to the station from Clonmel. The train, travelling at an estimated speed of 40mph, ran through the station, broke stop blocks at the imposing viaduct and plunged into the river. The loco was cut up on the spot. A plaque erected by the loco staffs of Waterford and Limerick commemorates this unfortunate event. This station generates much passenger traffic and serves a large catchment area heavily populated. All of the buildings date from Waterford Limerick days. A siding named Cahir Abbey at the Tipperary side of the

viaduct is used for tar traffic and here also were the cattle loading banks. The points of the siding are controlled by the Tipperary staff. From this station to Clonmel is a major bank, the summit of it is at milepost 43 and this milepost also marks the start of the descent to Clonmel.

CLONMEL: In Waterford and Limerick days there were three signal cabins in this station, one at the Cahir end, one at the Waterford end, and one near the abandoned loco shed, the latter controlling the branch to Thurles. The Waterford and Limerick loco shed occupied the site of the present signal cabin and was demolished in the early 1920s. The branch to Thurles was closed in 1967 and to this day, all south Wexford beet was routed by this branch, which was very heavily graded. This is the major station on the line and to 1967 handled as much as seventy wagons per day. Passenger traffic is also heavy, the two trains on the line being well patronised. The line climbs for one and a half miles out of Clonmel towards Waterford.



Waterford, Limerick and Western Railway. A Limerick train leaving Clonmel with No.44 "Neptune", one of Robinson's 2-4-0s of 1889-94. This was the last WL&WR locomotive condemned in 1959, then GS&WR No.291. (H. Fayle)

KILSHEELAN: Block post only and closed to all traffic. An occasional Knock train stops to pick up pilgrims to the shrine during the summer. The principal traffic the station handled was livestock and beet and never generated much passenger traffic. The station never had a goods store save the small transit building on the Down platform. There is a short sharp ascent in both directions out of this station.

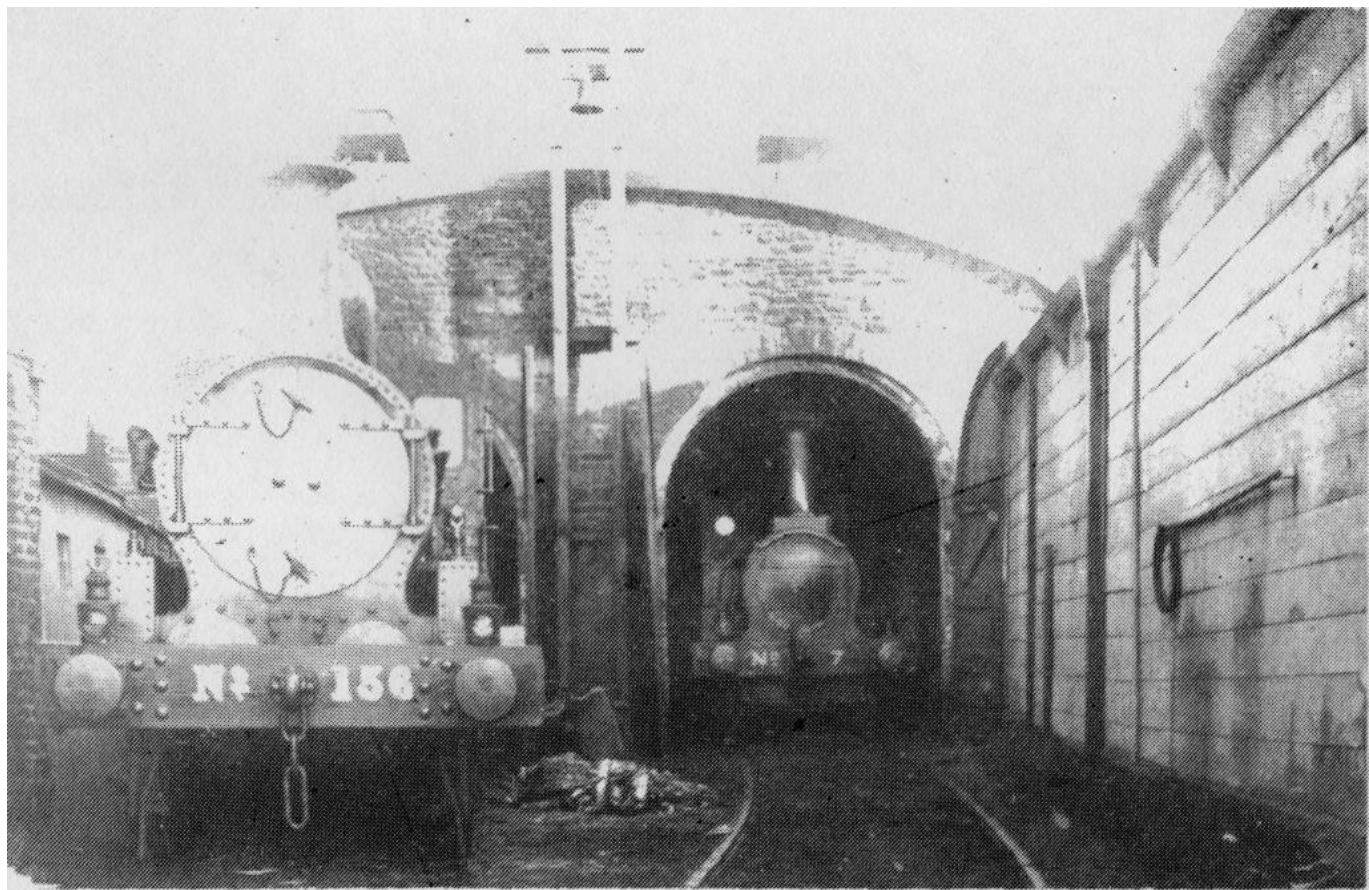
CARRICK ON SUIR: A very good station for passenger traffic and heavy goods traffic was handled here to the implementation of CIÉ's "Rail plan 80". There's a sharp decent into the station from both sides. For many years, an unusual traffic left here - baskets of all sizes and shapes manufactured in the homes of the citizens of the town. The baskets were made from the sallys growing in the islands of the river and up to eight wagons per day were

loaded here, many of the baskets bound for the fishermen of Iceland. Plastic killed the trade.

In the castle visible from the station was born Anne Boleyn, wife of Henry VIII. Ballast pit downside of line.

FIDDOWN: A rise up to this station from both ends. Near here lived the directors of the line, the Malcomson family and this probably accounts for the imposing station building. Compare its size with that of the signal cabin. Near the level crossing is the last toll bridge in Ireland on which a charge to cross it was made up to the introduction of decimal currency. The bridge is owned and maintained by the railway who built it. Also at the level crossing is the smallest church in all Ireland with accommodation for only 28 worshippers. It's the property of the Church of Ireland. This station is now closed to all traffic and the sidings were recently removed. Between April and August of 1853, this station was the terminus of the line.

GRANGE: An upgrade to this station from the Fiddown end and an upgrade out of the station towards Wexford. The station is now closed to all traffic except the occasional passenger special that picks up here for Knock. Again, like Kilsheelan, it never had a rail serving goods store and traffic never amounted to much.



Waterford and Central Ireland Railway locomotives Nos. 156 and 157 at Waterford Shed. Date unknown.

WATERFORD: Final terminus of the line and once the terminus of five railways. All of the original railways using this station remain through much of the route mileage has been reduced. All that has been lost here railway wise is the small self-contained Waterford - Tramore railway. Last year, the depot lost its turntable, the nearest one now is at Rosslare - 40 miles away. The goods yard has been extensively altered to handle bulk traffic and the two loco sheds demolished. This station is worked by four signal cabins with less

than two miles between the four. The car park in the station was once the terminus of the DSE railway - 1,210ft long.

WATERFORD - NEW ROSS

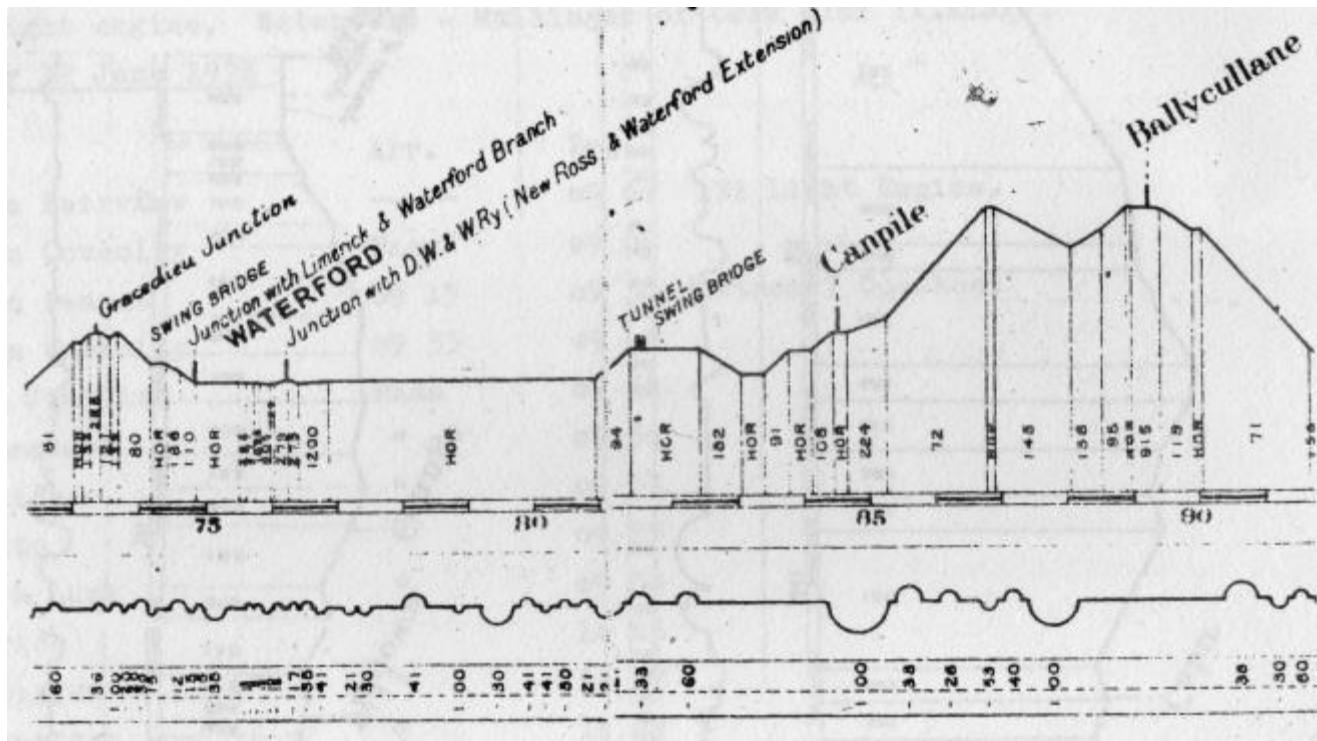
ABBEY JUNCTION: Here the 1 in 60 grade begins and there is a set of catch points beyond, the cabin. This section of line to New Ross was opened in 1904 and the loco shed was on the site of the factory at the river side of the line. Also near the factory is a bank, for beet loading and for the loading of scrap. There is a siding also to the CIÉ bus garage. The line climbs and drops frequently in the 14 miles to New Ross. As this is a "Goods Only" line, the maximum speed allowed is 30mph. There's a total of five level crossings between Abbey Junction and New Ross.

GLENMORE HALT: Now closed but once a thriving station with livestock, beet and regular passenger traffic. There's a 1 in 60 fall from the station towards New Ross and a curving 1 in 60 climb towards Wexford.

NEW ROSS: A station without a signal cabin. In 1963 the cabin was scrapped and a 19th century layout of hand points substituted. The station handles bulk cement and fertiliser only but prior to 1970 loaded two 23 wagon beet specials every day for the 13 week season. Until this station was severed from Wexford and Dublin via Macmine Junction it handled about 30 goods wagons per day and dispatched four special livestock trains each month. Passenger traffic was also heavy.

WEXFORD - ROSSLARE

CAMPILLE: An island platform, as are all stations on this line except Rosslare Strand. As all stations are of a similar layout, I shall give a general description of the line. In the Abbey Junction to Campile section is the only tunnel you will meet and, having left the tunnel, the train enters Ireland's longest bridge, the 2,131 foot long Barrow Bridge which spans the meeting place of the rivers Suir, Barrow and Nore, better known as the three sisters.

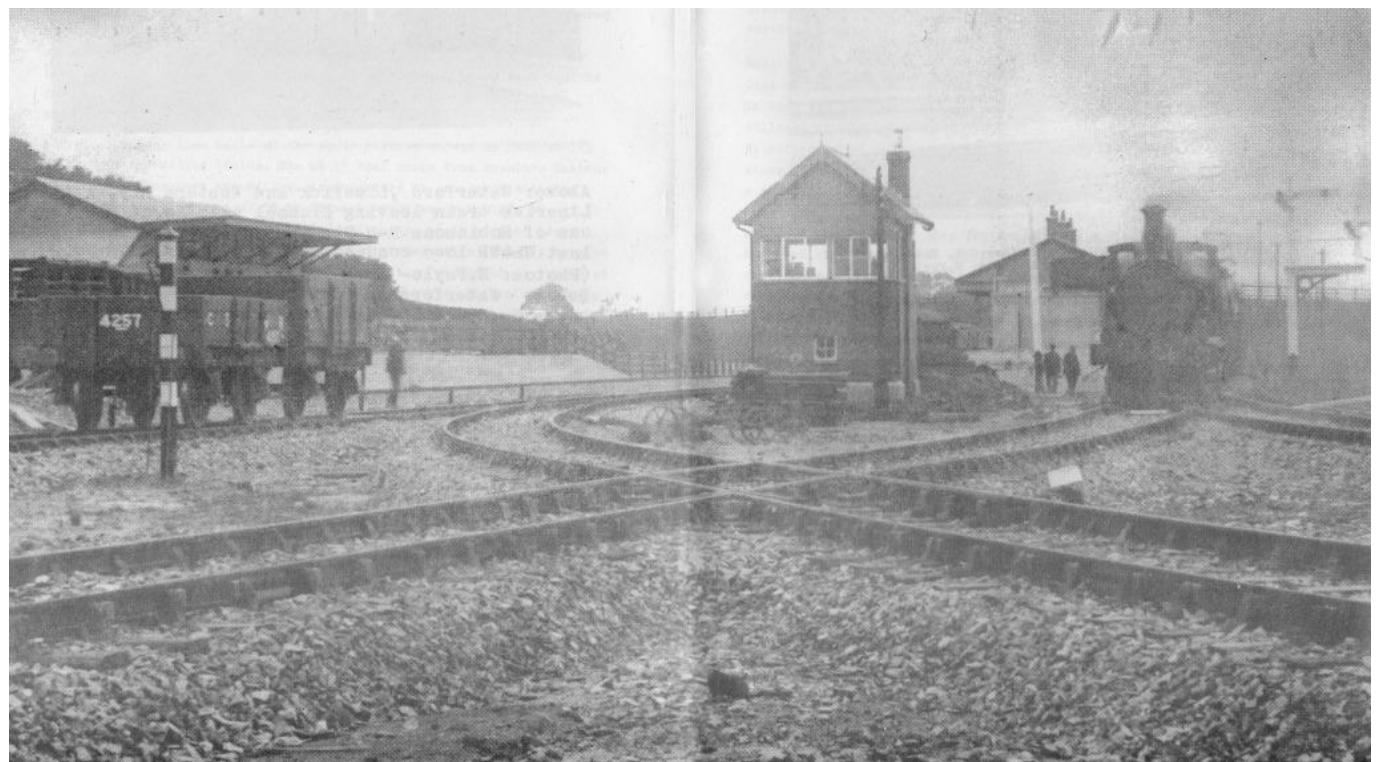


All stations, except Duncormick and Killinick are open to passenger traffic and all of them including Duncormick and Killinick are open for beet. The

line handles approximately 200 wagons of beet each day from late September to mid-January. There are 12 level crossings for the thirty seven mile line - all of them signalled both ways. The line is heavily graded, the most severe being a 1 in 72 out of Campile towards Ballycullane and the longest grade is the Bank of Taylors Town from Wellington Bridge to Ballycullane.

Ballycullane is closed as a block post but in the beet season, it reverts to ETS working. Duncormick and Killinick are worked by a ground frame and all three stations are unmanned except for the thirteen weeks of the beet.

The line from Rosslare Strand to Wexford opened for traffic in 1906 and a branch ran from Killinick to Mile Post two on the Wexford line. This branch was closed in 1912 after a fatal accident which killed a fireman and seriously injured the driver of a light engine. For a branch of such a short life it's strongly very well remembered.



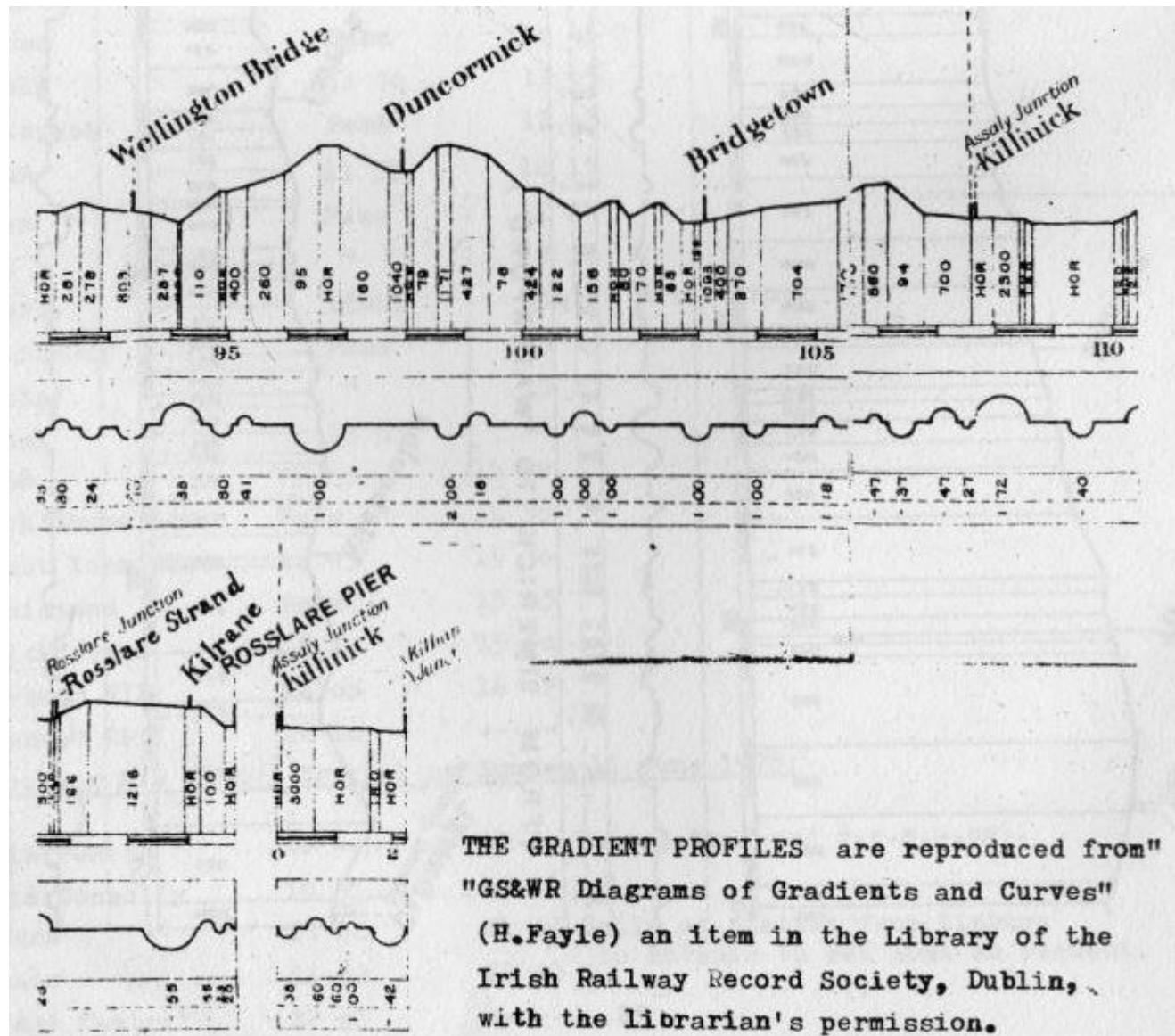
KILLINICK JUNCTION: Locomotive No.139 with a Down Waterford-Rosslare Goods c.1907. Note the double junction for the Felthouse line, closed in September 1913 thus eliminating direct running between Wexford and Waterford. Much of the materials recovered in the demolition of this line were subsequently used in the construction of the Castlecomer Branch.
(H. Fayle)

ROSSLARE STRAND: Junction for the DSE line and here, three years ago, the Up and Down boat trains collided; happily there were no injuries. Heavy passenger traffic from here but, it is closed to goods.

ROSSLARE HARBOUR: Gateway to the South East from Britain and the Continent. Rosslare holds the record for the longest sunshine hours in Ireland. Last year, the port handled 72,000 vehicles and 220,000 passengers from the ferries. A modern hotel was built by CIÉ to cater for the rapidly expanding tourist industry. It has 100 bedrooms and a heated swimming pool. The loco shed is at the landward end and accommodated six locos in the days of steam.

WEXFORD SOUTH AND WEXFORD NORTH: Two stations in a town the size of Wexford is unusual and they are both linked by a 5mph piece of track along the quays. At night time a man bearing a lamp still walks ahead of all trains using the

quay line. The DSER reached Wexford North station in 1872. The loco shed here was demolished in 1964 for Wexford depot has the distinction of being the last steam depot in CIÉ.



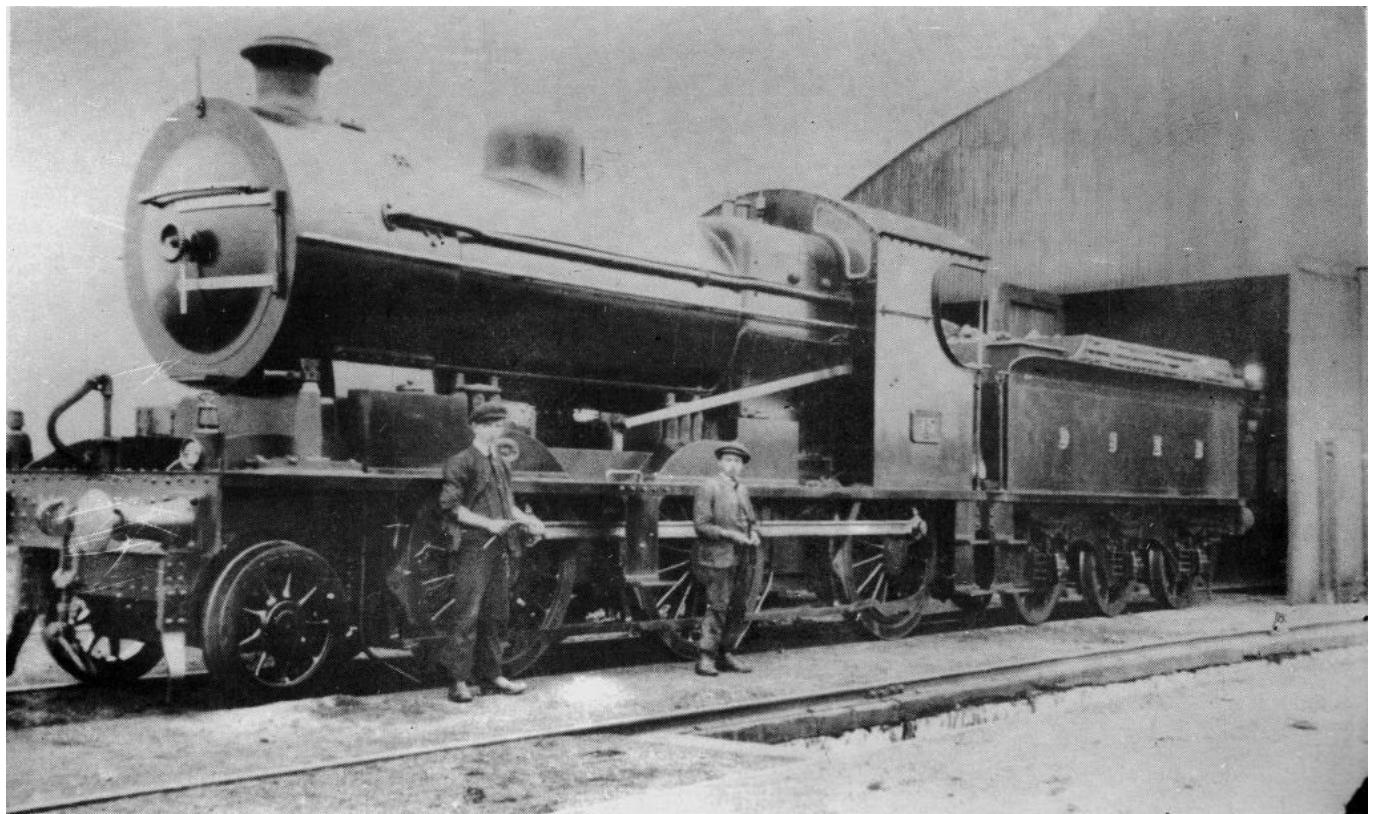
LOCOMOTIVES OF THE LINES

A full list of Wexford and Limerick locos can be found in the Society's publication "A DECADE OF STEAM". My own personal recollections of the locos working the lines are from 1946 to the end of steam in 1964. The passenger services from Wexford to Limerick were exclusively worked by the D11s Nos. 301-4 and all of these locos except 302 were very popular and capable of a good turn of speed.

Up to 1951, the goods on the line were worked by a variety of J15s and two of the Wexford and Limerick good locos 222 and 237 of the J25 class. 222 was better known as 'the three little ducks'. These were a lovely running engine and steamed freely like most Wexford and Limerick locos, they were designed by Robinson and built by Dubbs and Co. Occasionally, a Wexford and Limerick passenger loco 296 D15 would relieve a D11 on the Jobs and the Wexford and Limerick 2-4-0, No.291 would work the local trains from the Junction to Limerick. The beet trains were routed by the J15 class and the J9 class and later as diesels and railcars took over on passenger workings, the 2-6-0 Woolwichs began to appear on the beet specials. The latter, however, were not

allowed on the branch from Clonmel to Thurles but worked to Thurles via Limerick Junction.

Up to 1957 the Rosslare Express to Cork was dominated by the 2-6-0 Woolwich locos and some outstanding runs were made by these locos. The goods trains on the Rosslare line were worked by the ever reliable J15s and the J9s and at the latter end of steam, one could find Midland locos and even GNR locos on the beet specials of this route. The Wexford based engineman handled more types of locos than his counterpart in any other part of Ireland.



DSER No.15 (461) at Wexford in 1924. In the picture are retired drivers Jack Grogan and James Curran. (O'Keeffe, Wexford)

On the New Ross line, the passenger services were worked by D14s relieved by the maids of all work, the J15s. The goods trains were headed by the lovely DSE locos of the J8 class, 443-5-6 and by the two mighty 2-6-0s 461-2 of class K2. These locos were much loved by crews of all depots and were capable of very high speeds with small coal consumption. The Society presently has 461 and it's my earnest hope that she will soon again show her capabilities.

ACKNOWLEDGEMENTS

The publications officer wishes to thank the many people who have assisted in the production of this brochure. The text of both articles was written by Jack O'Neill and Barry Carse, both regular contributors to our brochures. The map was drawn at short notice by Oliver Doyle who also assisted with the photographic captions. Many of the photographs are taken from the photographic collection of the Irish Railway Record Society and these are acknowledged. We were without the use of the "Golf Ball" typewriter as our regular typist Margaret Hanrahan is indisposed and thanks is due to two other young ladies, Eileen Stokes and Margaret Mulvey who typed much of the manuscript. For technical assistance the publications officer wishes to thank Ciaran Daly and Christopher Roche for their usual help. Denis Grimshaw provided the final draft of the complete timetable and the copies of the Fayle photographs were printed by Herbert Richards.

THE MODERN IMAGE

(By Barry Carse)

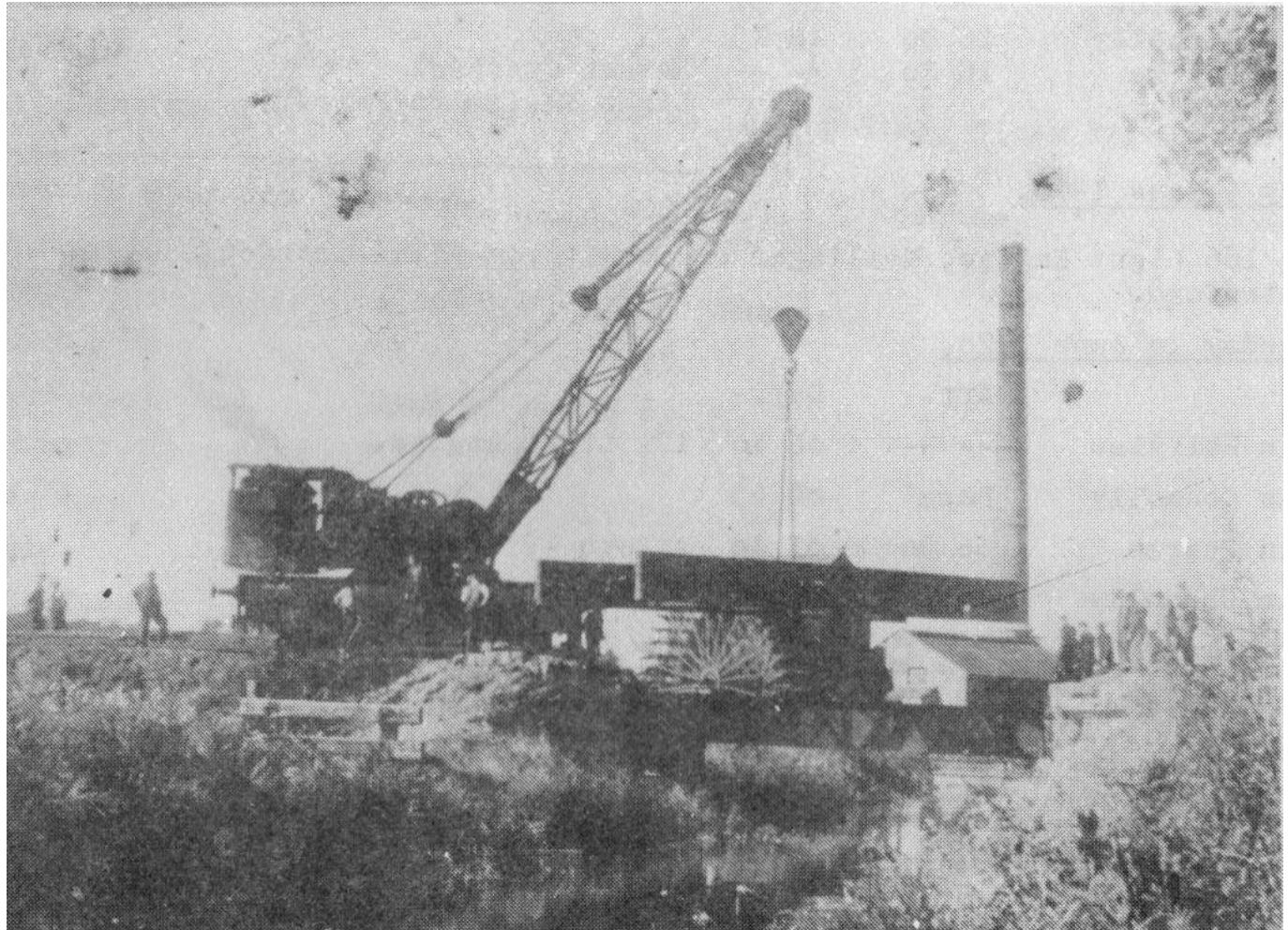
Apart from the main line the route of our rail tour can be divided into three distinct sections: (1) On leaving Limerick Junction there is the line to Waterford which has at present very little passenger traffic but sufficient freight to justify its retention. (2) At Waterford there is the extremely quiet 14½ mile branch to New Ross. The future of this branch is hard to predict. (3) Finally, the South Wexford. In early 1977 the end appeared in sight with the proposed conversion of the Barrow Bridge to road use. This scheme has vanished from the headlines and it would appear that this line (Waterford-Rosslare) which has very heavy beet traffic for four months of the year will be saved and so therefore will the boat trains - at least for the present.



Wexford Quays c.1900. At that time the quayside line was the running line and the inner line the siding for loading and unloading. The signal box controlled the lifting span of the adjacent Crescent Bridge. The Wexford paddle tug is berthed alongside. (Lawrence Collection)

A typical summer timetable of the early sixties showed an interesting network of connecting trains. The 06:15 boat train from Rosslare Harbour to Cork via Dungarvan and Mallow. At Waterford it connected with the 07:30 to Limerick and the 07:55 to Clonmel, Thurles or Dublin. The 07:10 from the Harbour ran to Waterford and unlike the 06:15 stopped everywhere en route. There is still an equivalent today which normally carries a large proportion of schoolchildren. The return was at 18:15 compared to today's 16:30 which does not stop at Duncormick or Killinick. During the day there were trains at

12:15 (Down) from Limerick to Waterford and 10:55 Up. In the evening there were trains at around 18:15 from Limerick and Cork which met at Waterford. The Cork one being the boat connection. This brief summary of the services on this route concluded with the Thurles - Waterford service via Clonmel in the late evening.

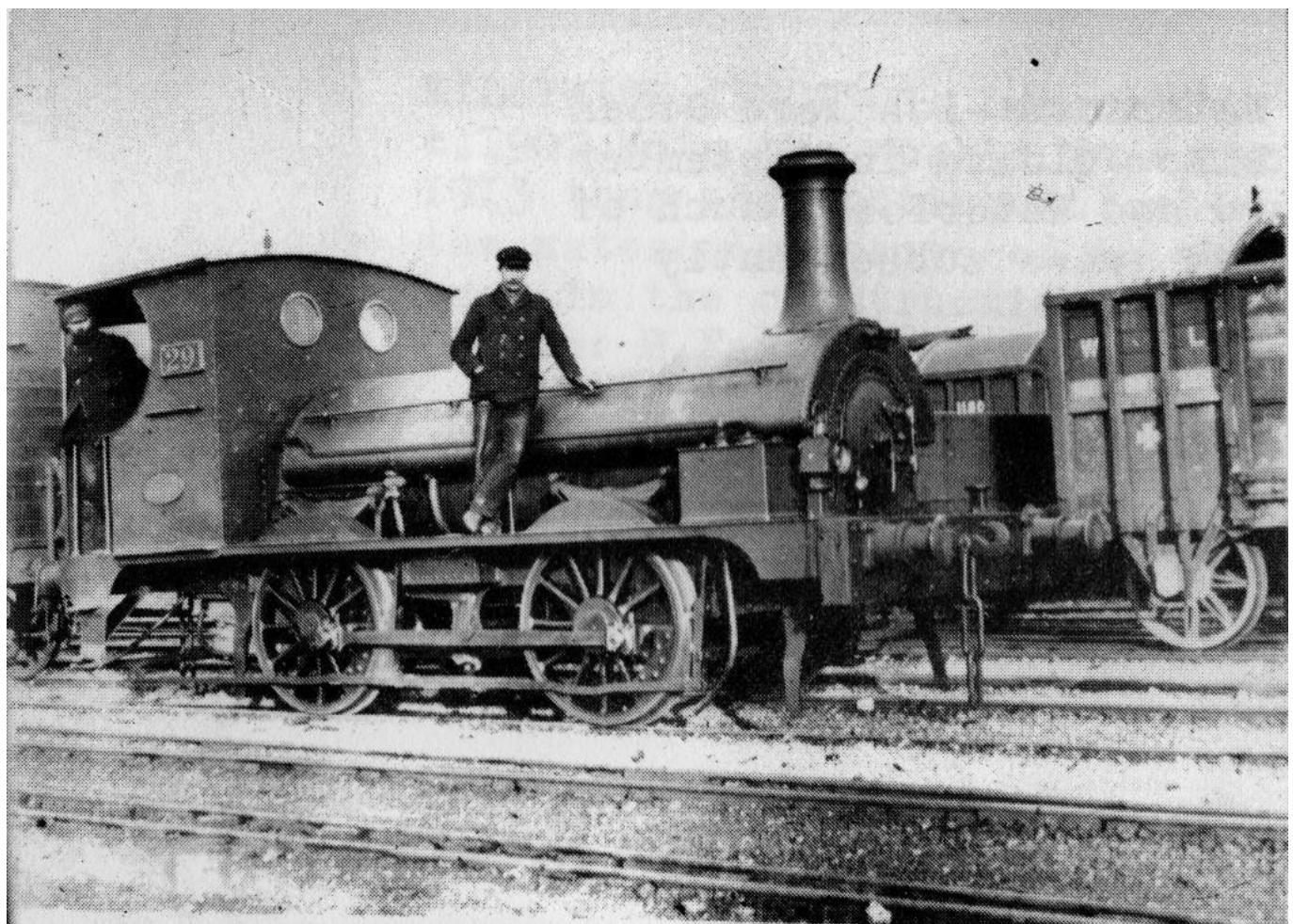


Renewal of Bridge 235 over the canal at Drinagh near Felthouse Junction, 14th September 1941. The waterwheel in the background replaced a James Watt beam engine installed in 1843 to reclaim the sloblands. This engine was never used. The pumping house is still in use. (Courtesy J. O'Neill)

On 25th March 1967 the 75½ mile line from Mallow to Waterford and the Thurles-Clonmel (24½ mile) lines were closed. The Rosslare boat trains continued running to Cork via Limerick Junction and taking twenty minutes longer many changes on the route were necessary. At Grange, Fiddown and Kilsheelan, mechanical staff changing equipment was installed to increase speed at these stations. The water tank at Carrick was demolished and both platforms extended, Kilsheelan loop was extended by about two hundred yards. Two way signalling was installed at Carrick, Kilsheelan, Clonmel and Tipperary. This facility had existed at Cahir following the accident of 1955. The boat trains only served Waterford, Carrick, Clonmel, Cahir, Tipperary, Limerick Junction and Mallow. Closure of the Thurles-Clonmel line meant the end of the goods but more significantly the routing of the beet specials via the already busy junction.

The quality of passenger trains from the harbour has declined since the rerouting in 1967. Dining cars and first class accommodation were available on these trains in 1969 but the newly introduced snack cars soon replaced the diners. Eventually these disappeared and were not replaced. Neither is there

any first class at present. In April 1973 the trains were altered to run to and from Limerick giving Cork and Kerry connections at Limerick Junction. It was reported at the time that traffic seemed to trend towards Limerick rather than Cork as the latter had now the B+I services to Swansea.



WL&WR 0-4-0ST No.29 at Limerick. Note the WL&WR van in the background. Date unknown. (H. Fayle)

Waterford station has changed dramatically in recent years. At the end of the last decade the station building erected by the Waterford & Limerick Railway in 1864 was demolished and the new larger block was constructed. This was followed in 1970 with the introduction of the "Deiseach" express from Waterford at 08:05 reaching Heuston at 10:20, with a return train at 17:15 stopping only at Kilkenny. Late in 1971 the "Deiseach" was selected for a survey. A return fare of £2 was offered to Dublin and the success of this idea gave birth to the great train robbery travel bargain in January 1972. On the Waterford line 755 travelled to Dublin on Tuesday 4th, compared with 128 for the corresponding day a year earlier. The time is ripe for the introduction of the new air conditioned coaching stock in conduction with an elaborate timetable from April 1973. Waterford was allocated an AC set to work the 08:15 Up and 18:00 return. The carriage utilisation was improved so that the AC set formed the 11:15 Down and 14:30 Up. The next big change was the introduction of the newly delivered 071 class (2,475hp) in June 1977. The 08:15 became 07:55 and is now the fastest train taking two hours 25 minutes to Dublin with six stops. The Waterford area has some of the most lucrative freight on the system. In the early seventies the branch to the new magnesite factory at Ballinacourty near Dungarvan was brought into use. The first train ran on 10th July 1970 to the siding at Tivoli, Cork. The specially constructed fleet of 16 wagons of twenty ton capacity, 9 tons tare, are twin hoppers. On

the return journey the empty magnesite train brings laden oil tanks for Ballinacourty. Dolomite trains operate from Bernnetsbridge to Ballinacourty using up to 24 of the fleet of 36 twenty ton wagons. B121 (single cab) working for the first time in multiple with a 141 class had just taken up duty on these spectacular trains when the Society had its last tour to Waterford in 1973.

A few months later B121 was paired with another of its class and this combination was so successful that they were later transferred to the Cork main line passenger trains. Since June 1977 they were replaced on the Cork line by the 071 class but are still working in pairs on the Dublin-Rosslare line.

The Bell ferry container depot and wharf at Waterford was brought into use in 1969. This was not the plan and only occurred after difficulties arose with road transport to and from the depot. There are now two timetabled trains to Dublin each day. In 1972 a Cork train was added on a thrice weekly basis. Now there are separate trains daily to Limerick and Cork and it is now generally believed that CIÉ's share of the Bell traffic leaving Waterford could be increased if the wagons were available. The new loop under construction at Lavistown (Kilkenny) will assist the operation of future additional liner trains.

Waterford Goods still awaits implementation of the "Rail Development Plan". The loose-coupled trains still leave daily for Dublin (Heuston Goods) and Limerick. The second mentioned serves Clonmel and Limerick Junction only. Tipperary is usually served by the Limerick Junction pilot. Grange and Carrick on Suir have beet traffic only. Cahir is not open for goods and the tar/bitumen traffic at Abbey siding is now handled at Clonmel. Late in 1974 work started at Waterford on the diversion of the main running roads between the West and Central cabins to a position near the river to allow the new freight yard to be constructed. The turntable was removed. This work was completed in 1975 but much remains to be done on the goods area. The sundries traffic is carried on the Waterford liner by the new "Uniload" system. Two ten foot containers with caged pallets are mounted on a con-flat. The original rail plan envisaged the extension of this train across the South Wexford to Waterford returning to Dublin via Kilkenny. Two train sets would work in opposite directions. It was also planned to operate sundries trains from Cork to Waterford via Limerick, making it the only one on the system not associated with Dublin.

No goods now operate between Waterford and Wexford North but every October for four months onwards this - the biggest sugar beet growing area in the country - produces something in the region of 250 wagons per day from Campile to Killinick. The season just ended witnessed a quota of 44 wagons from Wellington Bridge alone. In a recent statement CIÉ stated that this traffic will continue to be handled in the traditional loose-coupled wagons but that a joint working party of CIÉ and Sugar Company personnel is at present developing a plan for the setting up of beet depots at certain locations so that full train loads can be moved from these depots to the sugar factories.

Ballycullane signal box was switched out on 27th March 1976 and is now to be brought into use for the beet traffic only. Duncormick box was closed completely six months later and the loop removed. The Killinick box was also closed on 13th March 1972.

The tiny Kilrane station close by Rosslare Harbour (mainland) was closed in 1970 and was replaced by a temporary platform at Ballygeary. Since then a

more permanent construction has been built and the station buildings at Kilrane were demolished and a new beet loading bank was built. Kilrane was closed for beet traffic in 1977 (7th March).

Rosslare has become very popular as a ferry port. As well as the St. Patrick operated Rosslare-LeHavre service, Irish Continental Lines will be operating a new service to Cherbourg with their vessel St. Killian from May 1978. In the period May-October the two ships will be able to operate two round trips to Cherbourg and five to LeHavre each week. This means a daily outward and return service between Ireland and France.

RAILWAY PRESERVATION SOCIETY OF IRELAND

South Wexford Railtour, 8-12 June 1978

Schedule and working Arrangements

Thursday 8 June 1978

	Arr	Dep	
Whitehead RPSI		08:55	No.171 + 7 Coaches.
Whitehead NIR	pass	08:58	
Carrickfergus	pass	09:08	
Greenisland	pass	09:13	
Belfast York Road	09:25	09:50	
Bleach Green Junction	pass	10:00	
Antrim	10:55	11:10	
Crumlin	pass	11:24	
Ballinderry	11:34	11:42	Cross 11:15 Belfast - Derry.
Lisburn	11:55	12:30	Water Stop.
Moira	pass	12:40	
Lurgan	pass	12:48	
Portadown	12:55	13:05	
Poyntzpass	pass	13:22	
Dundalk	14:00	14:50	Water Stop.
Dunleer	pass	13:22	
Drogheda	pass	15:20	
Laytown	pass	15:27	
Mosney	pass	15:28	
Gormanston	pass	15:30	
Balbriggan	pass	15:32	
Skerries	pass	15:36	
Rush & Lusk	pass	15:41	
Donabate	pass	15:43	
Malahide	pass	15:45	
Portmarnock	pass	15:48	
Howth Junction	pass	15:51	
Dublin Connolly	16:00	16:15	
Dublin Pearse	16:20		Detach Coaches. Light Engine to Fairview.

Friday 9 June 1978

No.186 Light Engine, Mullingar or Cork (From Film contract) to Waterford.

Saturday 10 June 1978

	Arr	Dep	
Dublin Fairview		06:40	No.171 Light Engine.
Dublin Connolly	pass	06:45	
Dublin Pearse	06:50	07:10	Attach (7) Coaches.
Dublin Connolly	pass	07:15	
North Strand Junction	pass	07:18	
Glasnevin Junction	pass	07:21	
Cabra	pass	07:25	
Islandbridge Junction	07:30	07:35	
Dublin Heuston	07:40		
Dublin Heuston		08:50	No.171 + 7 Coaches.
Islandbridge Junction	pass	08:53	
Inchicore Advance Starter	pass	08:58	
Signal CY 288	pass	09:04	
Hazelhatch	pass	09:08	
Signal CY 220	pass	09:13	
Sallins	pass	09:18	
Signal CY 212	pass	09:23	
Droichead Nua	pass	09:27	
Curragh Mainline	pass	09:30	
Kildare	pass	09:34	
Cherryville Junction	pass	09:37	
Signal CY 162	pass	09:43	
Portarlington	pass	09:48	
Signal CY 112	pass	09:54	
Portlaoise	pass	09:59	
Signal CY 104	pass	10:05	
Signal CY 102	pass	10:10	
Ballybroyph	10:16	10:30	Water Stop.
Lisduff	pass	10:38	
Templemore	pass	10:46	
Thurles	pass	10:56	
Goold's Cross	pass	11:06	
Dundrum	pass	11:11	
Limerick Junction	11:20		Water Stop. Clean Fire.
Limerick Junction		12:15	No.171 + 7 Coaches.
Tipperary	12:30	12:38	
Cahir	13:05	13:25	Runpast.
Clonmel	13:46	13:55	
Kilsheylan	pass	14:05	
Carrick-On-Suir	pass	14:16	
Fiddown	pass	14:22	
Grange	14:26	14:33	
Waterford	14:45		Detach 552 & 562. Lineside Bus departs.
Waterford		15:10	No.186 + 5 Coaches.
Glenmore	15:35	15:45	
New Ross	16:00	16:20	Run-Round. Lineside bus connects.
Waterford	17:00		
Waterford		17:10	No.171 + 7 Coaches.
Kilmokea	17:20	17:23	Collect Lineside bus passengers.
Campile	pass	17:30	
Wellington Bridge	pass	17:49	
Bridgetown	pass	18:05	
Rosslare Strand	18:18	18:30	Run-Round.
Wexford South	18:40		

Saturday 10 June 1978

	Arr	Dep	
Waterford		17:31	No.186 Light Engine.
Campile	pass	17:50	
Wellington Bridge	pass	18:09	
Bridgetown	pass	18:29	
Rosslare Strand	18:44	18:45	
Wexford South	18:55		Attach Coaches.
Wexford South		19:10	No.186 + 7 Coaches.
Wexford O'Hanrahan	19:20		Detach Coaches.
Wexford O'Hanrahan		19:30	No.186 Light Engine.
Wexford South	19:40		Attach No.171.
Wexford South		19:50	No.171 & No.186 Light Engine.
Rosslare Harbour Main	20:10		Clean Fires.

Sunday 11 June 1978

	Arr	Dep	
Rosslare Harbour Main		07:30	No.186 Light Engine.
Rosslare Strand	pass	07:38	
Wexford South	pass	07:46	
Wexford O'Hanrahan	07:55		Attach Coaches.
Wexford O'Hanrahan		08:15	No.186 (Tender- First) + 7 Coaches.
Wexford South	08:24	08:25	
Rosslare Strand	pass	08:34	
Rosslare Harbour Main	pass	08:42	
Rosslare Harbour Pier	08:45		
Rosslare Harbour Pier		09:00	No.171 + 7 Coaches.
Rosslare Harbour Main	09:02	09:05	
Rosslare Strand	pass	09:10	
Killinick	09:16	09:25	
Bridgetown	09:35	09:45	
Duncormick	09:55	10:10	Runpast.
Wellington Bridge	10:20	10:35	
Ballycullane	10:45	10:52	
Campile	11:04	11:11	
Waterford	11:30		Water. Coal. Clean Fire.
Waterford		12:20	No.171 + 7 Coaches.
Grange	pass	12:32	
Fiddown	13:37	12:45	
Carrick-On-Suir	12:53	13:10	Runpast.
Kilsheelan	13:24	13:32	
Clonmel	pass	13:45	
Cahir	pass	14:08	
Tipperary	pass	14:35	
Limerick Junction	14:50		Water, Clean Fire.

Sunday 11 June 1978

	Arr	Dep	
Limerick Junction		15:35	No.171 + 7 Coaches.
Dundrum	pass	15:46	
Goold's Cross	pass	15:52	
Thurles	pass	16:02	
Templemore	pass	16:11	
Lisduff	pass	16:18	
Ballybroyph	16:26	16:40	Water Stop.
Signal CY 101	pass	16:49	
Signal CY 103	pass	16:55	
Portlaiose	pass	17:00	
Signal CY 111	pass	17:06	
Portarlington	pass	17:11	
Signal CY 161	pass	17:18	
Cherryville Junction	pass	17:22	
Kildare	pass	17:25	
Curragh Mainline	pass	17:28	
Droichead Nua	pass	17:30	
Signal CY 211	pass	17:35	
Sallins	pass	17:38	
Signal CY 219	pass	17:43	
Hazelhatch	pass	17:46	
Signal CY 227	pass	17:51	
Inchicore	pass	17:54	
Islandbridge Junction	pass	17:56	
Cabra	pass	18:01	
Glasnevin Junction	pass	18:04	
North Strand Junction	pass	18:07	
Dublin Connolly	18:10	18:30	
Dublin Pearse	18:35		Detach Coaches. Light engine to Fairview.

No.186 Light engine, Waterford - Mullingar or Cork (for filming).

Connecting NIR Diesel Special

	Arr	Dep	
Dublin Pearse		19:30	Formed by 2-car DEMU set.
Dublin Connolly	19:35	19:36	
Lisburn	21:42	21:43	Calls at stations to Botanic on request.
Botanic	22:02	22:03	
Belfast Central	22:05		

Monday 12 June 1978

	Arr	Dep	
Dublin Fairview		09:00	No.171 Light Engine.
Dublin Connolly	pass	09:08	
Dublin Pearse	09:15	09:30	Attach 7 Coaches.
Dublin Connolly	09:35	09:40	
Howth Junction	pass	09:48	
Portmarnock	pass	09:50	
Malahide	pass	09:53	
Donabate	pass	09:55	
Rush & Lusk	pass	09:58	
Skerries	pass	10:03	
Balbriggan	pass	10:07	
Gormanston	pass	10:09	
Mosney	pass	10:11	
Laytown	pass	10:12	
Drogheda	10:19	10:30	Water Stop.
Dunleer	pass	10:46	
Dundalk	11:00	11:05	
Poyntzpass	pass	11:45	
Portadown	11:59	12:15	
Lurgan	pass	12:24	
Moira	pass	12:32	
Lisburn	12:41	13:10	Water Stop.
Ballinderry	pass	13:23	
Crumlin	pass	13:33	
Antrim	13:45	14:00	
Bleach Green Junction	pass	14:55	
Belfast York Road	15:05	15:30	
Greenisland	pass	15:45	
Carrickfergus	pass	15:50	
Whitehead NIR	16:00	16:07	
Whitehead RPSI	16:10		