

THOMOND RAILTOUR



**Souvenir
Brochure**

RAILWAY PRESERVATION SOCIETY O IRELAND

Thomond Railtour

Dublin - Portarlinton - Athlone - Athenry - Ennis - Limerick

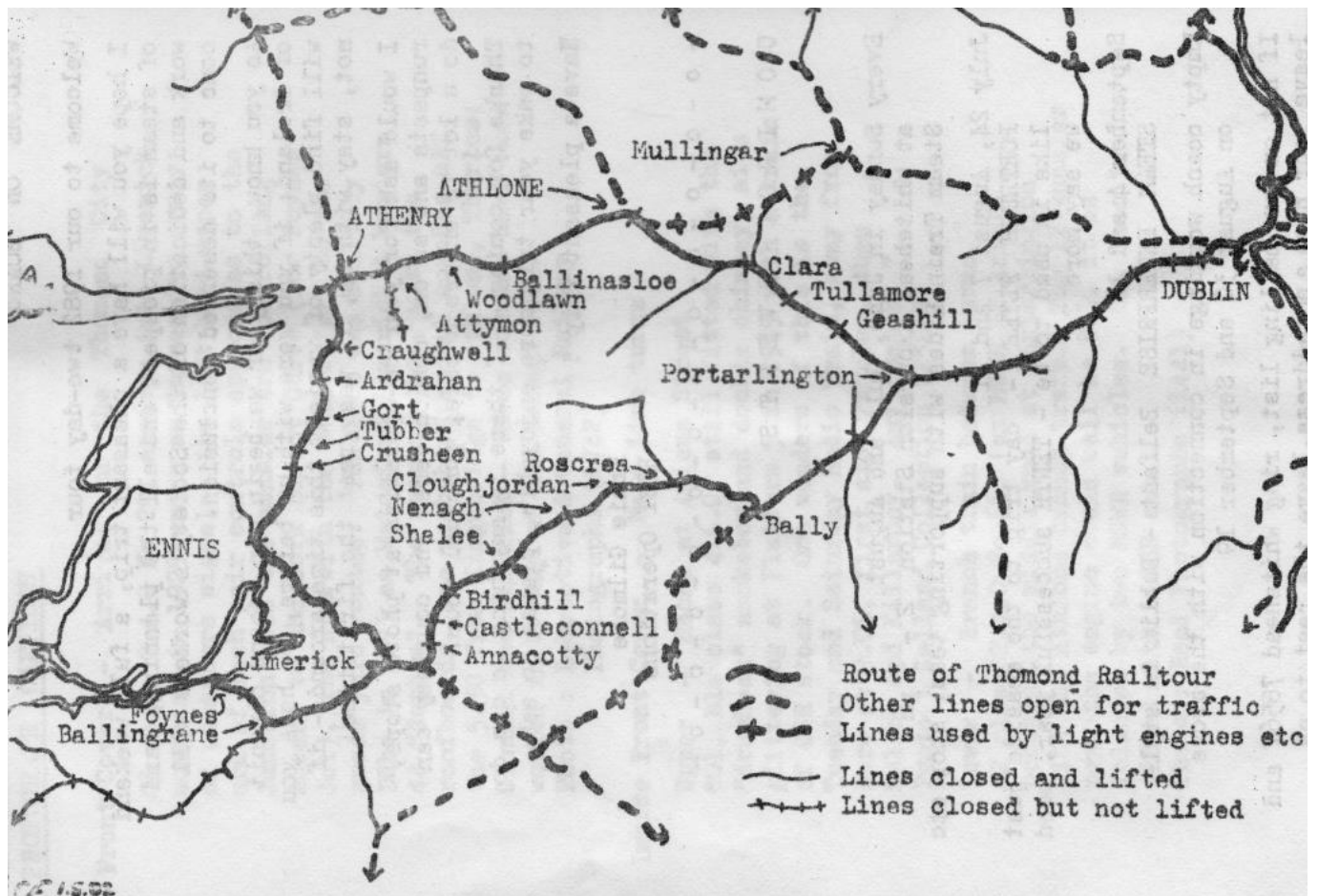
Limerick - Foynes - Nenagh - Ballybrophy - Dublin - Belfast

Saturday and Sunday 15th & 16th May 1982

SOUVENIR BROCHURE

Front Cover: Arrival in the Thomond City: G3 class 2-4-0 No.291 arrives into Limerick sometime in 1929 under an impressive array of semaphore signals; the left-hand upper arm of each pair controls approaches to the junction with the smaller arm controlling access to the Cork Direct Curve (for Foynes Junction), the arms with the ovals refer to the goods yard routes. The loco was built by Dubs in 1893 as Waterford Limerick & Western 44 "Nepkin". The rear coaches, with the roof-boards, are probably through coaches off the 5:30 from Kingsbridge to Athlone, Thurles, Clonmel and Limerick - these coaches have been worked in by way of the Nenagh road. (Locomotive & General, 6742)

Written by Charles P. Friel who would like to thank everyone who helped, especially Barry Carse, Denis Grimshaw and Ernie Gilmore and those who made illustrations available.



WELCOME ON BOARD

Welcome to our 1982 two-day tour.

I hope you will have a pleasant trip, a full weekend of steam is in prospect and all the planning, hard work and dedication of the Society's workers will come to its deserved conclusion.

As you know, this year we begin our second circuit of Ireland; if you were with us before, we hope you will find plenty of variety this time around - if not, stay with us, it was great the first time!

I would ask for your co-operation at photo stops, runpasts and so on, common sense and courtesy can do a lot to ensure a safe, punctual tour.

Thanks for coming - if there is anything we can do to make your trip more enjoyable, please do ask.

Have a pleasant trip!

Ernie Gilmore
Operations Officer

THE ROUTE TO THOMOND

The railways around Dublin have often been described in our souvenir railtour brochures, so we will take up the route of this year's tour at Portarlinton, where we leave the well-documented Cork main line.

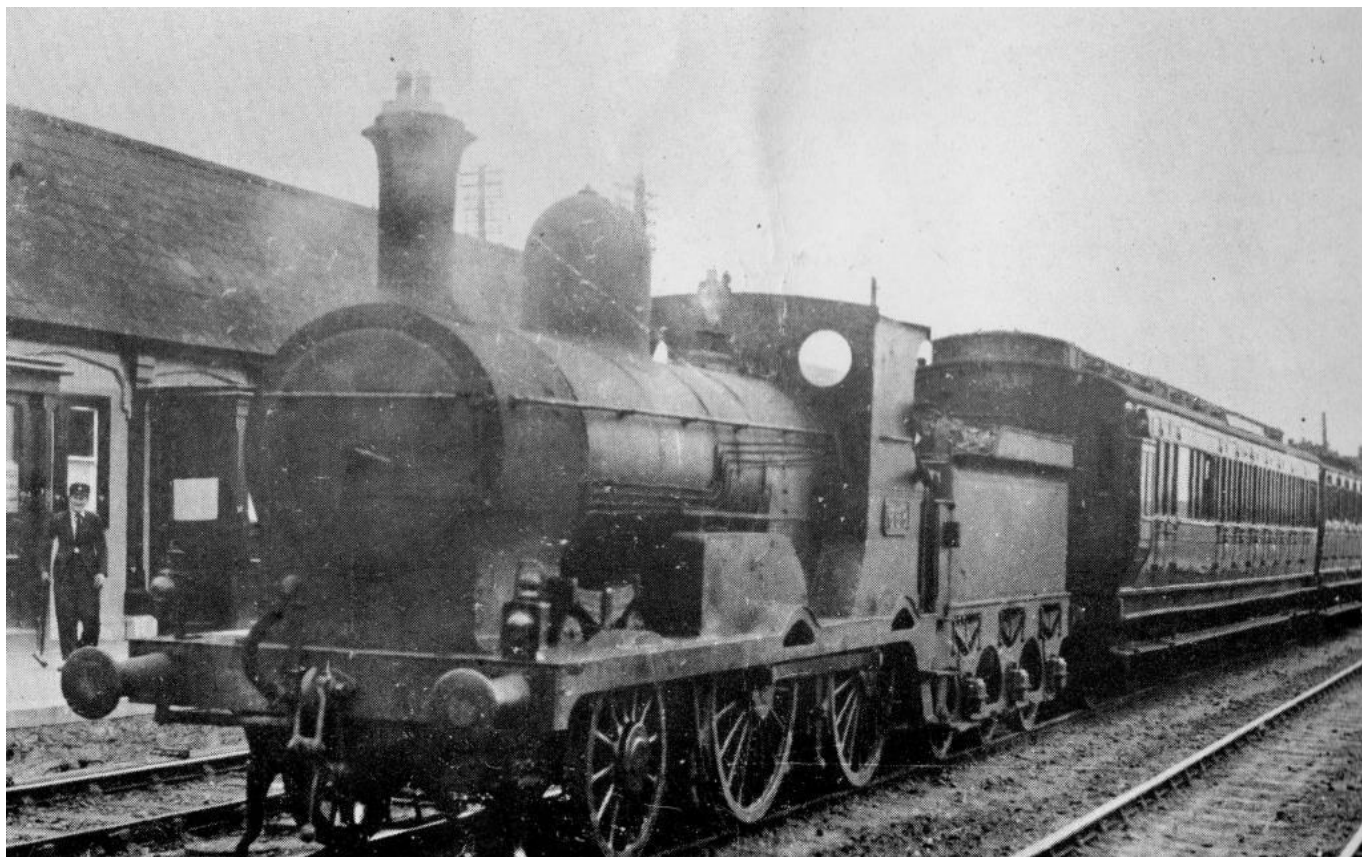
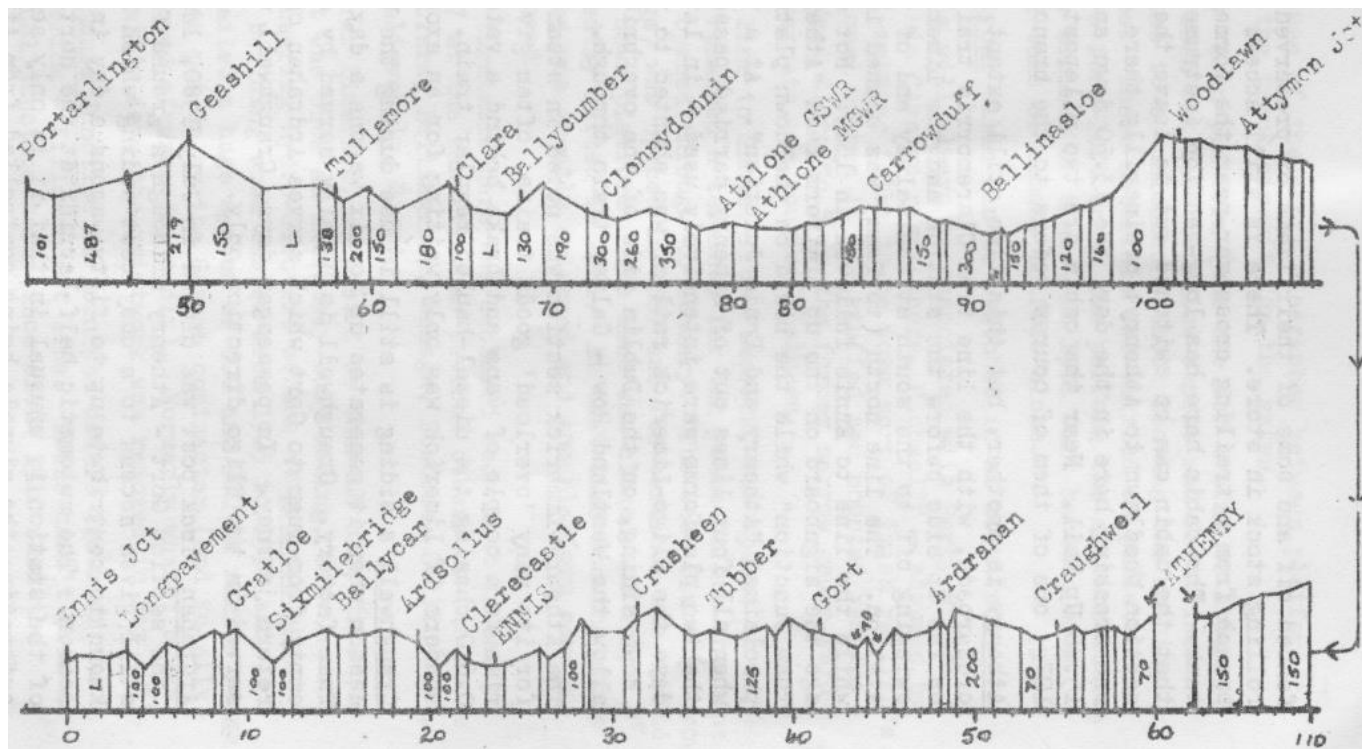
In passing, we should point out that there have been some changes around Kildare where the area occupied by the loco shed has been flattened so that the Down side sidings can be used by the Permanent Way Department.



Main line turns: "Macha" at Amiens Street. 801, B1a class 4-6-0, still fitted with the "drumhead" smokebox and double chimney, sits glittering at Platform 5 in 1949 with a train of GSR stock. One wonders if this is the Tuesday and Saturday Radio Train, away from here at 9:05, first stop Thurles, then Mallow and Killarney, Any comment? (Kelland Collection, 23282)

The GS&WR line opened through Portarlinton in 1847 and it became a junction in 1854 when the GS&WR tried to tap some of the MGWR's traffic at Athlone. The branch diverges on the Up side beside Ireland's tallest signal cabin. At one time Portarlinton boasted a restaurant on the Down platform. There was a gas works near the junction and sidings on the Up side served Odlum's flourmills and a sawmill. Sidings on the Down side at the Dublin end of the station led to a turntable and this area was used to store the Athlone 'branch' train, indeed the siding next the turntable was known as the Tullamore Road. In later steam days, Midland 2-4-0s and 0-6-0s worked the branch, sometimes replaced by ex-MGWR D6 4-4-0s 541 and 542 or, for a spell, by ex-Great Northern UG class 0-6-0 145.

The mileposts on the branch are on the same side as the main line, i.e. on the left travelling to Athlone, and they start from zero at Dublin. Just after post 45 on the Up side are the remains of a siding to serve the Clonsast ESB power station removed in late 1965. Narrow-gauge fans will get a glimpse of a Bord na Móna three-foot gauge line at post 45½ where we pass over one of the feeder lines for the power station.



Branch train between turns: G2 class 2-4-0 No.668 (ex MGWR 32 "Ariel") occupies the middle road at Portarlington with the Athlone branch train. The 12-wheeler next the engine could well be 861, it is followed by two MGWR vehicles. The loco is fitted with a GSR cab. (Real Photographs, X441)

Geashill, where we are booked to cross an Up Westport, has a handsome selection of buildings on the Up side. It is hard to believe that such a neat station was closed to all traffic, except beet, in 1963.

Tullamore was the terminus of the line from Portarlington between 1854 and 1859 and the original station buildings can be seen on the Up side about post

57¼. At the present Tullamore station, the Down platform is a new addition; for over a hundred years Tullamore had only one passenger platform.

Clara, at post 64½, was a kind of railway crossroads with the MGWR's branch from Streamstown via Horseleap making a facing connection on the Dublin side of the present station. Although this branch closed in 1947, it was used to store wagons until it was finally lifted in 1963. There was an interchange platform at the junction, quite distinct from the present Clara station. It was built by the GS&WR and has only one passenger platform.

About a mile and a half from Clara, at post 66, the 17¾ mile Banagher branch diverged on the Down side, i.e. the left travelling towards Athlone. This branch too was closed to passengers in January 1947 but lasted for goods traffic until 1962 when it was lifted. The junction was formerly operated by remote electric points from Clara; when removed, the equipment was installed at Sligo at the top end of the long approach loop near the Up advance starter.



Athenry afternoon: On 30th June 1938, D15 class 4-4-0 No.298 adds a couple of cattle wagons to the front of her mid-day Galway - Tuam train which seems unusually long. The loco was built by Kitson in 1897 as WL&WR 55 "Bernard". (H.C. Casserley, 41128)

Clonydonnin, between posts 72½ and 73, is a crossing loop put in in early 1973 to facilitate the transfer of almost all Dublin - Galway passenger trains to the Athlone - Portarlington - Dublin route later that year. The loop breaks up a former 20-minute section and allowed a much improved service to be introduced.

There are now four trains each way between Westport and Dublin with five each way on the Galway route, the best service ever provided to the western capital. The 08:35 Up calls at Athlone only and is allowed 2½ hours to Dublin (Heuston). The return Cú na Mara (18:50) was allowed an extra 20 minutes as it served all stations between Athlone and Galway, except Woodlawn.

Approaching Athlone at post 80½, look out for the construction work of Ireland's newest main line station, at the site of the GS&WR station, out of use since 1927 when all passenger traffic was transferred to the MGWR station on the west bank of the river.

The GS&WR station remains open for freight traffic but at one time boasted three short bays off a wagon turntable used by the (British) military for handling artillery pieces.

The new station includes a new island platform on the Down side and another platform beside the old station buildings; the platform will be connected by a subway. Just what this will mean for the old MGWR station remains to be seen; the handling of the Galway Mails, the only passenger trains over the Mullingar - Athlone section, will present an interesting operation.

Little need be said of Athlone, except to recall this was the overnight stop on our very first two-day railtour back in 1968, and we seem to have been passing through almost every other year since.

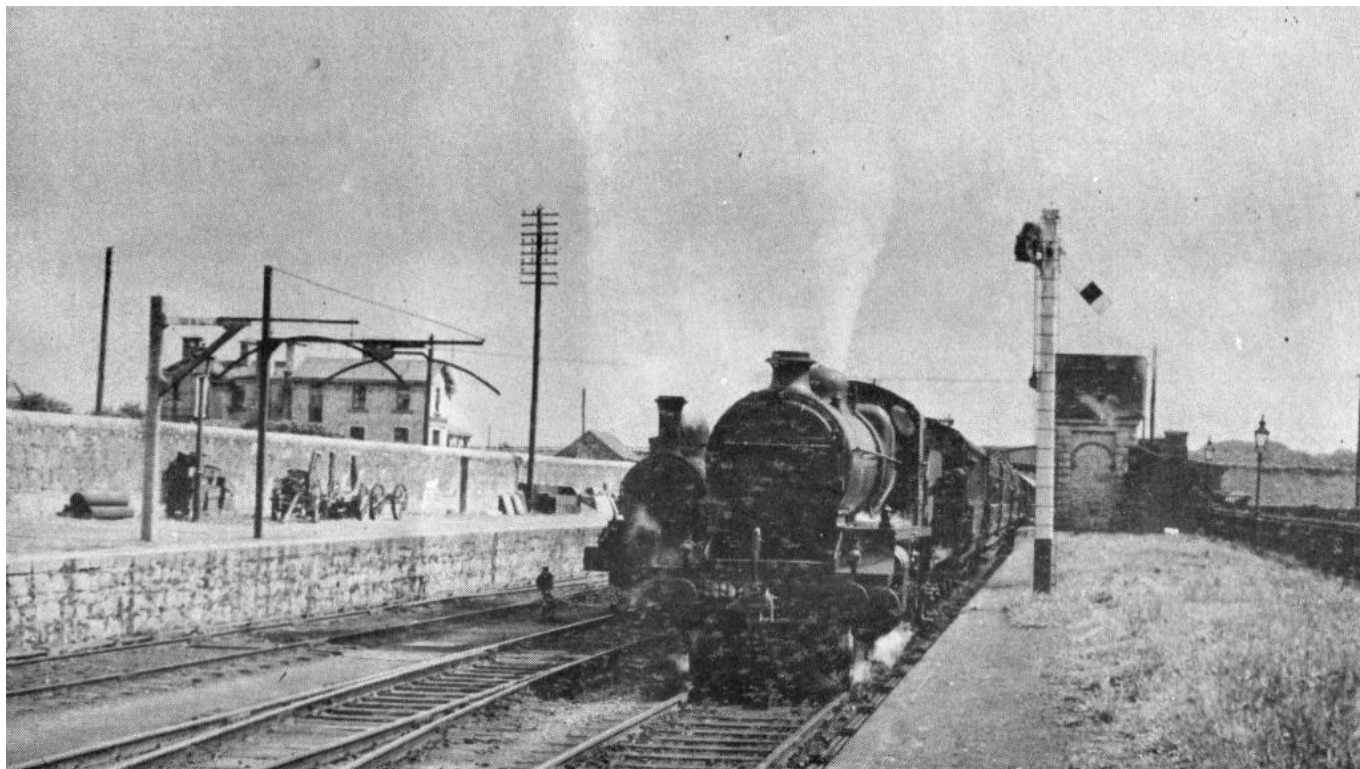
We are booked a loco change here, with 184 taking over most of the train for the rest of the day, so it is perhaps only academic to mention that the line speed limit from Athlone to Galway is 70mph with many 50mph slacks of a semi-permanent nature.

Ballinasloe is perhaps best remembered as the venue of the legendary horse fairs, when up to 500 wagons would be sent off to Dublin in relays behind fleet-of-foot 2-4-0 and high-wheeled J5s. The attractive J26 0-6-0T locos were built with shunting Ballinasloe in mind and several were kept busy during those hectic days. This traffic was handled in yards on either side of the line at the Galway end. In the passenger station, the impressive cut-stone buildings are on the Up platform while the footbridge at the Dublin end of the station came from Oughterard on the much-lamented Galway - Clifden line.

Woodlawn, at the top of the bank, has a loop but trains cannot be crossed here since the mechanical staff exchange apparatus is sited in the trackbed of the loop.

Attymon Junction was formerly the junction for the Loughrea Branch, closed in 1975 but still intact. This is the prospective future home for the West of Ireland Steam Railway Association's branch line scheme and by the time of our visit the branch may well be fenced off and some of their items of preserved freight rolling stock in store. There is still access to the branch from a trailing crossover near the former water tank. The cabin here has long-section instruments so that the cabin can be switched out to leave the section Woodlawn to Athenry; ordinarily there is only one crossing here in the day, the 13:50 Down and the 15:40 Up Mail. Near the cabin are two mileposts for 107¼, one of them of course refers to the branch.

Athenry is another, but this time still extant, railway crossroads, with the line from Claremorris trailing in on the Up side before the station and the Limerick swinging off to the south at the Galway end of the station. The line north (to Tuam) was opened in 1860 while the line to Ennis followed in 1869. Not so long ago the signboard on the Up platform read "Athenry and Tuam Junction" while the board on the Down platform proclaimed "Athenry and Ennis Junction". At a time when all four lines out of Athenry carried passengers, the two platforms were intensively used - in latter days the Sligo-Limerick railcar was shunted to the Down siding, on the Dublin side of the overbridge, to allow the Westland Row - Galway train through.



At Athenry, Woolwich 394's fireman looks back for the guard's wave. The train is the Down Galway Mail, and the date of this was 30th June 1938. Alongside 394, a Sligo to Limerick train makes its connection and waits to continue southwards. (H.C. Casserley, 41135)

The Athenry-Limerick section was noted in steam days for its many 'overload' goods trains, often giving rise to a couple of vans and brake behind a veteran 0-6-0 chasing the diesel-hauled regular train. One wonders if Limerick was only waiting for an excuse ...

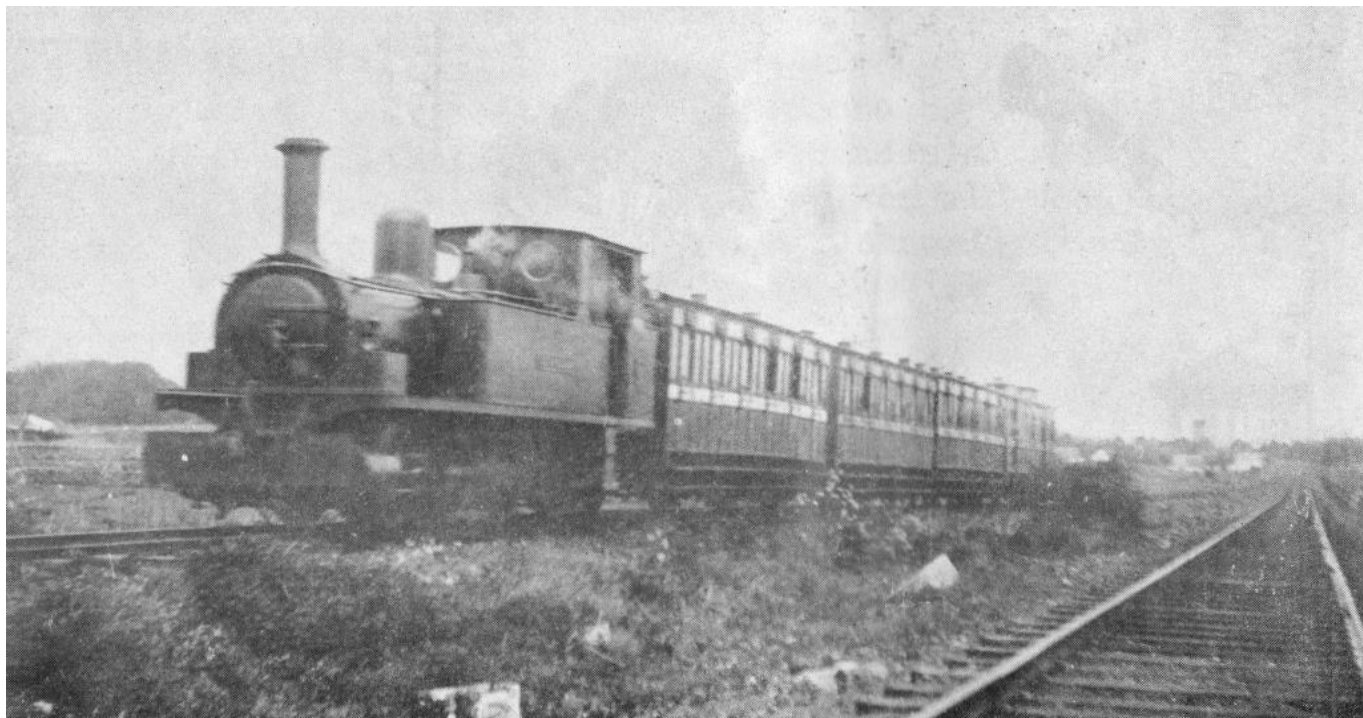
Craughwell's siding is still in use during the beet season when it generates up to six wagons a day for the Tuam factory. Craughwell is usually served by an empty from Tuam to Gort which serves Ardahan on the return journey. In passenger days, Craughwell was served in the Sligo direction only.

Ardahan block post was closed in July 1980, leaving the section Gort - Athenry although a ground frame still gives access to a busy beet siding which has been known to contribute up to fifty wagons a day in season. The automatic half-barrier at the north end of the station is unusual in that it is only semi-automatic, the signals being controlled from Athenry because of the short clearances between platform and the track circuit for the gates.

Gort Down platform (the one for trains to Athenry) has been cut back to allow cement and fertiliser trains to be unloaded without leaving the running lines. These materials are carried on pallets and a fork-lift truck can perform the station duties in a minimum of time. In 1981 Gort handled over 8,000 tons of cement traffic alone.

Ballycar cabin can be switched in as required.

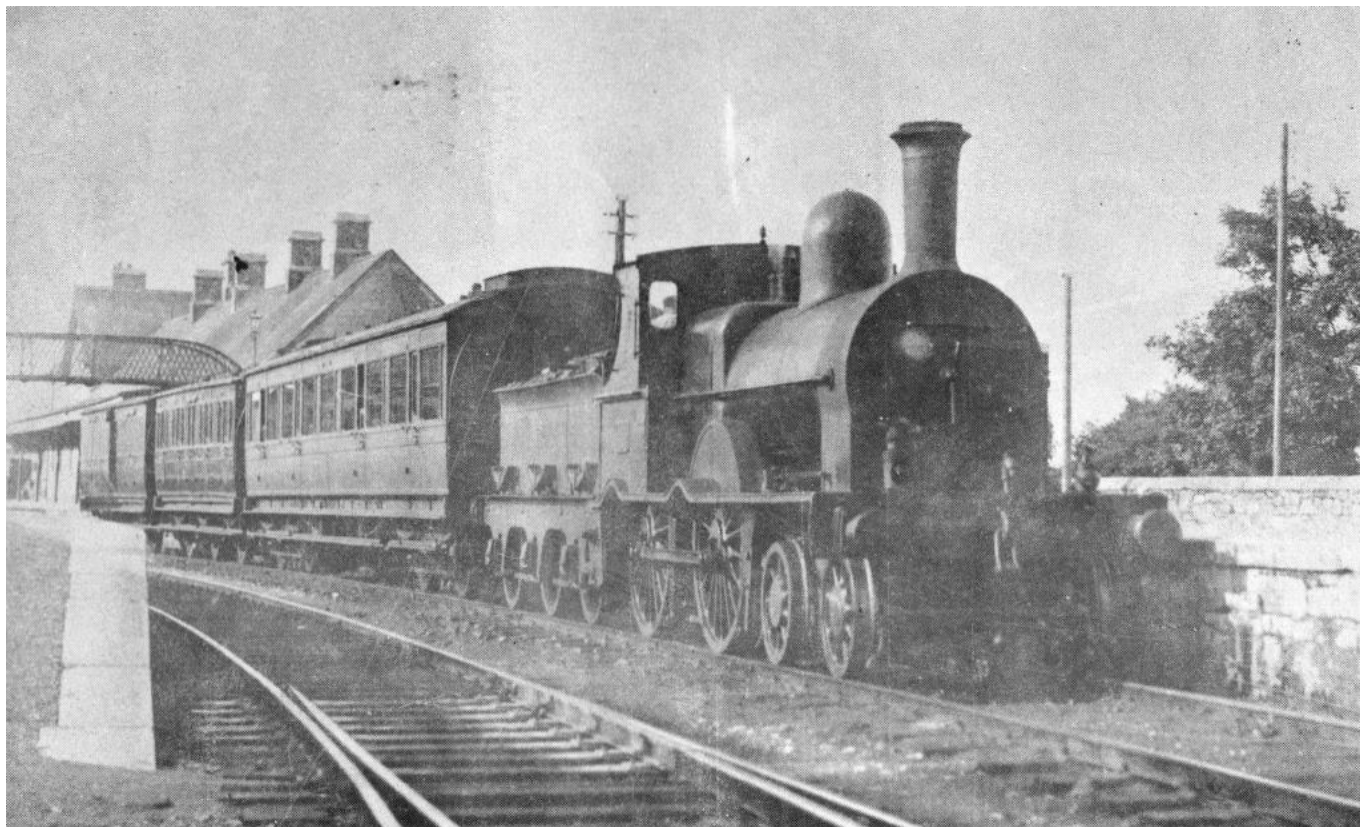
Ennis will always be associated with Percy French and his "Are ye right there, Michael?" - assumed by well-meaning folks to be some sort of Irish railfan's national anthem! The stuffed and mounted remains of West Clare No.5 in the former narrow gauge yard perpetuates the tourist business.



Just north of Ennis, where broad and narrow gauge lines ran side by side, West Clare 0-6-2T No.5 "Slieve Callan" coasts towards the town at the end of its two-hour run with the 7:30am from Kilkee. The date was 12th May 1920. The loco is now, of course, embalmed near the station. (Ken Nunn Collection, 2613)



Ennis station looking south in 1931, with six-wheelers in the goods store road, a rake of cattle wagons at the Down platform and a West Clare 2-6-2T waiting for the connection out of the afternoon Limerick - Sligo main line train. (Locomotive & General, 6837)



D19 class 4-4-0 No.45 waits at Ennis with a Limerick - Tuam train in the early 1930s. Formerly known as the "Two class" or "Kerry bogies", this was the first class of 4-4-0 in Ireland; 45 was built at Inchicore in 1878, a year after the class's introduction. The loco is coupled to a 1,320-gallon tender and is fitted with a U class Belpaire but saturated boiler. (Real Photographs, X471)

The line to Ennis, from Limerick, was opened in 1859 and remained a terminus for ten years before the line was opened through to Athenry. The West Clare (narrow gauge) was opened in 1887 and its terminus was behind the Down platform. The line was closed and very speedily lifted in 1961. At that time too the goods store was greatly enlarged and the platform canopy removed.

The turntable here was declared redundant in early 1967 at the same time as several others on our route - Clara, Ballingrane, Nenagh, Roscrea, Sallins and, unbelievably, Birr!

Nearer Limerick, at post 4 or thereabouts, diverged what was once an extremely busy siding, serving the pioneering hydro-electric scheme at Ardnacrusha. The building work lasted from 1925 to 1930 and entailed a huge system of 600 and 900 mm narrow gauge lines put in by the German contractor (and totally removed afterwards, sadly). Formerly worked by an Annett's Key, the pointwork was removed in May 1965.

At Ennis Junction we join the double track of the Limerick - Killonan Junction line. There hasn't been an actual junction here since about 1910 when the cabin was taken out; the Ennis runs in to the Check cabin before a physical connection is made.

The railways of the Limerick deserve a treatise of their own but the history may be briefly recounted.

Limerick was to be one terminus of the first railway authorised in Ireland as far back as 1826, the Limerick and Waterford. That line didn't get built but the Waterford and Limerick did and it became Limerick's first line when it

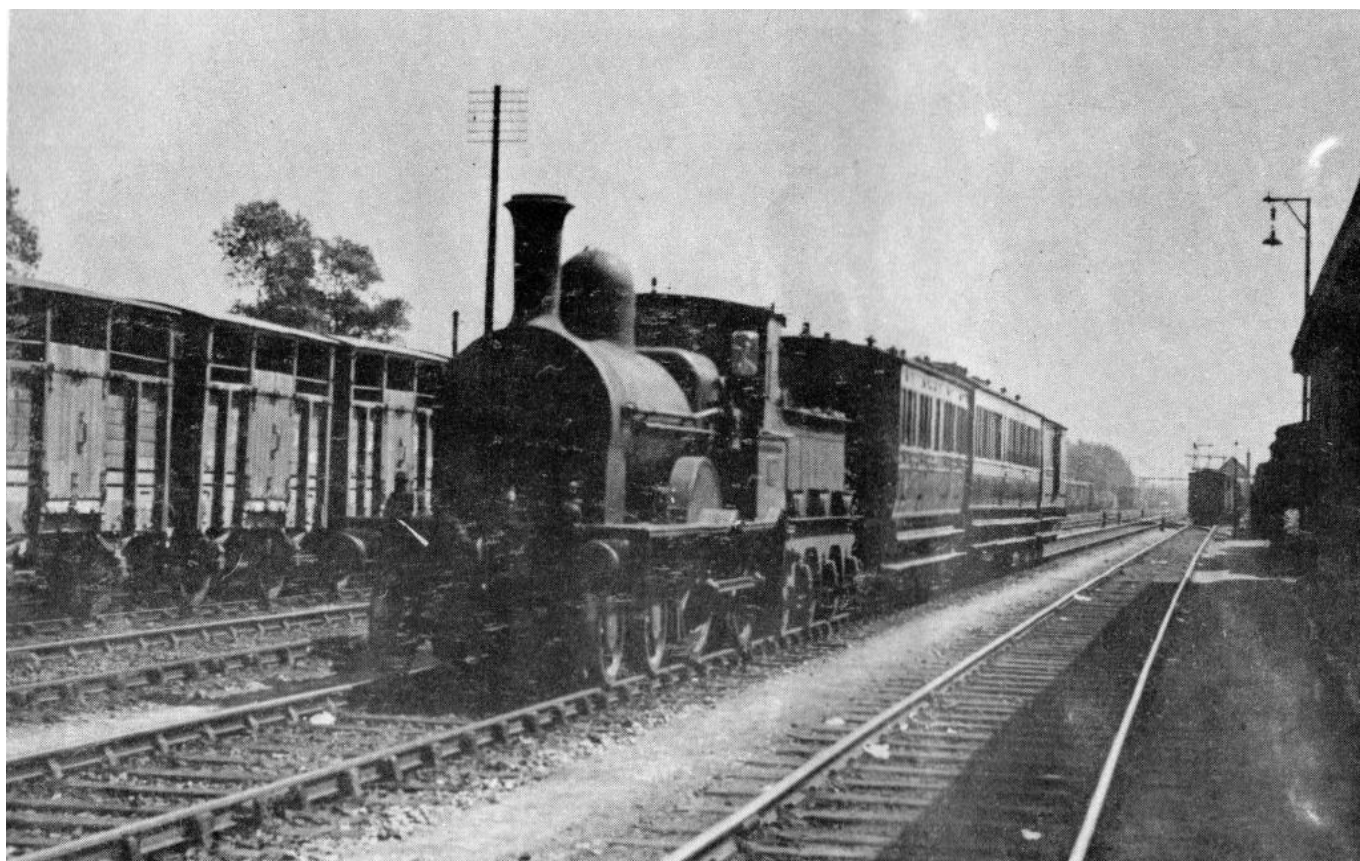
opened in 1848 as far as Tipperary. The line to Foynes came next, in 1856, but only as far as Ballingrane, the rest of the line opening two years later. The line south from Ballingrane to Newcastle West, etc. (the North Kerry), was opened in 1867. Back in Limerick, 1858 saw the opening of the Limerick and Castleconnell, being extended to Birdhill in 1860 and on to Killaloe two years later. In 1868 the Killaloe line was extended again, this time by only three-quarters of a mile to the banks of the Shannon at Killaloe (Lakeside). We will deal with the building of the line beyond Birdhill later.



One of the famed 60 Class (D14), No.64 swings under the bridge at the north end of Ennis with a train from Sligo in the late 1920s. The loco is here fitted with a double-door smokebox but this had been altered before the photo below was taken. (Photographer unknown)

The story of the Limerick and Ennis Railway is fraught with stories of poor workmanship and delays and when first opened, in 1859, it operated between Longpavement (post 4) and Clarecastle (post 23) - neither starting nor finishing in either town named in its title! The reason was the difficulty of crossing the Shannon and the non-completion of the bridge over the river Fergus at Ennis. This situation lasted only six months but even then the Board of Trade inspector had some pretty damning things to say about the Shannon bridge. He described it as "one of the worst bridges on record ... there are not enough piles under the piers ... the vertical strength of the wrought-iron girders would have been sufficient were the workmanship not so defective ... and the superstructure is not straight seen sideways or along top and bottom". Somehow this structure lasted until 1909 when the GS&WR began a two and a half year rebuilding project.

The railway scene around Limerick was dominated by the Waterford, Limerick and Western, though still referred to in Limerick as the "Limerick and Waterford". The WL&WR worked every train in the area until the GS&WR made their connection at Birdhill in 1864.



Limerick arrival: An unidentified 2 class 4-4-0 (D19), probably 10, flies in by the Works with a train from Galway in the early 1930s. In the distance is visible the Check cabin and its enormous (by Irish standards) signal gantry controlling the Limerick approaches. The gantry came off a poor second best in a shunting accident on 28th December 1957 and was dismantled. (Lens of Sutton)

Approaching Limerick, we pass the Check cabin on our left with the lines to Foynes and the North Kerry swinging away to the south beside the former loco shed. The Check cabin gets its name from a nearby ticket-checking platform used as recently as 1963, to check the tickets on incoming trains. Nearer to the large overbridge we pass, on the same side, the present loco yard. Limerick's original passenger station was just here. The overbridge carries the Roxboro' Road but was known to the WL&WR as the "Meagher Viaduct". Beyond the bridge the web of lines serving the passenger station fan out and a connection trails in on the left from the Foynes direction. The present passenger station came into use in 1858.

The Locomotive works of the WL&WR were for long overseen by J.G. Robinson who later achieved fame on the Great Central. He there duplicated his cast-iron chimney from his WL&WR goods engines on his famous ROD 2-8-0s, one of which survives at Dinting. On a more recent note, steam repairs were concentrated here in 1955 and our own 186 was last shopped here in 1958. The last passenger loco shopped was 301 in 1954, a loco used to replace railcars on the Ennis line at times of flood, e.g. 55 inches at Ballycar!

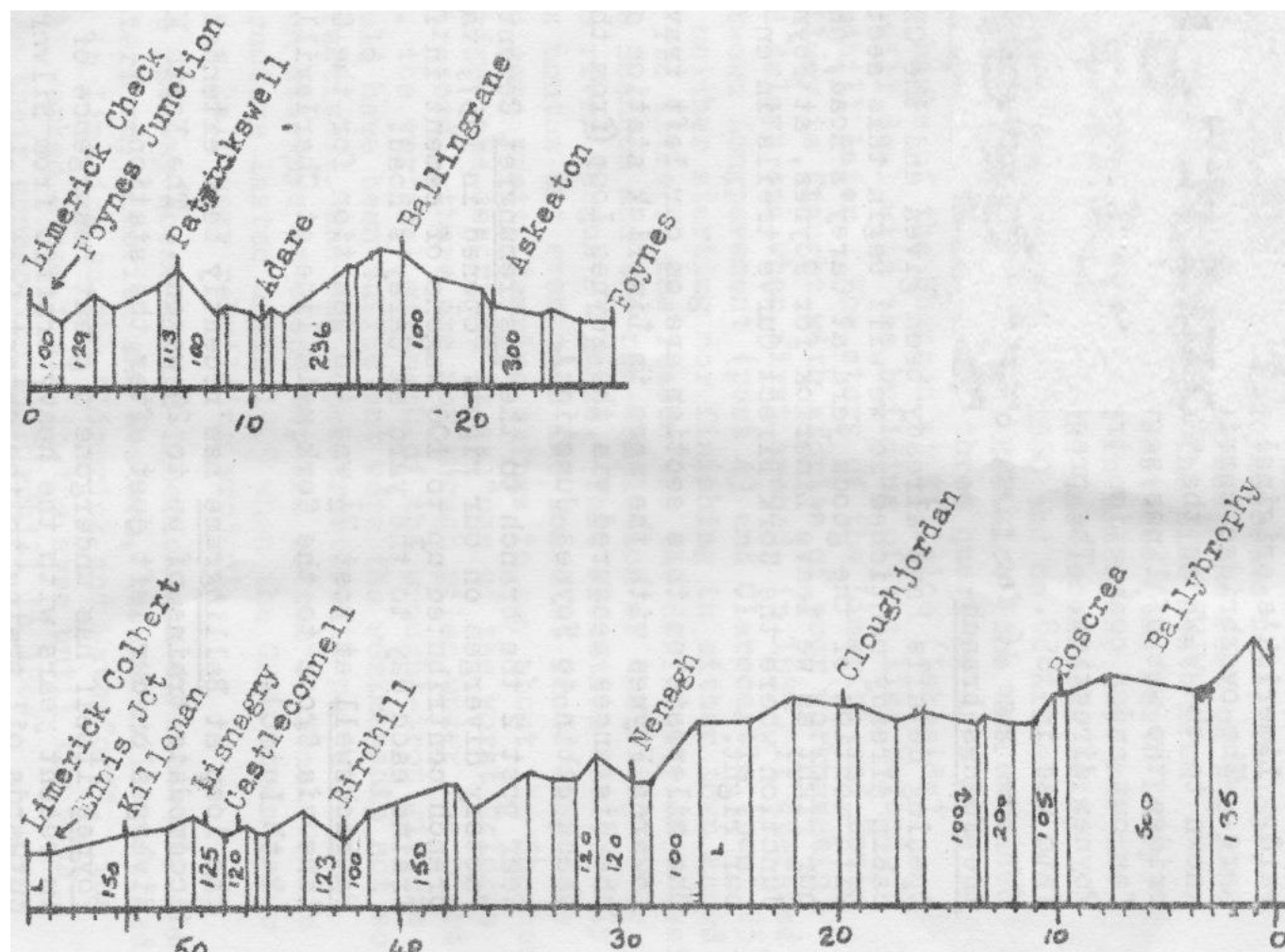
THE FOYNES BRANCH

Opening details have already been given and the Check cabin already mentioned so we will begin this section with mention of the goods yard at Carey's Road,

on our right as we leave Limerick for Foynes, at Foynes Junction where the Cork Direct Curve trails in on our right.

The mileposts on this section are on our left travelling towards Foynes with the zero in Limerick station and the distances measured via the Foynes Loop (from the Check cabin to Foynes Junction).

Near post 2 the branch to the Castlemungret Cement Factory diverges on our right. Opened in 1957, this branch contributed up to 100 wagons of cement in four trains each day to the yard at Carey's Road.



Patrickswell at post 7½ was the junction for the GS&WR's line via Croom to the Cork main line at Charleville (Rath Luirc).

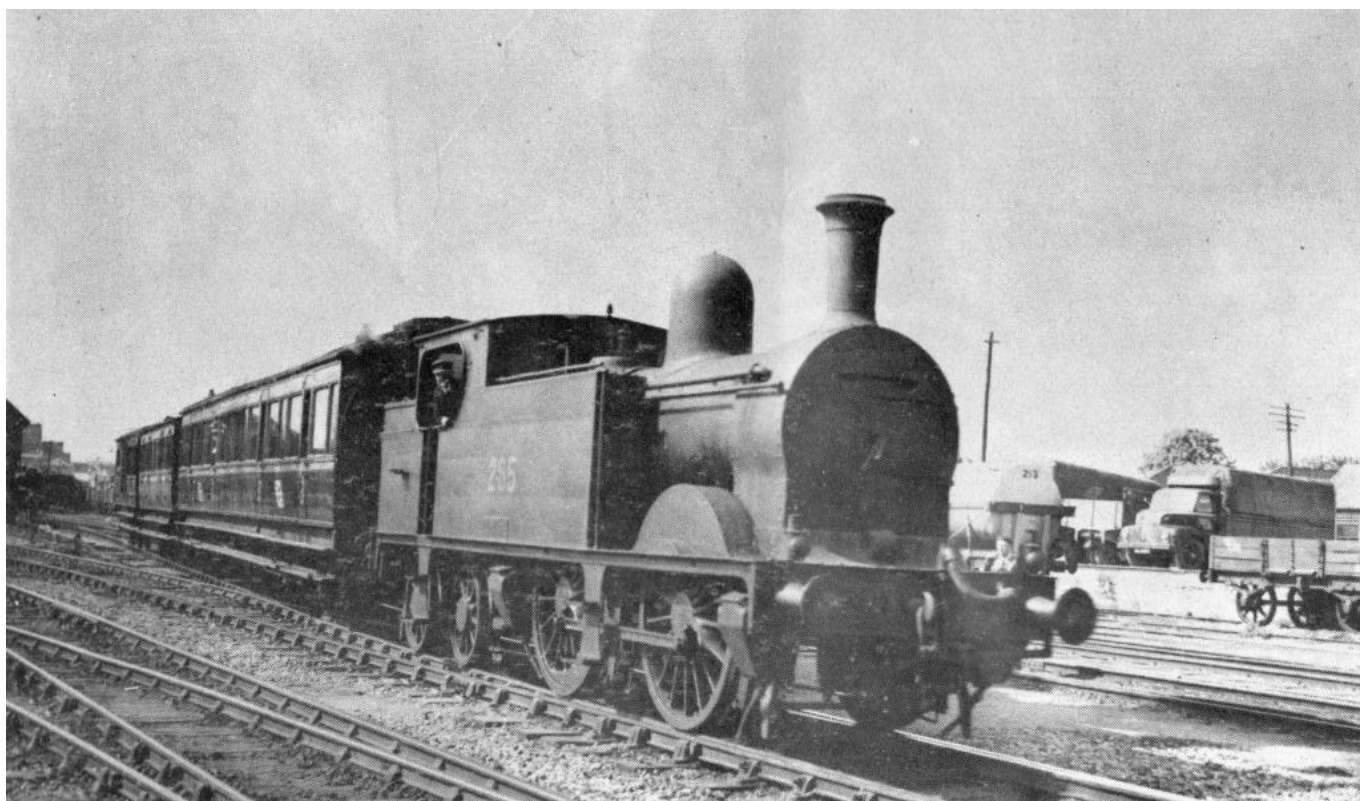
The loop at Ballingrane has recently been extended to accommodate trains of up to 25 wagons. The North Kerry diverges on our left just after the station.

Foynes itself has undergone a great resurgence of traffic in recent years with the heavy traffic from Silvermines and outwards oil trains to the cement factories.

The passenger station has been disused since February 1963 when the last mixed train ran; the passenger accommodation was latterly provided by ex-MGWR six-wheeler 100M. The cabin was closed in 1965 and the train staff equipment moved to the station master's office.

Foynes at one time enjoyed the distinction of being the eastern servicing point for transatlantic flying boats and was a predecessor of Shannon Airport. All that is long forgotten in the reshaped Foynes yard, busy with mineral and oil traffic. The barytes from Silvermines is carried in special

wagons with full drop sides which allow a JCB to push the loads onto a conveyor belt for carriage into the waiting ships. The other traffic from Silvermines on the Nenagh branch (see later) is handled at a fully mechanised wagon tipping plant built on a trailing siding on the site of the former loco shed. This zinc concentrate is again carried in special wagons, numbered in the 26528 to 26569 series, which carry 20 tonnes of concentrate. The wagon tippler uses a "Beetle" made by Strackan and Henshaw of Bristol, running on four-foot gauge rails between the running lines, to propel the laden wagons into machinery. After discharge the wagons run away under gravity to a stop block by way of spring points before returning to a loop alongside to be made up for return to Silvermines.



Limerick departure: Ex-WL&WR E2 class 0-4-4T No.295, leaves with a train for Ennis and Galway in the summer of 1950. The loco had been 52 "Brian Boru"; the stock seems virtually identical with 45's train (above) of 20 years earlier. Vehicles right for HGV gricers. (Kelland Collection, 23089)

THE NENAGH ROAD - LIMERICK TO BALLYBROPHY

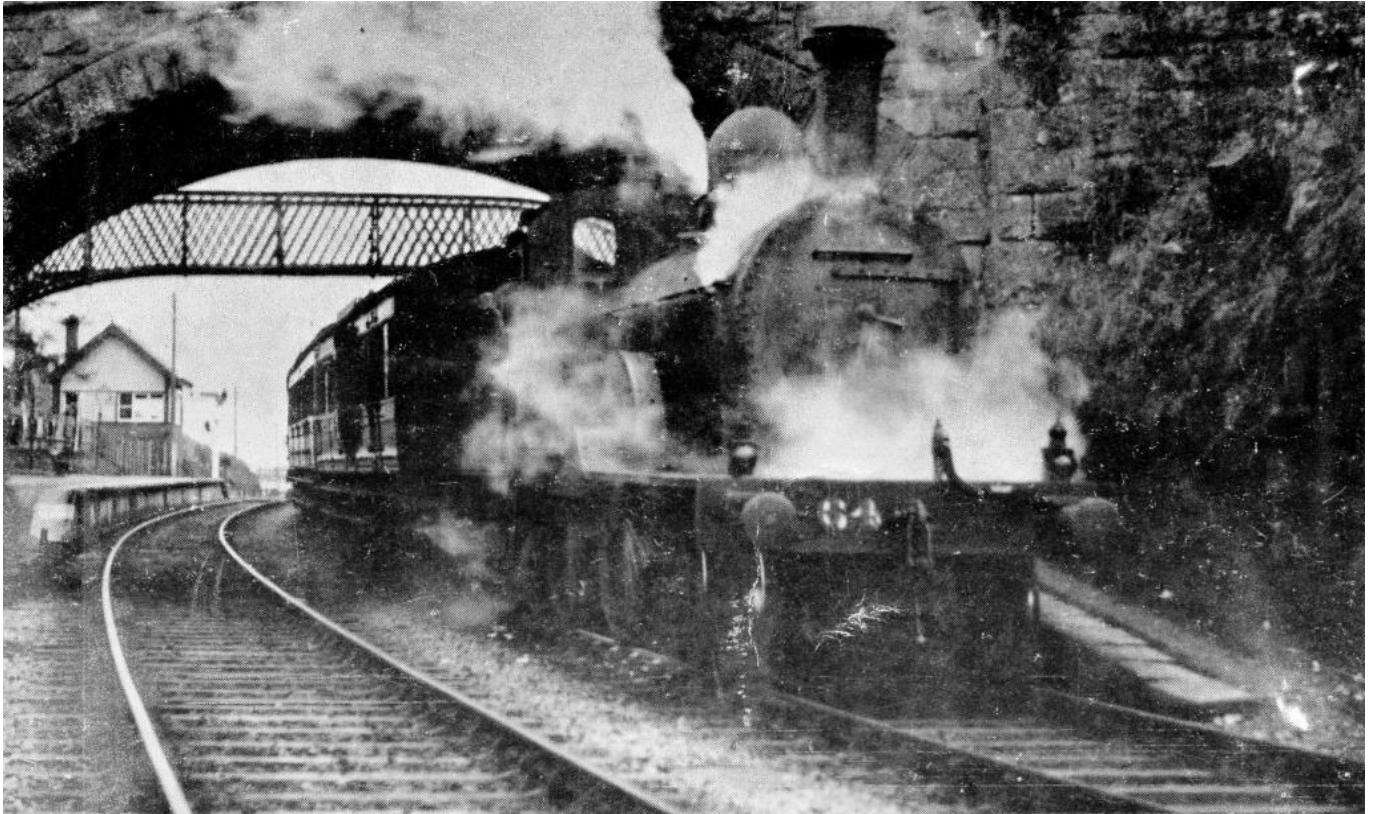
Back in Limerick, we retrace our tracks past the Check cabin and the divergence to Ennis and continue alongside the line to Limerick Junction until post 4¼ where the line to Ballybrophy swings north.

From Killonan onwards the mileposts are on the Down side (our right as we travel north) from zero at Ballybrophy.

Castleconnell has already been mentioned as has Birdhill, where the former Killaloe branch diverged at a facing junction on the Up side, our left. The branch closed during the great coal shortage in 1947 and wasn't reopened.

The wooden platformed Shalee was closed in 1963 and is close to the junction for the branch to Silvermines. The branch was opened in December 1966 to bring out barytes and zinc deposits for export at Foynes. Much of the branch is at 1 in 50 and it climbs away into the nearby hills on our right at post 35¼. At the time of opening, it was expected that the branch would handle

some quarter million tons of barytes per annum. The timetable shows two barytes trains from Silvermines with paths for another two but only one now operates and even it is irregular. Sadly, the mines are almost worked out and the mine is due to close in July 1982 with the expected loss of 500 jobs.



60 class 4-4-0 No.64 again - here blowing off impatiently at Roscrea and with her front end wreathed in leaking steam as she restarts a Bally to Limerick train in 1939. Since you last saw her (above) some 20 years ago at Ennis, she has been through a phase of carrying an extended smokebox but this has since been replaced with a more conventional dished door. She was to be the last of her class to be shopped. (Real Photographs, X488)

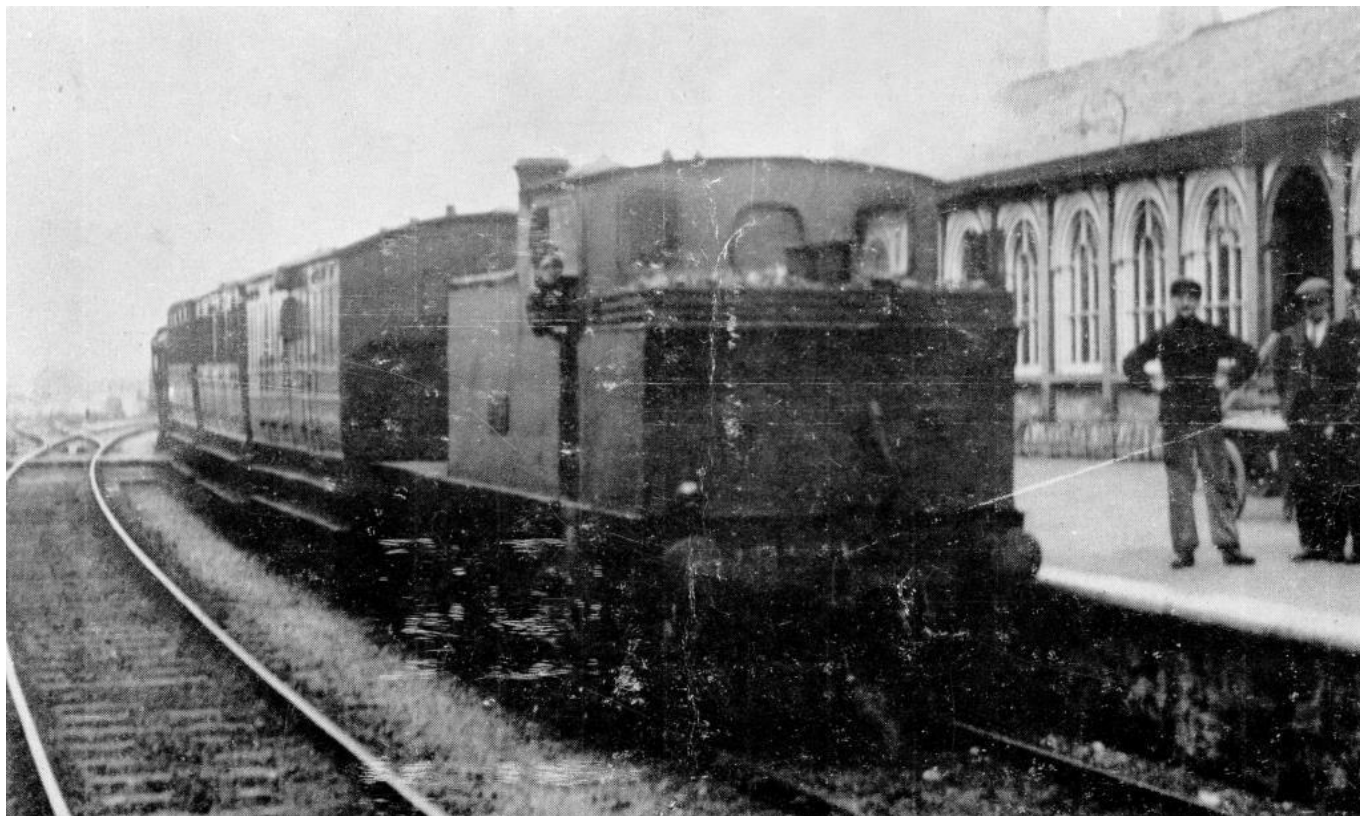
It is not expected that the line will close, however, as another company, Texon Dresser Industries of Dallas through a subsidiary, will continue to export barytes through Foynes for use in the oil drilling business. It remains to be seen just what level of traffic will be produced.

Nenagh's main claim to fame is that this line is often termed the Nenagh Road but two interesting railcar workings are closely connected with the station. The more recent working was that of 2509, the former Sligo Leitrim and Northern Counties Railway Railcar B. This bogie car perpetuated a Nenagh - Limerick service that went back to the turn of the century, replacing a long line of WL&WR tanks, J15s and sundry 4-4-0s and even a diesel loco. 2509 went into action from Nenagh in November 1959 and continued working until September 1963. It was out of action for a short time after a brush with an A class loco in June 1963, from which the railcar did not fully recover. The Nenagh local became a road bus turn and 2509 later failed. Some years later, in 1967, 2509 worked on a new service between Waterford and Kilmokea, but that's on the route of next year's tour!

The other Nenagh railcar turn goes back to 1928 when a Sentinel steam railcar was shedded at Nenagh to work a morning connection to Ballybrophy and then take a connection out of the Down Day Mail for Limerick and a midday train

back to Nenagh. This was reduced to a Nenagh - Bally working in 1931 and finished altogether with the coal shortages of 1942.

Roscrea was the junction for the Birr branch, the remains of which can be seen trailing in on our left about post 11. The branch closed on the last day of 1962 when C231 brought the last train from Birr, a beet special for Thurles. A few years earlier, in 1958, the branch train consisted of J15 119 with a luggage van (better known as a 'tin van') a pre-war bogie, three wagons and a goods van.



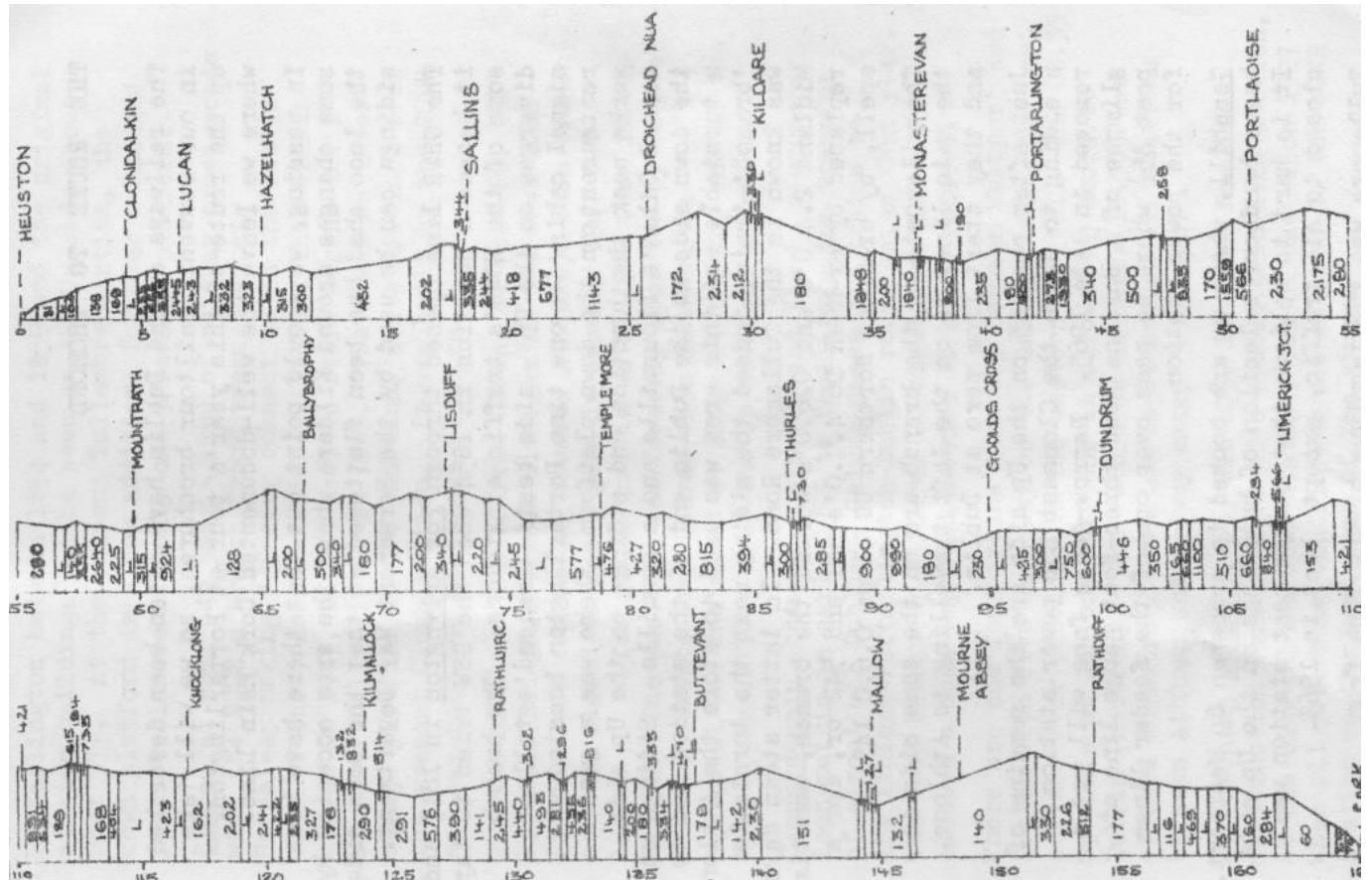
Ex-WL&WR 4-4-2T No.269 of class C5 arrives in Roscrea with the mixed from the Birr branch in the early thirties. The loco was once 16 "Rocklands".
(Real Photographs, X572)

Another J15 story from Roscrea was told by Drew Donaldson in his book "A Decade of Steam" - which he jointly authored with Jack O'Neill and Bill McDonnell. Drew wrote "On 9th August 1952, 301 while working the 08:00 ex Limerick with 240 tons, blew a tube at Shalee. The crew struggled on to Nenagh, where they wired for assistance and from Nenagh to Cloughjordan, taking 19 minutes 46 over the latter 9.2 mile section. Assistance soon appeared, in the shape of superheated J15 154, the Birr branch engine, which hooked on as pilot. The two engines (one disabled) then ran the 9.9 miles to Roscrea in 12 minutes 30. Speed rose to 50mph in two miles (3 minutes 47) and thereafter to 65mph. Seven miles of the distance were reeled off in 7 minutes 2 seconds."

The line from Ballybrophy to Roscrea was opened in late 1857 and extended to Birr a year later. Roscrea became a junction in 1863 when the line to Nenagh was opened. An end-on connection with the Limerick, Castleconnell and Killaloe at Birdhill completed the line in 1861.

The main line through Ballybrophy opened in 1847 and became a junction in 1857 when the line to Birr (then called Parsonstown) opened. Until recent years Bally boasted a nameboard that proudly announced "Ballybrophy, Junction

for Roscrea, Birr, Nenagh, Killaloe, Limerick, Ennis and Kilkee". Ballybrophy is now the southern end of the CTC operated from Dublin Connolly (CTC = Centralised Train Control) and Connolly cabin controls the main line to Bally and the Athlone branch as far as Tullamore. The signal cabin on the island platform is a 1922 replacement of the former north and south cabins. As well as being the reversing point for Dublin-Limerick via Nenagh trains, Bally was the starting point for trains serving the Thurles to Clonmel branch, often a Coey 4-4-0 and 3 bogies.



TIMETABLE SECTION

SATURDAY 15th MAY 1982

No.171 and tour train

Miles	arr	dep	
0 Dublin (Pearse)		08:12	
1 Dublin (Connolly)	pass	08:16	
4¼ Cabra	pass	08:26	
6¼ Islandbridge Junction	pass	08:51	
8 Inchicore	pass	08:56	
15½ Hazelhatch	pass	08:47	
23½ Sallins	pass	08:58	
31 Newbrldge	pass	09:09	
35½ Kildare	<u>09:16</u>	<u>09:27</u>	Overtaken by 08:50 Tralee.
38 Cherryville	pass	09:32	
47¼ Portarlinton	09:45	10:15	Water stop.
56 Geashill	<u>10:35</u>	<u>10:40</u>	Cross 07:50 ex Westport.
63½ Tullamore	10:52	11:00	
70½ Clara	11:12	11:20	
78½ Clonydonnin	pass	11:33	
86½ Athlone	11:45		** Loco change.

No.184 and tour train

86½ Athlone		13:05	
100 Ballinasloe	13:27	13:35	
110 Woodlawn	14:00	14:10	
115½ Attymon Junction	14:22	14:30	
122 Athenry	14:40	15:15	Water stop.
127¼ Craughwell	15:27	15:34	
133½ Ardrahan	15:49	15:56	
140 Gort	16:11	16:20	
157½ Ennis	16:56	17:15	Water stop.
165¾ Ballycar	17:35	17:42	
172¾ Cratloe	18:00	18:10	
182 Limerick (Check)	pass	18:28	
182½ Limerick (Colbert)	18:30		

** Loco 171 and service coach 114 will run to Limerick via Portarlinton and Limerick Junction.

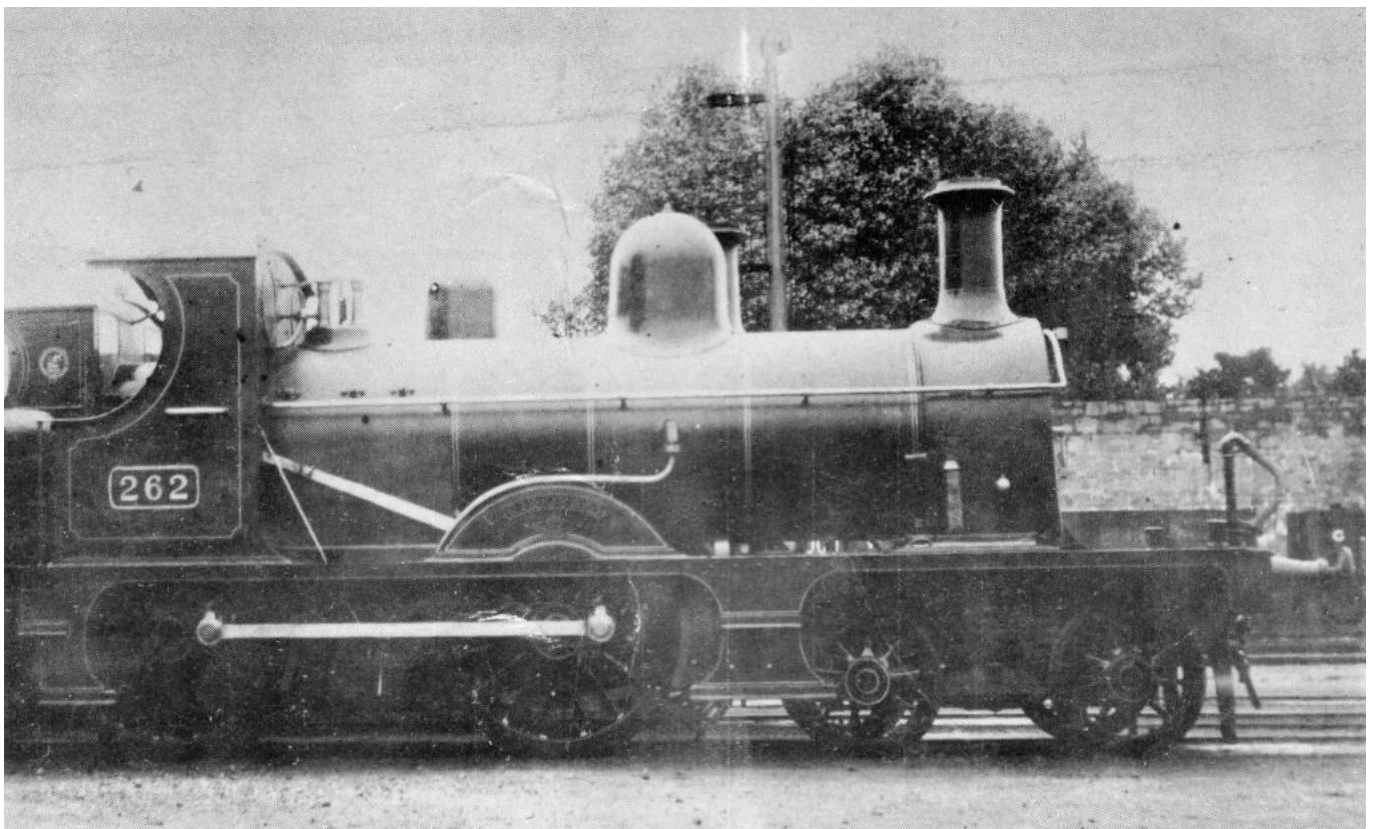
SATURDAY 15th MAY 1982

No.171 and service coach 114

	arr	dep	
Athlone		13:00	
Clara	pass	13:32	
Tullamore	13:55	14:02	
Geashill	pass	14:20	
Portarlinton	14:55	15:45	Water stop.
Port Laoghise	pass	15:30	
Ballybrophy	pass	15:50	
Thurles	pass	16:20	
Limerick Junction	16:50	17:05	Water stop.
Dromkeen	pass	17:30	
Limerick (Colbert)	17:50		

No.184 and tour train - turning manoeuvre

Limerick (Colbert)		19:30
Killonan Junction	pass	19:40
Dromkeen	<u>19:56</u>	<u>20:06</u>
Limerick Junction Loop	20:25	20:27
Limerick Junction	20:30	20:40
Dromkeen	<u>21:02</u>	<u>21:45</u>
Killonan Junction	pass	21:42
Limerick (Colbert)	21:50	



At Limerick on 31st August 1901, a full eight months after amalgamation, WL&WR 4-4-0 No.9 "Garryowen" still bears the crimson lake lined gold livery and her nameplate (even though it has been painted over). She carries a GS&WR plate "262", a number later taken by a J4. (Ken Nunn Collection, H285)

SUNDAY 16th MAY 1982

No.184 and four bogies

Miles	arr	dep	
0 Limerick (Colbert)	09:00		Pilot hauls loco + train to Check.
7¼ Patrickswell	pass	09:20	
11 Adare	pass	09:50	
17¼ Ballingrane	pass	09:45	
20¾ Askeaton	pass	09:53	
26¾ Foynes	10:05	10:30	
Askeaton	10:42	10:50	
Ballingrane	11:00	11:20	Runpast.
Adare	11:33	11:40	Lineside bus to Limerick.
Patrickswell	11:50	11:57	
Limerick (Colbert)	12:15		Pilot to haul train from Check. Loco direct to shed.

No.184 + No.171 and tour train

Miles	arr	dep	
0 Limerick (Colbert)		12:50	
4¼ Killonan Junction	pass	12:58	
14¼ Birdhill	13:18	13:35	Runpast.
21½ Silvermines Junction	pass		
27½ Nenagh	14:00	14:10	
36¾ Cloughjordan	14:26	14:53	
46¾ Roscrea	14:50	15:10	Water stop. 184 LE to Mullingar
56¾ Ballybrophy	15:27	16:00	
72½ Port Laoghise	pass	16:22	
81 Portarlinton	<u>16:35</u>	<u>17:15</u>	All detrain, cross to Down line.
93½ Kildare	pass	17:30	
113½ Hazelhatch	pass	17:55	
120¾ Inchicore	pass	18:06	
121¾ Islandbridge Junction	pass	18:09	
123¾ Cabra	pass	18:15	
127 Dublin (Connolly)	18:30		DSE side, pilot to transfer stock to GN side.

No.184 Light engine

Roscrea		15:20
Ballybrophy	15:45	16:40
Port Laoghise	pass	17:10
Portarlinton	17:30	18:00
Geashill	pass	18:15
Tullamore	pass	18.30
Clara	pass	18:45
Clonydonnin	<u>19:00</u>	<u>19:22</u>
Athlone	19:37	19:55
Moate	pass	20:20
Mullingar	21:10	

SUNDAY 16th MAY 1982

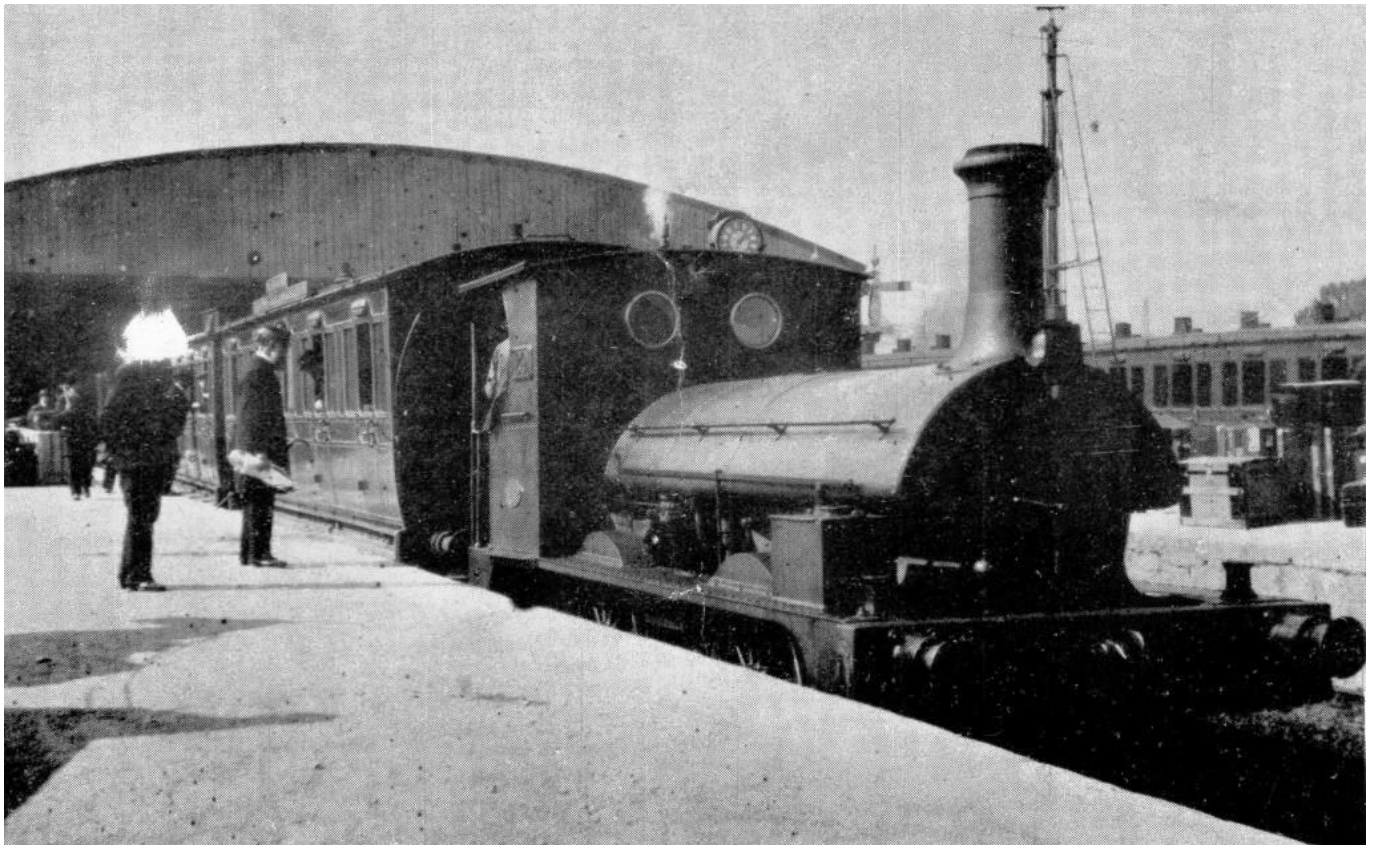
No.171 and tour train

Miles	arr	dep	
0 Dublin (Connolly)		19:30	
31½ Drogheda	20:15	20:25	Water stop.
54½ Dundalk	20:55	21:00	
87 Portadown	21:45	21:50	Customs? Sets down as requested, Lisburn to Belfast Central.
113 Botanic	22:21	22:22	
114½ Belfast Central	22:25	22:30	
Central Service Depot	22:40		

MONDAY 17th MAY 1982

No.171 and empty coaches

Belfast Central		10:10
Lisburn	10:27	10:30
Antrim	11:05	11:20
Belfast York Road	12:20	12:45
Whitehead (Excursion)	13:20	



WL&WR 0-4-0ST No.29 here gives every impression of being about to work a train in this picture taken at Limerick at 2:05pm on 3rd September 1900. Anybody got a 1900 Public Book? Note the lamp below the chimney turned through 90° and the elaborate roofboards. 29 was supposed to have been built for the Limerick Markets branch, but is she here contemplating a dash to Killaloe? (Ken Nunn Collection, H751)