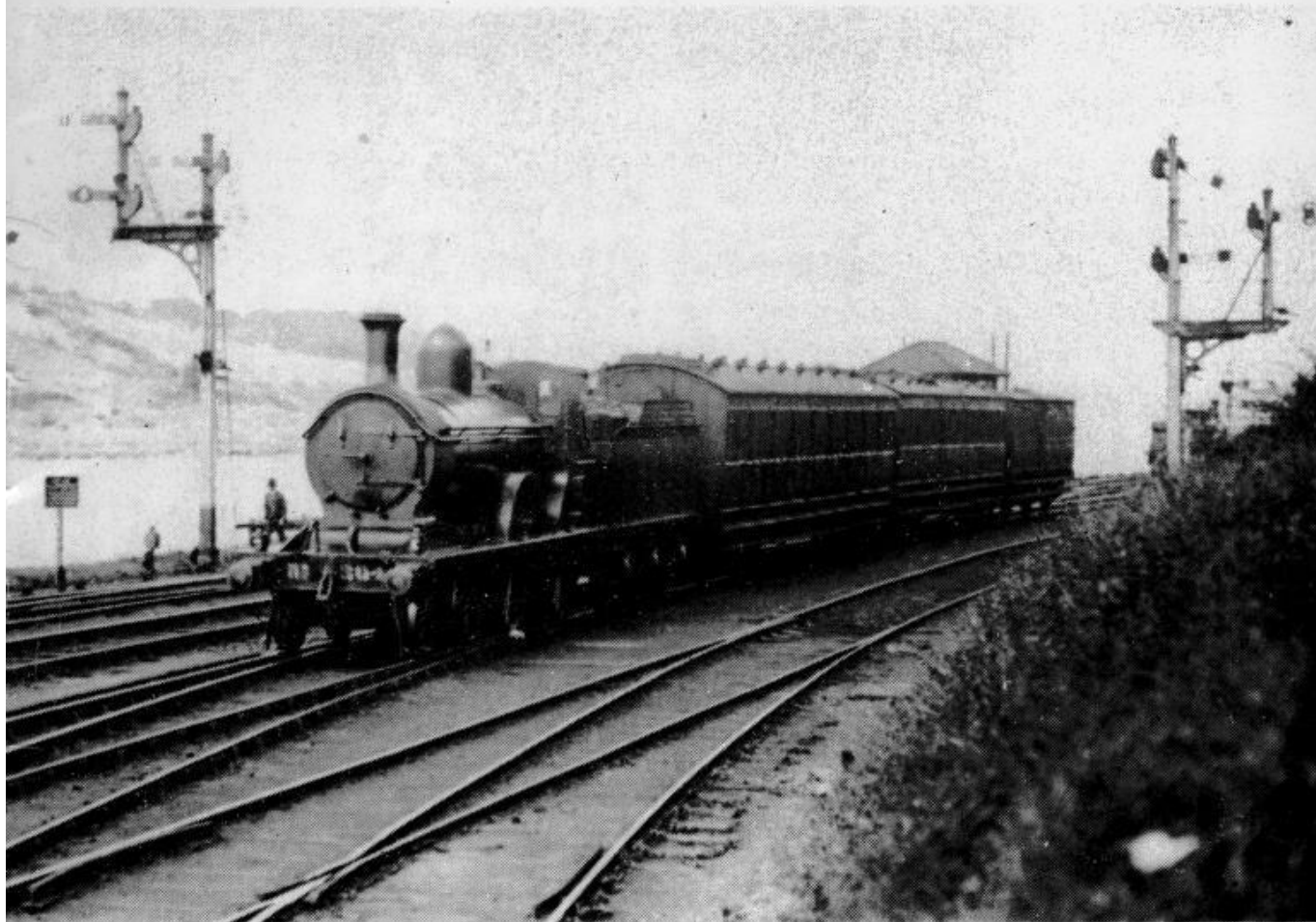


# **PORT LAIRGE RAILTOUR**



**Souvenir      Brochure**

RAILWAY PRESERVATION SOCIETY OF IRELAND

Port Láirge Railtour

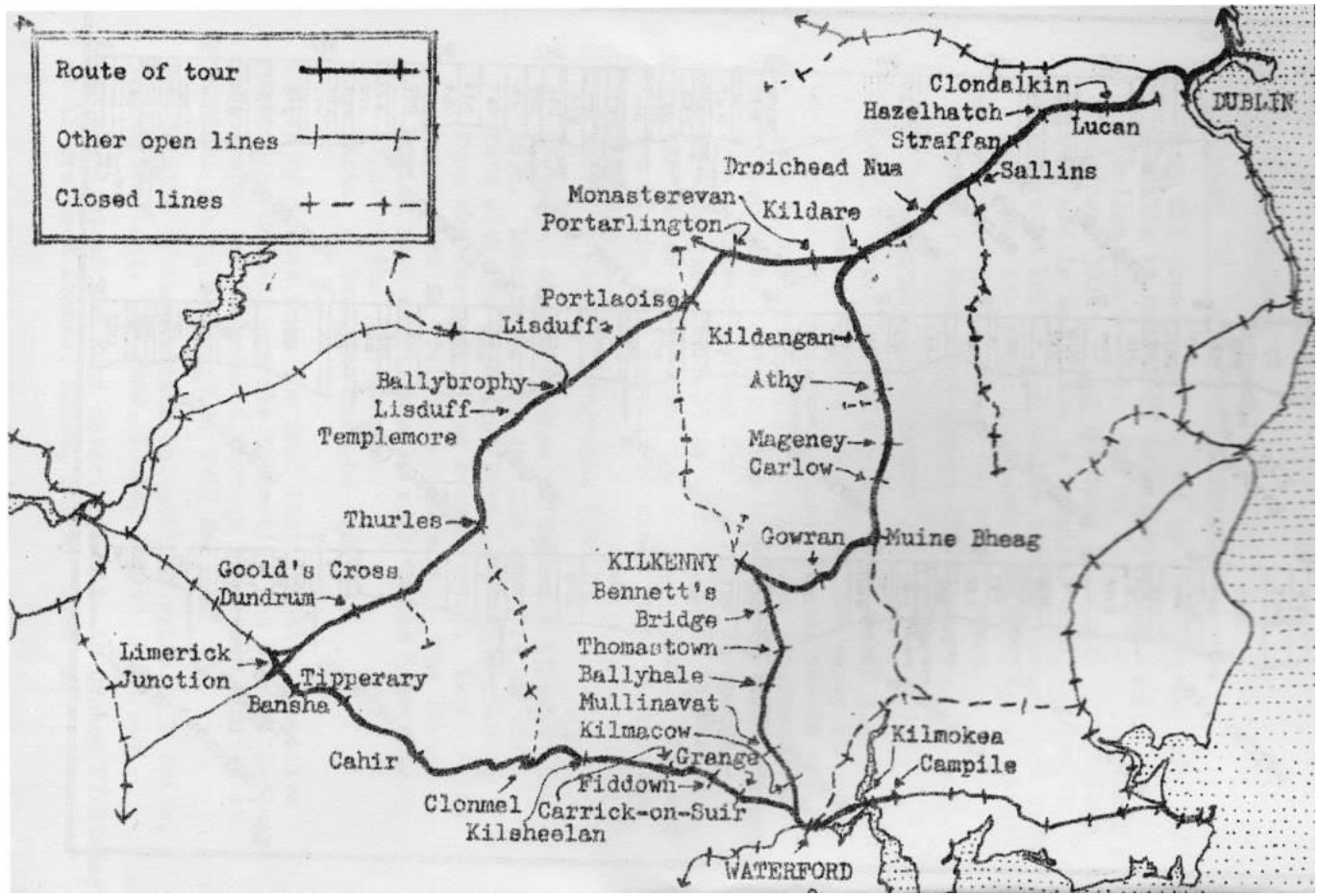
Dublin - Kilkenny - Waterford

Waterford - Campile - Waterford

Waterford - Clonmel - Limerick Junction - Dublin

Saturday and Sunday 14<sup>th</sup> & 15<sup>th</sup> May 1983

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Front Cover: Waterford approaches: Coey D11 class 4-4-0 No.304 on the last lap of a Dublin to Waterford (via Maryborough) trip sometime about 1920. One of Coey's first passenger engines, 304 carried the name "Princess Ena" before 1907 and is seen here in original condition with saturated boiler and double vacuum pipes. Beyond the loco runs the River Suir while the roof of the "West Cabin is visible above the second coach. (Real Photographs, X807)

Written and compiled by Charles P. Friel with gradient profiles and map by Christine (not for much longer) Johnston. Very many thanks to all who helped, especially Ernie Gilmore and Barry Carse as well as those who generously made the illustrations available. Without all of your help the Brochure would have been much the poorer.

## WELCOME ABOARD

You are very welcome to our 1983 two-day tour.

It hasn't been the easiest of tours to organise, having to contend with many changes in plan in the last few weeks. The timetable in this brochure is printed in the best of good faith. Please bear with us should any last-minute changes be necessary; we know how annoying they can be and we will fully share your disappointment should they be forced on us.

Sadly, we have had to give up the second Campile trip - 184 has to run to Rosslare Harbour for turning instead. Another loss is 171's visit to Waterford. Weight restrictions on Bridge 114 mean 171 has to run to Limerick for overnight storage, re-joining us at Carrick on Sunday. The train WILL now be double-headed over Cahir Viaduct though there will be a 25mph restriction to the Junction.

Please co-operate at photo stops, runpasts and so on. Your usual common sense and courtesy will, as always, do a lot to ensure a safe and punctual tour.

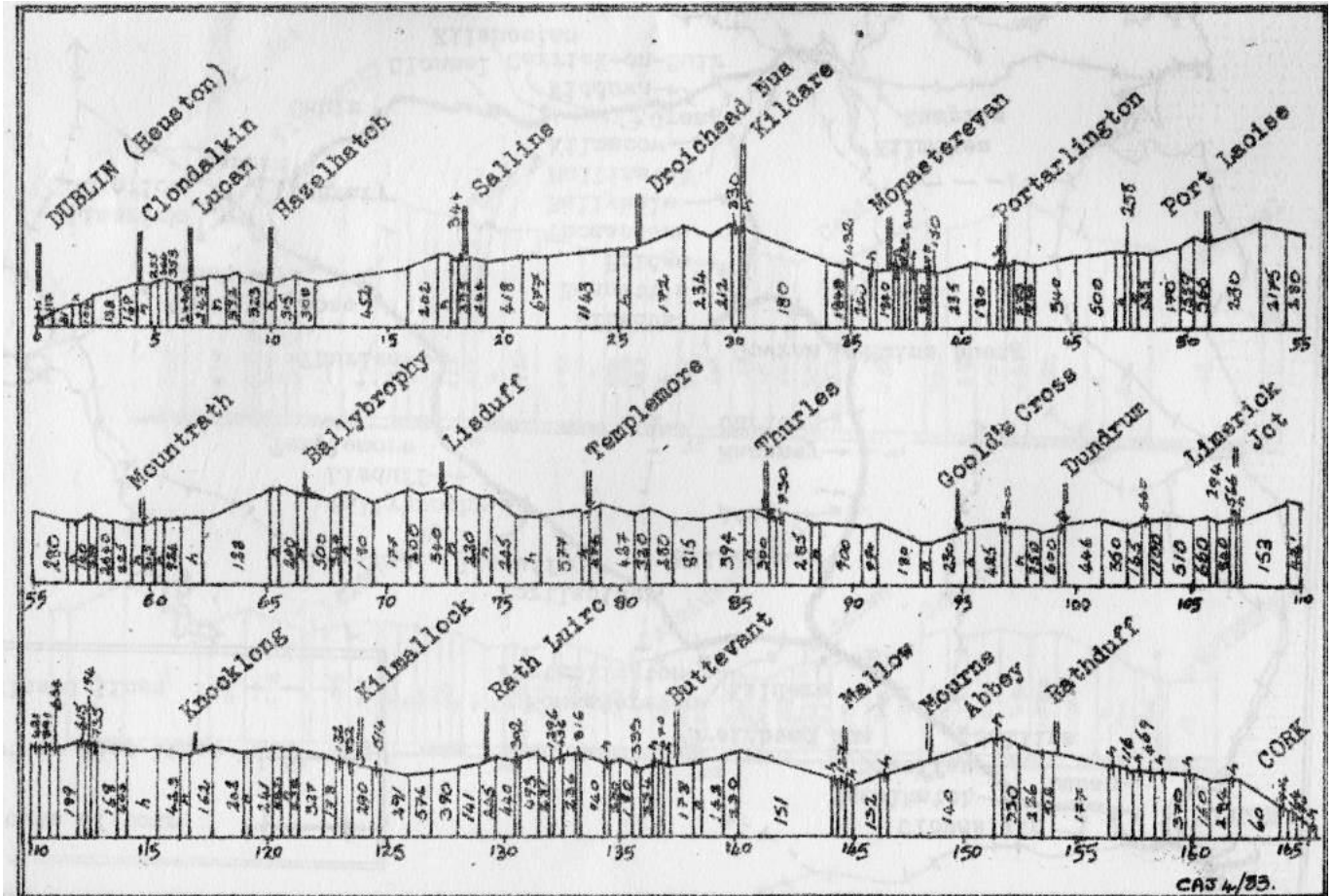
Renewed thanks for coming - your support is highly valued. If there is anything we can do to make your trip more enjoyable, please ask!

Have an enjoyable trip.

Ernie Gilmore  
RPSI Operations

## CHERRYVILLE JUNCTION - KILKENNY

We begin our Railtour Brochure at Cherryville Junction where the Kilkenny Road leaves the Main Line. At one time we would still be on the main line, if original plans had been carried through. The first line opened by the Great Southern and Western was from Dublin to Carlow; that was is August 1846. South from Carlow the line was built by the Irish South Eastern Railway which became part of the GS&WR web in 1863.



Mileposts are on the Down side - our left as we travel south - from zero at Dublin.

Cherryville Junction is at post 32½ with the cabin on our left and a short loop on the branch. The line to Carlow was built as double track and remained so until 1917. At post 35½ we pass Oghill, a former block post closed in 1910. Kildangan, at post 36½, is one of many stations on this line closed in 1962.

Just before post 41, look out for a Bord na Móna 2 foot gauge line on the Down side. Large quantities of baled turf mould (peat moss in more polite circles) are loaded here for export to the south of England.

Athy is unusual in having the station buildings at a higher level than the platform. Although closed to wagon and sundries traffic since November 1980, Athy sees much activity. At the south end of the station, on the Up side, diverges the remains of the Wolfhill branch. Built to tap local coal mines in 1918 by the Government, the line was taken over by the GSR in 1929 and the line beyond Ballylinan was lifted. Until 1963 Ballylinan had a substantial beet traffic. The last steam train to Ballylinan was run by Inst. Railway Society who brought J15 151 among the grass on 23<sup>rd</sup> March 1963.

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Aspinall D14 class 4-4-0 No.60 tears past Inchicore on the Down "Squib" in the early fifties. First of the famous "60 class" Iocos, she is seen here in rebuilt form with a Z class superheated boiler (like 186's). This light train takes its name from a firework noted for its rapid movements - in this case the 8:15am from Kilkenny to Dublin via Carlow and (shown) the 6:15pm return. This was one of the last regular 60 class turns on the main line. (Real Photographs, R8010)

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Since then only a three-quarter mile stub has remained in use, to serve the asbestos factory on the further bank of the Barrow. The main traffic is cement from Platin near Navan.

Mageny was another victim of the 1962 closures.

Carlow Sugar Factory, near post 55¼, used to have an intensive traffic of beet in season. Originally the Sugar Company's yard was shunted by three vertical-boilered 0-4-0s from S.A. John Cockerill of Liège. These lasted until 1956, although one had been transferred to the Mallow factory and scrapped a year earlier. Two other steam engines were here though both used only as stationary boilers; they were Orenstein & Koppel 0-4-0T (or should that be 0-2-0T?). The Sugar Company (Cómhlucht Siúicre Éireann) also had two Ruston & Hornsby 4-wheeled diesel-mechanical locos; the first arrived in 1948 and lasted until about 1961, the other was new in 1955 and in September 1981 was transported by road to the Society's headquarters at Whitehead where it awaits restoration.



Aspinall D14 class 4-4-0 No.60 waits at the Junction with the 3:15pm from Limerick to Waterford on 26<sup>th</sup> July 1914. Compare this almost-original-condition view with that in the photograph above. Although built to fly on the main line with 100-ton trains, these lively engines spent their last years on many a branch line until the middle to late fifties.

Another RPSI loco, superheated J15 186, also has Carlow connections. She was shedded here for a while in the late 1950s. Carlow became a through station in July 1848 when the ISER opened its line to Bagenalstown. The waiting room here was new in 1962.

Bagenalstown or Muine Bheag was once the junction for the line to Palace East via Borris. The branch diverged on the Down side and again the last steam train over it was the Inst. special with 151 mentioned above. Two days later A4 worked a 24-wagon fair special out of Borris and that really was the end. The shed here came to life each beet season from October to January or so. In late 1962, the locos here were J15s 151, 172 and 198, together with GNR 0-6-0s 179 (SG) and 181 (SG2). At that time they worked the Ballylinan branch



twice a week bringing out 12 wagons per week as well as daily trips to Wexford via Palace. Although mostly lifted by 1964, it was 1970 before the last remains of the branch and the loco yard was lifted.

Gowran's one platform on the Down side was another 1962 casualty, the heavy race traffic finding other means. Shunters here used to engage in the highly dangerous trick of shunting using wire ropes - impressive but ...

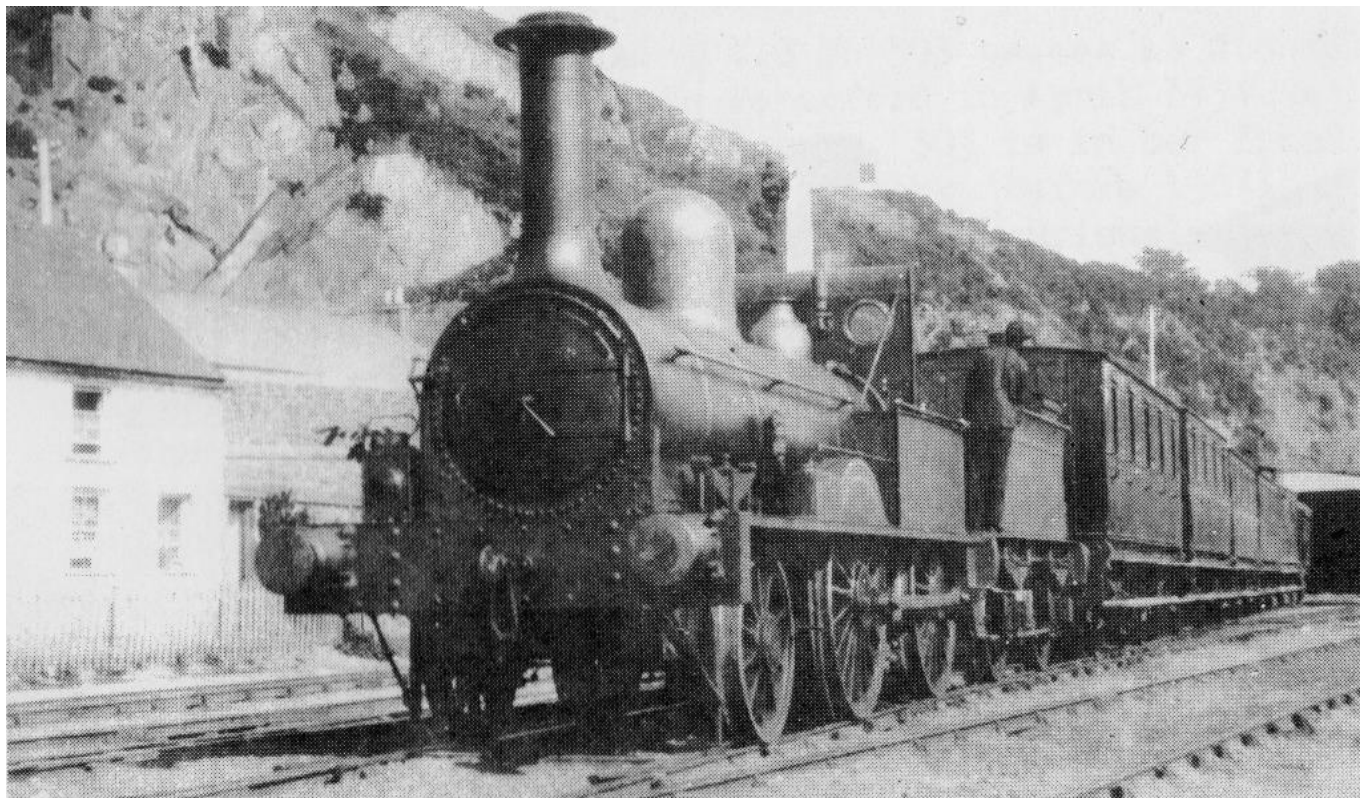
Lavistown has been the scene of much change recently when the events of 1868 were reversed. In May 1848 the Kilkenny to Thomastown line was opened by the Waterford and Kilkenny Railway and there was a station at Lavistown. In November the ISER line made a junction with the W&KR and shared their running line for the remaining two miles into Kilkenny. In true railway fashion, things didn't work out according to plan, the junction was removed and the ISER, in something of a huff, built its own line to Kilkenny. And so things remained for 111 years! On 10<sup>th</sup> June 1979, in connection with modernisation work at Kilkenny, the junction was reinstated, electrically worked from Kilkenny. And so ends Drew Donaldson's dream of two J15s pounding out of Kilkenny on parallel roads.



A general view of Kilkenny taken about 1936. Looking north, the old cabin is on the left with the line from Port Laoise approaching from the far end of the overall roof. Part of the goods yard is visible on the right. The former engine shed and turntable were to the immediate right of the photographer. (Real Photographs, X6777)

Kilkenny (renamed McDonagh in 1966) has recently undergone major surgery and is much changed since our last visit. The old cabin has gone, Platform One has been extended and a new Platform Two has been built, while the turntable has gone and the freight facilities much revised. The signalling is now two-aspect colour light, with three-aspect starters and some direction indicators.

Kilkenny was, of course, once a through station with a line running north to the Main Line at Port Laoise. This line had a colliery branch too, to Castlecomer and on to Deerpark opened in 1919. Passenger trains were run to Castlecomer from July 1921 until January 1931. The branch closed in 1962 along with the Kilkenny - Abbeylisle - Port Laoise line. The line to Port Laoise closed on the last day of the year when A45 with 5 bogies worked the 16:00 from Waterford crossing B159 with 8 bogies and a trail of vans on the last working southbound. The last train on the Castlecomer line didn't run until New Year's day when Sulzer B101 cleared wagon. Lifting happened in 1964.



Waterford and Central Ireland 2-4-0 No.3 shunting on 5<sup>th</sup> September 1900. Built by Stothbert, Slaughter & Co (later Avonside) in 1852, this loco broke a connecting rod which pierced the boiler in 1895. She lay out of use until 1895 when she was resurrected for another two years' life, being scrapped shortly after the GS&WR absorbed the W&CIR in 1900. The 1,300 gallon tender survived for many years in the Limerick Junction water train. (Ken Nunn Collection, H740)

#### KILKENNY - DUNKITT

This line was opened in three stages; to Thomastown in May 1848, to Jerpoint Hill in May 1850 and to Dunkitt in May 1855. Leaving Kilkenny again, the mileposts are on the Up side - our right travelling south - with zero at Portlaoise.

Lavistown has already been mentioned and just two miles further on we come to what was a big source of traffic southwards. At Dunbell Gates at post 32¾ on the Up side is laid a loop and here trains of dolomite were loaded for shipment to Ballinacourty, south of Waterford near Dungarvan. Trains began running on 6<sup>th</sup> April 1970 and the pattern soon emerged of two B141s double-heading trains of 24 four-wheeled wagons (fitted). Two trains a day ran until the shock closure announcement on 28<sup>th</sup> April 1982 that the Ballinacourty plant was closing. The story is that a train left Ballinacourty that afternoon with



no hint of closure in the air, but by the time the driver arrived at Bennett's Bridge the story was 'old hat'.

Thomastown is now the only intermediate station on the line. Just south of the station is the impressive viaduct over the River Nore. Originally a timber structure, it was in process of renewal in January 1877 when the old viaduct buckled in a severe gale that also blew down the new viaduct. To prevent further damage, huge ropes were used to pull the viaduct back by  $\frac{3}{4}$  of an inch and then hold the whole thing from toppling. The ropes extended some 200 yards to the west. For several days trains worked to either side of the viaduct, their passengers using temporary wooden platforms and a "walkway" to cross the viaduct by foot. In August 1877 the new, present, viaduct was ready and five tender engines were coupled together and run onto the span for testing. Apparently the test was successful.



On the outskirts of Port Láirge (Waterford), Coey D10 class 4-4-0 No.312 approaches with the Dublin portion of the Rosslare Express in 1907, the year after the Rosslare route opened. The coaching stock is in a livery of dark purple lake with cream upper panels; the leading vehicle is a 52' brake compo followed by a 1906 12-wheel First/Third. (Locomotive Publishing Company, 87027)

Post 47 marks the top of Knockmoylan bank and until recently it was possible to see the remains of a water column used by engines of both Up and Down trains before 1910.

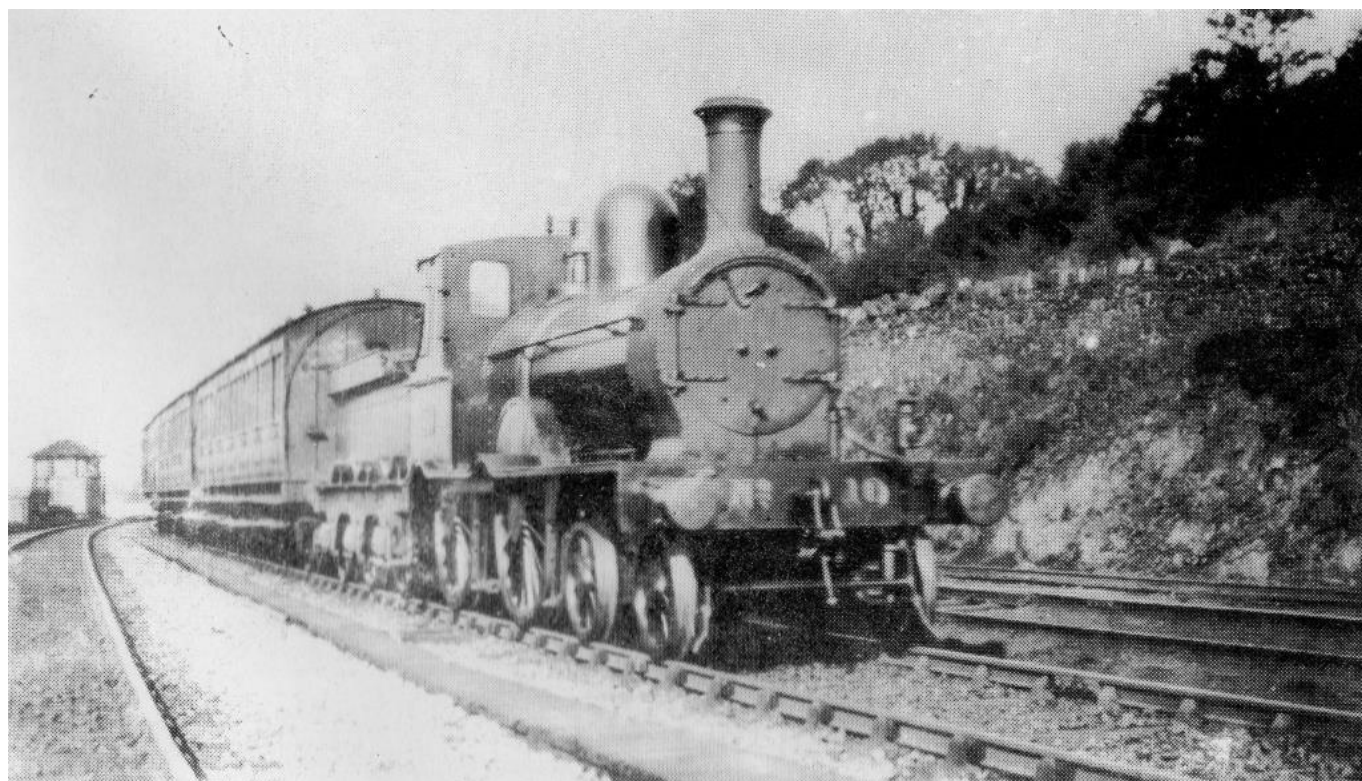
Mullinavat, although closed in 1962, is still a block post but nothing remains of Kilmacow.

Dunkitt was reached in May 1853 and remained a terminus for two years until the Waterford and Limerick Railway was built. For two years, Waterford and

Kilkenny Railway trains exercised running powers into Waterford. As a foretaste of things to come at Lavistown, a dispute arose and the W&KR opened its own line into the city in 1864.

SERVICES: The present passenger service on the Kilkenny road is four passenger trains each way with an extra Down service on Friday evenings and an extra Up on Monday mornings. The Sunday service is two each way.

Back in 1970 there was much publicity and work in launching the "Déiseach" express. This train left Waterford at 08:05 and with one stop in Kilkenny (naturally) arrived in Kingsbridge at 10:20. The train included a Buffet Car and a Rail Hostess. Return was at 17:15 arriving in Waterford at 19:30. To allow for the faster running, the signalling was altered at Carlow, Muine Bheag and Athy to include operating Distant and mechanical staff exchangers. This allowed the trains to maintain a much higher speed than with hand exchanging (though a few NCC firemen could well refute that!).



McDonnell D19 class 4-4-0 No.10 coasts in by Waterford's West Cabin with a train from Limerick in 1923. This was the first Irish class with a leading bogie, built originally for the Mallow - Tralee line. (Kelland Collection, 23004)

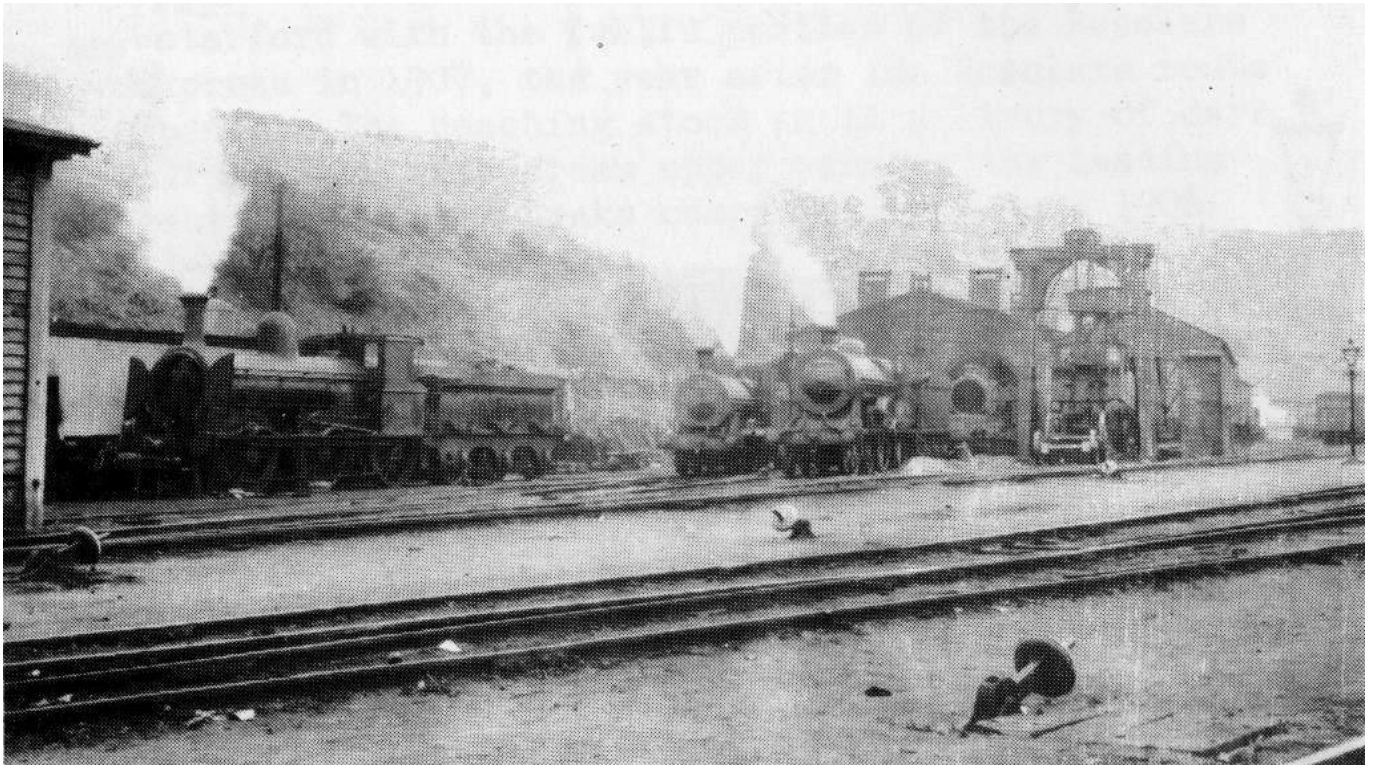
With the closure of many of the smaller stations in 1962, the goods traffic on the line was concentrated in the larger centres and these have now come under the Liner Train concept. Nowadays, the old 23:35 goods trains from both Heuston and Waterford are Liners though the timetable has been recast so that the two services are operated by one train. The Down service now leaves North Wall at 20:00 and follows the Down Night Mail. It serves Droichead Nua, Carlow and Kilkenny to reach Waterford at 02:45- Leaving again at 05:50, it serves Kilkenny and is back in North Wall at 10:45.

As we approach Waterford, on the Up side (i.e. next the river) we pass the West Cabin. This cabin controls not only the 'main line' towards Limerick Junction, but also the junction with the Kilkenny road and the junction with the line that crosses the river en route to Ballinacourty. As well as all this, the cabin also controls access to the large goods yards on the inland

side of the line. Along here, on the river side, locos are fuelled and serviced while on the Down side were situated Waterford's engine sheds - these were demolished at the end of steam in the summer of 1963.

After passing under a massive road overbridge (which may remind you of a similar structure at Limerick) we enter the passenger station, renamed Plunkett in 1966.

The passenger station bears witness to the many companies and services operated from here. The main platform, the combined Platforms 3 and 4, is the second longest in Ireland. Until recently it had a scissors crossover at mid-length. At the Limerick end, there used to be four bay platforms numbered 5 to 8. Of these 7 and 8 have gone to make way for buses; this happened in spring 1980.



Waterford in the Thirties: One of Waterford's sheds, the former Waterford and Central Ireland shed, seen here in 1931. Left to right: J15 171 receives attention to her smokebox (note the double doors), sister engine 104 blows off and D10 class 4-4-0 No.314 is being oiled round for her next trip. On the right, an ex-WL&WR C5 class 4-4-2T receives attention to her driving boxes. (Locomotive & General, 7064)

The two bay platforms at the Rosslare end of the station, formerly 1 and 2, have also gone - this time filled in in 1966 to make way for a large covered car park.

The station building here was new in March 1969.

Waterford Central Cabin sits high on its bridge spanning the running lines at the Limerick end of the station while at the Rosslare end, movements are controlled by the East Cabin.

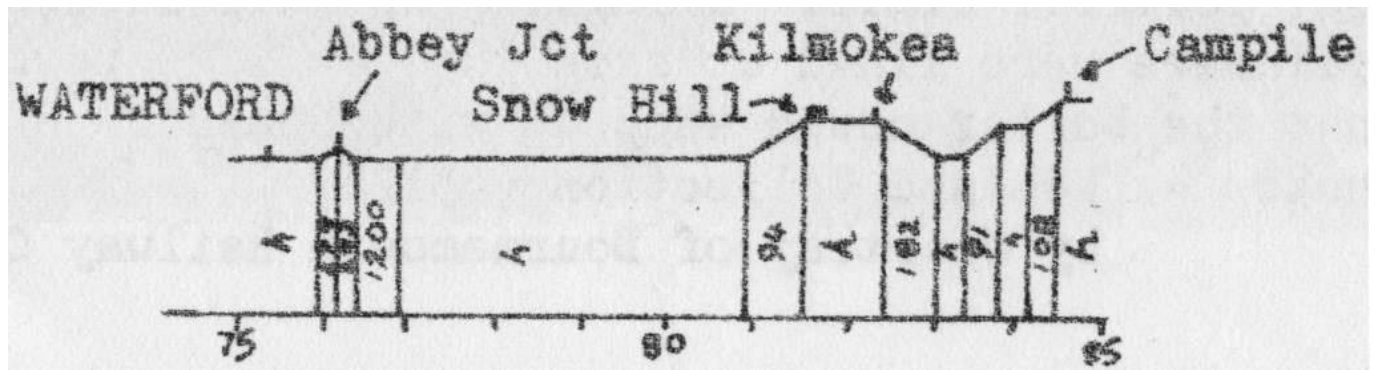
#### WATERFORD - CAMPILE

Of the two railways which approached Waterford from the east, the first to arrive, in 1904, was the line from New Ross. That line was built by the

Dublin Wicklow and Wexford which later became part of the Dublin and South Eastern.

Two years after opening, the line from Rosslare was opened. This line was built by the Fishguard & Rosslare Railways & Harbours Company - a joint company set up by the Great Southern and Western and the Great Western Railway (of Paddington, of course). Their line was built in 1906 and in connection the new services to the Rosslare - Fishguard boat several new coaches were built. These included 861 now in the Society's ownership.

On this line the mileposts are on the Down side - our left as we travel towards Rosslare Harbour.



At Post 76¼ we come to Abbey Junction - here the line to New Ross diverges on the Down side. In the wye lie the remains of the DW&WR shed, lately inhabited by a PW inspection car. Abbey Junction is at post 116½ on the DW&WR line measured from zero at Harcourt Street, Dublin.

Abbey Junction cabin releases the ground frame which controls the busy Bell Ferry terminal on the Up side. Opened on 1<sup>st</sup> July 1969, the sidings here handle a massive traffic in containers. At present there are daily paths for two trains to Dublin and one each to Cork and Limerick. In addition many specials are run to Sligo and to Belfast. Sligo now has a Fridays-only special to bring fish from Burtonport to Waterford.

Emerging from Snow Hill tunnel we come immediately to the Barrow Bridge. This 2,131 foot long bridge is the longest in Ireland and has 13 fixed and one opening span. The opening span is electrically controlled from a cabin perched on top of the opening bit; naturally the cabin is interlocked with Abbey Junction and Campile cabins. Almost at the eastern end of the bridge is the single-platformed Kilmokea Halt. Built to serve workers at the nearby ESB Great Island power station, this halt opened on 22<sup>nd</sup> February 1966. At first it was served by the railcar set which later formed the 11:05 Waterford - Limerick. The outward train left Waterford at 08:10 and after serving Kilmokea ran through to Campile before returning empty to Waterford. The return working left Kilmokea at 18:01.

Readers of last year's Thomond brochure will remember a reference to the Sligo Leitrim Railcar B (as CIÉ 2509) working the Kilmokea trains. She arrived for duty on 28<sup>th</sup> March 1967 but unfortunately failed shortly afterwards with hydraulic trouble. Her place was taken by another 'visitor', ex-Great northern BUT car 716N. This too operated as a single unit-based at Waterford but it too failed and retired to Inchicore. Thereafter a loco and brake coach worked the train.

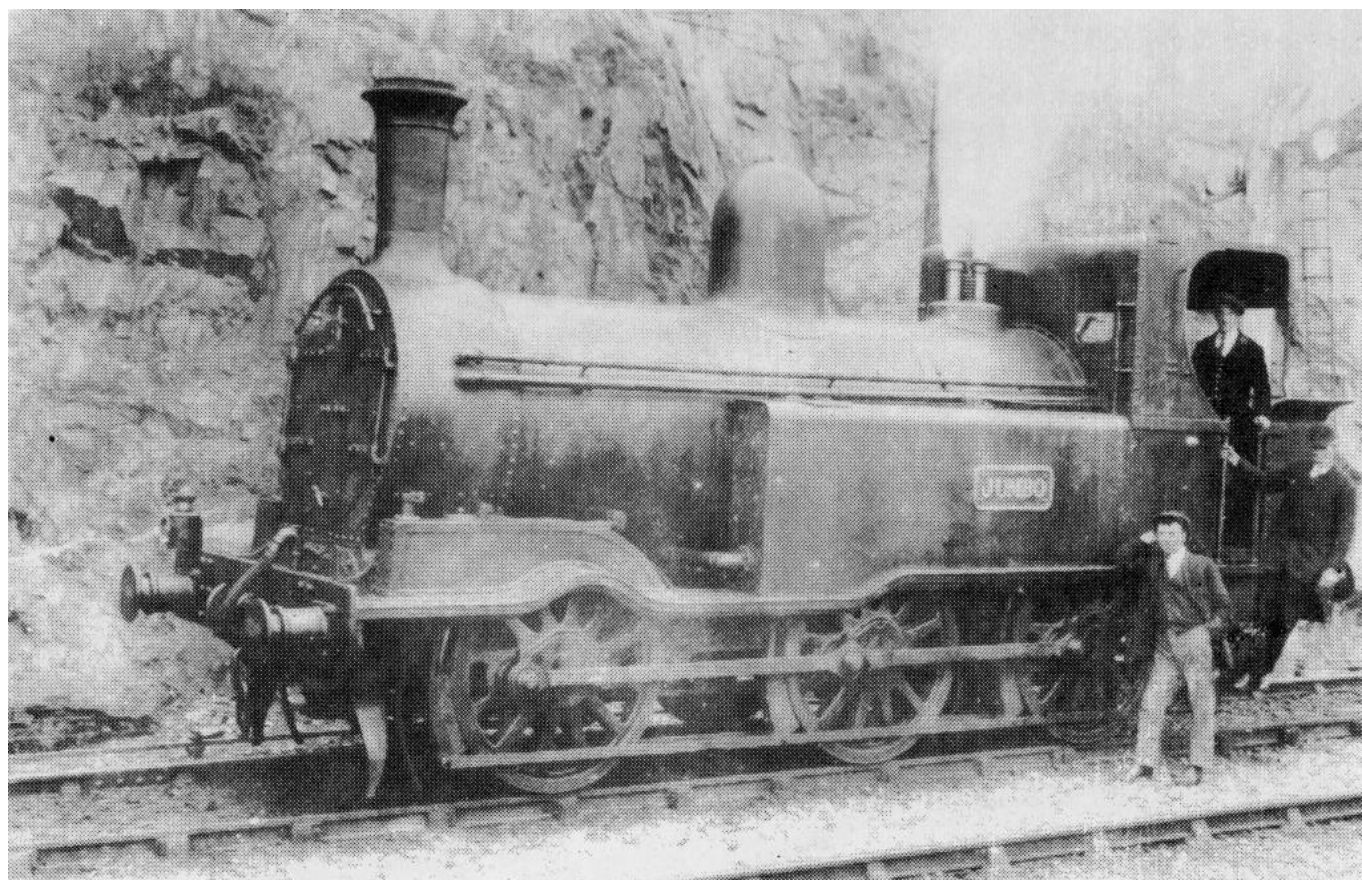
In 1970 the service recommenced when the power station was being extended. This time a GM diesel hauled ex-GS&WR bogie third 1296 of 1915 (re-numbered 4018) and heating van 3153. The trains worked through to Campile as before



but this time the stock was left there while the loco took up other duties. These Kilmokea trains were unusual in that they used Platform 4 at Waterford by way of the scissors crossover (now removed).

Campile follows the pattern of all the stations on the South Wexford line - an island platform with footbridge access and a few sidings laid out in typically open layout. Campile's main claim to fame nowadays is its beet traffic. During the season up to 215 wagons a day of the stuff leave here in 33-wagon trains for Thurles. The beet facilities were extended here in 1964 and the yard sees much shunting of beet traffic from nearby Wellington Bridge; the Wellington Bridge - Campile section trains are limited to 30 wagons each.

By way of postscript - Campile goods store was bombed by the Luftwaffe during the last War; nine people lost their lives.



No photographic treatment of Waterford would be complete without an appearance by "Jumbo", the city's famous shunting engine. Generations of loco men began their careers on Jumbo, ever fearful of letting her blow off, for she would almost empty the boiler before the valves seated again. Built as a 0-6-4T in 1877, she was rebuilt to 0-6-0T in 1897. She is seen here near the Central Cabin in 1932. (Real Photographs, X642)

#### WATERFORD - LIMERICK JUNCTION

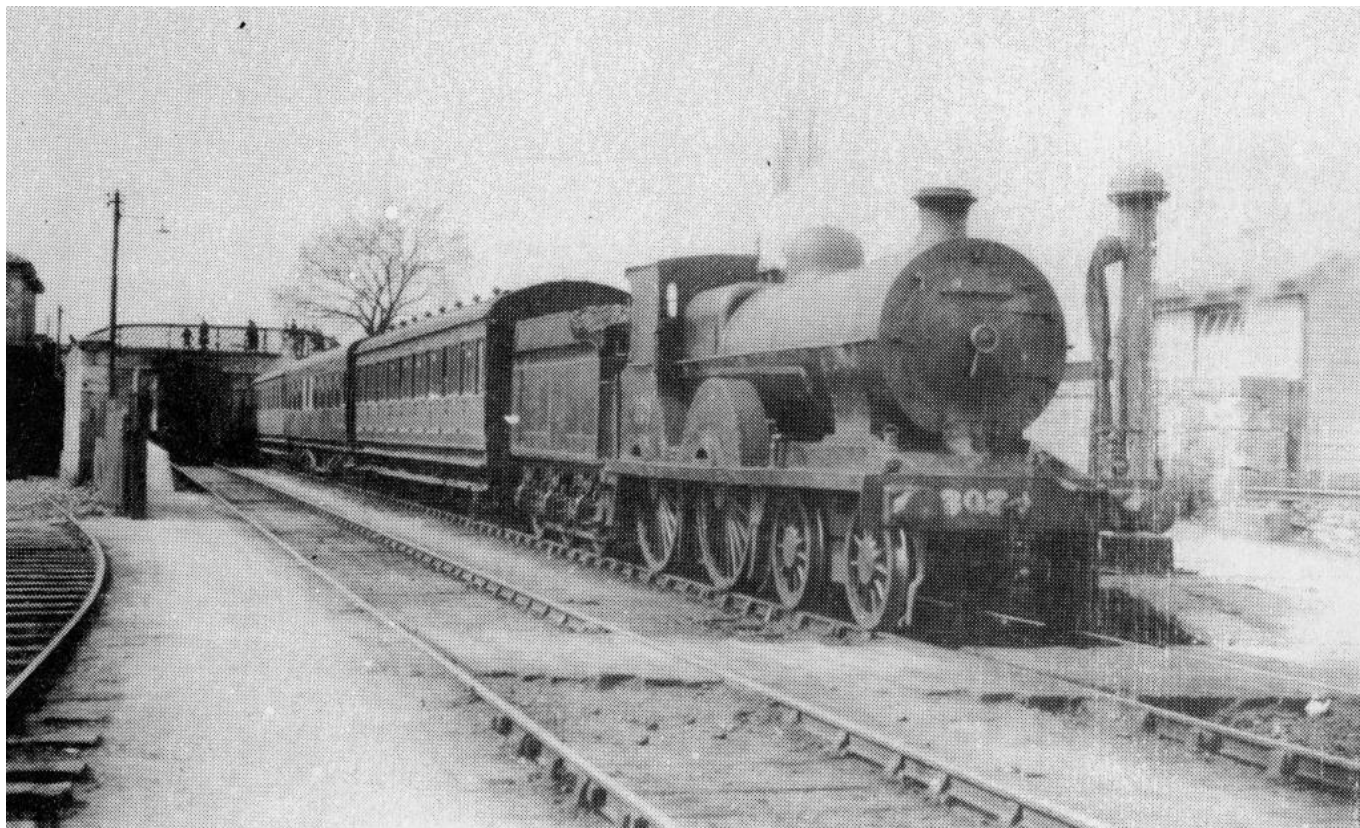
We leave Waterford to retrace part of the old Waterford, Limerick and Western Railway. The line was built from the Limerick end, with the first section to Tipperary being opened in 1848. The line reached Clonmel in 1852 and Fiddown in early 1853 and Dunkitt later in the same year. The final bit, to Waterford city, opened in 1854. The line is single throughout to the Junction though the section from Waterford to Fiddown was doubled in 1883 only to be singled again in the GSR economy drive of 1929.





Carrick had an unusual export trade in hand-woven baskets. The raw material, 'sallys', grows in great quantities on the islands in the Suir and their making was a cottage industry. Up to eight wagons a day were loaded here, destined mostly for Icelandic fishermen. The advent of cheaper and tougher plastic killed the trade.

Kilsheelan is a block post though the station closed in 1963. The loop here was extended in the 1967 works and there was a short resurgence in cattle loading in 1969.



The road to the Junction: Coey D11 class 4-4-0 No.303 pauses at Clonmel with the 12:20 Limerick to Waterford in April 1954. A sister to 304, on the front cover, 303 is in her final form with N class superheated boiler. Before 1907, this engine was named "St Patrick" - a curiously rare name for Irish engines. (Kelland Collection, 23092)

Clonmel is indeed a storied place and much of its history can still be traced. The station once had three cabins, one of them in charge of a level crossing in the middle of the present station, about where the footbridge is now. The town was once a depot for the Royal Irish Regiment and a detachment of Artillery were posted here as well. Curiously, both the Society's J15s were shedded here in the late forties though neither particularly shone.

At the Waterford end of the station can be seen the remains of the branch to Thurles on the main line. That line was built by the Southern Railway of Ireland in 1879/80 though worked by the Waterford and Limerick.

The branch workings included a workmen's train to a ballast pit at Laffan's Bridge. In 1907, however, the owner of neighbouring land got greedy and rather than deal with him the GS&WR moved their operations to Lisduff on the main line. At that time the branch was worked by E3 class 0-4-4T locos. By 1912 the engines shedded at Clonmel were G4 2-4-0 No.66 for passenger work and the inevitable J15, this time 114, for goods work. Towards the end of

steam the branch passenger trains were dominated by D12 class 4-4-0s (305 class).

In 1954 the branch was the subject of a railbus experiment when an AEC Regal with Howden-Meredith wheels was tried on the Clonmel - Thurles service. Numbered 2508 it arrived with a platform entrance on one side only and so was hurriedly sent back to Inchicore for attention. It ran until 1956 but most of the time it was too small and was replaced by a two-car AEC railcar set. There is a story around that some bright spark persuaded Bulleid to try fibreglass tyres on this vehicle and that they were fitted at Inchicore. Bulleid, a doyen among innovators is said to have smiled wryly when the tyres shattered at the first rail joint. Anyone like to confirm this, admittedly tall, tale?



Port Laoise activities: Yet another Coey D10, this time 311 pauses at Maryborough on what appears to be an Up Waterford to Dublin (via Abbeylaxey) working sometime in the late 1920s. The shunter standing on the Down line directs operations as vehicles are added to the tail - livestock off the Mountmellick branch? Any suggestions? (Real Photographs, X586)

The branch closed on 7<sup>th</sup> September 1963 with A22 hauling railcars 2627 and 2638. In the late sixties there were rumours of bringing coal from near Laffan's Bridge to Ballinacourty but in the summer of 1971 lifting began. The line had already been lifted north of Horse and Jockey to allow a road scheme through. The lifting towards Clonmel was done by a contractor who used ex-GNR Railcar F (UTA 104) - this was after the said vehicle was used to lift the long-lamented GN Derry Road. It was cut up at Clonmel by Hammond Lane Foundry in 1973.

Before we leave Clonmel, it should be mentioned that the town has many associations with Charles Bianconi who pioneered road transport in Ireland before the coming of the railway.



McDonnell/Aspinall D17 class 4-4-0 No.54 gets away from the Junction with a Waterford -Limerick train composed of an assortment of bogies and vans. Sister engine 59 appears in the film "The Quiet Man" and, like 54, could produce speeds in the high sixties in unlikely places. (Photographer unknown, sadly)

Cahir (pronounced care) has a particularly sad railway memory. On the night of 21<sup>st</sup> December 1955 K1 class (Woolwich) mogul No.375 was working a beet special, BS3 from Bridgetown, when it ran away on the fall into Cahir. Because the far (Limerick) end of the loop was blocked by the Down mail train taking water, the special was routed into the Down loop which as a point at the Limerick end leading to a short siding. With the handbrake hard on, the loco reversed and the sanders on, 375 and her heavy train of 22 wagons of wet beet slithered through the loop demolished the stopper at the end of the siding and ran onto the decking of the viaduct over the Suir. The loco and several wagons plunged 40 feet to the river below; 375 ended up partly submerged at 30°; both members of the crew, driver Cornelius Kelly and fireman Francis Frahill, were killed. In order to remove their bodies, much of the cab, the regulator and brake ejector had to be cut away.

In the accident report, no conclusion was reached as to the cause of the accident but some changes happened as a result. Cahir's signalling was altered to allow for two-way working through the loops and the siding tailing back off the Down loop which was in line with the Viaduct, the 'tank' siding, was reduced in length.



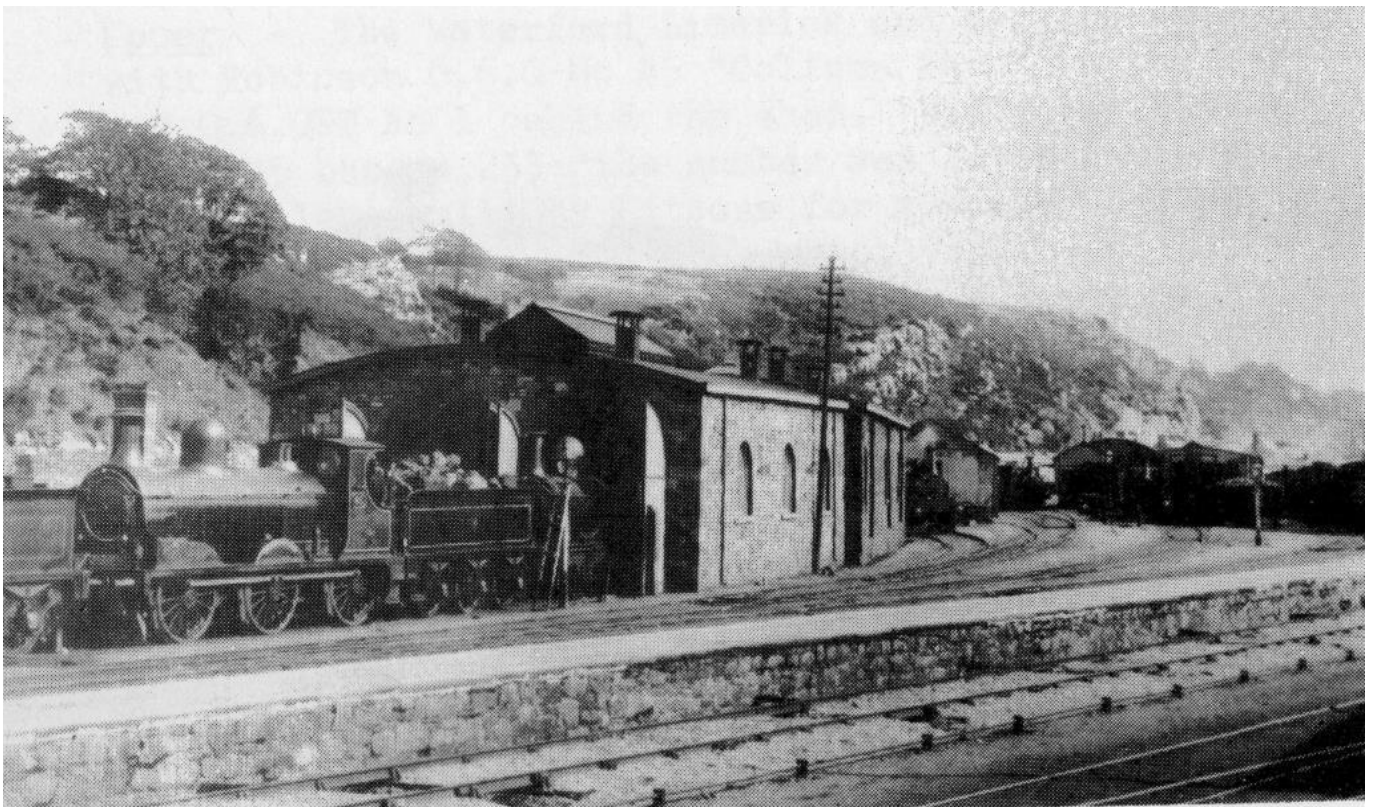
The line reopened on 10<sup>th</sup> January 1956 and 375 was cut up where she lay. A commemorative plaque adorns the station buildings on the Up side.

From a traffic point of view, Cahir used to contribute up to 300 wagons of cattle a month though, of course, this traffic is now entirely lost from the railway system.

On the Limerick side of the river lay the Cahir (Abbey) sidings. Lifted in 1964, these sidings were used for loading livestock and unloading tar; the latter is now handled at Clonmel.

In 1977 Cahir was the railhead for the Catholic Boy Scouts of Ireland's Jamborara at Mount Melleray. Two fourteen-bogie trains arrived from the Limerick direction and the Junction pilot was to be used to haul them back to there. The first movement of empty coaches hit a herd of cows, so the second empty train had to work back to Dublin via Waterford.

Between Cahir and Bansha, our own 186 was involved in an accident at a place called the Khyber Pass. Sometime about 1920, ex-WL&WR 0-6-0 222 (of Robinson design) bent a coupling rod and the fireman was sent ahead to Cahir to summon help. There he persuaded the driver of 186 (then fitted with a 4'4" saturated boiler like the one now fitted to 184) to come into the section and assist 222. In the meantime the resourceful driver of 222 had removed the rods, split his train and set off for Cahir. The two met in the Khyber Pass and 186 came off the worse, losing her chimney and front buffer beam. Both drivers were dismissed. There is a 40mph restriction through the Pass nowadays.



Waterford in 1900: The Waterford Limerick and Western shed with Robinson 0-6-0 No.45 "Colleen Bawn" on the left and 0-6-0ST No.1 behind the shed. Built in 1895 by Dubs, 45 became 233; the number was later taken by an ex-MGWR loco built by Kitsons for the WL&WR but not delivered to them. The loco which tangled with 186 at the Khyber Pass was of the same class as 45. (Locomotive Publishing Company, 14826)

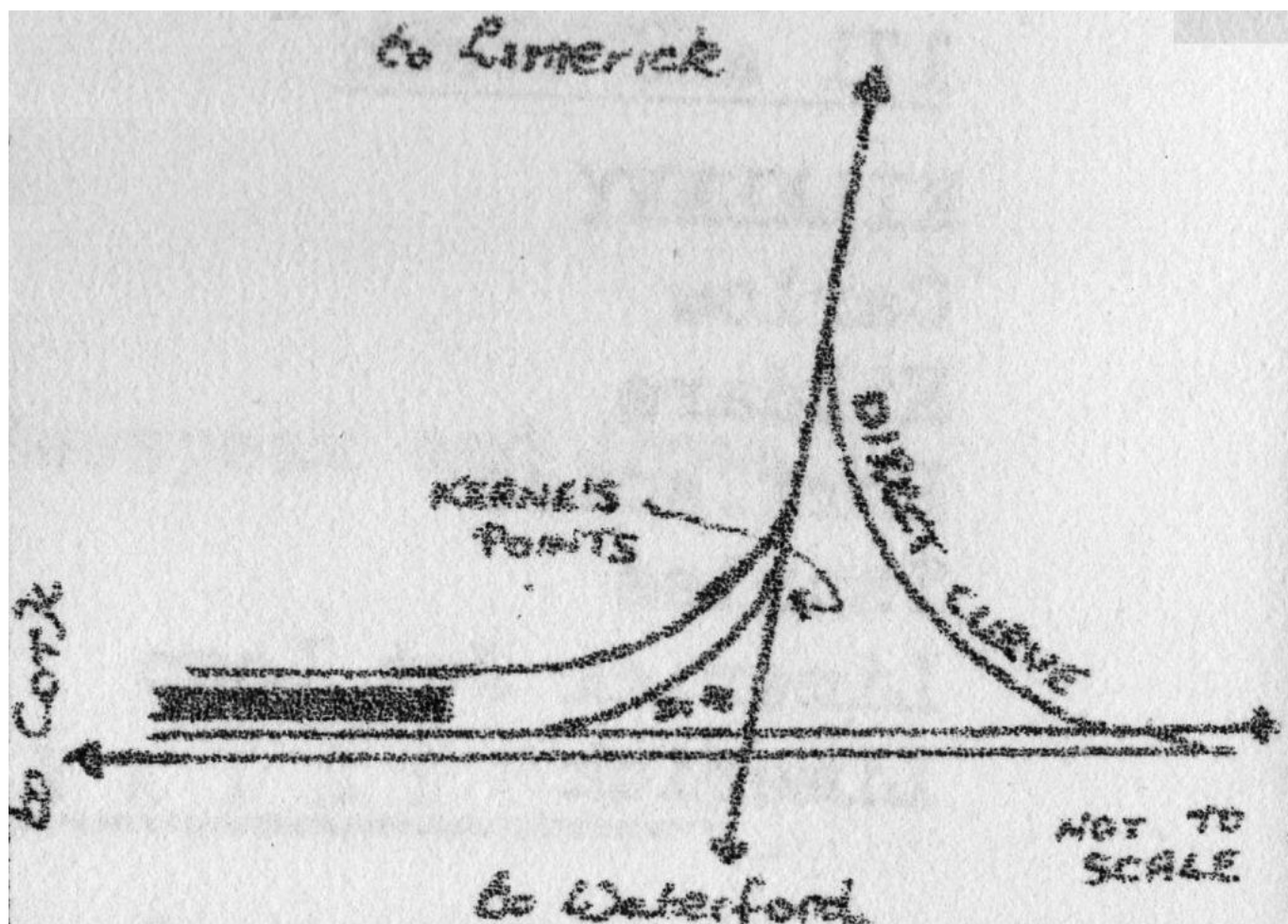


Bansha had just one platform on the Down side. Closed in 1963, it used to contribute a lot of livestock traffic before the concept of marts and frozen meat exports took over. For many years Bansha was the best kept station on the line.

Tipperary, too, has just one platform, again on the Down side. Nowadays Tipperary handles over 2,000 tons of incoming fertiliser each winter, unloaded by forklift truck from the special bogie wagons - indeed a notice at the yard gate warns "Beware of Forklifts".

A Waterford & Limerick timetable of July 1869 shows an unusual working between here and the Junction. Leaving the Junction at 6:30pm and arriving here at 6:45, the return working was at 7:15pm arriving at the Junction fifteen minutes later. The columns in the Working Timetable are headed "GS&W Butter Engine". Can anybody tell us more of this "train" or whatever form it took?

Limerick Junction will need no introduction. The Waterford & Limerick Railway laid their line past here in 1848 and it became a junction later in the same year when the GS&WR arrived from the north. The configuration of platforms was designed to allow for transshipping mails, parcels, etc., as well as people without resorting to footbridges, subways or lengthy walks. Until 1967 it was necessary for main-line trains to run past the station and then set back into the platform. Waterford - Limerick trains still need to do this. When these trains ceased being worked by railcars (after 1<sup>st</sup> January 1970) and became loco-hauled, it was necessary to improve the loco release facilities here.



With the loss of the magnesite trains between Waterford and the Junction, there are now no scheduled movements between the 06:05 Bell Liner to Limerick

and the 16:55 Limerick Junction to Rosslare passenger. In recent months there has been much speculation about the future of passenger services on the line. Only two trains are involved, the 16:55 mentioned above and the 19:15 from Rosslare to Limerick. At the Junction this train provides a connection for Cork (albeit with a 51 minute wait).

In the summer an extra pair of trains is run. The 07:15 ex Rosslare is extended to the Junction, giving a connection off the Sealink boat from Fishguard. The train returns from the Junction at 10:43, taking a connection out of trains from Dublin, Limerick, Tralee and Cork. The set is thus back in Waterford to take up its 'normal' turn at 16:55 to Rosslare and the 19:15 from Rosslare to Waterford.

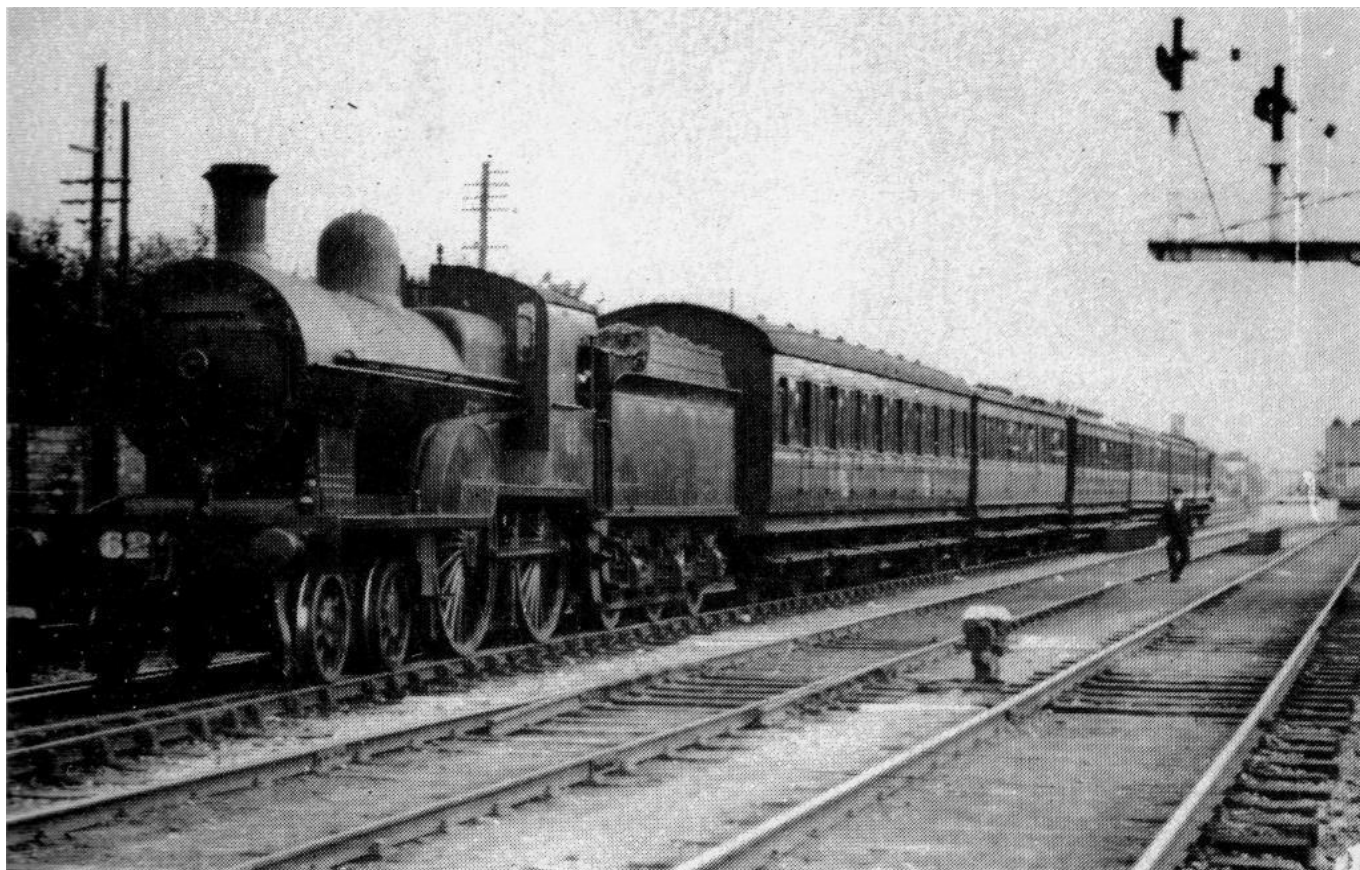


Coey D3 class 4-4-0 No.338 crosses the main line with the midday Limerick - Waterford train in March 1951. Built as class D4, 338 was given a superheated boiler and piston valves in 1927 as well as an improved cab - she was later claimed to be the GSR's most powerful 4-4-0. A regular on this line, her cylinders were lined up from 18½" to 17", perhaps so that the boiler could keep up with demand. (Kelland Collection, 23124)

These services have been discussed at CIÉ Board meetings and following pressure from CIÉ worker-directors a decision has been deferred for the present. The matter has been taken up by the new Minister for Transport who is "in consultation with the interests concerned". The future, however, is in serious doubt.

For several years now, fertiliser trains from Shelton Abbey (north of Arklow) have been routed over the South Wexford line and Waterford to the rest of the system. This is to avoid the disruptions in the Dublin area caused by electrification work. A constant source of discussion is whether the Cork to Shelton ammonia trains would be re-routed over the Junction - Waterford line when the electrification is introduced. No decision has yet been taken; the

main stumbling block being the weight limitations of underline bridges, especially near Dunkitt.



It is fitting that we should close with a Drew Donaldson picture of a 60 class. Here 62 gets away from Port Laoise with the 09:35 Kingsbridge to Waterford during Easter 1952 while substituting for a railcar. Compared to her rebuilt sister on the Squib, 62 has an enlarged cab and the reversion rod passes along a recess in the firebox cleading. (Drew Donaldson)

## TIMETABLE SECTION

SATURDAY 14<sup>th</sup> MAYNo.171 and tour train

	arr	dep	
DUBLIN (Heuston)		08:33	
Islandbridge Junction	pass	08:38	
Inchicore	pass	08:44	
Hazelhatch	pass	08:54	
Sallins	pass	09:05	
Droichead Nua	pass	09:15	
Kildare	09:22	09:30	
Cherryville Junction	pass	09:34	
Athy	09:50	10:05	
Carlow	<u>10:20</u>	<u>11:30</u>	Cross 08:05 up Liner. Water from fire tender and coal.
Muine Bheag	<u>11:45</u>	<u>12:00</u>	Cross 10:55 Up passenger.
Lavistown Gates	12:15	12:40	Runpast through junction.
KILKENNY	12:45		Overtaken by 11:30 Down. Water from fire tender.

No.171 (tender-first) and coach 114

	arr	dep
KILKENNY		13:40
Carlow	pass	14:36
Kildare	15:36	15:50
Portlaoise	pass	16:21
Thurles	pass	17:15
Limerick Junction Loop	17:46	17:50
Limerick	18:30	

No.184 and tour train

	arr	dep	
KILKENNY		14:15	
Lavistown Gates	14:23	14:53	Runpast through junction.
Thomastown	<u>15:08</u>	<u>15:40</u>	Cross 15:10 Up. Lineside bus to Mullinavat.
Mullinavat	15:58	16:15	
WATERFORD	16:30	17:10	Water loco and coaches.
Kilmokea	17:20	17:40	Set back onto viaduct for false arrival.
Campile	17:48	18:08	
Kilmokea	pass	18:13	
WATERFORD	18:23		

SUNDAY 15<sup>th</sup> MAY 1983

No.171 and coach 114

	arr	dep	
Limerick		05:30	
Limerick Junction	06:25	06:55	Water stop.
Clonmel	pass	08:08	
Carrick-on-Suir	08:42		

No.184 and tour train

WATERFORD		08:40	
Carrick-on-Suir	09:15	09:35	No.171 + No.184 and train.
Kilsheelan	10:00	10:07	
Clonmel	10:22	10:45	
Cahir	11:20	11:25	
Tipperary	12:10	12:20	
Limerick Junction	12:35		

Train stops short of Keane's Points, 171 runs forward and reverses to platform. 184 draws train forward to clear the Direct Curve (from Dublin). 171 runs forward on main line and backs onto train via the Direct Curve. The train is then hauled over the Direct Curve and sets back along the main line to the platform. Who said things were simplified here?

No.171 and tour train

	arr	dep	
LIMERICK JUNCTION		14:00	
Dundrum	pass	14:12	
Goolds Cross	pass	14:18	
Thurles	pass	14:29	
Templemore	pass	14:41	
Lisduff	pass	14:49	
Ballybrophy	pass	14:56	
Portlaoise	pass	15:17	
Portarlinton	15:30	16:50	
Cherryville Junction	pass	17:03	
Kildare	pass	17:06	
Droichead Nua	pass	17:12	
Sallins	pass	17:20	
Hazelhatch	pass	17:29	
Inchicore	pass	17:39	
Islandbridge Junction	pass	17:42	
North Strand Junction	pass	17:52	
DUBLIN (Connolly)	17:55		Arrive Platform 6.



SUNDAY 15<sup>th</sup> MAY 1983

No.184 Light engine

	arr	dep	
Limerick Junction		15:00	
Thurles	pass	15:32	
Ballybrophy	pass	16:03	
Portarlington	16:41	18:00	Water stop.
Tullamore	pass	18:25	
Athlone	19:00	19:15	Water stop.
MULLINGAR	20:25		

No.171 and tour train

	arr	dep	
DUBLIN (Connolly)		19:20	
Howth Junction	pass	19:28	
Malahide	pass	19:33	
Skerries	pass	19:45	
Drogheda	20:00	20:10	Water stop.
Dunleer	pass	20:28	
Dundalk	20:44	20:50	
Poyntzpass	pass	21:25	
Portadown	21:38	21:45	
Lurgan	pass	21:54	
Moirá	pass	22:01	
Lisburn	22:09	22:10	Calls as required Lisburn to Botanic.
Botanic	22:31	22:32	
BELFAST (Central)	22:35	22:40	
Central Service Depot	22:45		Empty.

MONDAY 16<sup>th</sup> MAY 1983

Central Service Depot		10:05	Empty.
BELFAST Central	10:10	10:20	
Lisburn	pass	10:36	
Ballinderry	pass	10:48	
Crumlin	pass	10:57	
Antrim	11:08	11:20	
Bleach Green Junction	pass	12:10	
Belfast (York Road)	12:20	12:50	
Bleach Green Junction	pass	13:00	
Greenisland	pass	13:04	
Carrickfergus	pass	13:08	
Whitehead (NIR)	pass	13:17	
WHITEHEAD (RPSI)	13:20		