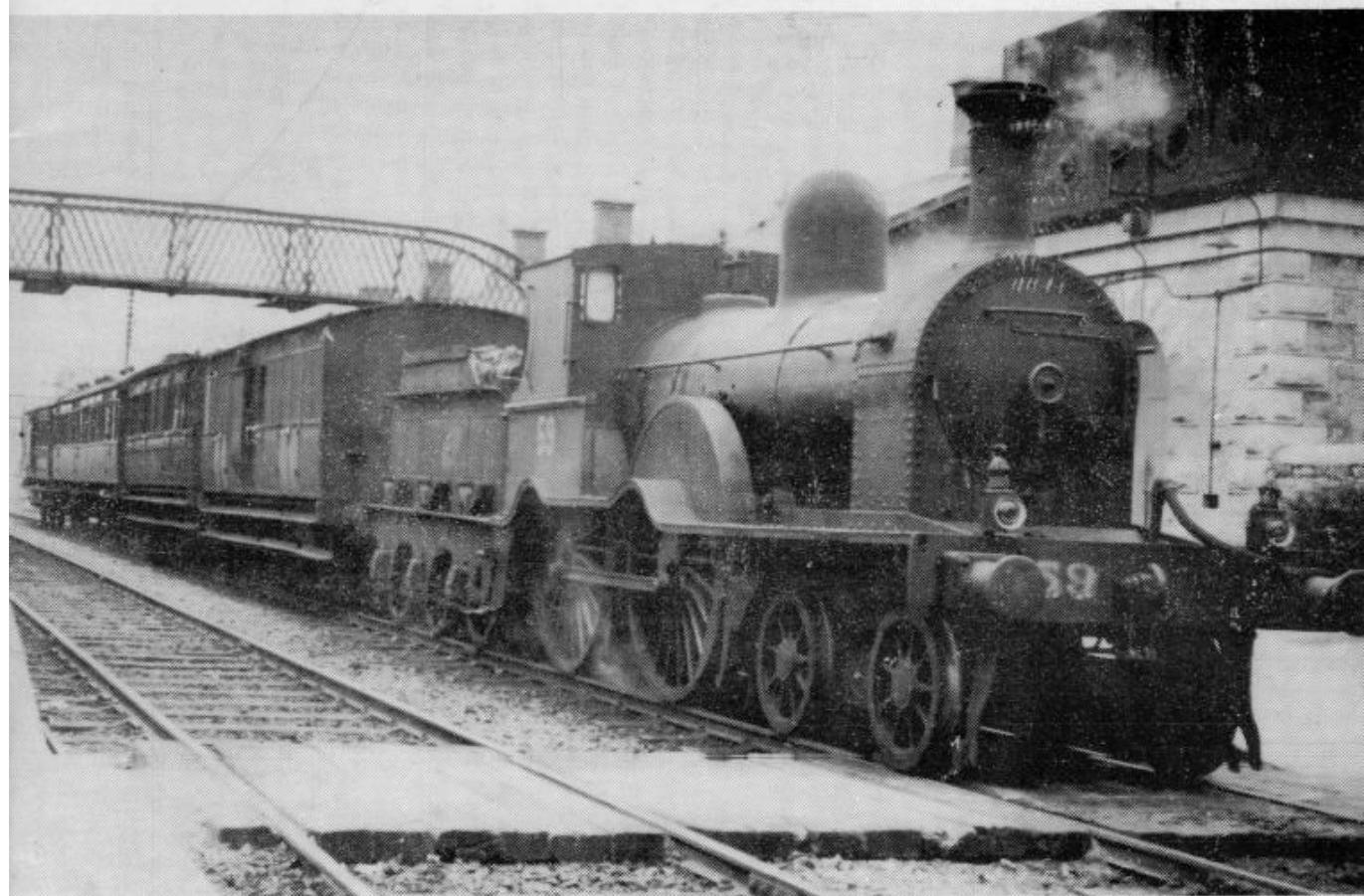


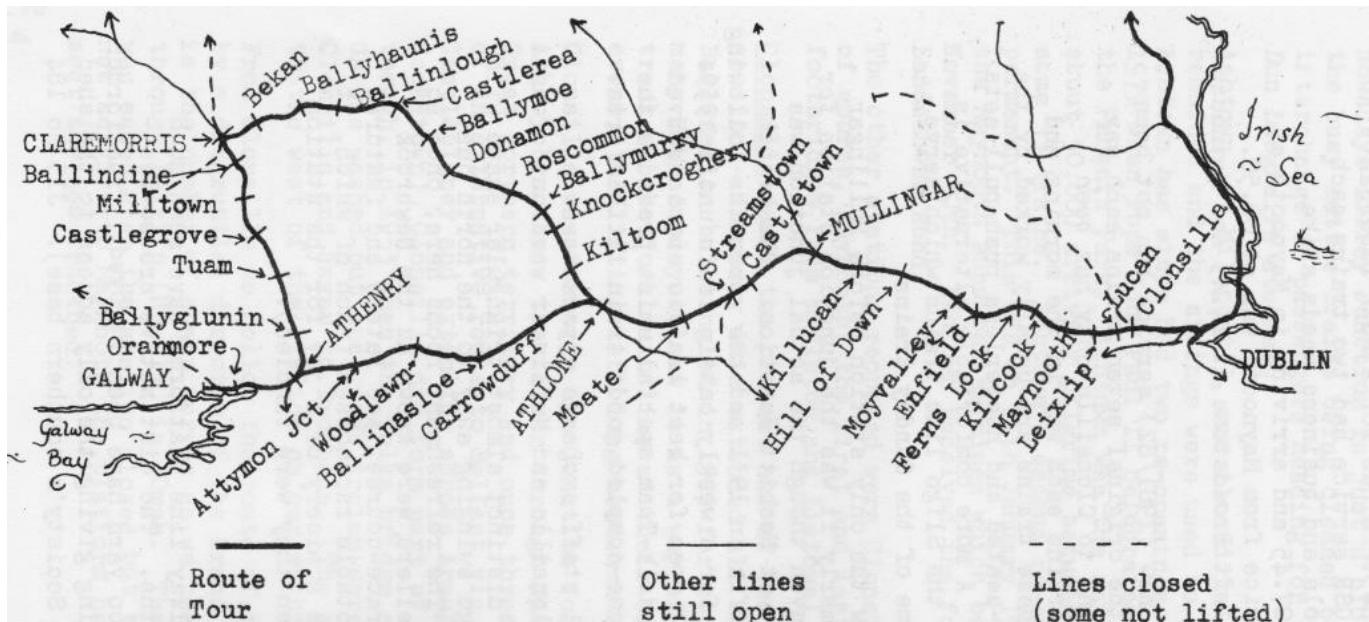
GALWAY BAY

RAILTOUR



**Souvenir
Brochure**





Front Cover: McDonnell-designed D17 class 4-4-0 No.59 waits at Tuam before working the 3 p.m. to Galway at Easter 1952. This was the engine featured in the John Ford film "The Quiet Man" (1952). Built at Inchicore in 1888, at a time when Aspinall was in charge, 59 carries a saturated 52-class boiler and is fitted with an outside sprung 1,864 gallon tender. The rolling stock is a mixture of GS&WR bogie and six-wheel stock. (Drew Donaldson)

Written and compiled by Charles P. Friel with gradient profiles and map by Christine Friel, additional material from Ernie Gilmore and Barry Carse. Many thanks to them and to those who generously made illustrations available; without your help the Brochure would not have been possible.

Galway Bay Railtour

Dublin - Mullingar - Athlone - Claremorris - Tuam - Athenry - Galway

Galway - Athenry - Athlone - Mullingar - Dublin

Saturday and Sunday, 12th and 13th May 1984

- - o 0 o - -

Welcome aboard.

You are very welcome on our Galway Bay Railtour, our two-day venture in the eventful year of 1984.

A special welcome is extended to the party from Berliner Eisenbahnfreunde and their leader, Herr Langhammer. Hertslich Wilkommen!

1984 is the Society's year to hold the coveted ARPS Award and the trophy is proudly displayed in the Diner. The award is a fitting tribute to the hard work of so many who give their all to ensure that Irish steam trains are in the First Division. And of course without the support of our participants, much less would have been achieved. So a big thank you to you as well.

1984 also marks the 150th anniversary of the opening of Ireland's first railway - hence Traen 150. In addition, it is Galway's 500th birthday - and it is fitting that it should be a railwayman who holds the Mayoral chain this year. We wish Mayor Leahy every success during his term.

I should record too the very great vote of thanks we owe to both Northern Ireland Railways and Córas Iompair Éireann for their continued forward-looking policy of allowing steam over their systems. We hope they continue to find it as rewarding as the Society does, and we extend our best thanks to railwayman at all grades on both systems.

It is particularly pleasing that so many have opted to come North on Sunday night and stay with us until the end - your extra mileage will, we hope, be interesting and rewarding.

I wish you all an enjoyable trip and a safe one; if there is anything we can do to make it better, please ask.

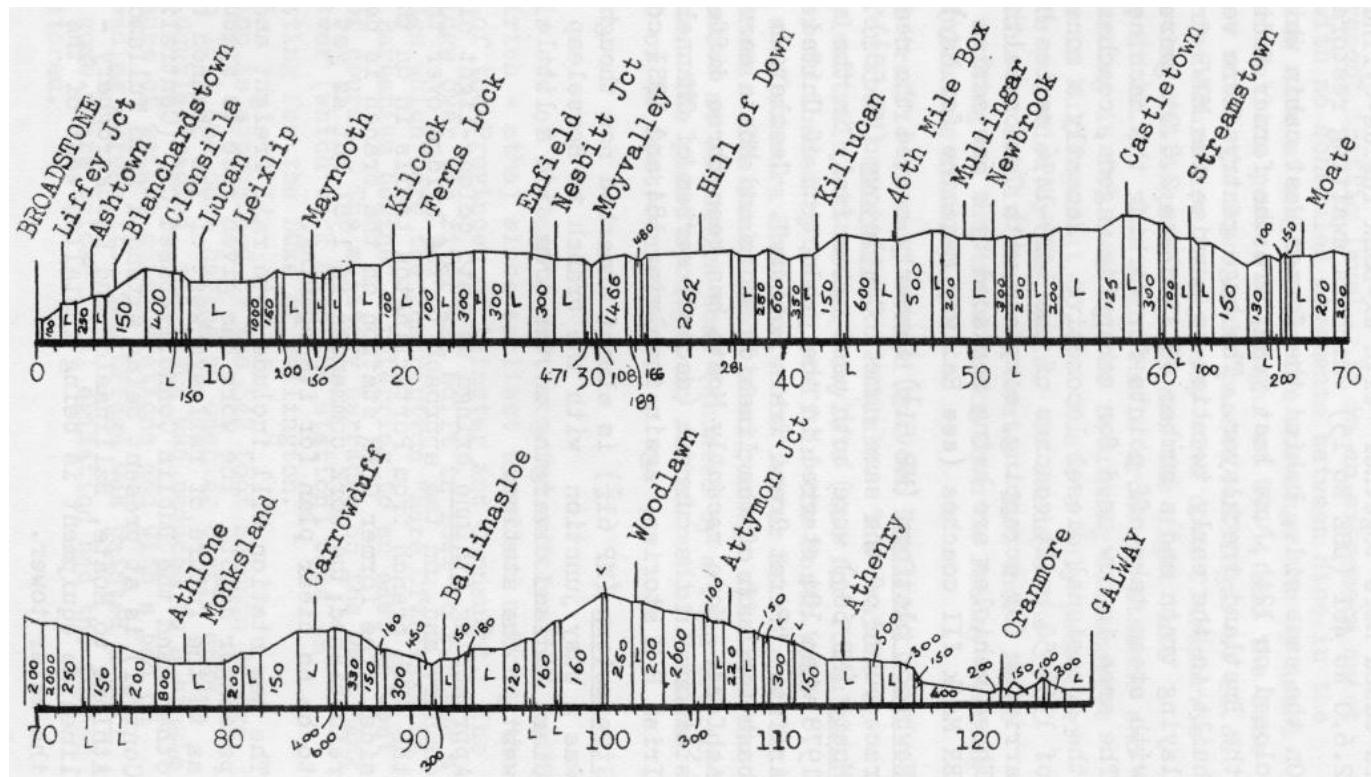
Ernie Gilmore
RPSI Operations

... AND WATCH THE SUN GO DOWN ON GALWAY BAY

DUBLIN - MULLINGAR

Dublin Connolly station should be settling down now after several years of work in connection with the relaying, rebuilding, resignalling and electrification of the Howth - Bray through suburban service. Many familiar landmarks have gone - the Great Northern's response to Shrewsbury cabin has disappeared and the Great Southern's attractively-timbered cabin at the north end of their platforms has gone too.

The trackwork at the north end of the station has been much revised and now allows a choice of routes from the Southern side of the station onto the Northern side.

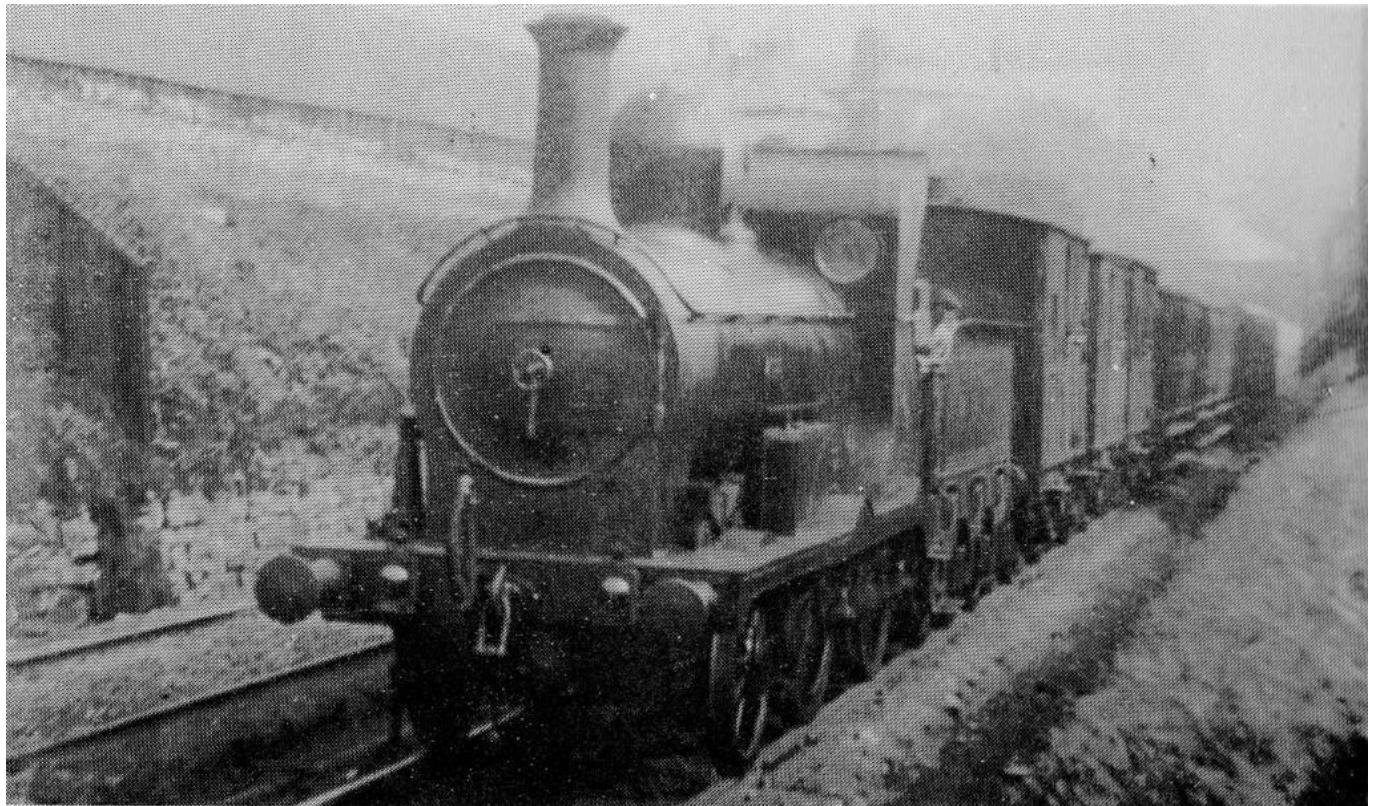


Our route leaves the Great Northern main line at West Road cabin where we swing west on the more-easily graded of the two possible routes towards Glasnevin Junction. At North Strand Junction we are joined by the GS&WR line from the docks at North Wall. The mileposts on this section are on our right measured from zero at Islandbridge Junction. The line climbs past Drumcondra and Glasnevin (both closed in 1910 but re-opening is possible under the Dublin Rapid Transport plan).

At Glasnevin Junction we leave the GS&WR line and swing onto the MGWR's line from North Wall - the GS&WR line now describes a loop to our right (north) and re-appears about three quarters of a mile further on where it burrows below us en route to Islandbridge Junction.

At Liffey Junction the mileposts change to our left (the Down side) and a note about Midland mileposts may not be out of place, particularly if you haven't come across them before. All posts bear the number of whole miles completed but there are four distinct shapes of board - whole miles are rectangular or square, the quarters are diamond-shaped, the halves are triangular and the three-quarters are V-shaped. You'll soon get the hang of them.

The mileposts are measured from zero at Broadstone, the line from which trailed in on our Down side. Broadstone was once the headquarters, terminus and works of the MGWR but closed to passengers in 1937 when the traffic was diverted to Westland Row (now Pearse).



One of Martin Atock's Ks class of 2-4-0s climbs the 1 in 100 away from the Broadstone terminus with the 3:25pm to Athlone on 20th July 1914. The loco is No.32 "Ariel" built at Broadstone in 1898 as one of the last of the class. The upward sweep of the cab roof is plainly visible. Note the positioning of the lamps and absence of lamp-brackets on top of the buffer beam or on the smokebox. Marshalled next the engine are three MGWR horseboxes. Ariel finished its days as CIÉ G2 class No.668 in 1959. (Ken Nunn Collection, 1827)

Nowadays Liffey Junction is just a block post and gone are the busy cattle trains being cleaned between duties or the interchange of passengers heading for the North Wall or Dun Laoghaire steamers.

Ashtown, at Milepost 3, was closed in 1934 though the cabin remained and the sidings were used to store redundant locos. Ashtown has since had two re-openings. The first was in 1979 when Pope John Paul II celebrated an open-air Mass in the Phoenix Park. Ashtown was the railhead and handled about 50,000 arriving pilgrims between 03:10 and 12:10 in some 53 trains. Ashtown's second re-opening was a bit more permanent. This was on 11th January 1982 in connection with the Maynooth suburban services which began the previous 30th November. Ashtown received the footbridge formerly at Lansdowne Road.

The other stations reopened were Clonsilla, Leixlip and, of course, Maynooth, the first and last receiving footbridges from Midleton and Listowel respectively.

Clonsilla marks the present end of the double-track section - formerly this extended all the way to Ballinasloe but was singled in 1929 for economy reasons though many MGWR employees saw it as a way of replacing worn-out

track on the Cork main line at their expense. In any event, the lifting left long headshunts at many stations.

Clonsilla was formerly the junction for the Kingscourt and Athboy branches; the former through Navan striking into Great Northern territory and once threatening to form part of an alternative route to Belfast via Carrickmacross and Castleblaney and extending across Armagh, Dungannon and Cookstown! Clonsilla did form part of a Belfast route, though, in 1953 when the Tolka bridge at Milepost 1 on the GNR was washed out and goods trains were worked via Clonsilla and Navan to Drogheda. The actual junction was to the west of the station on our right.

From Clonsilla we follow the route of the Royal Canal, built by a disgruntled director of the Grand Canal - one result is the number of sharp curves as we head west. The limit through Leixlip (MP11½) is 40mph. The curve through here was eased when the station closed but to accommodate the new service to Maynooth the platform has been extended to meet the new trackbed.

Maynooth (MP15) was the terminus for a MGWR suburban service - by 1925 the GSR service had two trains each way timed to miss schools and business needs alike. Leaving Broadstone at 07:45 and arriving in Maynooth at 08:30, the morning service from Maynooth was at 08:50. The afternoon service left Broadstone at 14:45 and Maynooth at 16:00.

The public response to new (1981/2) service has not been over-enthusiastic and the original seven trains each way and short evening working to Clonsilla only has been reduced to just three trains each way in the morning and two in the evening. These trains are usually worked by the uncomfortable, plastic-seated and heaterless push-pull sets of converted railcars. A more comfortable alternative is provided by almost all the Sligo line trains which serve Maynooth except for some of the Sunday trains.

Enfield (MP26½) is now the only station before Mullingar with any traffic. Formerly it was the junction station for the Edenderry branch, even though the actual junction was over a mile to the west at Nesbitt Junction. The branch lost its passenger traffic in 1931 and the goods the following year but remained open for a weekly cattle train until 1959. Enfield itself is still open for beet traffic and is served by the long-distance Dundalk-Tuam special which provides the now-rare sight of a loose-coupled goods train in this area.

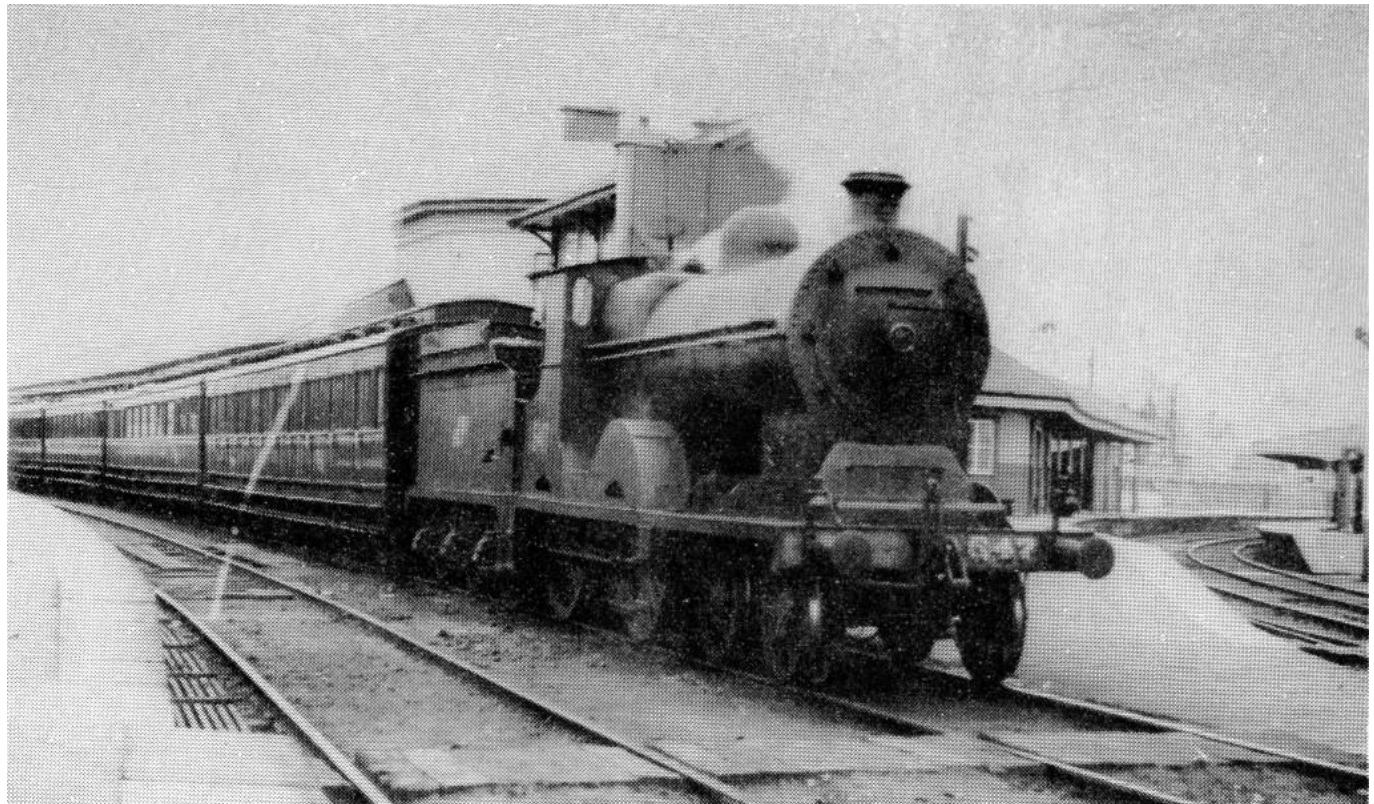
By 1982, the mechanical staff exchange apparatuses (apparati?) between Clonsilla and Mullingar were out of use.

Mullingar (MP50) is a distinct almost-triangular shape with the long branch to Sligo swinging away to the north just at Mullingar's cabin. The refreshment rooms here, once so important to rail travellers, were known as the Newbrook Buffet (after a local race-course, see later) and featured a fine collection of notable racehorses (each of which, it was said, had made life a misery or a joy for the station staff, depending on when they were fancied).

MULLINGAR - ATHLONE

The west end of the Galway line platforms have seen much revision in recent months. The distinctive crossovers and entrance to the loco yard have been removed. The former Down line is now a siding giving the only access to the shed and turntable (and the Society's southern base). J15 No.184 is based

here together with ex-D&SER inside-cylindered 2-6-0 No.461 (D&SER No.15) which is awaiting restoration.



Cusack 4-4-0 No.547 pauses at Mullingar with an Up Westport train sometime during 1949. Built at Broadstone in 1903 as MGWR No 127 "Britannic" with a somewhat smaller boiler than the superheated A class carried here, 547 carries a Midland-style staff exchanger. (Kelland Collection, 23226)

On the same side, behind the former West cabin which closed on 12th June last year, are the former sidings of the Bretland tracklayer. The huge gantries here were built in the early twenties to service the MGWR track-laying train and a number of J5 class 0-6-0s were fitted with steam take-off points for working the machinery. The area is now used for scrapping wagons, coaches and the occasional diesel locomotive. Recently a consignment of 1956-58 built coaches of the 1429-1496 series have been arriving for scrapping, complete with Commonwealth bogies. These vehicles are being replaced by a new series of BR Mark III coaches (see Railway Magazine for May 1984).

Newbrook platform (MP51½) formerly served the nearby racecourse of the same name. Castletown (MP58½) and Moate (MP68½) were both used extensively in the spring of 1978 when 184 starred in the production of United Artists' "First Great Train Robbery". Castletown was the base for much of the lineside shots and Moate served as Ashford. More recently Moate has been three different stations in the current (second) series of Channel 4's "Irish RM" stories, again involving 184 and RPSI coaches.

Streamstown (MP61¾) is almost unmarked now though once it was a busy junction with the branch to Horseleap and Clara Midland diverging on the Down side a little to the west of the station.

Approaching Athlone brings us into colour-light signalling country and, on the approach to the bridge over the Shannon, the GS&WR branch from Portarlington trails in on the Down side. The former GS&WR station on the branch is being refurbished; the work commenced in 1981 but as yet there seems to be no clear plan for its opening.

The new station will include both rail freight and road passenger depot. The work has given rise to speculation as to the future of railways west of the Shannon but on the other hand the Dublin Connolly-based CTC (Centralised Train Control) is at present being extended from Tullamore through Athlone to Moate, Ballinasloe and Knockcroghery - already lineside equipment is being installed west of the bridge near the water tower.



D5 class 4-4-0 No.550 starts across the Shannon at Athlone with a train from Westport in mid-1949. Built in 1905 as MGWR 124 and sister to 547 (see photo above), 550 shows many differences, notably the shape of splashers, shape of bridle rod and cab. (Kelland Collection)

Before leaving the Mullingar - Athlone line, a few comments on its present traffic level. It is an extremely quiet section with no scheduled movements between nine in the morning and nine at night. In the mornings the Up Asahi train from Ballina passes Mullingar at 09:54 and the line is dormant until the Down Asahi passes Mullingar at 21:46. The next few hours are fairly busy with Down Claremorris Liner leaving Mullingar at 22:16 and the Night Mail following at 22:42. The Night Mails cross in Athlone and the Up working is followed by the returning Claremorris Liner due in Mullingar at 00:45. Moate's only passenger service is provided by the Mails. On Sundays the 15:40 from Ballina to Dublin runs via Moate - but there is no opposite working as the train works Down on Friday evening via the Tullamore road.

The Asahi traffic is rail worked between North Wall and Ballina for road conveyance to Killala. The traffic is bulk acrylonitrile and methyl acrylate (SAE for formulae). The former is loaded by Asahi staff in the North Wall compound at Alexandra Road while the latter is shipped in in containers. The Asahi train also conveys oil from the Esso premises at Alexandra Road (shunted by a road tractor) to Ballina. The plant's output is railed out of Ballina in 20, 30 or 40 foot containers.

ATHLONE

Athlone is one of Ireland's most storied settlements, being a ford (Irish = átha) since earliest times and marking the division of the provinces of Leinster and Connaught. The road bridge over the river was built in 1844 to replace a 1566 bridge which bore the inscription "Here Civilisation ends and Barbarism begins" - referring to an east to west journey of course. The military barracks on the west bank of the river (which back onto the station) were an early posting for the Duke of Wellington.

The station is approached by the 542 foot Shannon Bridge opened in 1851 and once having an opening centre span. Formerly double-tracked, the track was reduced to a single line because of weight considerations and with a ban on double-heading across it. The bridge was painted a dull grey for some years before local agitation had the former white restored.

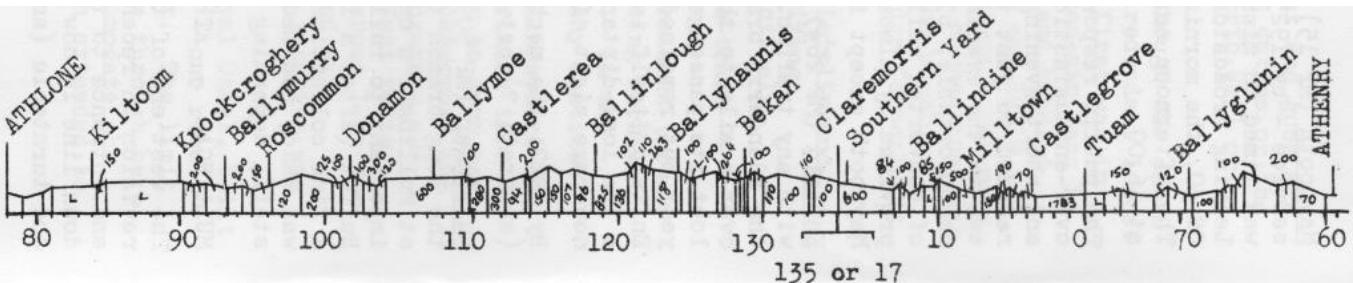
The platform which is now the Down platform was once a bay for the Mayo trains as is evidenced by its tapering eastern end. The main station buildings are on the Up side and boast a Victorian letterbox, albeit painted green!

The main loco shed is on the Up side of the Galway line beyond the junction. The shed could hold twelve engines, but during the last war (officially The Emergency) up to 35 locos were shedded here; a situation calling for care in placing locos so as not to block others. During the week things were so busy that the ash could not be cleared until Sundays when every available labourer or ganger was called in to help load two trains of ash for disposal on embankments further west and north.

During the coal shortage of the late forties, the loco of every passing passenger train went to the shed to have the fire cleaned and the tender topped up - the locos of the Galway Mails were allowed to clean their fires at the platform.

ATHLONE - CLAREMORRIS

The line began life as the Great Northern and Western under the chairmanship of the Earl of Lucan and was known as "Lord Lucan's Line". This Earl of Lucan, KCB of Castlebar and South Street, London W1, was the one who ordered the infamous Charge of the Light Brigade at Balaclava. The line was built by the GN&WR and worked by the MGWR and there was a joint management board but the Earl was content to hold the board meetings in London without bothering to notify the MGWR nominees. The line was built for double-track throughout.



The line was opened to Roscommon in February 1860 and to Castlerea in November of the same year. Ballyhaunis was reached in September 1861 and Claremorris in May 1862. The contractor was Smith and Knight who used two Robert Stephenson 0-6-0s (1190/1858 and 1280/1859). The locos were later sold to Watson and Overend who were building the Newry and Armagh and they later became the N&A's Nos. 1 and 4. The line was doubled in 1877-79 by the contractor J.J. Bagnell who used an unknown loco bought from the GS&WR. This

doubling was between Athlone and Roscommon though the GSR singled it again in 1930/31 when the original (now the Down line) was lifted, leaving the newer Up line. At the same time long-section signalling was installed between Athlone and Roscommon but it was never used and was withdrawn in 1938 when mechanical exchangers were installed at the intermediate block posts of Kiltoom and Knockcroghery.

Kiltoom (MP84) was added to the line in 1879 to divide the long section and was of note later when its only siding was a stub of the former Down road. The original wooden signal cabin on the Up platform was a Civil War casualty and was replaced by a new cabin at the Athlone end of the Down platform which now serves as a turf store for the still-occupied station house.

Only the Down platform remains of the little-used halt at Nine Mile Bridge (MP87). The halt was used just once a year by pilgrims attending a nearby holy well.

Lecarrow (MP88½) ballast quarry was opened in 1910 as a replacement for Monksland (on the Galway line) as the Midland's principal source of ballast. Towards the end of steam "Joe Lecumber's Ballast" ballast workings could be relied on to bring ex-Midland 0-6-0s to various parts of the system.

Knockcroghery (MP90) is still a block post though closed to all traffic in 1963 and the goods store converted to a crash repair centre for buckled motor cars!

Ballymurry (MP93) was closed to all traffic in 1963 and the level crossing at the west end of the station converted to automatic half-barrier in 1975.



Another Cusack 4-4-0, No.542 of class D6, pauses at Roscommon on a Down Westport train - 20th April 1955. (H.C. Casserley, 87577)

Roscommon (MP96½) has a distinctive high cabin at the west end of the Down platform and a 30mph curve immediately beyond the gates. The goods yard on the Up side has been converted for the bulk traffics of fertiliser, cement and Guinness. At one time the fair traffic from here was enormous - on a good

fair day in the late forties four specials would be worked via Claremorris, the Burma Road and the Sligo Leitrim for either Belfast or Londonderry AND three cattle trains would work to Dublin North Wall, the last double-headed to ensure connection into the steamer. How are the mighty fallen!

Donamon (MP102) was closed in 1963 and the track realigned between the platforms. The original signal cabin was another Civil War victim and the block instruments were re-sited in the stationmaster's house. When a new cabin was provided at the west end, the instruments were left where they were; this was no great inconvenience since passenger trains couldn't cross here and the cabin was only used to allow goods trains to shunt.

Bellacagher gates have quite a history. The original gates at MP106 were the site of a derailment on 22nd September 1860 (before opening) when a ballast train derailed into the bog killing one worker and two others were declared missing presumed dead when their caps were found in bog holes. It took five days to recover the engine and the opening of the line was delayed by two weeks.

The new Bellacagher gates are some hundred yards to the west of the original and were commissioned in the late summer of 1966, some months before the road realignment was completed. In August 1969 a local Senator was killed when his car was struck by a train and in June 1977 three men in a car were killed when they collided with a returning Knock special. At the inquest evidence was given that the low evening sun might have rendered the warning lights invisible and as a result the approach to the gates has several warnings on its eastern approaches.

Ballymoe (MP107½) was closed to passengers in 1963 though the loop was retained until 14th May 1978.

Castlerea (MP112¾) is closed to freight traffic though is still an important source of passenger traffic. The open front of the booking hall has been closed in to make an attractive waiting room - the nearby footbridge is by Manisty of Dundalk. Locos and crews from the shed here used to work through to lamented Achill.

Ballinlough (MP118¾) had its loop added in 1902 but was closed to all traffic in 1963. The former extensive yard on the Down side is now used to house animal skins and the boats of the Central Fishery Board which patrol the nearby Lough O' Flynn visible on the Up side. The signal cabin is now used as a canteen by the skin company who have installed a redundant church pew!

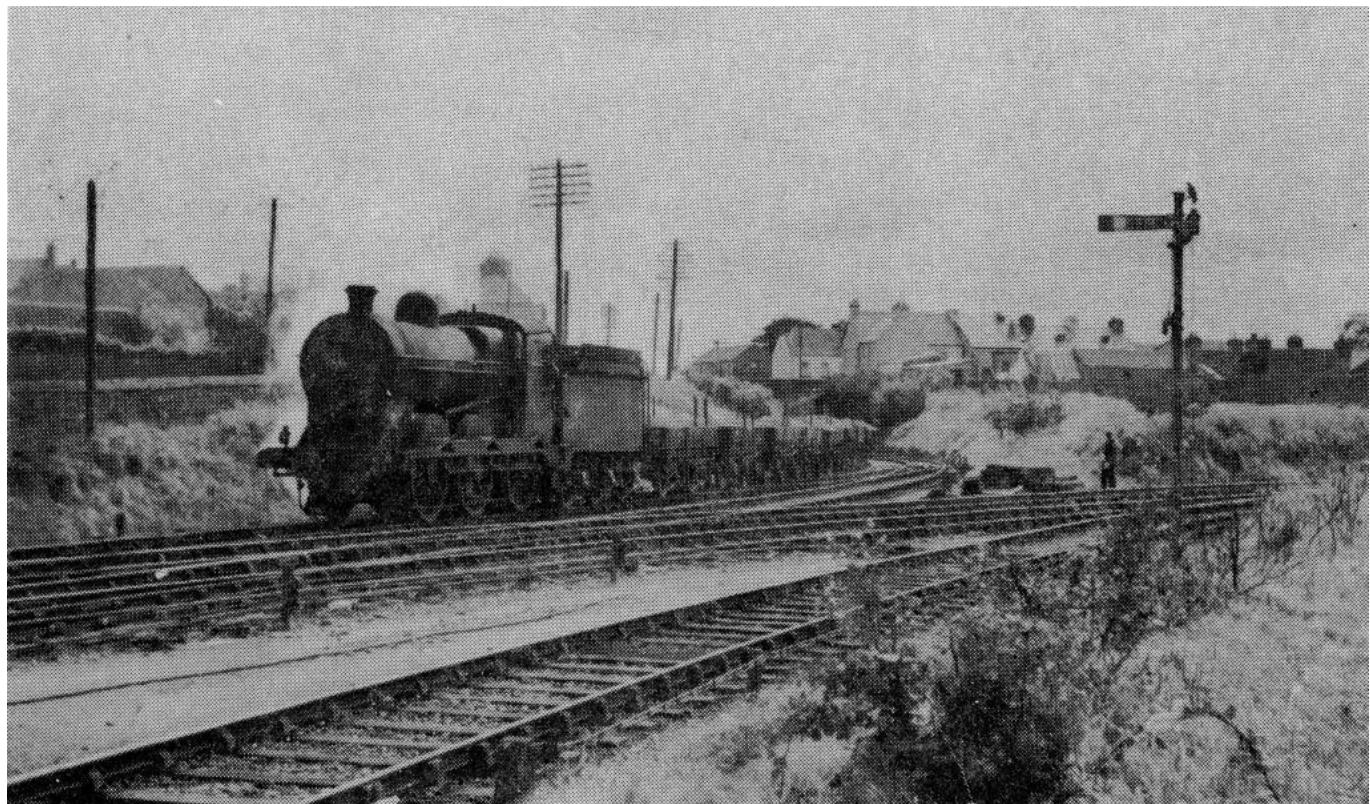
Ballyhaunis (MP124¼) was the original railhead for Knock between 1930 and 1935 when Claremorris established itself. It was here that the Company's money began to run out and the station building is modest compared to its eastern cousins. The local monastery dates back to 1348 though the present building dates from 1641 but was burned by Cromwell nine years later; restoration didn't happen until 1938.

Bekan (MP128¾) was opened on New Year's Day 1909 and closed again in 1963.

Before dealing with Claremorris, mention should be made of the massive fair traffic from all along Lord Lucan's Line. Knockcroghery used to generate fifteen wagons of traffic, Roscommon 180-200 as mentioned earlier, Castlerea 80 in two trains, Ballinlough 70 in two trains, Ballyhaunis 40 wagons and Claremorris 80 in two trains while the branch from Ballinrobe yielded no less than 96 wagons in two trains.

CLAREMORRIS

Claremorris (MP135) first appeared on the railway map in May 1862 when the line opened from Ballyhaunis, being extended to Castlebar in December of the same year. The branch to Ballinrobe was opened in November 1892 under the Tramway Act (Ireland) of 1883. The Midland insisted that the branch be standard gauge instead of the more usual three-foot gauge. Problems arose as to just what made a "Light Railway" - one authority contended that it "should be something simpler and cheaper than an ordinary railway". Tatlow, one-time General Manager of the MGWR, rather tongue-in-cheek, suggested that, "its most recognisable feature should be the light traffic."



Morton J5 class 0-6-0 No.641 rolls into Claremorris with the Lecarrow No.3 ballast in 1958. The train is arriving off the line from Athlone. Built by Armstrong Whitworth in 1922 as MGWR F class No.44, 641 was one of five of the class built away from Broadstone. The class were noted for their 5'9" driving wheels which gave them a great turn of speed on cattle specials - indeed they were dubbed "Cattle Engines". The line in the foreground is the 'new' line which converted the Down platform into an island (see text).
(Drew Donaldson)

In 1895 the 46 miles of what later came to be known as the Burma Road opened northwards towards Collooney and in the same year the quarter-mile link with the line from Tuam was opened.

At one time Claremorris boasted four cabins - substantial ones at the north and south junctions boasting 26 and 31 levers and a small nine-lever cabin controlling the goods yard and an eight-lever cabin for the branch. The latter did not contain the ETS instrument; this was kept in the nearby South cabin at the end of the island platform. The 66-lever Central cabin was opened on 25th May 1941 and the others were closed. The Central cabin sported five large-staff ETS instruments.

In June 1952 the former branch shed was demolished and its track used to make platform three by extending the line south into the loop of the line from Tuam.

Claremorris's main importance comes from its being the railhead for Knock pilgrimage traffic. As the result of an apparition of the Virgin on the gable of the local church in 1897, a large pilgrim traffic has built up. The pilgrim season lasts from May to October each year and a number of trains work into Claremorris each Sunday. On one Sunday in 1974, there were sixteen specials, all but two double-headed and one running to fourteen bogies. The remains of the Burma Road are used as a siding on such occasions while some trains are run through to Castlebar for servicing and storage.



Claremorris after demolition of the branch shed but before the footbridge was extended. The branch train (left) is reached across a temporary gangway. Aspinall D14 4-4-0 No.93 is working the morning Sligo-Limerick passenger and is being overtaken by J5 No.623 on the 10am Westport-Athlone passenger. The date is Easter 1952. (Drew Donaldson)

By 1940, the introduction of the 800s meant that Cork Glanmire Road's turntable had to be replaced and it was re-used here to accommodate the Woolwich 2-6-0s. These engines were introduced to avoid the double-heading of trains over the line from Athlone.

The Ballinrobe branch was worked by G2 class 2-4-0s before the War and latterly by J26 class 0-6-0Ts hauling a bogie and a six-wheel van. The branch was closed on 1st January 1960 and replaced by diverting the existing Westport to Longford bus.

The Burma Road lost its passenger traffic in 1963 and the remaining goods traffic ceased in 1975.

CLAREMORRIS - ATHENRY

This line was built from the south by the Athenry & Tuam and opened on 27th September 1860. It was then leased to the MGWR but they lost money on the deal and the working reverted to the A&T between 1870 and 1872. The A&T were barely successful but managed to lease the concern to the Waterford, Limerick and Western who absorbed it completely on 27th July 1893.

The line between Tuam and Claremorris was built by the Athenry and Tuam Extension to Claremorris Light Railway and opened to Claremorris (Southern Yard) on 30th April 1894 and extended through to the MGWR station on 1st October 1895. The line was worked by the WL&WR but the A&TEtCLR remained an independent company until the amalgamations that formed the Great Southern Railways in 1925.

The mileposts southwards are on our left (the Up side) and at first are measured from a zero at Tuam; Claremorris MGWR is at post 17.

Claremorris (Southern Yard) at MP 16½ was the northern terminus of the line for a time and survived in use for freight traffic until 21st October 1980. The signal cabin here was closed in 1941 and replaced by a ground frame. The line still has a sharp curve at what was the southern entrance to the yard.

Ballindine (MP12½) was a single-platformed halt with a small goods yard. The cabin was at the Limerick (Athenry) end of the platform. Ballindine was closed in 1963.

Milltown (MP8½) was also closed in 1963 but the cabin remained in use until 2nd May 1977.

Castlegrove (MP4½) has one platform on the Down side (our right) and is another 1963 victim.

Tuam Sugar Factory (MP1½) is served by extensive sidings on the Up side (our left). The factory is owned by Cómhlucht Siúicre Éireann (the Irish Sugar Company) and was home for three Orenstein & Koppel 0-4-0Ts built in 1934 and 1935; all had gone by 1966. Their work was then undertaken by a 0-4-0D by Ruston & Hornsby (395302/1956), last reported in use in 1974. The traffic level in 1967 was a total of 200 wagons of beet per day during the season from early October until mid-January.

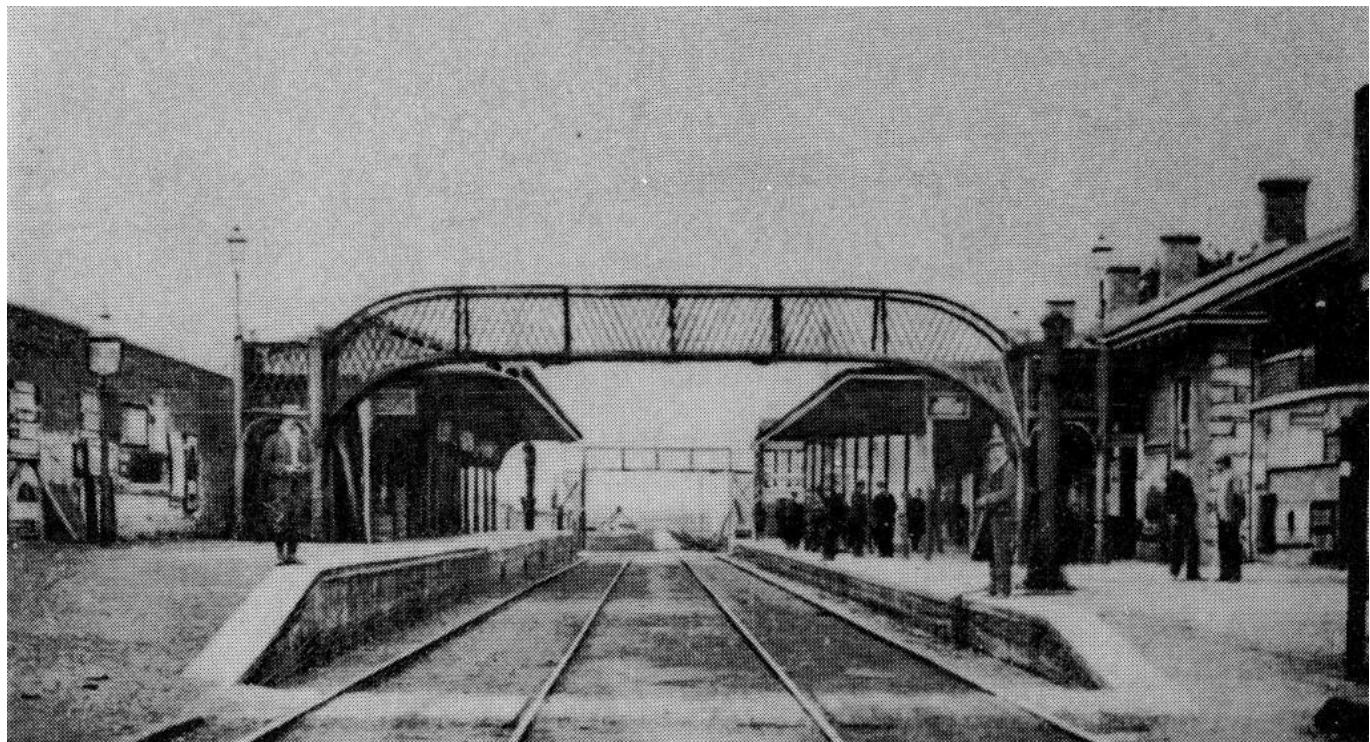
By the early seventies the traffic began to fall off with trains from Youghal, Mallow, Midleton, Rathpeacon and Navan. The Navan train ran three times a week, taking beet from as far away as the Cooley peninsula, well into Dundalk, Newry and Greenore country! It ran to twenty or thirty wagons and served Enfield en route. For a time Drogheda generated its own train to Tuam while the two from Youghal were often combined into a 67-wagon train with vans front and rear. For a time in the mid-seventies Tuam received three 20-wagon trains daily from the overworked Mallow factory.

The Factory was due to close after the 1981/2 season but after local agitation the plant remained open though with only three trains a day.

During the Beet season, Tuam shed came to life with half a dozen engines based there together with appropriate crews and shed staff. In 1961 the locos were Coey J15 232, McDonnell J15 124, J15b 719 and Midland J19 603. In the following season 603 and 719 were joined by Midland J18 No.588 but most of the workings were diesel-hauled. Two red and cream camping coaches were positioned near the shed for use by locos crews and shed staff.

Tuam (MP0 and MP76½ measured from Limerick) lost its passenger service on 3rd April 1976 and was closed to freight, except for cement and fertiliser, on 16th January 1978. From that date all other freight is handled via Claremorris.

Just north of the station, a high underline bridge has no parapet and in 1875 it was decreed that southbound mixed and passenger trains should stop short of the home signal, rather than at it, so that guards would not be in danger of falling into the road below.



An early view of Tuam passenger station looking north towards the level crossing. (Photographer Unknown)

A derailment at the north end of the station in 1873 resulted in Colonel Rich of the Board of Trade recommending that the Waterford and Limerick should seriously consider buying some sort of loco weighing machine.

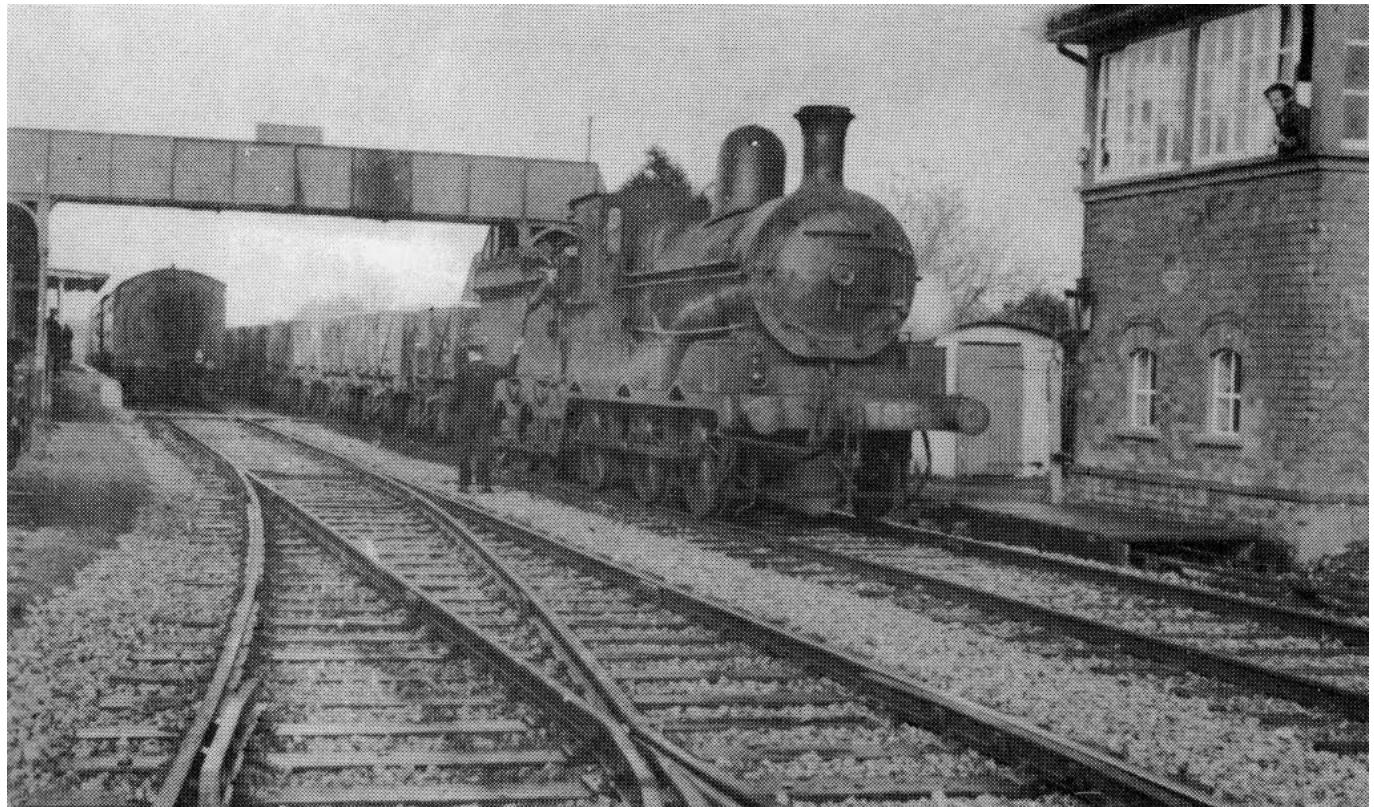
In 1903, Tuam was the base for the GS&WR's only venture into road transport when two Thorneycroft steam lorries worked for a few months before the idea was abandoned.

Until the start of the summer 1963 timetable, Tuam had a sort of "local" service to Galway, latterly a B121 class with heating van, two bogies and tin van. In earlier times the trains were worked by ex-WL&WR locos and three six-wheelers; the workings went diesel in 1957.

The passenger service over this line was latterly provided by railcars - a two-piece in winter and a three-piece in summer - working between Sligo and Limerick and connecting into the Down Mail at Athenry.

Ballyglunin (MP70) is probably best remembered as the station in the opening sequences of "The Quiet Man" when John Wayne arrived at "Castletown" from the States in search of his roots. In the film D17 4-4-0 No.59 and three green six-wheelers rolled in to the renamed Ballyglunin while stage-Irish porters and jaunting-car drivers engaged in irrelevant squabble. But 59 was more than enough to compensate.

Writing of 59 in "A Decade of Steam" (RPSI 1974) Drew Donaldson wrote, "In post-war years 59 was giving a good account of herself on the Galway - Tuam trains. On one occasion in 1952, Paddy Ryan got her up to as much as 64 on the Ballyglunin - Athenry section, though even this was bettered later by superheated D17 No.16 with 66mph at MP73 in the other direction. As well as being a film star, 59 (a beautifully steady engine) was a great 'pet' at Athenry shed which struggled on with a leaky foundation ring, afraid to send their inamorata to Inchicore in case she might never return."



Atock J18 class 0-6-0 blows off as its crew collects the Athenry staff at Ballyglunin during the 1954/5 beet campaign. The train is running empty from the Tuam Factory but conveying some wagons of beet pulp next the loco. The train waiting in the loop is the 11:55 Galway to Tuam. 588 was built by Sharp Stewart as MGWR 134 "Vulcan" of class LM in 1895 but is here fitted with GSR X-class superheated boiler. The footbridge seen here is now in use at Ballinasloe. (Drew Donaldson)

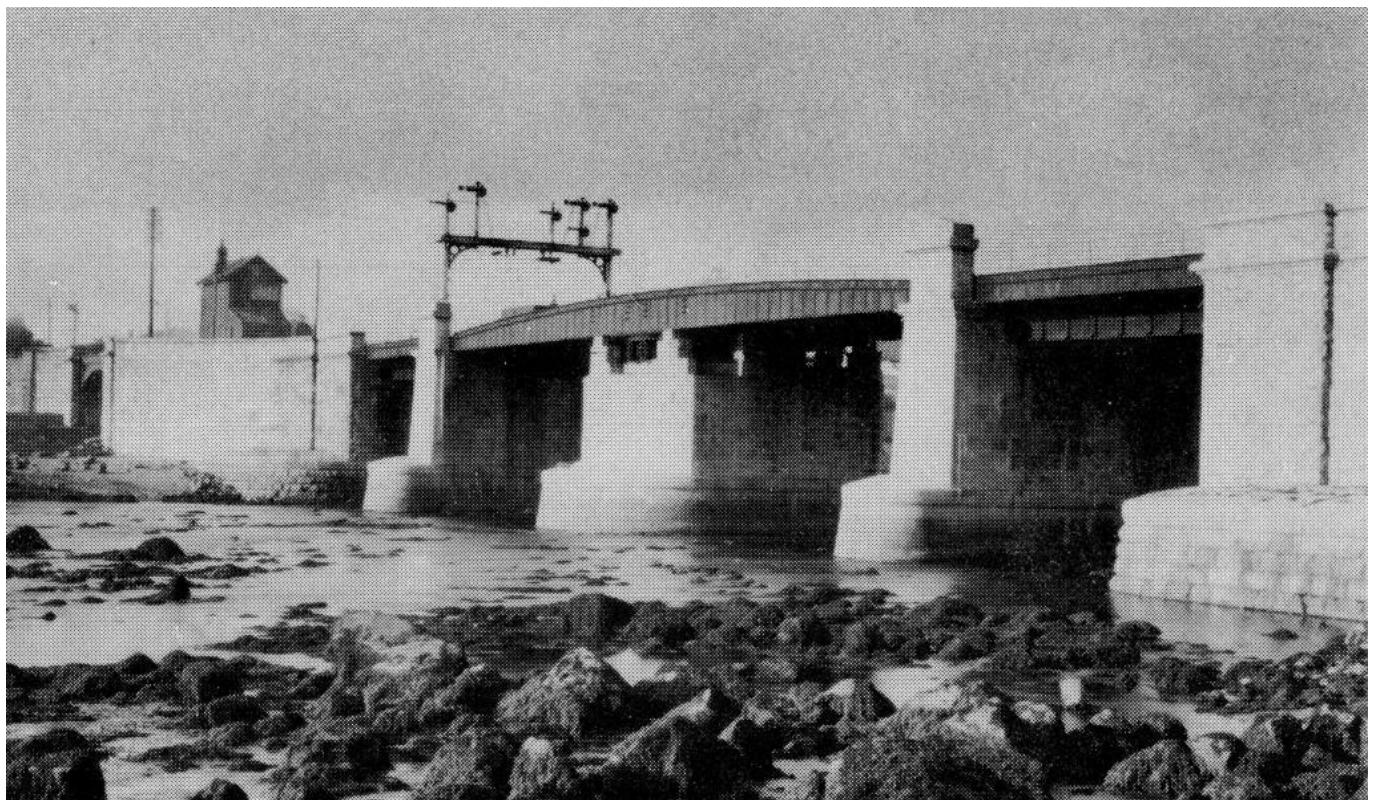
In the summer 1962 timetable, Ballyglunin had the odd distinction of being served by only Up passenger trains. Ballyglunin closed to all traffic on 10th July 1967 but the cabin and loop were used during the following beet seasons until the 1979/80 season when it did not reopen. The cabin was finally closed and the loop turnouts disconnected on 27th May 1980.

Belville Siding (MP64) on the Up side was a source of beet traffic but was closed and disconnected in early 1964. It was however restored in time for the 1967/8 season and remained in use until 3rd November 1975 when it was declared out of use. By February 1976 it was back in use again but closed finally at the end of that season. Just to make sure, the site has been totally cleared now!

Athenry (MP59 $\frac{3}{4}$) is the junction with the MGWR line to Galway and will be described in the Galway to Athlone section which follows later.

GALWAY

Galway is an ancient city capable of filling many brochures whose history stretches back into legend. The Church of Ireland's Church of St Nicholas dates from 1320 and is second in size only to Youghal as Ireland's largest. Tradition has it that Christopher Columbus heard Mass here before setting sail to the west (to look for a McDonalds?). Galway is known as the City of the Tribes - a term of ridicule used by Cromwell's men to describe the English families who retained civic power in the city. They were devoted to the Crown and strictly refrained from any dealings with the native Irish. The city engaged in an extensive trade with Spain and the Mayor's title includes "Admiral of Galway Bay and the Aran Islands".



The bridge over Lough Atalia and the approaches to Galway as seen in 1933 at a time when the gear for opening the bridge was still in situ. The gantry carries the signal for the Clifden branch on the extreme right. (Locomotive & General, 7218)

Galway was the owner of Europe's most westerly tram terminus. The line ran from in front of the station in Eyre Square via Williamsgate and Shop Streets to the coastal village of Salthill, two and a quarter miles to the west. The line was three foot gauge and was equipped with seven vehicles hauled by horses. The single-deck cars had one horse and the double-deck cars two, with an extra horse stationed at the steep King's Hill. The line, with its frequent loops, was opened in 1878 and lasted until 1919. There is a story that its closing was accelerated by the (British) Government commandeering most of the Company's 24 horses for service in France.

The MGWR reached here in 1851 when the entire Mullingar - Galway section was opened on the same day. The branch to Clifden was opened in 1895.

The branch was built by the MGWR even though they would have preferred a coastal route rather than the inland one through Oughterard in Joyce's Country. The branch was opened in two stages; on 1st January to Oughterard and on to Clifden on 1st July 1895. At first the service was three trains each way

daily, through spectacular scenery. In 1902 the MGWR introduced dining cars on Galway trains and in the following year used them on a "Tourist Train" which ran through to Clifden. The train ran from Broadstone to Clifden in three hours ten minutes, returning the same day. The Tourist Train was short-lived, however, being withdrawn in 1906. The Railway's motor coaches brought passengers on scenic drives through the Connemara countryside, popularised by the former Prince of Wales, now King Edward VII.

At about this time the Board of Trade objected to the way in which Clifden trains entered and left Galway, propelling to or from the platform respectively. They insisted that a train should leave the platform with the loco at the Dublin end and that the engine should run round the train on the Atalia Viaduct before setting off for Clifden. An arriving train had to similarly run round rather than propel to the platform. In time, the Board of Trade was forgotten about.

Both MGWR and GSR ran through coaches to Clifden and they may have been one way of avoiding the local ghost. For some time after World War One many travellers reported that a soldier would appear in a third class compartment and then, just as suddenly, vanish. Then the ghost was recognised as a young soldier who had missed that train at the end of his leave and was then late back to the trenches in France. As a result he was shot as a deserter.

The Clifden branch closed on 27th April 1935.



Halcyon days on the Clifden line. K class 2-4-0 waits at the head of the Tourist Express in 1904 (see text). The train is in the Tourist livery of dark blue and white. (Lens of Sutton)

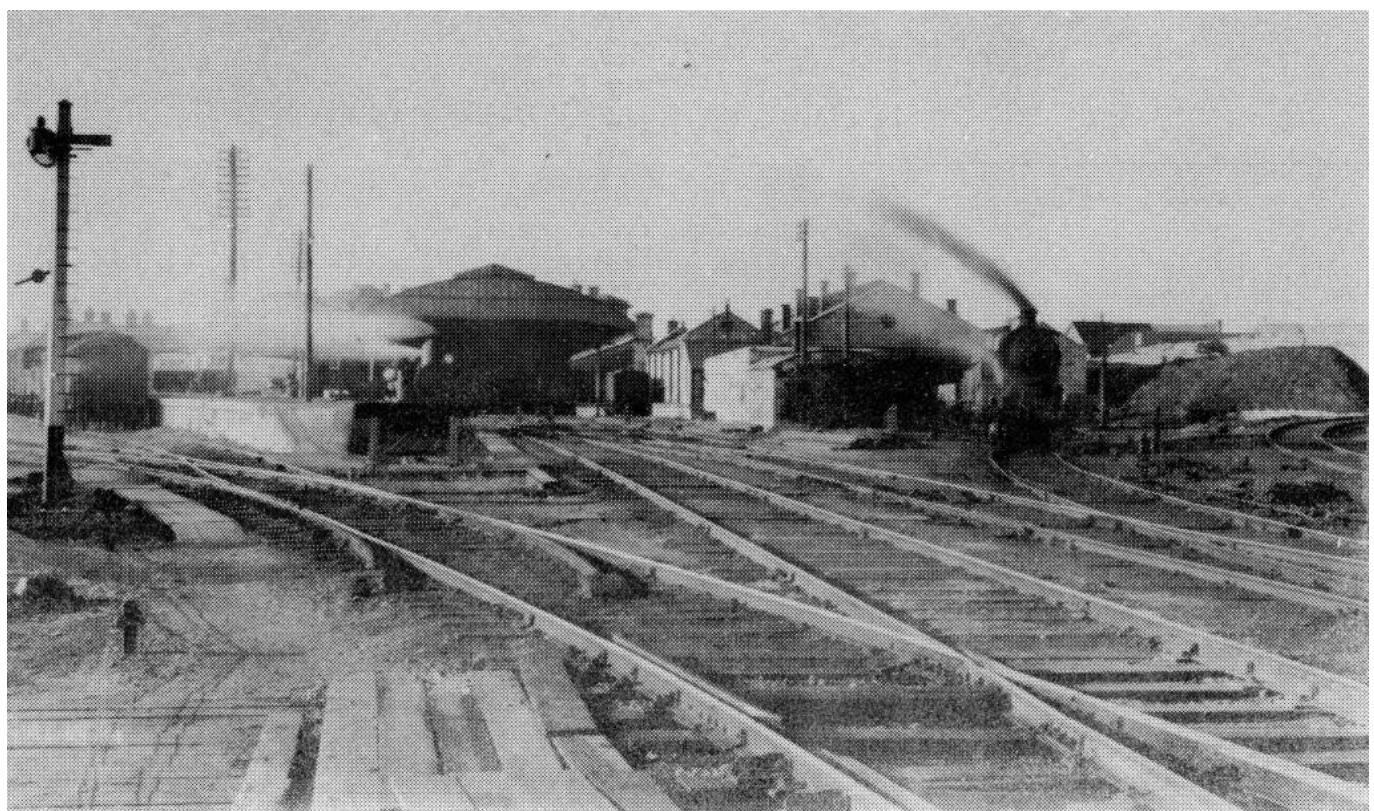
Another two Clifden claims to fame. Between 1906 and 1922 the Marconi Wireless Company had a station some seven miles south of Clifden. Its purpose was to transmit and receive messages from another Marconi station in Canada. The station had a 1½ mile two-foot gauge line laid across a bog on extra-long sleepers and was worked by a Dick Kerr 0-4-0T, a Lancia railcar of some sort and a Motor Rail petrol engine which ended its days at Dove Holes in

Derbyshire. The station was wrecked in the Civil War and in 1927 the steam loco was transferred to a Marconi station in Wales.

Just a few hundred yards from the Marconi station, the first trans-Atlantic flight came to a scrappy end. Sir John Alcock and Sir Arthur Whitten Brown mistook the bog for a smooth field in Scotland! Nonetheless the celebrations began immediately and the buffet in Galway station commemorates the historic flight.

Galway station originally had two platforms under the overall roof but the Down platform was walled off for road use in 1936. The platform behind the Up one was added in 1961, after the shed closed to steam; the steam pilot was withdrawn in October 1959.

The goods yard on the Down side once extended down to the docks but now the sharply curved sidings end in a headshunt high above the quays. One inhabitant of the yard is an oil storage tank of vaguely D&SER origin. The yard was modernised for fork-lift working in 1969.



A general view of Galway terminus in 1933. The goods yard is on the extreme left with some vintage buses visible and a J26 class tank shunting on what was the arrival side. D5 547 (see photo above) stands before the loco shed. The present platforms occupy the site of the shed stores and offices. The Clifden branch curves away sharply on the right, passing below the still-extant footbridge. (Locomotive Publishing Company, 7217)

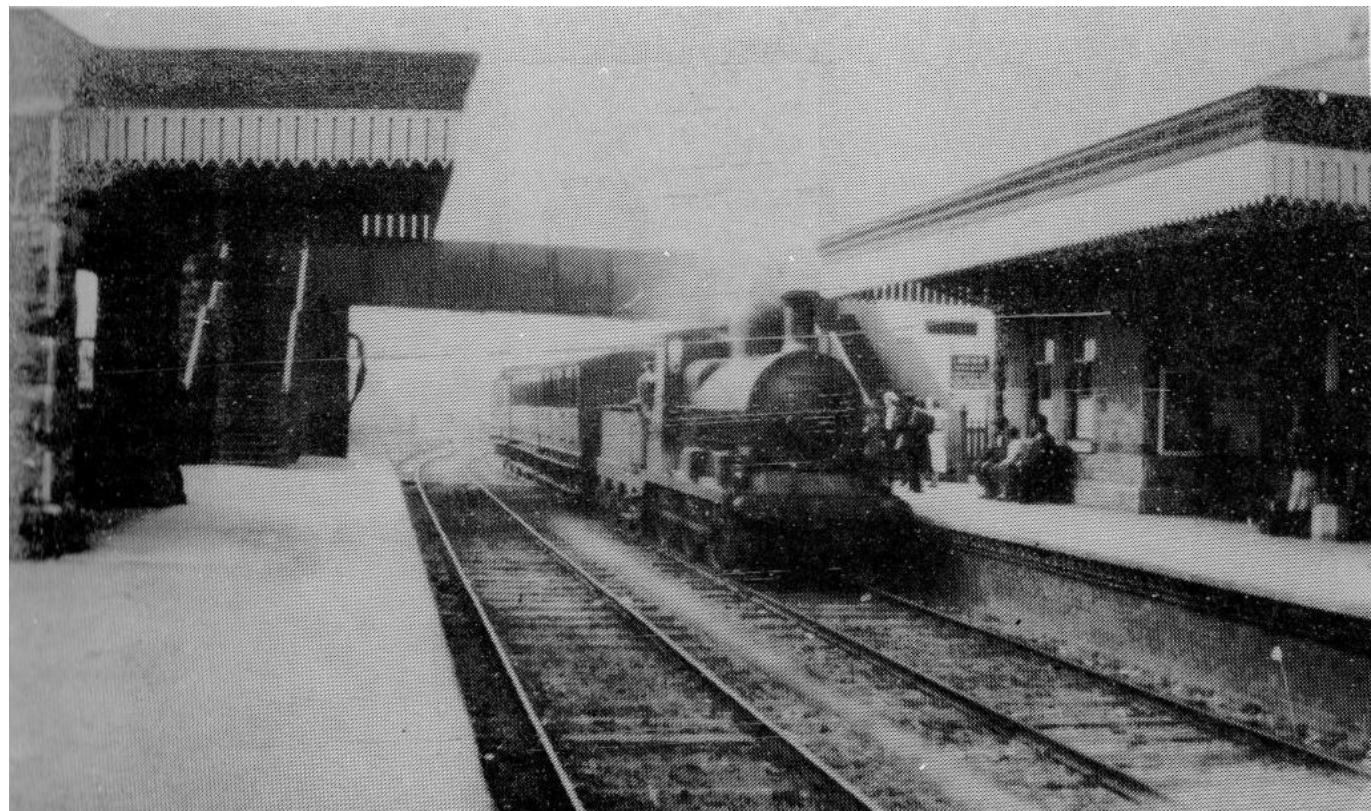
The Great Southern Hotel is built right at the buffer stops and was built with possible trans-Atlantic traffic in mind. Midland employees for long cherished the notion that Galway would be the principal port for the emigrant traffic but, famine ships apart, the idea didn't find much support. The liner Athenia was torpedoed within hours of World War One beginning and her survivors were landed here and then brought to Belfast by special train. So when the GSR singled the Galway line in the thirties, it was a bitter blow to Galway's hopes of rivalling Cobh.

The bridge immediately beyond the cabin crosses Lough Atalia, an inlet of Galway Bay. Formerly the centre span opened but the present fixed span was fitted in the late forties.

Oranmore (MP121½) was closed in 1963. In 1979 a loop was added to the Down side to serve the premises of Cold Chon Ltd and Esso. On Wednesdays, Fridays and Saturdays the loop was visited by a sixteen-wagon train from North Wall which discharged tar for the former and oil for the latter. This traffic began in June 1980 and lasted until the loop was disconnected and closed on 16th June 1983. After partially discharging here the train ran via Tuam to Claremorris before running empty via Roscommon and Mullingar to North Wall.

Just east of Oranmore, on the Up side, are the works of Galway Metals who fragment and compact motor cars for export as scrap. The reason for interest is that the plant is partially powered by the former Great Northern 0-8-0 diesel hydraulic locomotive No.800 (latterly CIÉ K801). Built by Maschinenbau Aktiengesellschaft Kiel in 1954, the loco was tried virtually all over the GNR and worked both passenger and goods train trials before going to CIÉ at the dissolution of the GNR. Under her new owners she often carried on where she left off with the GNR, working the heavy trains of cement out of the Drogheda works. But her electrics were temperamental and she was often laid up for months in Inchicore awaiting repair. Eventually her uniqueness made her too expensive for the accountants and she was sold for scrap about April 1977 and towed to Galway for delivery by road. It isn't clear whether the loco is still in use here. There are unconfirmed reports, too, of a lorry converted to rail wheels operating in a track alongside the main line.

Agricultural College (MP115) was a siding on the Down side, released by an Annett's Lock, the key for which was attached to the Athenry - Oranmore staff. The siding was served from Athenry under the regulations governing a ballast train working in the section. "A pinch bar will be provided at Athenry and must accompany train on each trip" according to the 1935 Appendix to the Working Book which added "No Passenger Train Traffic will be dealt with at this Siding".



An unidentified 0-6-0 arrives at Athenry with a train from Tuam shortly after the formation of the GSR. The loco seems to be a J18. (Photographer Unknown)

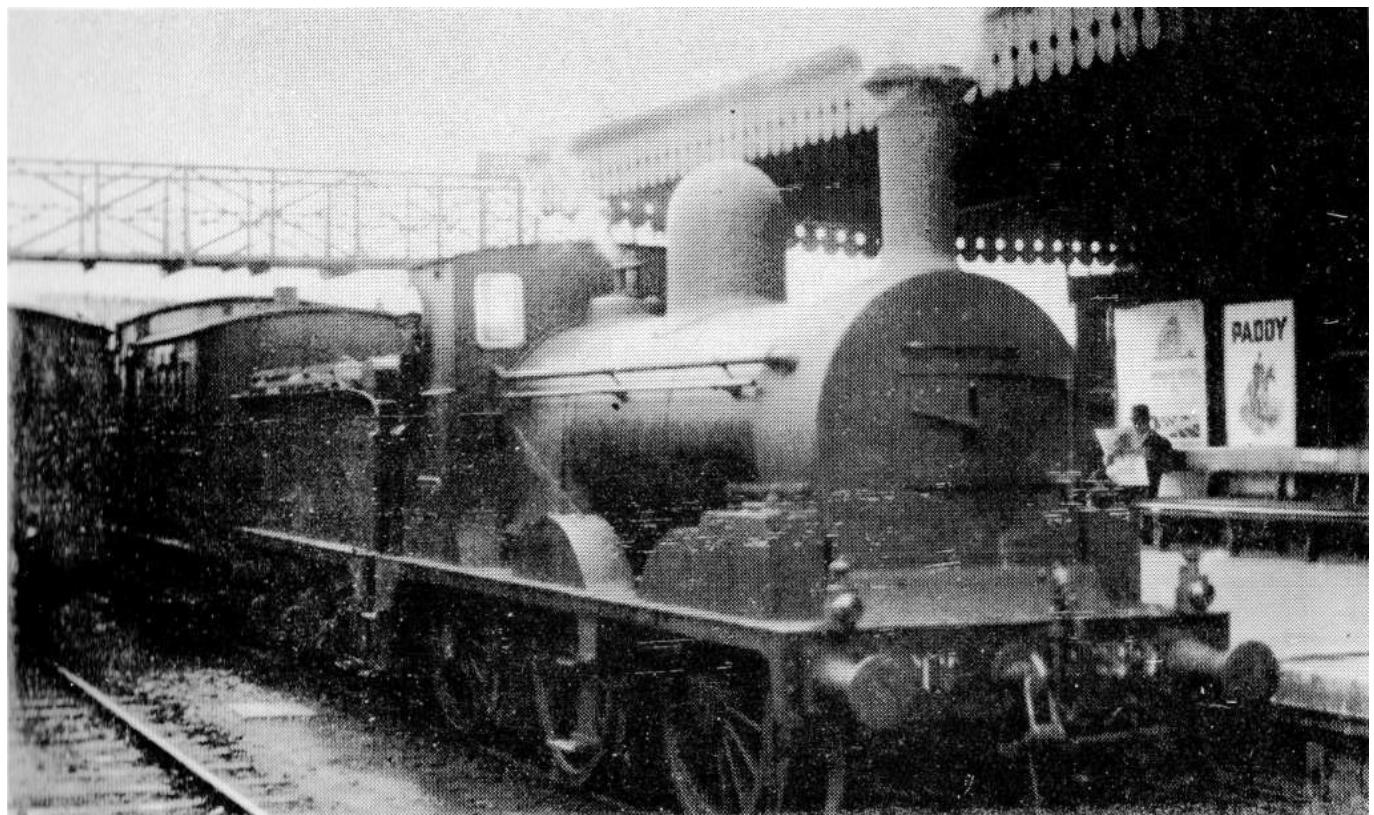
Athenry (MP113½) was opened in 1851 and became a junction in 1860 with the opening of the line to Tuam. The line from Ennis (opened 1869) trails in on the Up side before the station and goods yard. The siding and facilities for cement storage were added in March 1976 but on 1st November 1977 Athenry was closed to freight traffic except for the cement traffic, fertiliser and beet. The beet traffic was dropped after 30th August 1982.

The goods yard is divided from the passenger station by a level crossing controlled by the 64-lever cabin on the Down side.

The passenger station used to boast two different nameboards - Athenry and Ennis Junction on the Down platform and Athenry and Tuam Junction on the Up.

The line to Tuam diverges by a facing junction on the Up side and the former long siding here was the trackbed of the former Down road. From the mid-sixties the loops through Athenry were signalled for bi-directional running.

In the minutes of a MGWR Board meeting on 3rd December 1873 we read "Ordered that the lampboy at Athenry detected giving oil to WL&WR fireman, both the boy and his father, a porter at the station, be discharged". No comment seems necessary.



J25 class 0-6-0 239 arrives at Athenry with a Tuam - Galway train about 1936. Designed by Robinson, WL&WR 58 "Goliath" was built by Kitsons in 1897. (Real Photographs, X561)

Attymon Junction (107½) was formerly the junction for the nine-mile branch to Loughrea which diverges on the Down side near the signal cabin - indeed there are two 107½ posts, one for the main line and one for the branch.

The junction is now the headquarters of the West of Ireland Steam Railway Association and the branch platform and loop are fully occupied with their

rolling stock - roughly comprising diesel-hydraulic locos E428 and E430 (Inchicore with Maybach engines, 1961), four ex-GS&WR bogies, Kitchen Car 2403 and a tin van, sixteen wagons of GSR, GS&WR, MGWR and GNR(I) origins, including a Midland plough van and a Mex tanker. The society aims to reopen the Loughrea branch, of course.

The nine-mile branch was built under the same Act as the Ballinrobe branch, being opened in 1890 with one intermediate station at Dunsandle. The branch was one of the last to be steam-worked. In the fifties it was common to find a G2 2-4-0 at work but towards the end ex-MGWR J18 0-6-0s were the order of the day. In the Autumn of 1959, the train was worked by J18 574 hauling ex-Great Northern F1 class 1st/2nd compo 61 (with clerestory roof and still in GN mahogany [sic] livery) and six-wheel brake/second 9M. Steam lasted until 2nd February 1963 when 583 gave way to almost-new diesel-hydraulic G612. At the same time non-corridor compo 2111 was replaced by CIÉ-built brake second 1910 fitted with an electric heater that was connected to the national grid at night and only rarely between workings. During one of Loughrea's resurgences, larger C class diesel-electrics and two bogies handled the passenger traffic. But by 1975 the traffic had fallen off and the Gs returned (G613 and G616). They were not really successful this time due to their frequent derailments on the minimally-maintained track.

The last train ran on 3rd December 1975 when B209 hauled two bogies, two wagons and van - the branch retained its tradition of mixed trains to the end.

Two Loughrea curiosities before we move on. For the past couple of Souvenir Brochures there have been mentions of the trials of ex-Sligo Leitrim Railcar B when running as CIÉ 2509. So as not to disappoint 2509 fans, mention must be made of its trials on the branch in early 1961. The railcar, however, wasn't up to maintaining the truly mixed nature of the trains and moved on elsewhere.

And finally - there used to be a tradition in Irish churches that men and women did not worship side by side; instead the men occupied one side of the centre aisle and the women the other. This may or may not be the reason for the practice on the branch's school trains when the girls occupied the Down side of the coach and the boys the Up!

Woodlawn (MP101½) is a one-platformed station on the Up side with a full cut-stone station building. There is a loop but it has been rendered inoperable by the placing of the staff-exchange apparatus in the loop's trackbed near the cabin at the Galway end.

Ballinasloe (MP91¾) is best known for its October fair when a mammoth number of animals changed hands and headed for the English steamers. The fair ran for five days beginning on the first Tuesday of the month and up to 500 wagons were loaded on any one day. A vivid description of the fair workings can be found in Joseph Tatlow's "Fifty Years of Railway Life" (Railway Gazette, 1920). He writes that on the Monday the Chairman, most of the Directors and all the principal officers would travel to Ballinasloe in a special train which included the Directors' Saloon 47, built for Dargan in 1844 and now preserved in the Transport Museum at Witham Street, Belfast.

The Midland party established itself in the station buildings where they kept an open house for anyone who cared to partake of breakfast, luncheon and light refreshments. Dinner, however, was by appointment only. This level of hospitality stopped in 1904 when Sir Ralph Cusack was no longer Chairman.

The operating staff involved in the Fair were accommodated in sleeping carriages and a large dormitory with dining room attached. Tatlow found that he had to listen to many complaints because of wagon shortage and a lack of planning, "added to which everyone seemed to have a hand in the management of the business". During the 1891 week, Tatlow quotes the traffic figures of 25,000 sheep, 10,000 cattle and 1,500 horses in forty-three specials.



Between shunts at Ballinasloe, one of Atock's E class tanks, No.109 "Fly", sporting a huge Sharp Stewart builder's plate on the bunk. 109 became J26 No.554 and acquired Ross pop valves. She is seen here in 1895. (Locomotive & General, 24004)

To accommodate this traffic the Midland built long loading platforms and associated loops on either side of the main line at the Galway end. The shunting was in the hands of the neat E class 0-6-0Ts built by Kitson and Sharp Stewart for just this sort of work as well as working the shorter branches.

Ballinasloe's footbridge (by Ross & Walpole of Dublin, 1891) was previously in use at Ballyglunin (**see photo xxx**). Prior to Ballyglunin, it was used at Oughterard on the Clifden branch. The siding on the Up side at the Dublin end was added during World War II (the "Emergency") for handling turf traffic for Dublin, where it was stock-piled in the Phoenix Park.

Ballinasloe's Up platform was extended in late 1964 and after the Loughrea branch closed, Ballinasloe became its railhead for the replacement bus service. In December 1977 the chimneys of the main buildings (on the Up side) gave cause for concern when one fell onto the Up platform. For a time only the Down platform was in use, so as to reduce the vibrations. In December 1977 the goods yard on the Down side was opened to Liner traffic. In May 1980, Ballinasloe was the unusual choice of a Mystery Train one wet Sunday when the only available entertainment was the local cinema. The experiment was not repeated.

Carrowduff (MP85) was originally opened in 1891 as 85th Mile Box and closed again in 1905. In 1912 the Midland opened a station under the name Thomastown which name was changed by the Great Southern (in 1925) to Carrowduff - the GSR already had a Thomastown (see last year's Brochure). In all conscience there can't have been much trade here, high above the surrounding plains but the station survived until 1963.

It was near here in 1970 an excavator on a low-loader tilted at one of the line's underbridges, dislodged the girders and shifted the track. The down Day Mail was successfully stopped in time by a CIÉ pensioner running along the ballast brandishing a shovel!

Monksland (MP79) was a block post controlling access to the Ballast Pit of the same name closed after the previously-mentioned Lecarrow was opened.

In March 1968 new Manson-Guthrie staff exchangers were provided at Ballinasloe and Woodlawn (both on the Up side only) and at Attymon and Athenry (again both on the Down side only). In connection with these, the distant signals became working signals, Ballinasloe's warranting motors. From May 1981 long-section ETS instruments were provided at Attymon, Woodlawn and Athenry so that Attymon could be switched out. At that time there were no regular crossings except during the beet season.

The 2,450hp 071 class General Motors locos have been rostered to work the Galway freight traffic since June last. This traffic is now mainly handled by the 20:45 Liner from North Wall which reaches Galway at 02:50, returning at 04:35. The 21:20 Connolly to Galway Night Mail (with passenger accommodation and travelling post offices) is usually worked by the 071 off the CIÉ Enterprise working, returning on the 07:50 passenger next morning. The 18:35 passenger to Galway is another 071 working with the loco working back to the capital on the 22:00 Up Night Mail.

That just about completes the circle, for at MP78½ we pass Athlone's loco shed on the Up side and the line from Roscommon trails in on the same side at the West cabin.

Tour Train - Some Brief Notes

No.171 "Slieve Gullion" was designed by Charles Clifford and built by Beyer Peacock in 1913 (Works No.5629) for the Great Northern's Belfast - Dublin expresses. The original livery was dark green. 171 was "renewed" at Dundalk Works, emerging in September 1938 as virtually a new engine (Works No.42). One of the last to receive a heavy overhaul at Dundalk, 171 first went to CIÉ on the dissolution of the GNR but was later sold to the UTA, moving to Portadown shed in June 1963. She was withdrawn in late 1965, spent a time in Harland & Wolff's and was extensively overhauled at Whitehead before travelling almost every main line in Ireland.

No.184 was built at Inchicore in 1880, one of McDonnell's numerous J15s. She has a saturated boiler and is presently paired with a 3,345-gallon tender from sister (but superheated) loco 186 - the tender is thought to have been used by a 400 class 4-6-0. 184 was based in Waterford for a lot of its time, ending its days as a sort of pet at Inchicore when she was chosen for preservation by CIÉ who kept a 1,864-gallon tender for her. Her film exploits are mentioned above.

Coach 114 is a GNR L13 Brake Third built in 1940 at Dundalk. The layout was altered when the diesel railcars arrived and the seating capacity dropped from 39 to 21 and a train heating boiler was fitted at one end.

Coach 238 is ex-LMSNCC. She is a J12 Third built in 1922 and transferred from England to compensate for the 1941 Blitz.

Coach 1333 is a 72-seat open built by the GSR in 1936 for Dublin suburban traffic and originally without gangways.

Coach 87 is a UTA-built Dining Car, formerly 550 and recently restored, entering traffic on last year's second Flyer.

Coach 1327, like 1333, was designed by Bredin. Built in 1935 for mainline use, she has roller bearings.

Coach 1142 is seeing mainline use for the first time this year. A 56-seat corridor all-first, she was built in 1914 and was latterly numbered 4012 and 1985s.

Coach 91 is 56-seat Brake Third built at York Road in 1934 for the famous North Atlantic Express which ran to Portrush in just 80 minutes. 91 became UTA 472 in 1959.

Coaches 87, 91 and 1142 are mentioned in the ARPS citation for its Annual Award, which the Society currently holds.

TIMETABLE SECTION

SATURDAY 12th MAY 1984

No.171 & empty stock

MULLINGAR	05:00
Enfield	pass 05:56
Clonsilla	pass 06:36
DUBLIN (Connolly)	06:55

No.184 Light Engine

MULLINGAR	09:45
Athlone	10:45 11:00 Water stop
Castlerea	pass 12:08
CLAREMORRIS	12:50 Water, clean fire and turn.

No.171 & tour train (Coaches 114 + 238 + 1333 + 87 + 1327 + 1142 + 91)

DUBLIN (Connolly)	08:35
North Strand Junction	pass 08:38
Liffey Junction	pass 08:47
Clonsilla	pass 08:59
Maynooth	pass 09:14
Enfield	09:34 09:41
Hill of Down	<u>10:00</u> <u>10:06</u> Meet empty Asahi train ex Ballina.
Killucan	pass 10:16
MULLINGAR	10:30 10:40 Water stop.
Castletown	pass 10:56
Moate	pass 11:14
ATHLONE	11:30 12:35 Water and clean fire.
Knockcroghery	pass 12:55
Roscommon	pass 13:07
Castlerea	13:35 14:00 Line side bus departs 13:40 for Coolna, arrives 14:05.
Ballyhaunis	<u>14:20</u> <u>14:32</u> Lineside bus arrives 14:25. Cross 13:35 ex Westport.
CLAREMORRIS	14:50 Water, clean fire and turn.

No.171 & coaches 114 + 238

CLAREMORRIS	15:35
Ballyhaunis	<u>15:52</u> <u>15:57</u>
Athlone	pass 17:15
Mullingar	18:05 19:45 Water, turn, coal, clean fire.
Athlone	pass 20:35
Athenry	pass 21:35
GALWAY	21:55

No.184 & coaches 91 + 1142 + 1327 + 87 + 1333

CLAREMORRIS	15:35
Castlegrove	15:55 16:10 Runpast.
Tuam	16:15 16:22
Ballyglunin	16:37 16:50 Lineside bus departs 16:40, 2 stops thence to Galway.
Athenry	17:20 17:30
GALWAY	18:00

The lineside bus will be used to convey participants to the Corrib Great Southern and Galway Ryan Hotels and later to the Great Southern at the station for the Railtour Dinner with connections back to hotels afterwards.

PLEASE NOTE: While every effort will be made to maintain the timings shown in the Brochure, please remember that some alterations may be forced on us at very short notice. Every effort will, of course, be made to keep you fully informed should any changes be necessary and announcements will be made at the earliest opportunity.

Please co-operate at photo-stops, runpasts, etc.; your usual common sense and courtesy will, as always, do a lot to ensure a safe, punctual and happy tour.

Thank you for your co-operation.

SUNDAY 13th MAY 1984

The lineside bus will pick up participants from the Galway Ryan and Corrib Great Southern Hotels, arriving at the station about 08:30.

Leaving the station in Galway at 08:40, the bus will proceed to Moyveela (arrive 09:00) and wait until both 184 and the 09:25 service train to Dublin have passed. It will then move to Toberroe (MP116 $\frac{1}{4}$) for 171's passing at 10:00. The bus will connect into both trains at Athenry. The steam train movements are:

<u>184 & coaches 114+238+1335</u>		<u>171 & coaches 87+1327+1142+91</u>	
	08:55	GALWAY	09:45
Pass	09:10	Moyveela	
		Toberroe	pass 10:00
09:20		Athenry	10:05 10:15
	10:30	Athenry	
Pass	10:45	Attymon Junction	10:28 11:10
11:03	11:10	Woodlawn	11:22 11:31
<u>11:30</u>		Ballinasloe	<u>11:45</u> Cross 09:55 ex-Heuston

171+184 & coaches 114 + 238 + 1333 + 87 + 1327 + 1142 + 91

Ballinasloe	12:15
ATHLONE	12:40

No.171 & coaches 114 + 238 + 1333 + 87 + 1327 + 1142 + 91

ATHLONE		13:30
Moate	pass	13:47
Castletown	pass	14:04
Mullingar	14:25	Water stop.

No.184 Light engine

ATHLONE		13:50
Moate	pass	14:10
Castletown	pass	14:30
Mullingar	14:50	

No.171 and tour train

Mullingar		15:40
Killucan	pass	15:55
Hill of Down pass		16:05
Enfield	pass	16:20
Maynooth	pass	16:38
Clonsilla	pass	16:50
Liffey Junction	pass	16:59
North Strand Junction	pass	17:07
DUBLIN (Connolly)		17:10

DUBLIN (Connolly)		18:30
Howth Junction	pass	10:39
Malahide		18:46 18:48
Rush & Lusk	pass	18:55
Skerries	pass	19:01
Balbriggan	pass	19:05
Gormanston	pass	19:08
Mosney	pass	19-10
Laytown	pass	19:12
Drogheda	19:18	19:30 Water stop.
Dunleer	pass	19:46
Dundalk	20:00	20:05
Poyntzpass	pass	20:40
Portadown	20:54	21:00
Lurgan	pass	20:09
Moira	pass	21:17
Lisburn	21:25	21:27 Calls as required to Botanic.
Botanic	21:50	21:52
BELFAST CENTRAL	21:55	22:00 Empty to CSD.
Central Service Depot		22:05