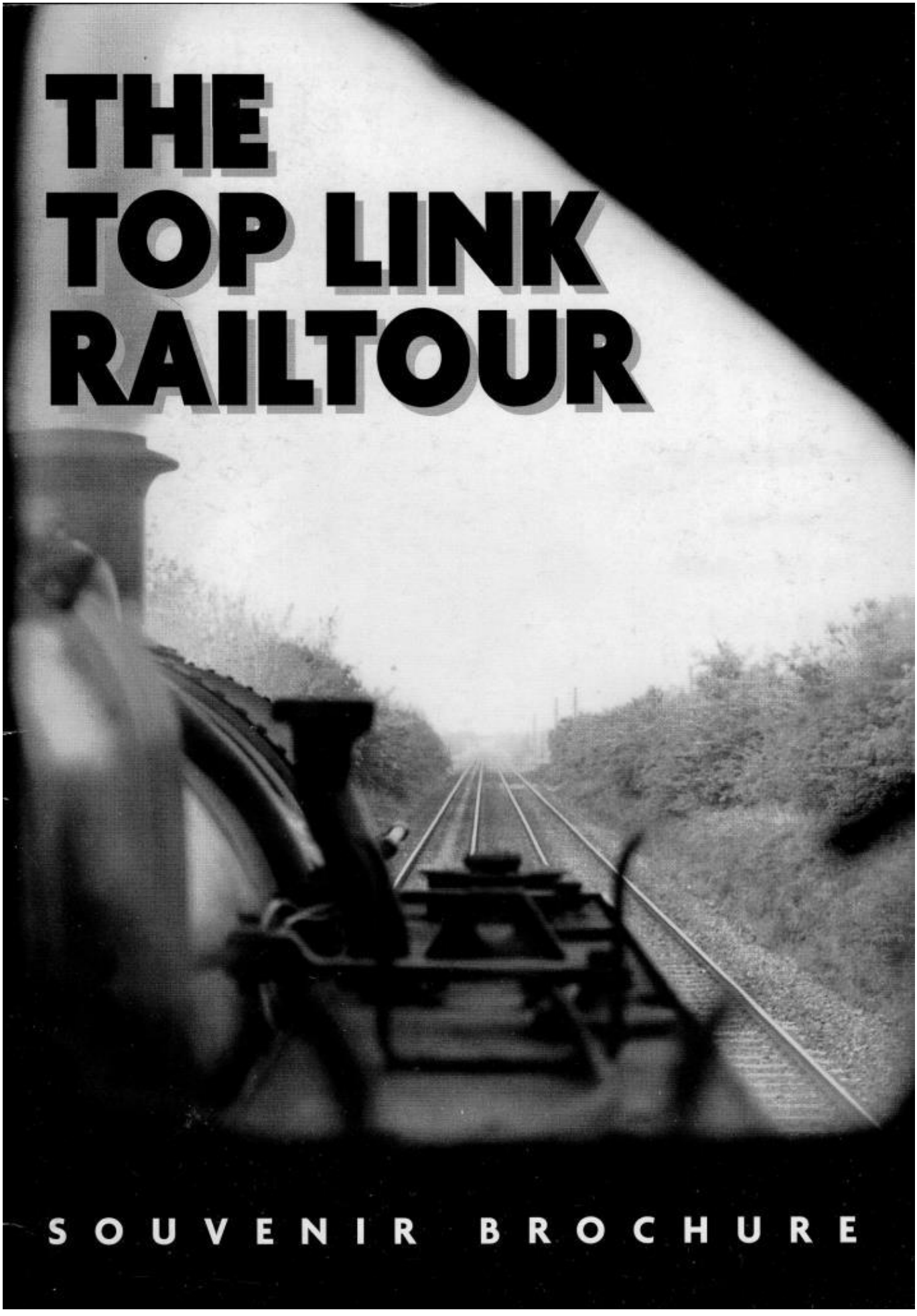
THE TOP LINK RAILTOUR



SOUVENIR BROCHURE

Heuston: *The Port Lairge Railtour started from here where we see the stock at Platform 2, having been brought in by the pilot E429 which was only two months from withdrawal. Saturday 14th May 1983. (C.P. Friel, 8305A)*

Heuston: *No.4 receives last-minute attention at Platform 3 on a wet Saturday 11th June 1977 before working to Limerick with the Cú Na Mara Railtour. John Friel, then RPSI Loco Running Officer, is on the ground while the pilot E408 is in the carriage siding alongside where the present Platforms 3 and 4 were later built. (J.A. Cassells)*

Railway Preservation Society of Ireland

Top Link Railtour

Friday 30 January 2009	-	Whitehead (Excursion) - Dublin (Connolly)
Saturday 31 January 2009	-	Dublin (Heuston) - Limerick Junction - Cork (Kent)
Sunday 1 February 2009	-	Cork (Kent) - Limerick Junction - Dublin (Connolly) - Belfast (Great Victoria St.) - Whitehead (Excursion)

Fáilte! Welcome Aboard!

You are very welcome to this very special railtour to mark the imminent retirement of Tony Renehan. We are all here to acknowledge the efforts, over many years, of a true steam man and stalwart supporter of our operations.

Tony has been one half of Irish Rail's only main line steam footplate crew for very many years; the other half is his brother Dan. Without the efforts of Tony and Dan, many of our operations south of the border during the past 40 years would simply not have run. Tony often arranged his holidays around our operations to make sure that they could run. For this and everything else over the years, I would like to say a sincere "Thank you, Tony".

Tony's railway career is summarised by Joe Cassells in the following pages. I would like to thank Charles Friel, Joe Cassells and Michael McMahon for putting so much time and effort into producing this wonderful Souvenir Brochure.

As ever, we are glad to record our thanks to everyone who has done so much to make our plans become reality. The ongoing help from all levels in both Iarnród Éireann and Northern Ireland Railways is very much appreciated; it cannot be easy to accommodate our trains in an ever-changing world. We should record our thanks, too, to those members who do so much to keep Irish steam very alive and very well. Many of us have enjoyed working with Tony over the years and all of us would like to record our thanks for his hard work and endless patience in working with us.

If you need anything during the tour, please ask one of the stewards. And please do not wear a high-visibility jacket. There is no excuse for wearing one either on board the train or on platforms where they can be a major distraction. And please do not trespass on the railway at any time for 'that' picture. Thank you for your co-operation and understanding.

I hope that you have a great weekend with us - and that you will be back. Enjoy the trip!

Gerry Mooney
Dublin Area Operations

Front Cover - Mountrath: *This is the fireman's view of the line ahead as our own No.4 works empty carriages from Limerick to Galway via Ballybrophy and Portarlington. This was part of the Society's Shannon Railtour on Saturday 14th May 1988. (C.P. Friel, 8808A)*

SOME NOTES ON TONY AND DAN RENEHAN

Contributed by Joe Cassells

Forty-one years ago, the late Bob Clements delivered his definitive paper on the 400 class to the Irish Railway Record Society in Dublin. It was an unforgettable occasion, attended by many of the men who had driven and fired these frustrating engines: the brothers Peter and James McGibney, Ned Dunphy, Paddy Guilfoyle, Johnny Maguire and others. Among the enthusiasts present were those who had timed 400s including, of course, the late Drew Donaldson whose newly-completed model of 409 attracted great interest at the end. Two other young CIÉ men were present too, lads from the first non-steam generation on the Irish Railways; Tony Renehan and his younger brother Dan.

The first trains that Tony and Dan saw were on the Great Northern main line near their home in Fairview. Later, as the family grew, they moved out to "the Ranch" at the Khyber Pass gate, with Inchicore shed just over the wall. Five minutes' walk from their front door was the Third Road Junction, and the boys spent many hours sitting on the low stone wall watching the engines going up and down The Gullet. The Renehan family had some useful friends, among them Bill O'Reilly, the loco foreman at Amiens Street, and Tom Leahy who was the Loco Controller at Inchicore. So, long before they became steam enginemen, Tony and Dan had been privileged with footplate trips and shed passes, and had got to know the remaining steam crews in the Dublin area.

Tony Renehan (left) and brother Dan on the footplate of No.461 at Dún Laoghaire on 18th October 2000 working a special in connection with the official launch of the State Saloon 351.

In due course, the two brothers joined the traffic department of CIÉ, Dan becoming one of the North Wall ballast guards and Tony a snatcherman'. When CIÉ's main line trains were dieselised, single manning was the rule from the outset. After some negotiation, a second man

was carried on single-track main lines like the Midland to deal with the ETS exchanges - hence the title of the job. Although this was not technically a footplate grade, Tony soon began doing more than just working token snatchers.

A driving career was already in the making. The only difficulty was that, for the moment, recruitment to the footplate grades was at a standstill. The last cleaners went in 1961. Junior firemen were transferred to the traffic grades as porters, shunters and guards, while senior firemen were reduced to driving shunting engines as passed firemen and ultimately retrained as junior diesel drivers. But, with the older drivers beginning to retire, such a situation could not continue. So, by the time Tony Renehan reached his 21st birthday in 1965, management and unions had agreed on the principle that traffic staff between the ages of 21 and 40 should be eligible for transfer to the footplate. So a healthy young man passed a fitness test (reputed to be more rigorous than that for Aer Lingus pilots!) and was passed out for driving. Dan followed four years later. For men who had grown up in the company of steam men, and now worked alongside them, working on steam was a dream unfulfilled, and they let Inspector Ned Comerford know it too!

Philadelphia?: *Dan Renehan sands the rails ahead of No.85 "Merlin" so that brother Tony will be better able to get the train out of the Military Platform. The train is the Mount Brandon Railtour which the compound will work as far as Mallow on Saturday 14th May 1989. (C.P. Friel, 8905A)*

So, in 1968, when 186 was chartered by the IRRS for a day trip from Dublin to Kilkenny, Driver Colbert ("The Heeler") Dunne and Fireman Gussie Leonard were joined by the Renehan brothers. They were officially termed the "support crew" and were booked for the day to help with watering the engine, oiling round and generally keeping their eyes and ears open to what was going on around them.

Tony and Dan had the highest regard for Ned Comerford, who had fired on the Mail Links in the late 1940s, and passed out as a driver towards the end of steam. He told the brothers that he was prepared to book them out on RPSI tours but, in return, they must learn the job as nearly as possible to the way men accumulated knowledge in the days of steam.

On every one of the RPSI's two-day tours from 1969 onwards, Tony and Dan would take their turn as the third man on the footplate, studying driving and firing techniques and learning how to fire. By the mid 1970s they were being booked as firemen, working to men like Mick McGuinness, Colbert Dunne, Joe Murphy, Nicky Moore, Dick Millea, Tommy Blackwell and many others from the last steam generation. Tony's most frightening experience was almost certainly on the "Comeragh" tour of 12 May 1990 when he had his only experience of a bursting tube near Bansha on the Waterford & Limerick road.

By 1991, with 23 years' steam experience behind them, Tony and Dan passed out as steam drivers. I have no record of Tony's first official driving turn, but Dan's first day as a steam driver was on the "Decies" tour in May 1991 when Tony fired to him.

In 1981, Dan transferred to Connolly Loco, while Tony remained at Inchicore, where he is currently the senior driver. It is very useful for the RPSI that the two men were at different Dublin sheds and, thus, had wide route knowledge between them. But even more, their own accumulated knowledge has in recent years been passed on to a new generation of trainees who will keep steam running well into the twenty-first century.

Dan and Tony have so much in common, not least their knowledge of the steam age, of railway history generally, and their interest in the practical work of the footplate.

With No.4 at Ballybrophy on Saturday 14th May 1988 are, left to right, Mick McGuinness, Gerry Kinahan and Tony Renehan. (C.P. Friel, 8807G)

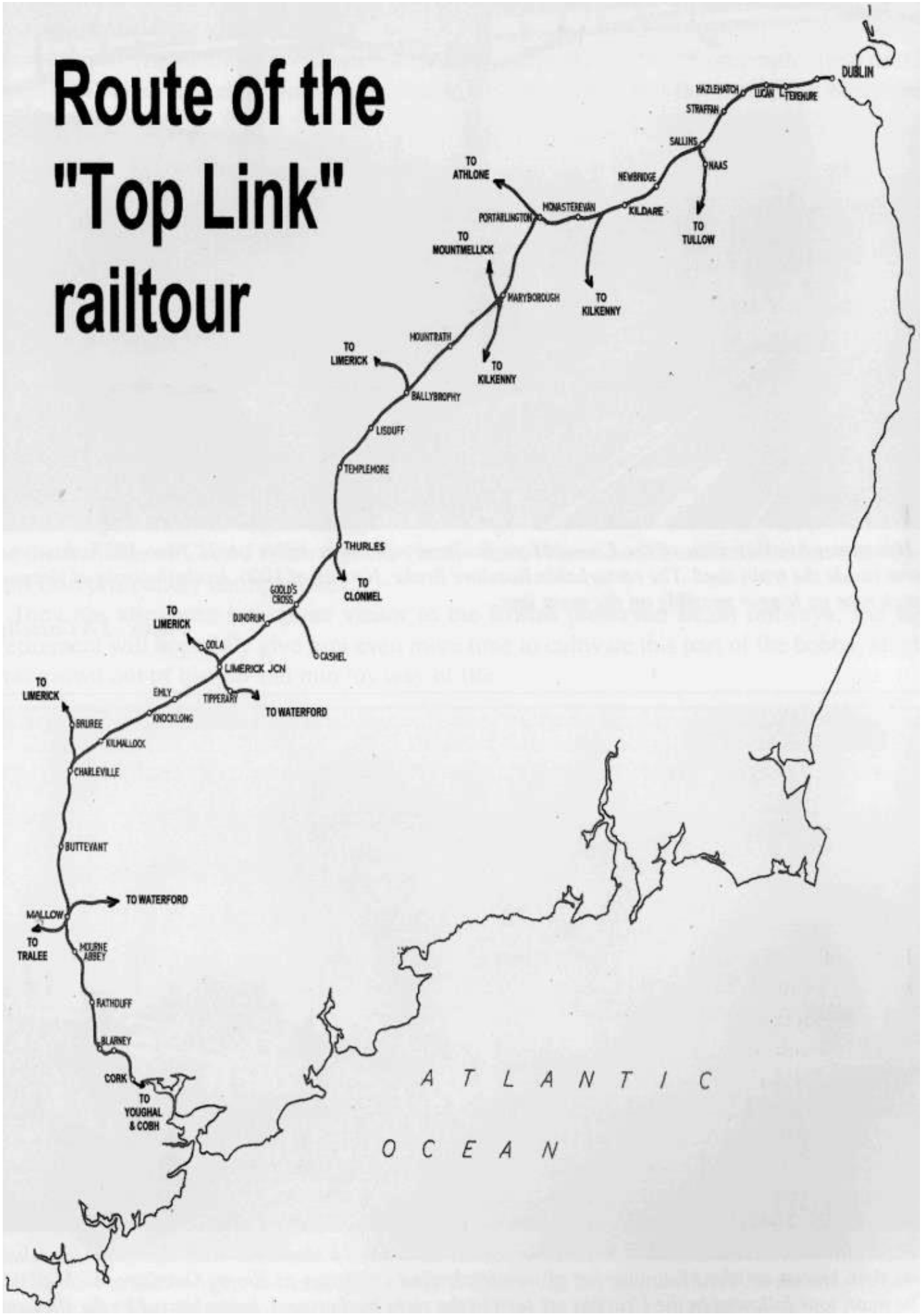
But they have one point of difference. From his earliest days, Tony has been an avid reader of any article relating to locomotive performance, and has always been glad to receive logs of the running after any RPSI outing. He was an unashamed and avid student of the writings of Cecil J Allen and OS Nock - men whose books and articles have always left Dan profoundly unimpressed!

Tony has also been a frequent visitor to the British preserved steam railways, and his retirement will hopefully give him even more time to cultivate this part of the hobby which has grown out of his job and into his way of life.

Heuston: *Another view of the Cú na Mara Railtour waiting to leave on 11th June 1977, this time from inside the train shed. The remarkable Rosslare Brake, 861 of 1906, leads the train of vintage stock now no longer possible on the main line. (J.A. Cassells)*

Heuston: *The Mount Brandon Railtour began on Saturday 14th May 1989 with No.4 working what was then known as the Mullingar set of wooden-bodied carriages as Empty Carriages to Mallow. The main tour followed in the Cravens set seen in the right background, being heated by the BR van. (C.P. Friel, 8903D)*

Route of the "Top Link" railtour

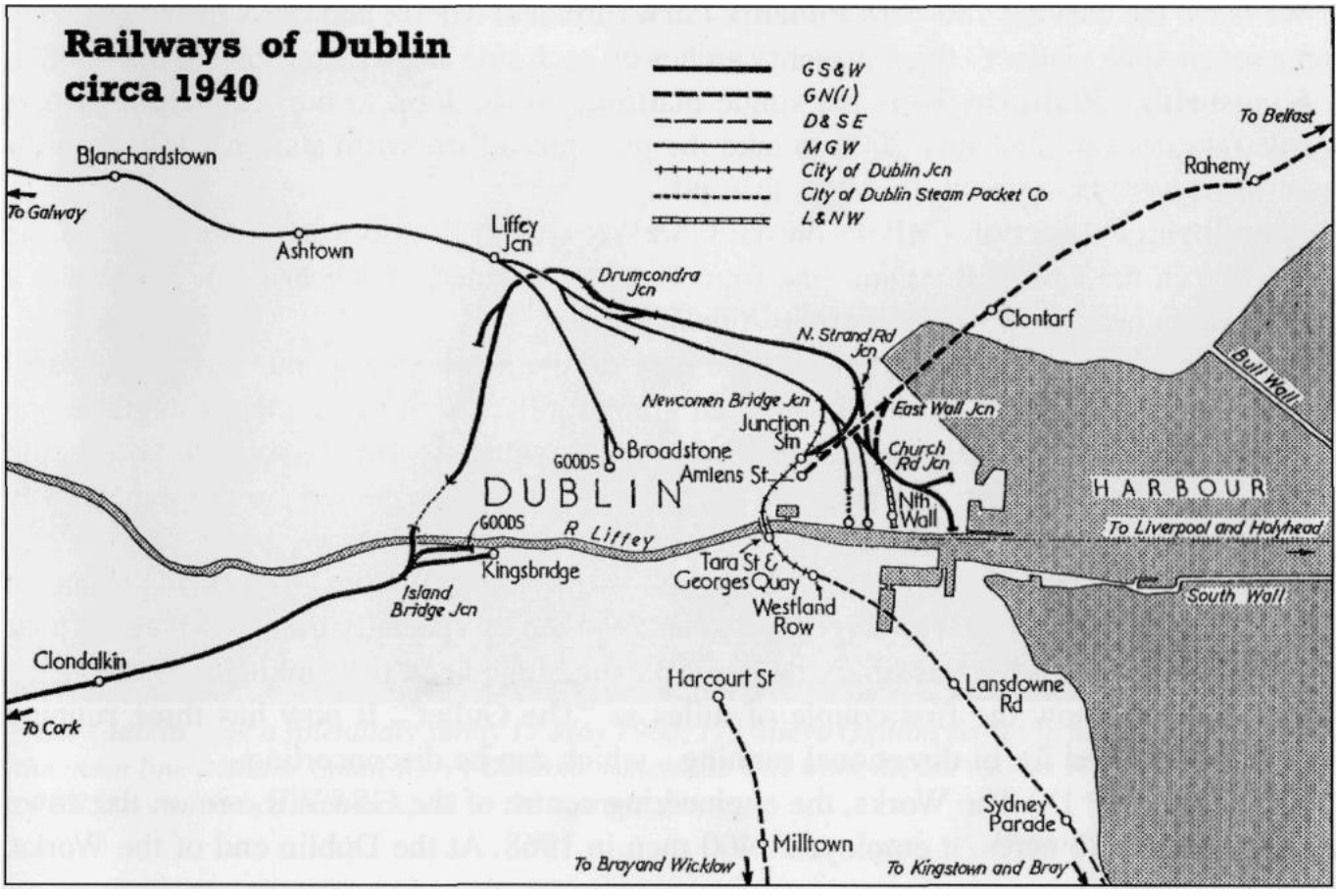


Dublin (Connolly) is the terminus for trains to and from Rosslare, Sligo and Belfast as well an important station for suburban trains to Drogheda and Maynooth as well as DART (Dublin Area Rapid Transit) electric services between Howth and Malahide in the north and Bray and Greystones in the south. Despite being renamed, in 1966, after a hero of the 1916 Rising, the place is still better known by its former name of Amiens Street.

As we leave the former GNR(I) terminus, the loco shed on our right. It is now closed and its future uncertain.

On our left, the running line drops away to Newcomen Junction while beyond lie heavily-protected railcar and DART storage sidings.

We pass the site of the former **West Road Junction** cabin where the tracks below us are the former Midland Great Western's line from Liffey Junction to the North Wall. After being closed for many years, the line was rebuilt and reopened to Dublin's newest terminus at Docklands on 12 March 2007. Docklands is visible to our right beside the Royal Canal at Spencer Dock and has 15 services daily to and from Clonsilla.



At (GN) MP 0¼ we swing west and away from the GN main line and join the Great Southern and Western (GS&WR) line from the yards at North Wall towards Islandbridge Junction.

The GS&WR mileposts are now counted from a zero at Islandbridge Junction and are on the Down side (our right).

At **North Strand Road Junction** (MP 4¼), the GS&WR line from the North Wall trails in on our right, climbing from "The Dip" under the GN line.

Drumcondra (MP 3½) The GS&WR started a suburban service between Kingsbridge and North

Wall when this line opened in 1901. The trains were usually steam railcars which proved unpopular with the customers. The service was withdrawn, and the station closed, in 1910. The station reopened on 2nd March 1998 and the platforms extended in connection with the new Maynooth service.

Glasnevin (MP 3¼) station consisted of an island platform with its offices at street level on the Up side. This station, too, closed in 1910.

Glasnevin Junction (MP 2¾). The first rails past here were those of the MGWR's line from Liffey Junction to the North Wall which opened on 1 March 1864. The GS&WR opened its line from Islandbridge Junction to here on 2 September 1877. The GS&WR opened its own line from Glasnevin to North Wall on 1 April 1901 and started the suburban service mentioned above. By 1921, the GS&WR and the MGWR agreed that the connection was redundant and the pointwork was taken out. After the 1925 Amalgamation, the GSR eventually realised that economies could be made by installing a new crossover but in the opposite direction to the old one. The new link was not opened until 1936. A year later, Broadstone closed and frequent use was made of the new connection to get Midland section trains to and from Amiens Street and Westland Row.

MP 2¼ We skirt Glasnevin Cemetery on our left before passing under the former MGWR main line (from the Broadstone to Liffey Junction) and the Royal Canal at the "Twin Arches".

Cabra (MP 2) was a cattle station that once gave the GS&WR access to the nearby Dublin cattle market. Between 1877 and 1976, loaded cattle specials (and return empties) ran between here and all parts of the GS&WR system. Each wagon was washed out and disinfected, before its next journey, at the wash bank which gave employment to many. A cement silo was erected here in 1966 to accept bulk cement from Platin near Drogheda but the traffic came to a sudden end when the silo collapsed on an unfortunate cement lorry in 1995. The whole area has now been sold off for housing.

We leave the curving 780-yard **Phoenix Park tunnel** at MP 0½ and cross the River Liffey on a seven-span viaduct - three masonry arches on each side and a metal span in the middle.

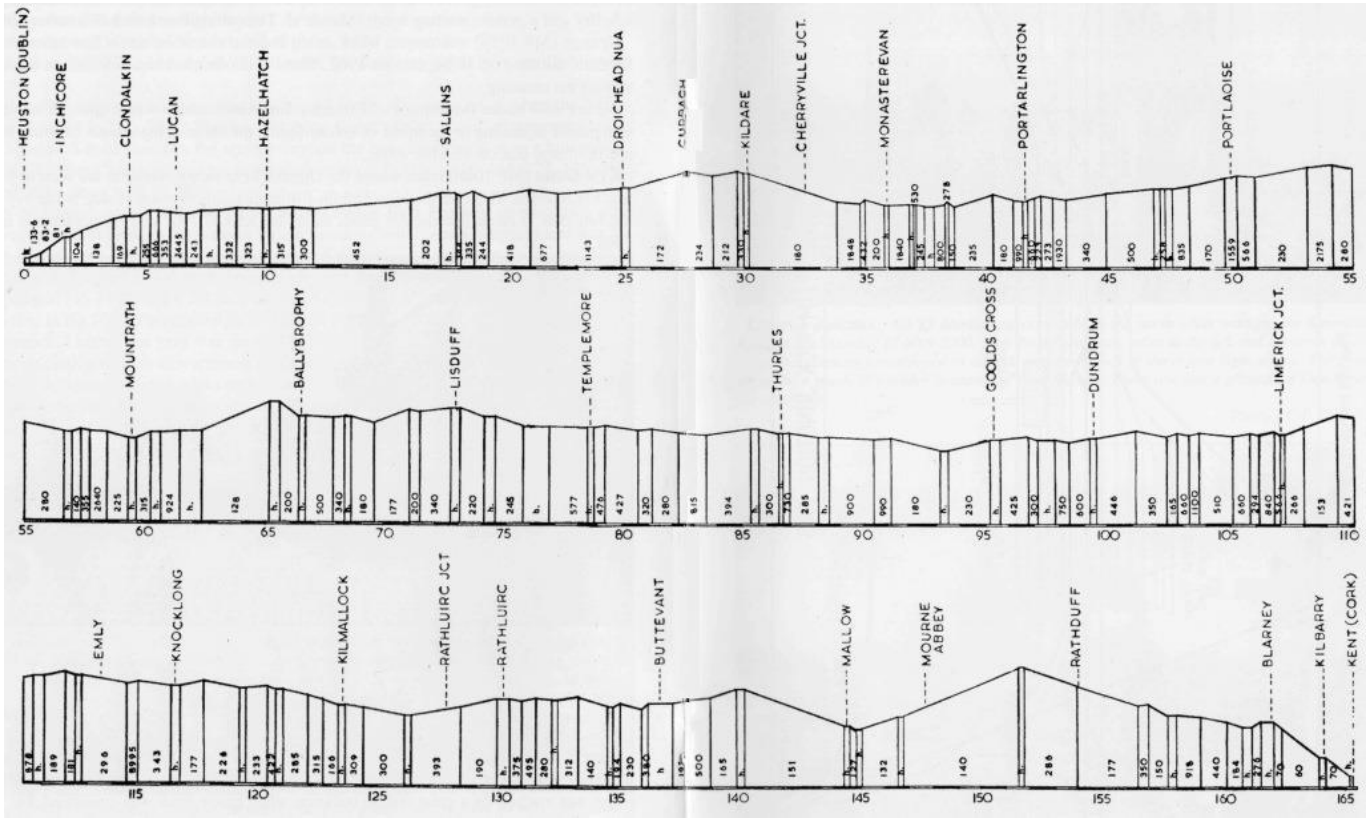
Kingsbridge Platform 10 is the single platform on the loop to our left. The platform came into use on 22nd July 2002 to take the pressure off the main station while the new platforms were being built. It is now disused.

Islandbridge Junction (MP 0½ on the GS&WR's main line) is where we swing to the right to join the GS&WR's main line from Heuston (formerly Kingsbridge). There was a signal cabin near the junction until 30th August 2002.

The mileposts change sides here and are now on the Down side, i.e. our left as we travel towards Cork. They are mostly three-faced granite pillars with the numerals engraved on two faces. Watch out for the change to wooden posts with cast-iron plates. And you should know that some of them are now out of place, having been tossed by permanent way machinery and replanted - sometimes in a new home!

Goods trains (and some passenger trains) were banked from Kingsbridge out to Clondalkin by tank locos with large buffers and worked by specially trained drivers. A look at the gradient profile in our centre pages will explain the need for banking.

Railwaymen know the first couple of miles as "The Gullet". It now has three running lines, all signalled for bi-directional running - which can be disconcerting.



Inchicore (MP 1¾) The Works, the engineering centre of the GS&WR, are on the Down side. Covering 73 acres, it employed 1400 men in 1968. At the Dublin end of the Works, the footbridge marks the site of the former Khyber Pass gate, the crossing and the halt platforms (used by staff transfer trains to and from Kingsbridge).

The Rail Heritage Officer has his office in the tower of the main works while the former signal cabin, in the same style as the Works, is on the Up side. It was decommissioned in March 2002.

Many famous engineers graduated from Inchicore. Alexander McDonnell, of 101 or J15 class fame, introduced the American swing-link bogie for his 52 class 4-4-0, the first such type in these islands. He also introduced the standardisation of boilers, fireboxes, frames, wheels etc. Many of his locos saw out steam traction on CIÉ and two of his locos (J15s 184 and 186) are in RPSI ownership.

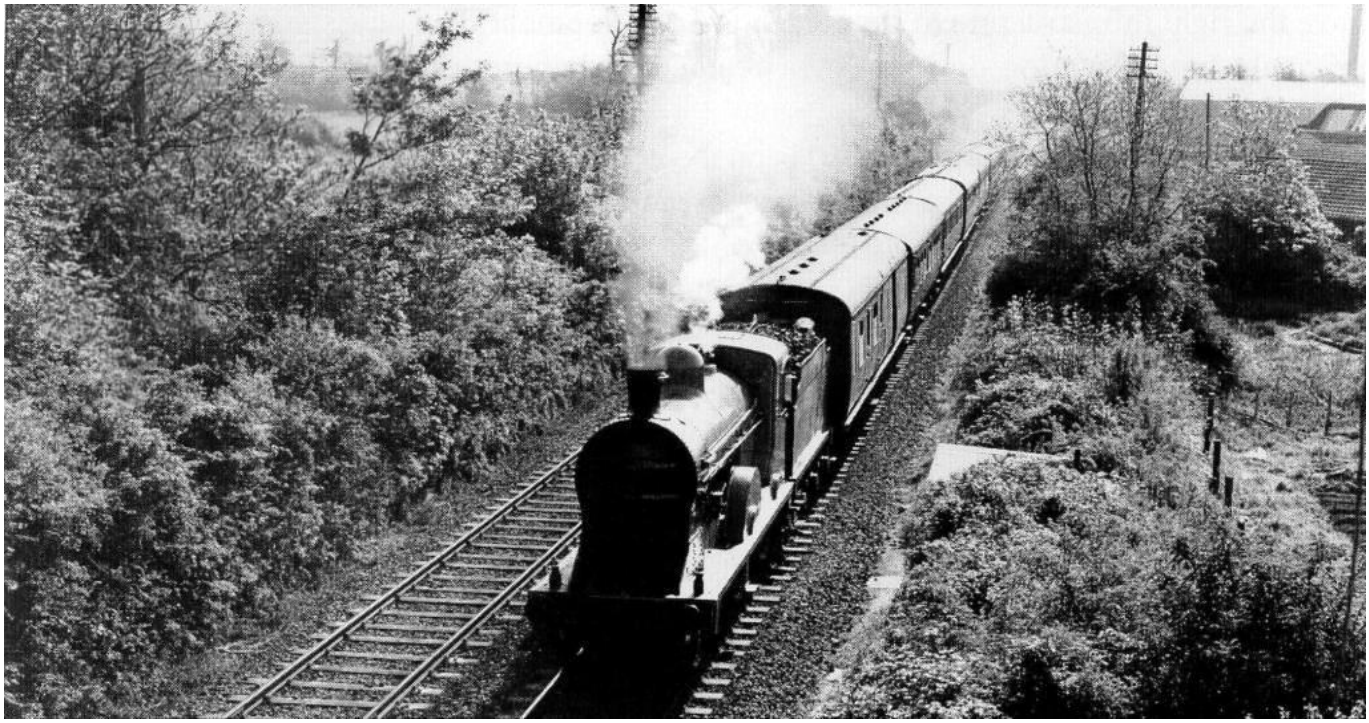
John Aspinall replaced McDonnell in 1883 and was himself replaced by Henry Ivatt in 1866 - both were knighted later. Robert Coey came next and he was succeeded by R E L Maunsell (later of SECR and Southern Railway fame). Irish railways gave all these famous engineers to Britain - and O.V.S. Bulleid came the other way!

Park West and Cherry Orchard Halt (MP 3¼). This was opened in 1994 but is now replaced by Park West. On the Up side, the Kildare Route Project is quadrupling the line on the Up side from here to about MP 10¼, just west of Hazelhatch.

MP 4 is where we pass beneath the M50 motorway.

Clondalkin (MP 4½) was closed to passengers in 1947 but it remained a block post until 1976 when Connolly's Centralised Train Control (CTC) was commissioned. There is a new station, Clondalkin Fonthill Halt, about here.

Lucan (MP 6¾) is now closed but was opened in 1846 as Lucan South to differentiate it from the MGWR station at Lucan North; each station was about two miles from Lucan itself.



Clondalkin: *On a splendidly sunny 17th May 1980, No.171 "Slieve Gullion" settles in for a long spin down the main line with the South Kerry Railtour which she will work all the way to Tralee with this train of RPSI wooden-bodied stock, all in the maroon livery. (C.P. Friel, 8018C)*

Adamstown (MP 7½) opened for traffic on 10th April 2007 with a futuristic booking hall above the tracks. This is Ireland's first Strategic Development Zone (SDZ) which aims to have the right infrastructure to support future development. The new station is the first fully privately-funded station on Iarnród Éireann; Castlethorn, the developers, are reputed to have invested €10m.

Hazelhatch and Celbridge (MP 10 is on the platform) opened in 1846 and closed in 1947 but was reopened in 1994 for the Kildare Arrow services.

Straffan (MP 13) was a beautiful and well-kept little station which closed in September 1963 but has gone without trace.

MP 17 is where we cross the Grand Canal.

Sallins and Naas (MP 17¼) opened in 1846 as simply Sallins and became a junction station in September 1885 when the branch to Naas and Baltinglass opened - it eventually reached Tullow. It closed to passengers in January 1947 and to goods in 1959.

Just west of Sallins, we pass over the Naas branch of the Grand Canal. Look out for the triangular canal junction and, on the Down side, one of the most elaborate tree houses you are likely to see.

Caragh (MP 21) was the site of a signal cabin which was replaced by Intermediate Block Signals in 1930.

Overbridge 66 (MP 25¼) is known as Sex bridge. It was here, just east of Newbridge, that Maybach loco E421 derailed spectacularly on 7th September 1962. On her maiden trip with the Inchicore Trials Train, her driver was doing 60 mph when the loco left the rails and slammed into the bridge wing wall. The Trials Train disintegrated into matchwood but the loco survived and is now operational at Downpatrick.

Sallins 1: *The Sunday of the Three Rivers Railtour started badly when No.171 blew a cylinder cover at Waterford. No.186 gallantly worked to Ballinacourty and back before heading north via Kilkenny and Dublin and all the way to Belfast's Great Victoria Street. Here, on Sunday 16th September 1973, No.186 pauses for water at the north end of the station. On the left, the goods store is already open and waiting to accommodate the failed 171. A month later, 171 was fit to work back to Whitehead from here. (C.P. Friel, 7338G)*

Sallins 2: *At the south end of the station, No.186 is again taking water. This time the train is a charter for the Irish Railway Record Society to Kilkenny on Sunday 28th September 1968. As Joe comments in his tribute piece, this trip marked the Renehan brothers' first involvement with RPSI steam. Through the bridge we can see Sallins' closed-in footbridge with the distinctive portholes. The design was said to be to prevent returning racegoers jumping on to the roofs of trains back to Dublin. (J.A. Cassells)*

Newbridge (MP 25½) is another original station from 1846. Formerly a garrison town, there was traffic from a cutlery factory and a rope works here in the 1930s. The platforms were extended for the eight-piece Arrow railcar sets in 1993 and a new bay platform behind the Down platform was opened in November 2003.

The Sand Pit, aka the Ballast Pit, (MP 26¾), on the Up side, was originally a quarry with a siding off the Up road. When that became exhausted, the hole was used for dumping refuse from all over the system. The cabin here closed back in 1927; after this, access was controlled by a key kept in Kildare cabin. The siding was last used in September 1973.

Curragh Main Line (MP 27½) was last used for the Irish Derby on 26th June 2006.

Just west of the station, between 17 April 1856 and March 1977, a siding trailed in on the Down side from the **Curragh Racecourse** platform and grandstand (another Sancton Wood design). This allowed race specials to be brought direct to the famous course.

Look out for exercising horses as we cross the Curragh, the centre of Ireland's race horse industry.

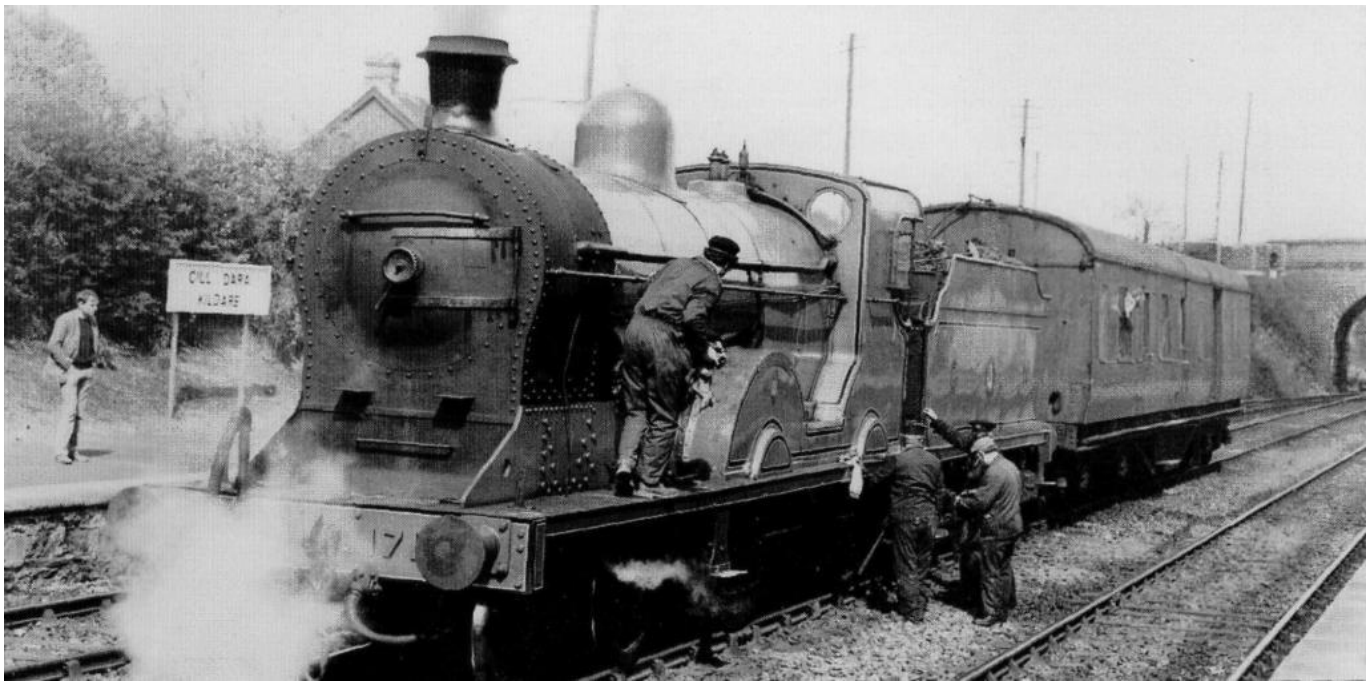
Curragh Racecourse: *The Coolnamona Railtour on Sunday 18th April 1971 visited this siding. The grandstand, in the right background, was designed by Sancton Wood, the GS&WR's architect. (C.P. Friel, 7135E)*

Kildare (MP 30) is unusual in that the Up platform is on a loop off the Up main line - a legacy of having to entrain large numbers of soldiers without blocking the main line. The original buildings survive on the Down platform along with the goods store behind it at the south end of the station. The station is now principally the southern terminus of the Arrow service. Kildare shed was on the Down side but the area is an important Maintenance of Way depot and workshop.

With the Kildare bypass on the Down side, we encounter our first hot-box detector at McDonnell's bridge (OB 88, near MP 31½), close to Cherryville Junction Down distant signal (CYR190). Since these devices do not understand steam locos, we can expect to have the next

signal against us.

Kildare 1: *No.4 takes water while working to the Junction with the Silvermines Railtour on Saturday 28th September 1974. The erstwhile cattle bank and signal cabin are to the left. (J.A. Cassells)*



Kildare 2: *On the Saturday of the Port Lairge Railtour, on 14th May 1983, No.171 "Slieve Gullion" worked the train from Heuston to Kilkenny where No.184 took over. No.171 and support coach 114 then ran back to Kildare and on to Limerick. The move was necessary because No.171 was too heavy for the river bridge at Dunkitt on the Waterford - Clonmel line. Here No.171 is in the middle loop before working south. Tony Renehan is to the right of the group at the cab steps (in characteristic cap) while Johnny Glendinning is to the left of the trio and John Friel is on the running plate. (C.P. Friel, 8308E)*

Cherryville Junction (MP 32½) became a junction when the line to Maryboro' (now Portlaoise)

opened. The GS&WR main line to Cork was built to a terminus in Carlow which opened on 4 August 1846. The line was then built forward, not from Carlow but from Cherryville Junction to Maryboro' and opened on 26th April 1847. This left Carlow at the end of a branch. Originally this was a double junction but it became single in 1917 when the second line north of Carlow was "borrowed" to build the line from Athy to Wolfhill Colliery.

Monasterevan 1: *No.4 pauses here with the Naomh Ciaran Railtour - the Society's first two-day tour - while working from Portarlington to Dublin on Sunday 15th September 1968. Note the cabin on the left and the original low Down platform beyond. (J.A. Cassells)*

Monasterevan 2: *On Sunday 18th April 1971, while working back to Dublin with the Coolnamona Railtour, No .86 and train set back onto the bridge over the Grand Canal at the south end of the station. (C.P. Friel, 7138D)*

Monasterevan (MP 36¾) was designed by Sancton Wood and opened in 1847, it closed in 1976. A new station, Monasterevin, has been built at MP36½.

We cross the **Grand Canal** and then the River Barrow on a 9-span steel girder bridge.

Looking to the left, there is a glimpse of Moore Abbey, once the home of the great Irish tenor John McCormack.

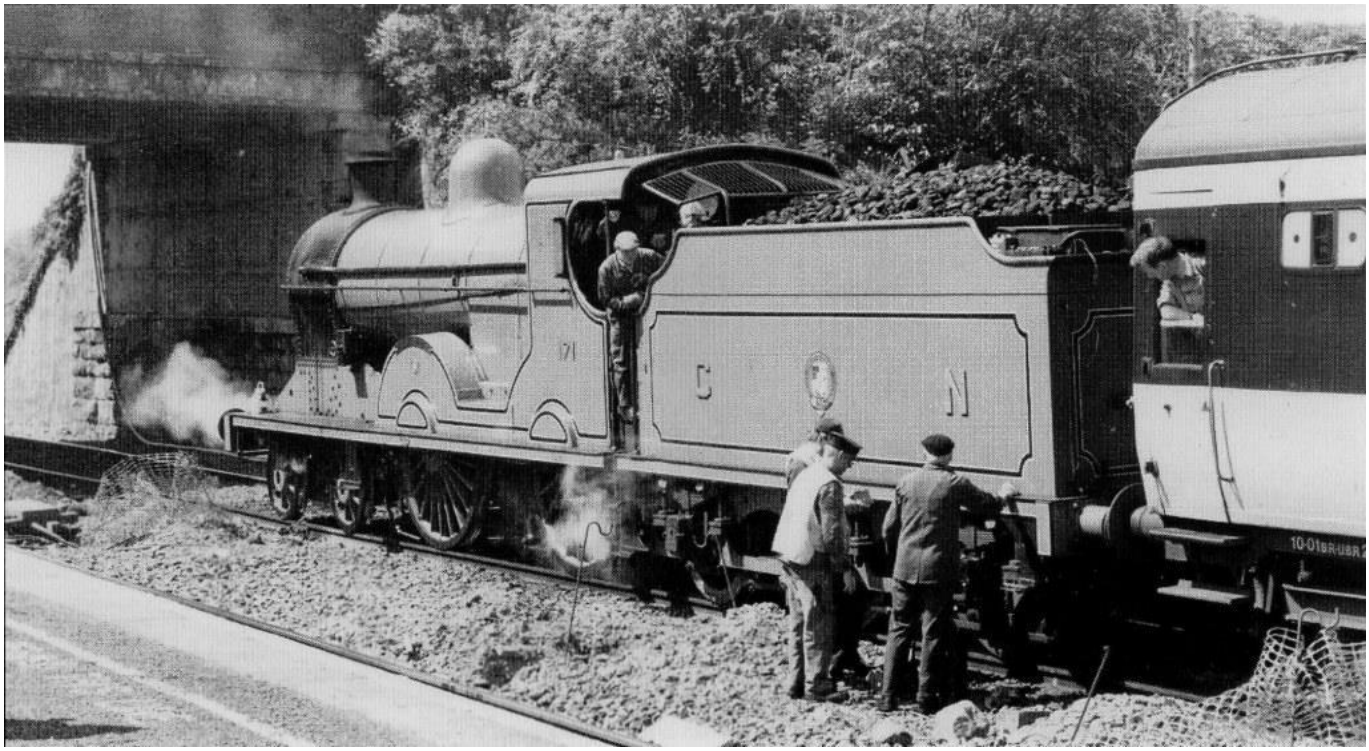
At MP 38, we cross the now-defunct Mountmellick branch of the canal, and we enter County Laois (pronounced Leash).

Monasterevan 3: *On Sunday 12th May 1991, No.4 races for home and crosses the river Barrow with the Tullamore to Dublin leg of the Decies Railtour. (C.P. Friel, 9135C)*

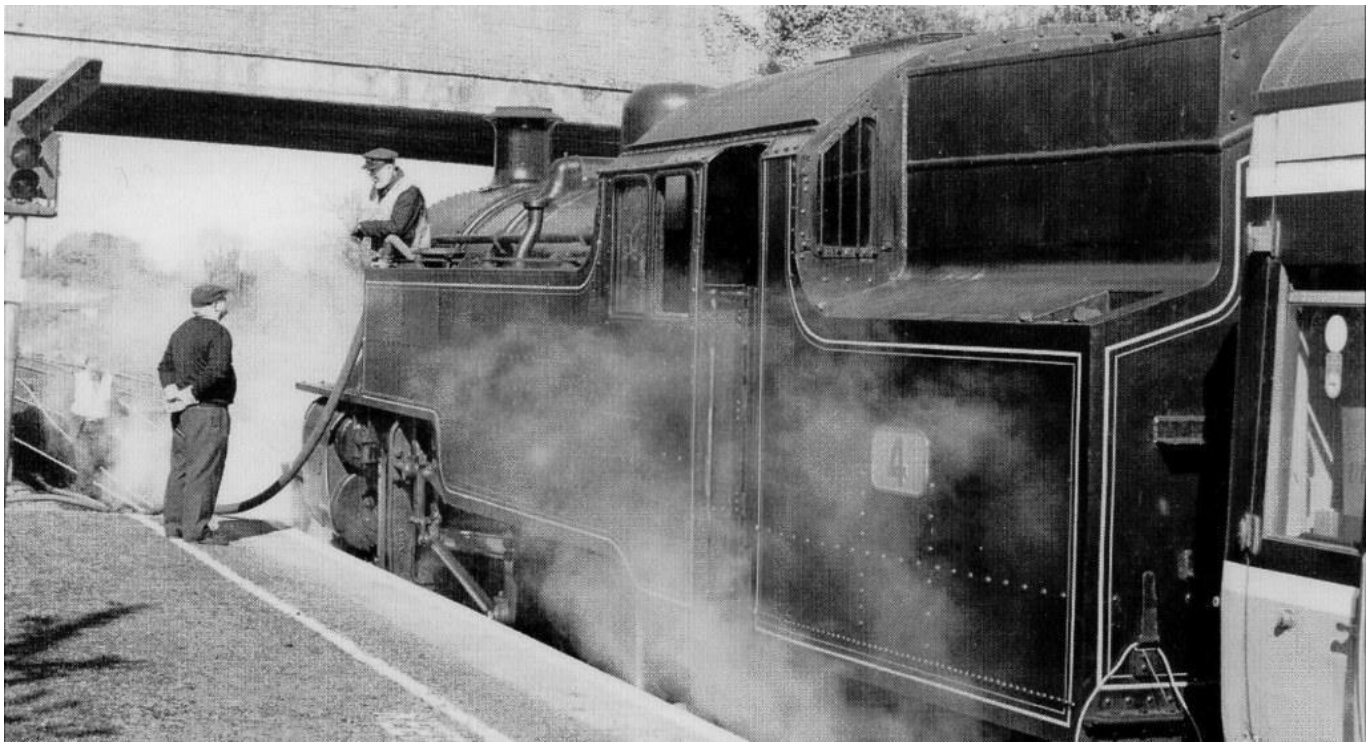
Portarlington (MP 41½) became a junction station in October 1859 when the line to Tullamore opened. A refreshment room was provided here and all trains were required to stop for 10 minutes. This applied even after restaurant cars were introduced. The junction was once controlled by Ireland's tallest signal cabin; it was demolished in 1987. The layout at the Dublin end has changed considerably recently. The curve through the station has been eased and both platforms have been extended towards Dublin.

Portarlington 1: *An unusual view of the layout at the north end of the station, from the footplate of No.4 before leaving with Empty Carriages from Limerick to Galway via Bally and here. Remarkably, this working had its own lineside bus from Roscrea to here for those who could not travel in the wooden stock on the main line. This was part of the Shannon Railtour, late on Saturday 14th May 1988. Again the move was necessary because No.4 was too heavy for the Limerick to Athenry line (which was worked by No.184). (C.P. Friel, 8808F)*

Portarlington 2: *No.171 "Slieve Gullion" and support coach 114 wait at the Down platform before leaving for Limerick while working from Athlone to Limerick during the Thomond Railtour on Saturday 15th May 1982. In the meantime, No.184 was working the train from Athlone to Athenry and on to Limerick. (C.P. Friel, 8223J)*

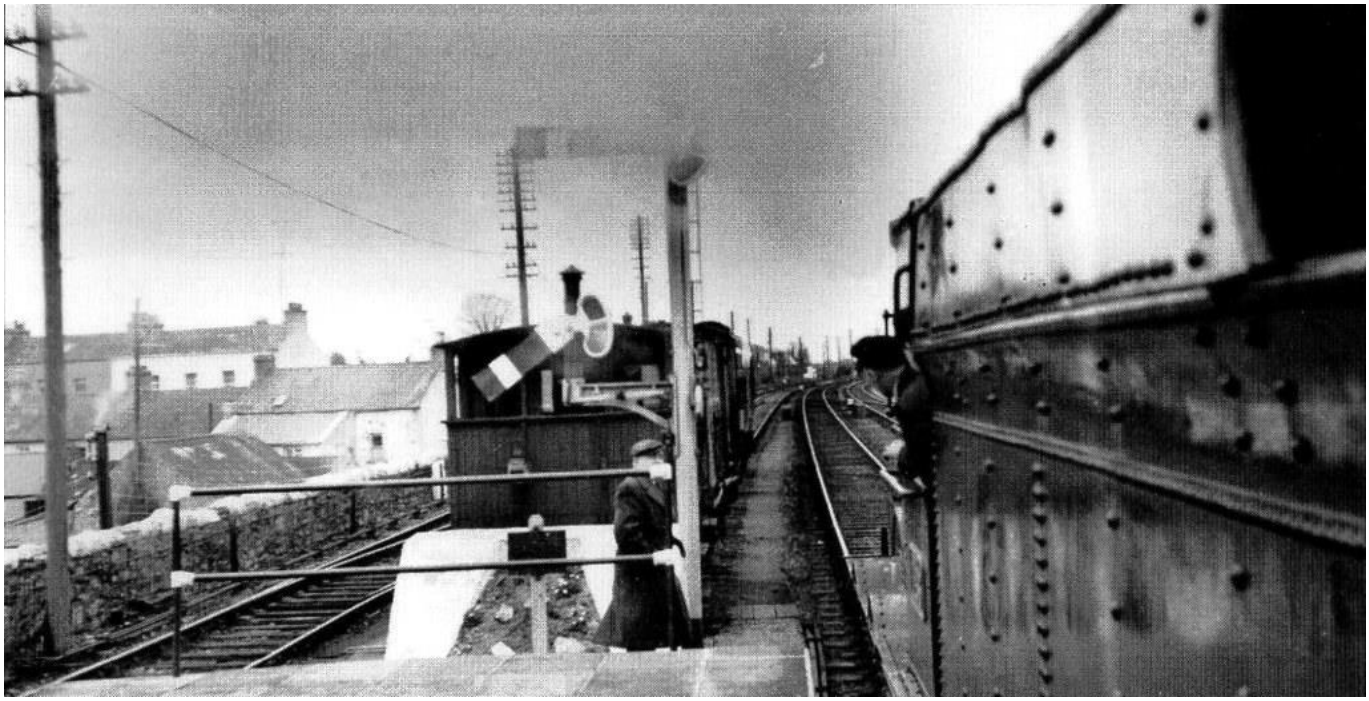


Portarlington 3: *Twenty years later, the ever-graceful No.171 "Slieve Gullion" has stopped for water at the south end of the Up platform while working the Corrib Railtour to Galway on Saturday 11th May 2002. The left trailing tender axlebox was carrying a little heat so, while Tony supervises from the footplate, brother Dan has a closer look, supported by the Society's Peter Rigney and Gerry Mooney. Taking an interest in proceedings from the train is Joe Cassells. For the record, all was well with the axlebox but this was 171's last two-day tour and she now awaits her next overhaul. (C.P. Friel, 0209H)*



Portarlington 4: *Another watering from the hydrant on the road overbridge sees No.4 while working the Slieve Kimalta Railtour on Saturday 7th May 2004. Tony Renehan makes sure that Peter Emmett gets things right with the water. (C.P. Friel, 0421D)*

Portlaoise 1: *No.85 "Merlin" takes water while working the William Dargan Railtour to Cork on Saturday 20th May 1995. No.461 waits in the bay platform behind (see Thurles, below). (C.P. Friel, 9507G)*



Portlaoise 2: *On Sunday 18th April 1971, No.186 worked the Coolnamona Railtour from Heuston to the 2½ mile long remains of the line from here to Abbeyleix and Kilkenny which served the Bord na Móna bog at Coolnamona. Here 186 restarts the train past the splitting signal for the branch and passes a short goods train worked by an unrecorded A class. (C.P. Friel, 7136F)*

Straboe (MP 47½)

Portlaoise (MP 51) was formerly known as Maryboro' and always called that by the older loco men. The station became a junction in 1867 when the Waterford and Central Ireland Railway arrived from Kilkenny via Abbeyleix. Another branch, to Mountmellick, was opened from Conniberry Junction in March 1885 and passed under the main line a little south of the station.

Both branches fell victim to Todd Andrews (Dr C S Andrews, Chairman of CIÉ) in 1963.

The yard on the Down side (on the site of the line to Kilkenny) was transformed into CIÉ's main Permanent Way depot in 1973. More recently, a large train-care depot has opened here too, at MP 52.

Near **Clonkeen** level crossing (MP 53½), we cross over one of Bord na Móna's 3-foot gauge lines.

Mountrath and Castletown (MP 59½) was originally "Mountrath and Castletown" but served neither conveniently. We cross the River Nore just south of here.

Cuddagh level crossing (MP 61¾) was a Block Post until 1910.

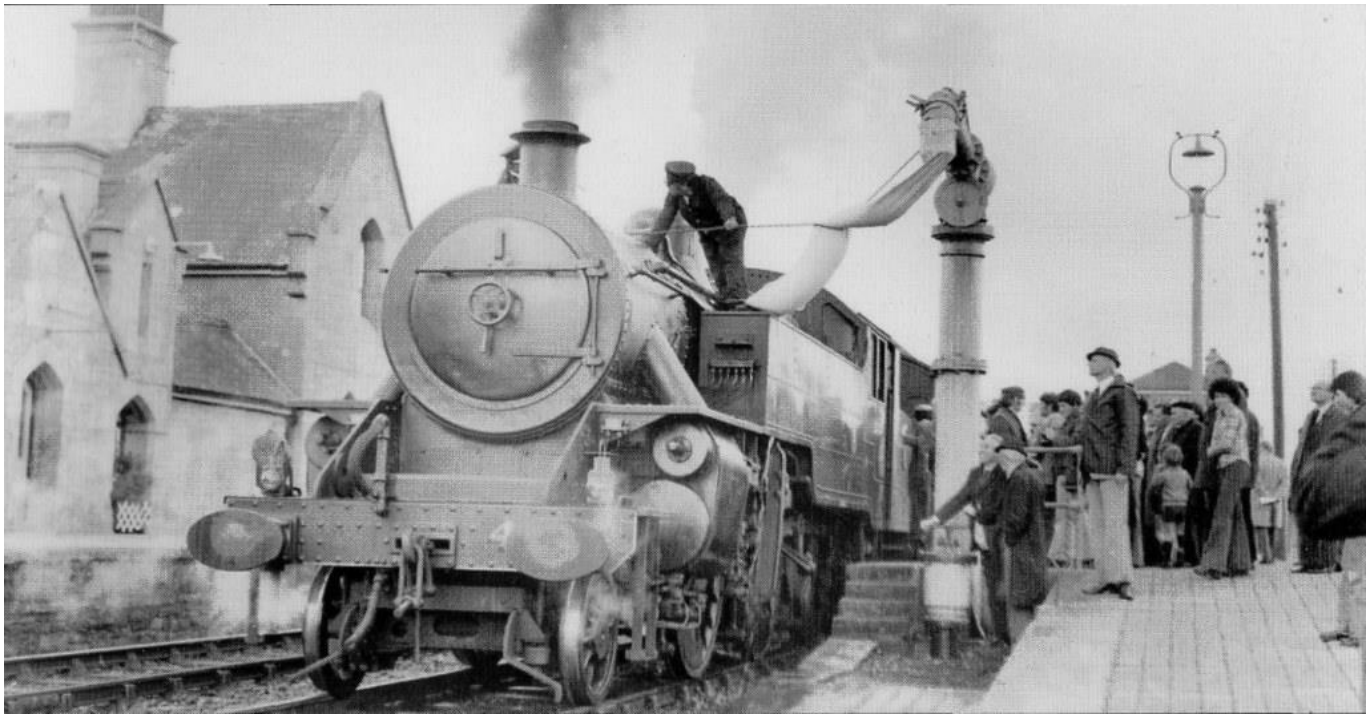
There is another hot-box detector at MP 63¾. If this is not convinced that all is well, we may expect to be stopped at signal BY492.

Ballybrophy (MP 67) was just "Bally" to railwaymen. It became a junction in October 1857 when the Roscrea and Parsonstown Junction Railway opened to Roscrea. The connection to Limerick was completed in 1864 and it remained the principal Dublin to Limerick route until 1968 when the Direct Loop at Limerick Junction came into operation.

The layout here was much simplified in the winter of 1985 and the branch was downgraded. The cabin on the island platform was closed when CTC was extended to Thurles on 19th January 1966; the cabin was demolished on 12 June 1988.

Ballybrophy 1: *This was the busy scene at the Dublin end of the station on Saturday 14th May 1988. No.4 was working Empty Carriages from Limerick to Galway via here and Portarlington (qv). The photographer had asked the crew to pose on No.4's apron plate but just then 085 passed on the 17:45 to Limerick (on the left) and met 074 working the 17:30 from Cork to Dublin. (C.P. Friel, 8807F)*

Ballybrophy 2: *A view from the footbridge, looking south, with No.4 taking water while working from Kingsbridge to Limerick with the Cú na Mara Railtour on Saturday 11th June 1977. The twelve-wheeled Brake Compo 861 (of 1906) is the leading vehicle, followed by an ex-Great Northern K15 Third still carrying its NIR number 583; sadly this fine coach was lost in an arson attack at Whitehead the following March. (C.P. Friel, 7723H)*



Ballybrophy 3: *Another view on the same occasion with Driver Joe Murphy atop the tank while Charlie Pemberton (in the lightly-coloured trousers) oversees the operation. (C.P. Friel, 7723K)*

Lisduff (MP 72½) was the principal source of ballast on Iarnród Éireann; the passenger station closed 1963.

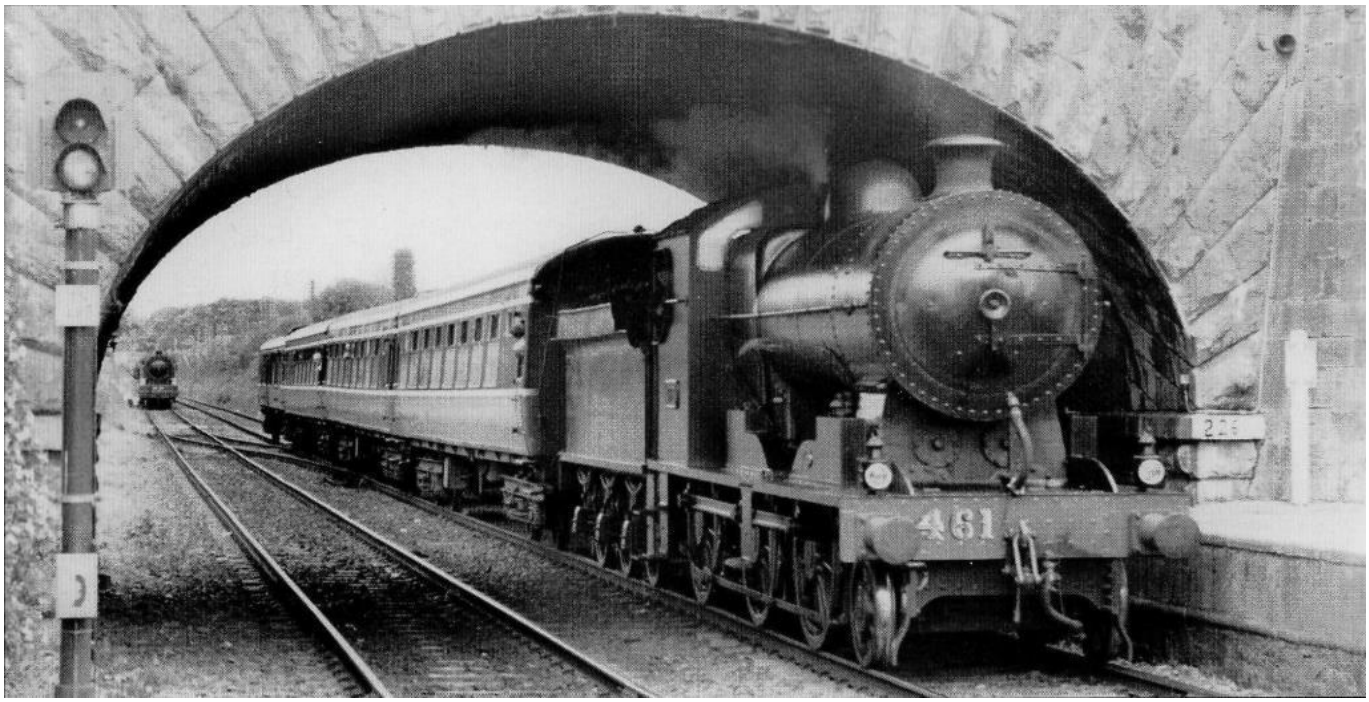
At Clonmore Road bridge (MP 73), we cross from county Laois into County Tipperary.

Templemore (MP 78¾) lost its original low platforms fairly recently. It is the station the principal police (Gardaí) training school.

Several mileposts in this section are out of place, so be prepared.

Brittas Box (MP 82¾) and signal TS480 mark the half-way point between Dublin and Cork.

Thurles (MP 86½) was an important station and traffic was substantial when the line to Clonmel opened in July 1880. Thurles had three signal cabins but all disappeared under CTC. Thurles' 3-road shed (on the Up side beyond the bay platform) is now a bus garage. The 1952/63 Beet Campaign saw no fewer than seven J15s here - 116,118,124,125,186, 195 and 253 - along with J9 249.



Thurles: *This was the busy scene at the north end of the station on Saturday 20th May 1995 during the William Dargan Railtour. We saw No.461 earlier at Portlaoise. The tour train was split at Bally and No.85 "Merlin" worked forward to here with the front portion before setting back onto the Up line. This left the way clear, for the following No.461 and her four bogies to overtake and run ahead to the Junction. (C.P. Friel, 9508E)*

South of Thurles, at MP 87¼, we pass Thurles Sugar Beet Factory on the Down side. This was opened in 1934 by Cómhlucht Siúicre Éireann (Irish Sugar Company) and was the busiest of their four beet plants; the yard here had accommodation for over 400 wagons.

Orenstein & Koppel 0-4-0 tank engines shunted the factories. Two are preserved at Downpatrick. No.3 (the last CSÉ loco in steam at the end of the 1962/63 campaign) was overhauled in the RPSI's workshop in Whitehead during 1999 and has just been retubed at Downpatrick. Latterly the yard was shunted by CSÉ Ruston & Hornsby diesels and CIÉ G class locos. Sadly, despite Government denials, the Thurles factory closed in 1989. It was a great blow to the town and a loss to the railway.

Thurles Junction (MP 87¼) is where the Clonmel line diverged on the Down side.

Goold's Cross (MP 95) became a junction station in December 1904 when the 5¾ mile branch to Cashel opened. The branch lost its passenger service during the coal crisis of 1947 and was

officially closed in 1954. The block post disappeared with the arrival of CTC on 12th December 1986.

Dundrum (MP 99½) is an ornate station of Gothic design in coloured sandstone and had a belfry and a private waiting room (Maude's). The cabin closed on 4 December 1986.

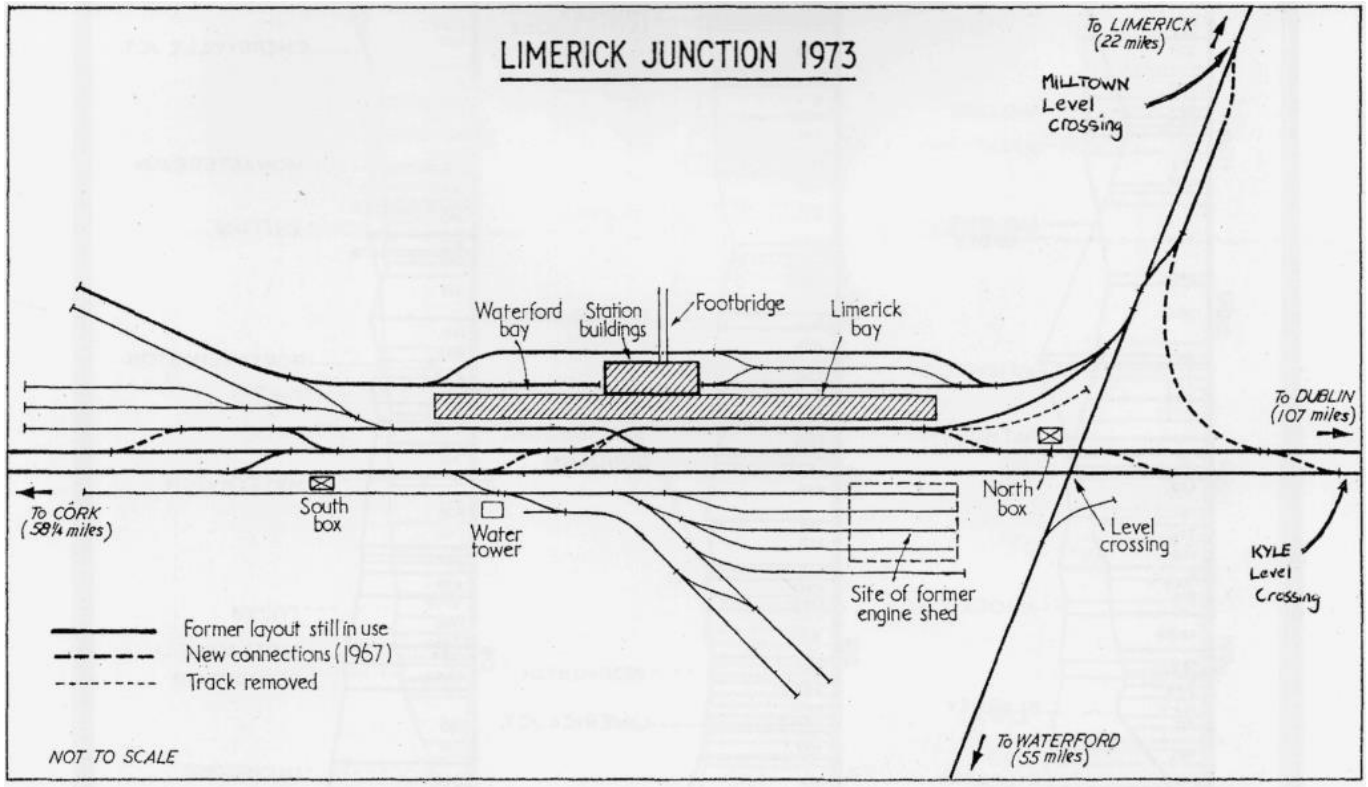
Grange (MP 103¾) was once a block cabin and the site of Ireland's first automatic half barriers, initiated on 17th September 1962. There is another hot box detector on the Dublin side of the crossing.

Kyle Gates: *Tony Renehan is on the fireman's side as No.171 "Slieve Gullion" takes the facing crossover here. The train will work forward wrong road and then take the Direct Curve for Limerick (visible to the right of the smokebox). This was on Saturday 14th May 1983 and the Port Lairge Railtour working seen earlier at Kildare. (C.P. Friel, 8309D)*

We are now under the control of Limerick Junction's cabins which provide an oasis of semaphore signalling in the midst of colour-lights; the cabin at the square crossing became a CTC fringe box on 16th May 1988.

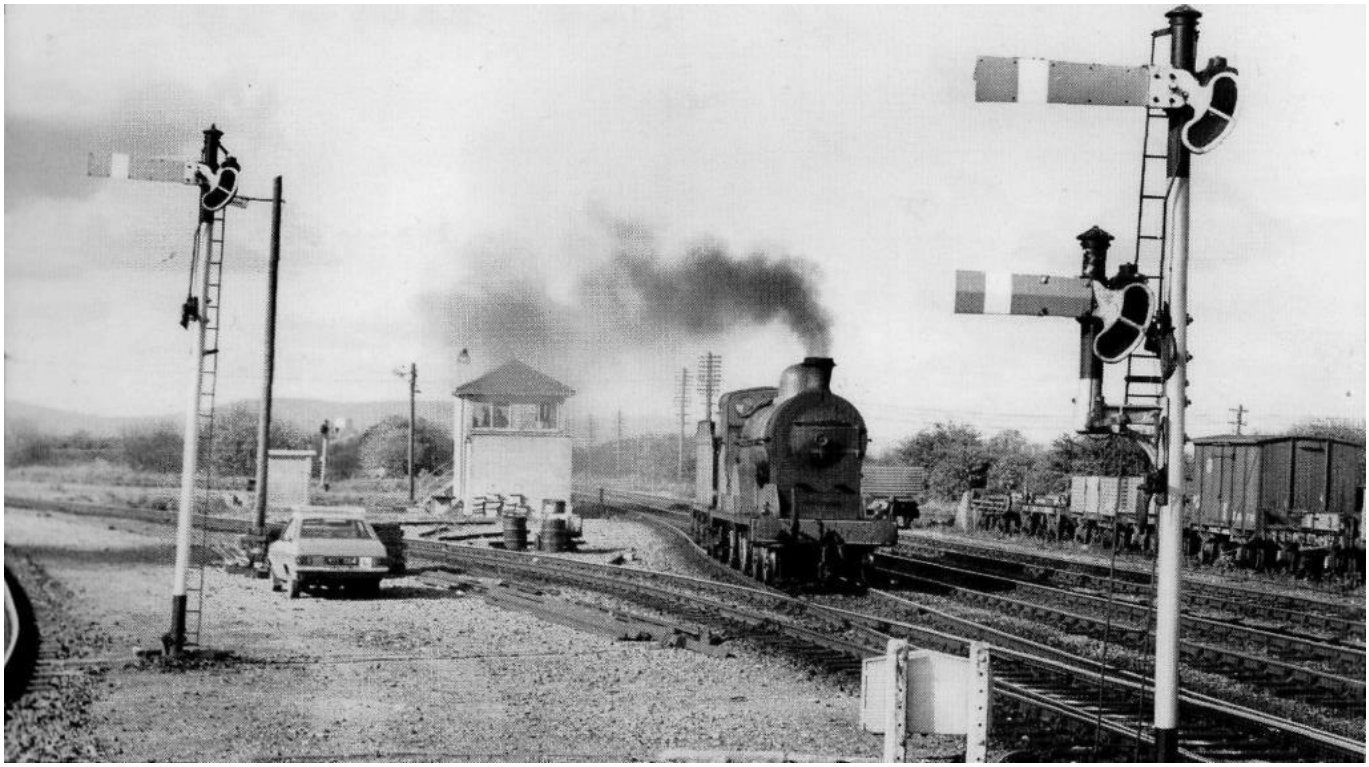
Kyle Gates (MP 106½) mark where the Direct Curve swings away to the west to join the line to Limerick. This chord allows Dublin-Limerick trains to run non-stop while bypassing the Junction. It came into use for goods trains in October 1967 and for passengers in June 1968.

Limerick Junction (MP 107). The first station here was opened by the Waterford and Limerick Railway which arrived on 3rd May 1848. The GS&WR arrived on 3rd July 1848. The event was marked by a great festive occasion when much drink was consumed, but it was not until 29th October 1849 that the first through train ran from Cork to Dublin. This mail train took 7 hours, the 'Parly' taking 12. A refreshment room opened in 1852 and a small commercial hotel opened in 1856 but the latter closed in 1927. The Junction (no railwayman calls it anything else) has a very unusual layout, which once required all mainline trains to run past and reverse to the platform.



Plan of Limerick Junction

Limerick Junction 1: *No.85 "Merlin" approaches from the north while working the American Mail Railtour on Saturday 13th May 2000. With Waterford many miles to the left and Limerick away to the right, the dormitory mentioned in the text was to the left of the colour light signal. The photo also shows how much 85's tender is narrower than the cab. There is a just a glimpse of Dan Renehan at the regulator. (C.P. Friel, 0005G)*



Limerick Junction 2: *No.171 "Slieve Gullion" is framed by the semaphore signals at the north end of the station while running round the support coach while working to Limerick on the Saturday of the with the Thomond Railtour, 15th May 1982. (C.P. Friel, 8226D)*

Limerick Junction 3: *A year later, No.171 "Slieve Gullion" was back at what the late Drew Donaldson described as the omphalos of the Irish railway system. This time the train was the Port Lairge Railtour on Sunday 15th May 1983. The first and third vehicles are former GNR vehicles but the other four are of ex-GS&WR/GSR origin. J15 No.184 is at the far end of the train which had just endured a very complicated shunt to gain the main line, facing north, after arriving from Waterford (if you want to figure out how it was done, don't forget the Direct Curve). (C.P. Friel, 8313E)*

Limerick Junction 4: *This was the busy scene on Sunday 11th June 1978 during the South Wexford Railtour. Tank engine No.4 is being prepared to work the train up to Dublin (Pearse). Superheated J15 No.186 and saturated sister No.184 are getting ready to run to Cork with support coach 114 to film more scenes for the cinema film "The First Great Train Robbery"; Cork became Folkestone for the filming. In the left background is the former engine shed, then used to repair goods wagons and store the former Sligo Leitrim and Northern Counties Railcar B. (C.P. Friel, 7839C)*

Limerick Junction 5: *No.85 "Merlin" recreates the traditional Junction arrival scene while setting the stock of Cravens back past more semaphore signals and through the crossovers into the southbound platform on Saturday 14th May 1989 during the Mount Brandon Railtour. (C.P. Friel, 8907B)*

In 1967 two facing crossovers were installed. In 2008, the old Waterford bay was removed along with the access track across the back of the station building. The Junction and Waterford have the

distinction of being the last Irish stations controlled by two semaphore signal cabins. But the Junction is due to lose its semaphores later this year. The enginemen's dormitory (behind the shed, and approached through bushes on an unlit footpath) was haunted. Many level-headed sober men had strange experiences in this depressing place. Eventually, the men flatly refused to stay in it and the Company closed it down. This was much to everyone's relief, though Driver Jack Duggan wondered if the ghost would qualify for redundancy!

As we leave the Junction, and pull out beneath the Tipperary Road bridge, we are back into traffic-light land controlled from Connolly.

Emly (MP 113½) Automatic Half Barriers replaced the crossing gates here after the station closed in 1962.

Knocklong (MP 117) once had a heavy goods traffic but closed in March 1977 and the signal cabin here closed on 10 January 1988.

Knocklong: *No.85 "Merlin" and a set of Cravens speed past the scant remains of the station (and a set of lineside bus participants) with the William Dargan Railtour on Saturday 20th May 1995.*

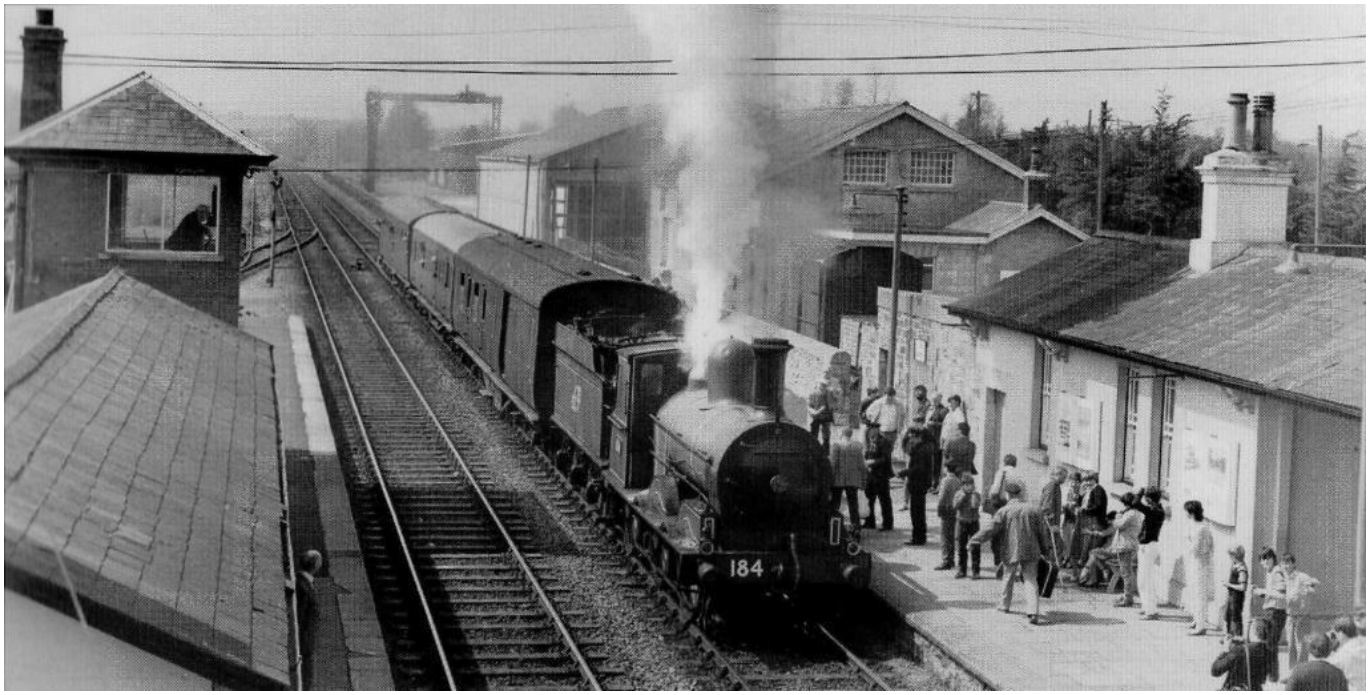
Kilmallock (MP 124) once boasted a good cattle trade but was closed in March 1997, though the cabin survived until 1982.

At MP 128, the GS&WR had a chord line junction on the Up side which allowed Down trains to run direct onto the branch to Croom and, eventually, Limerick. Opened in 1897, it made a connection into the Cork & Limerick Direct Railway, and lasted until 1906. The cabin at the southern apex was destroyed during the Civil War in 1922 and from then on the points were remotely operated from Charleville. Passenger trains ran on the branch until December 1934 and goods traffic ceased in March 1967. Excursion trains used the branch when big sporting fixtures took place in Limerick or Cork. Knock pilgrimage trains and educational tours also ran over it until 1967.

Kilmallock: *Coming north from Cork on Sunday 12th May 1985, the Cork 800 Railtour included train splitting between Mallow and the Junction. Here No.184 has quite an audience of participants and (mostly) locals as she pauses with her three bogies. (C.P. Friel, 8512A)*

Charleville (MP 129¼) marks our entry to the county Cork. The station is also referred to with its Irish name Rath Luirc or, more familiarly, as An Rath. The station became a junction in August 1862 when the Cork & Limerick Direct Railway opened. The C&LDR was actually only 17 miles of single track which connected Charleville to Patrickswell on the Limerick & Foynes Railway (worked by the Waterford, Limerick & Western Railway).

Charleville 1: *No.171 "Slieve Gullion" waits beside a semaphore starter while working from Dublin to Cork on Saturday 11th May 1985 with the Cork 800 Railtour. (J.A. Cassells)*



Charleville 2: *One of the highlights of the Sunday of the Cork 800 Railtour, 12th May 1985, was train splitting between Mallow and the Junction. Here saturated J15 No.184 waits in the sun with three bogies before shunting to allow No 171 Slieve Gullion to overtake with the rest of the train. The two trains were recombined at the Junction. In this view from the footbridge, we can see the signal cabin and the south end of the loop beyond. In the goods yard to the right is a lone fertiliser wagon; another traffic recently lost to the railway. (C.P. Friel, 8511G)*

South of Charleville 1: *No.171 "Slieve Gullion" is heading north from Tralee to Dublin on Sunday 18th May 1980 with the South Kerry Railtour. (C.P. Friel, 8021H)*

Up to 1901 the GS&WR goods trains from Dublin to Limerick ran via Croom. The amalgamation that year between the GS&WR and the WLWR ended the GSWR's need to get traffic into and out of Limerick without paying dues to the WLWR. So ended the GSWR's need for the chord section of the Charleville triangle at MP 128. Charleville has a loop behind the Down platform

and a goods yard on the Up side. Platforms were typical GS&WR, low and short, and were eventually raised and lengthened in 1999. The cabin was at the south end of the Down platform and was a victim of the CTC extension to Cork on 3rd May 1989.

South of Charleville 2: *Nine years later, LMS NCC tank engine No.4 forges north with a set of Cravens carriages on the Mallow to Dublin section of the Mount Brandon Railtour on Sunday 15th May 1989. (C.P. Friel, 8913A)*

South of Charleville 3: *A further five years on, No.85 "Merlin" is seen heading north with the William Dargan Railtour on Sunday 21st May 1995. (C.P. Friel, 9509F)*

Ballycoskerry crossing (MP 132) had a signal box in GS&WR days.

Buttevant (MP 137¼) was originally "Buttevant and Doneraile". It lasted until March 1977, though the cabin remained until 11 December 1988. This small station will forever be associated

with the terrible smash on 1 August 1980. The 10:00 Down passenger to Cork (GM 075) was derailed at speed when a set of temporary facing points was left made for the permanent way siding on the Down side. Eighteen unfortunate passengers died. It's just too painful to recall.

Two Pot House (MP 141) was the site of a signal cabin which broke up a long section. The house which gave its name to the cabin is on the Up side and was notable for having two chimney pots on the one chimney. There was once a siding on the Down side.

Two Pot House 1: *No.85 "Merlin" speeds by the eponymous house as she heads for Cork with the William Dargan Railtour on Saturday 20th May 1995. (J.A. Cassells)*

Two Pot House 2: *As mentioned earlier, there was train splitting between Mallow and the Junction during the Cork 800 Railtour. Here, on Sunday 12th May 1985, No.184 gets the show under way with this storming climb of the 1 in 151 north of Mallow. (C.P. Friel, 8511A)*

Mallow North: *On 15th May 1989, the Sunday of the Mount Brandon Railtour, No.85 "Merlin" worked the train from Tralee to here before handing over to the tank engine No.4. We see No.85 heading across the main line to take water in the stub of the Scenic Line, the line to Waterford via Lismore and Dungarvan. No.4 is already taking water in the background. Mallow North signal cabin is in the left middle distance. (C.P. Friel, 8912F)*

Mallow 1: *This is an echo of the Society's first foray to Cork - the Brian Boru Railtour on Saturday 27th April 1969. No.4 swooped down the main line in fine style but paused here to allow a service train to overtake. (Photographer Unknown)*

Mallow 2: *On Saturday 12th June 1976, when semaphore signals were still plentiful, No.171 "Slieve Gullion" worked the Seandún Railtour from Dublin to Cork. Here the train is being reversed over the trailing crossover to the Up road to allow the following service train to overtake - and that's it waiting by the South cabin! (J.A. Cassells)*

Mallow South 1: *There was still no shortage of semaphore signals four years later, on a sunny Sunday 18th May 1980, when No.171 "Slieve Gullion" climbed the hill from Killarney Junction with the South Kerry Railtour, en route from Tralee to Dublin. (C.P. Friel, 8021F)*

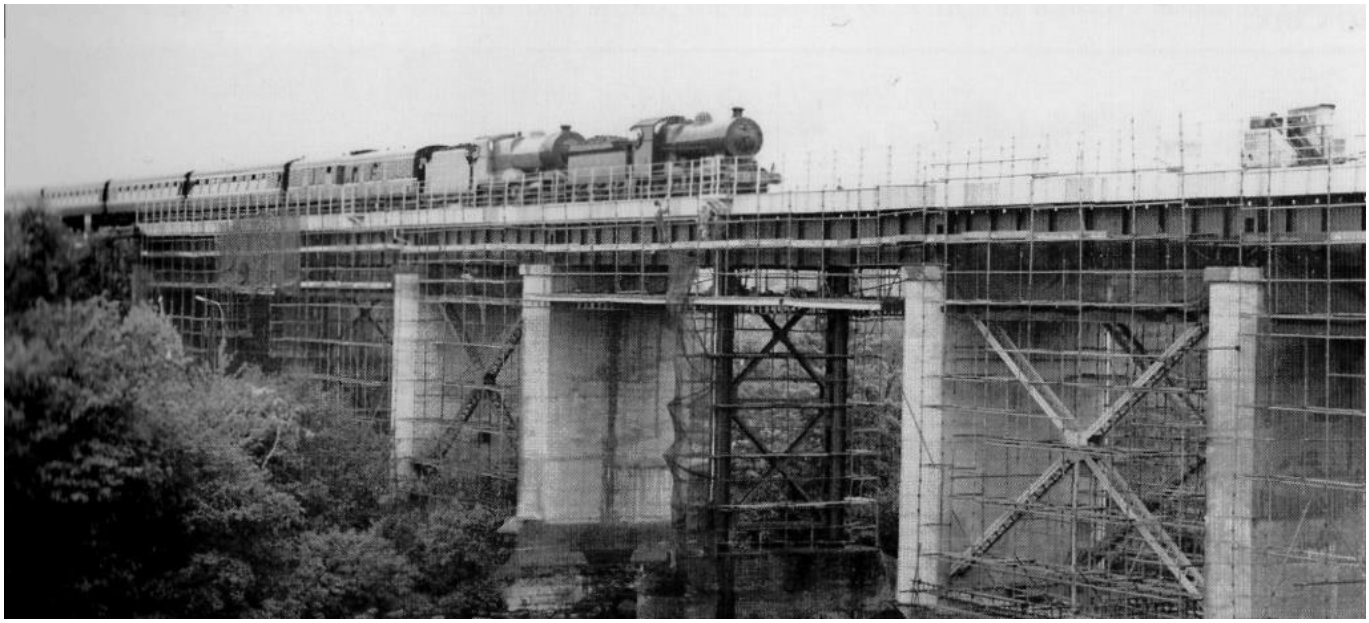
Mallow South 2: *On Saturday 14th May 1989, No.4 leaves the loop platform and takes the Down line across the Blackwater viaduct, working "wrong line" to Killarney Junction and the South Kerry branch to Tralee. This was the Mount Brandon Railtour. (C.P. Friel, 8907H)*

Mallow (MP 145) is a very old town built on the north bank of the Blackwater River. At the north end of the station, the line from Waterford via Fermoy trailed in on the Down side. It opened in May 1860 but closed on 26th March 1967.

Mallow once had two signal cabins. The North cabin was demolished on 3rd May 1989 but the south was not closed until 16th December 1990 - and is still standing.

Our departure from Mallow begins on a sharp 1 in 106 falling gradient into the Blackwater valley. The bridging of this wide, alluvial, flood-prone valley caused many headaches for engineer George Millar. Concerned that the long 10-arch, stone-built viaduct was unsafe, he called in the GSWR's consulting civil engineer Sir John Macneill who carried out exhaustive investigations. He reported in September 1850 and some additional stone breakwaters were built to deflect the winter floods.Despite Millar's misgivings, neither flood nor tempest destroyed the viaduct. During the Irish Civil War of 1922/3, the Irish Free State army pushed DeValera's Republican (anti-Government) forces south into county Cork. To inhibit further attacks from the north, the Republican forces blew up the viaduct. The Government was anxious to reopen communications and signed a contract with Armstrong Whitworth of Newcastle-on-Tyne to construct a steel trestle bridge. Because of the fighting in Cork, the steel was delivered to Fenit Harbour (west of Tralee) and hauled across the Kerry Road to the south side of the viaduct. The new viaduct was built from the northern end and was reopened on 16th October 1923. President WT Cosgrave drove the first train across with No 405 (class B2 4-6-0, another Armstrong Whitworth product) in gleaming ex-works condition.

Killarney Junction (MP 145½) dates from 16 April 1853 when the branch opened as far \ Millstreet; Tralee was reached in 1859.

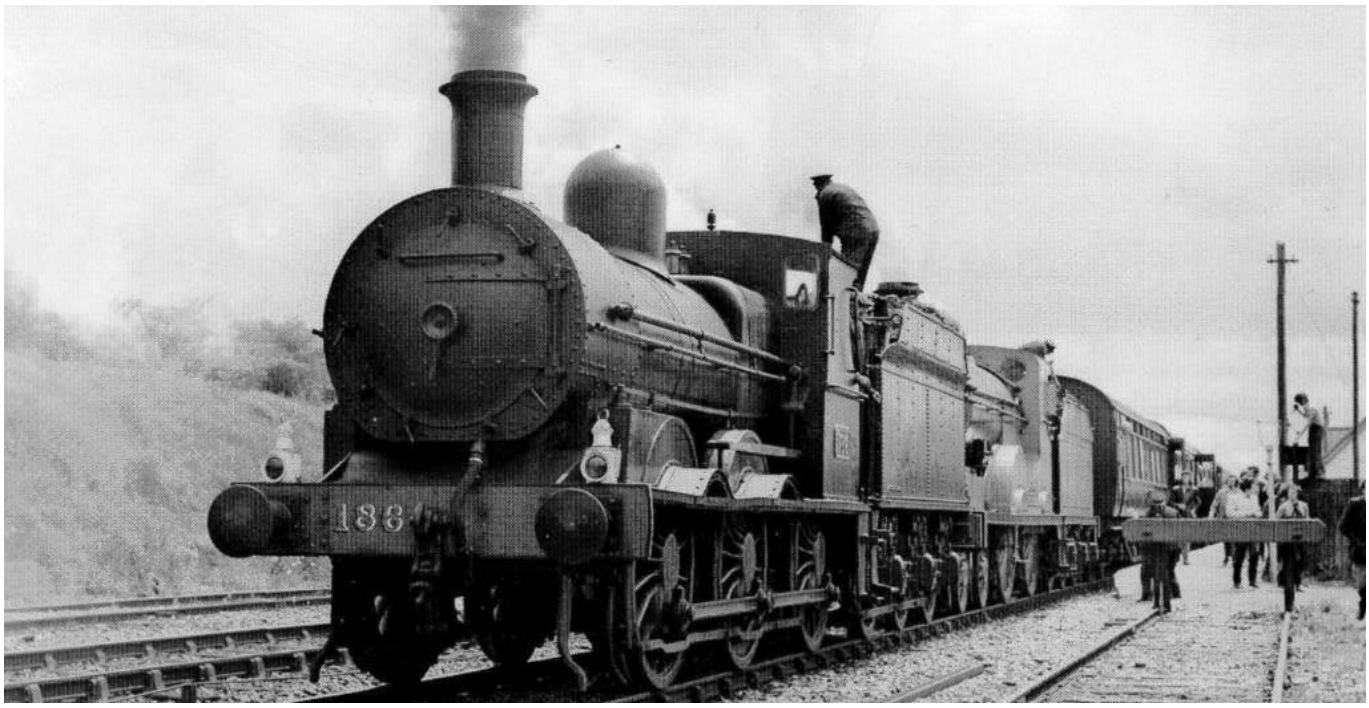


Blackwater Viaduct: *There was major work being undertaken when this picture was taken during the Sunday of the William Dargan Railtour on 21st May 1995. Both engines are products of Beyer Peacock - GSR K2 class 2-6-0 No.461 (ex DSER 15) pilots GNR V class 4-4-0 No.85 "Merlin". Curiously, the arrival of the lineside buses provoked a rising crescendo of metal hammering from the underside of the bridge! (C.P. Friel, 9512H)*

Mourne Abbey (MP 148½) lost its signal cabin in 1960 and the station itself closed in 1962.

The 3-arched Ivy bridge (MP 151) was a welcome sight to many a struggling fireman as it denotes the approaching summit at MP 151¾, just around the corner. Now the fireman could relax while the driver, if he had a loose-coupled train, began to sweat - it's a long fall to Cork.

Rathduff (MP 154½) was closed in 1962 and CTC swept away the cabin on 14th May 1990.

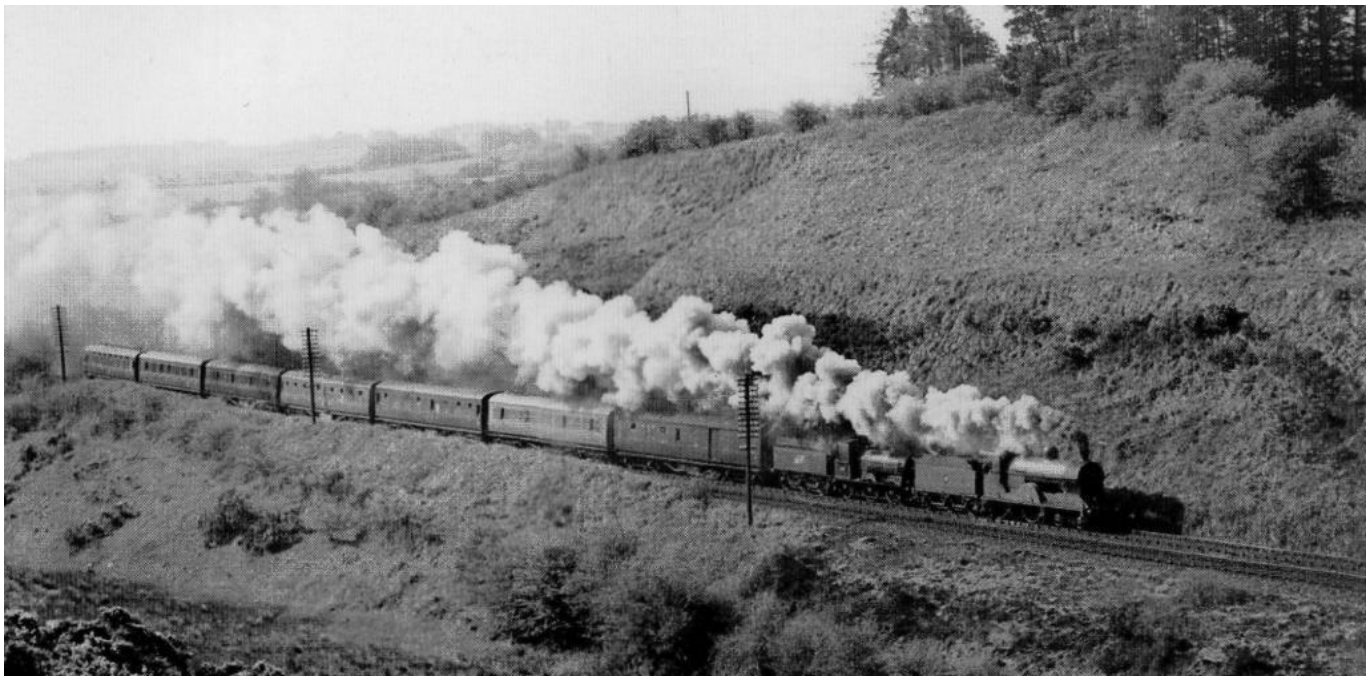


Rathduff: *This was often the scene of dropping the pilot after the gruelling climb out of Cork, but on this occasion No.186 worked through to Mallow. This was the Seandún Railtour on Sunday 13th June 1976 when both firemen took the chance to refill their bunks. (C.P. Friel, 7637L)*

Blarney (MP 159½) was the most usual point for dropping the pilot engine on Up passenger trains unless the load required the pilot to go through to Mallow. The nearby Blarney Castle is home of the famous stone, the kissing of which is said by some to confer silver-tongued eloquence for life.

Monard Viaduct (MP 160¾) carries us over the Blarney river.

Rathpeacon (MP 161½) is at the top of the 1 in 60 Cork Bank. It had a goods yard on the Up side where short goods trains from Cork, known as 'runs of goods', were marshalled win heavy mainline goods trains. The cabin closed on 16th December 1990.



Near Blarney: *No.171 "Slieve Gullion" pilots an enthusiastic No.184 as the pair work northwards with the Cork 800 Railtour on a splendidly sunny Sunday 12th May 1985. (C.P. Friel, 8510F)*

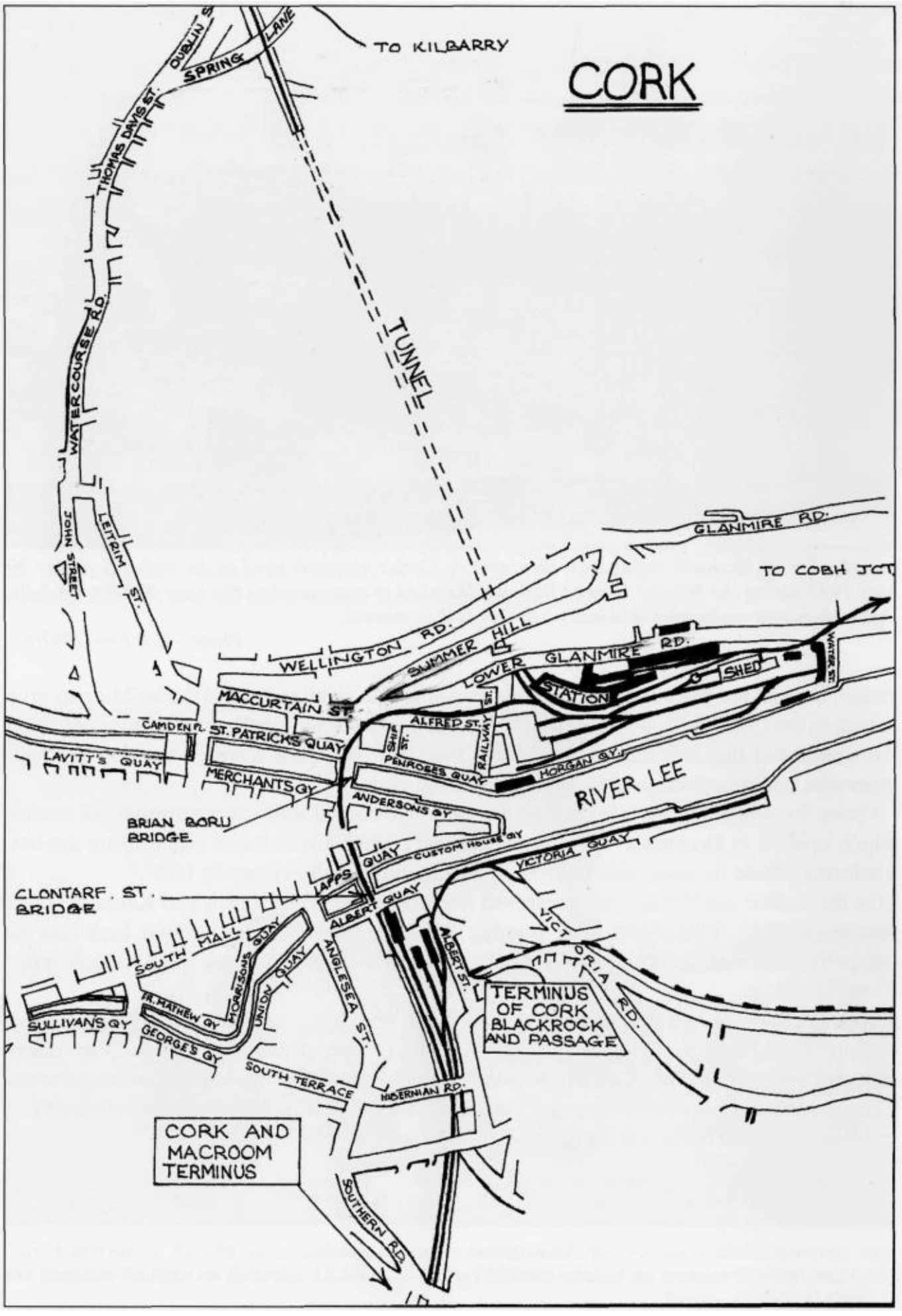
Kilnap Viaduct (MP 163) is known locally as the 'Eight Eye Bridge'; it crosses the small Glenamought river.

Kilbarry (MP 164¾) was the site of the original terminus, then known as Blackpool. Opened on Monday 29 October 1849, the first train departed for Kingsbridge at 07:45 and took 5½ hours for the 164½-mile journey. The mail trains stopped everywhere and took 7 hours. Kilbarry was later used as a cattle station and beasts were loaded there until 1973. Thee signal cabin succumbed to CTC on 29th March 1987.

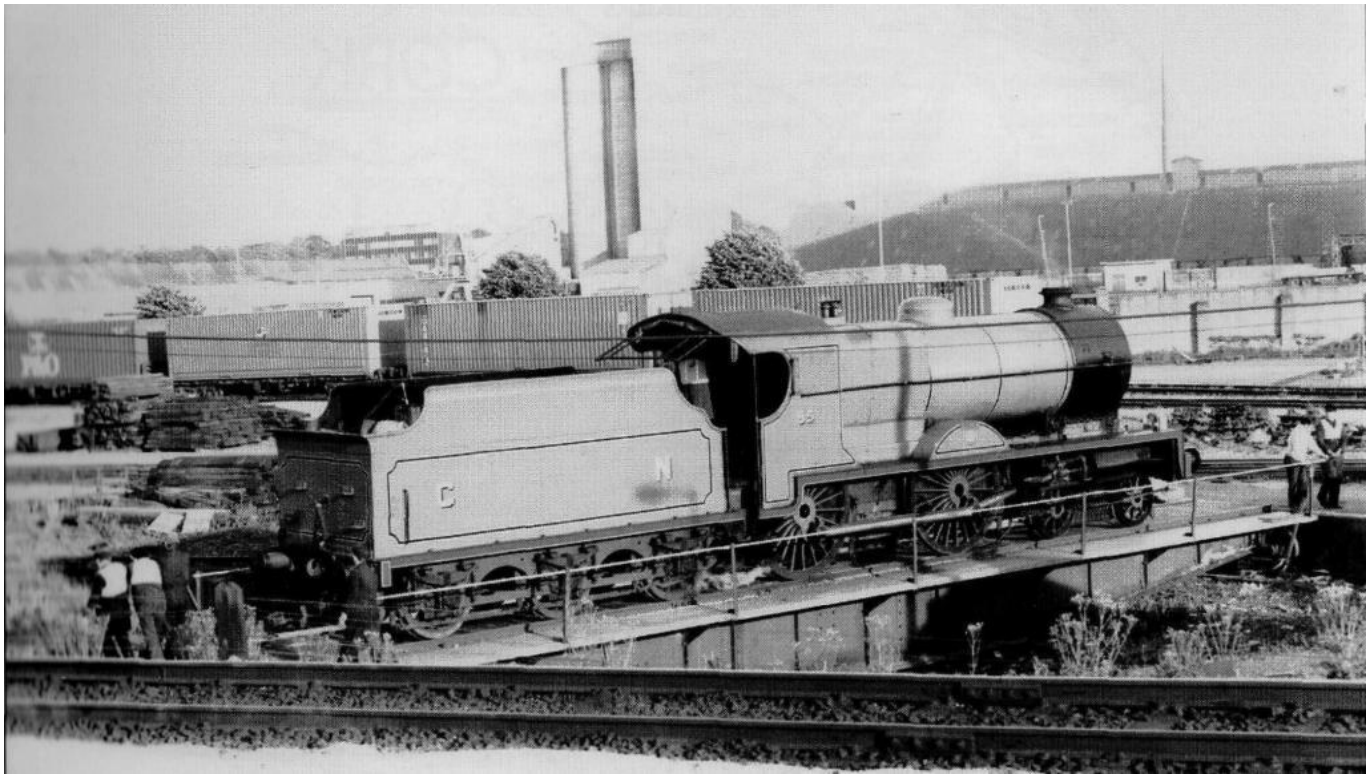
Glanmire Tunnel (1,355 yards long) was very difficult to build. Dargan often despaired, fatalities occurred, and progress was painfully slow, often down to 3 feet per week. The tunnel was finally completed in late 1854. When the line was opened on 3 December 1855, was to a temporary terminus on Penrose Quay which lay immediately south of the tunnel on the banks of the River Lee.

***Kilbarry**: The Sunday of the Cork 800 Railtour, 12th May 1985, got under way with this storming start up the notorious 1 in 70 through Cork Tunnel. Here the two engines keep up the hard work as they accelerate over the short level past Kilbarry cabin and prepare to tackle the remaining mile and half at 1 in 60. In the left background, the stour is still clearing from the tunnel itself. (C.P. Friel, 8510B)*

***Cork Arrival 1:** No.85 "Merlin" sweeps out of the tunnel into the daylight and along the platform with the American Mail Railtour on Saturday 13th May 2000. The waiting gallery includes the bearded figure of our late, and still much-missed, Vice-Chairman David Dillon. (C.P. Friel, 0006E)*


CORK
TO KILBARRY
SPRING LANE
DUBLIN ST.
THOMAS DAVIS ST.
WATERCOURSE RD.
TUNNEL
ST. JOHN STREET
LEITRIM ST.
GLANMIRE RD.
TO COBH JCT
WELLINGTON RD.
SUMMER HILL
LOWER GLANMIRE RD.
SHED
STATION
WATER ST.
MACCURTAIN ST.
ALFRED ST.
SHIP ST.
RAILWAY ST.
CAMDEN PL.
ST. PATRICKS QUAY
LAVITT'S QUAY
PENROSES QUAY
HORGAN QY.
MERCHANTS QY
ANDERSONS QY
RIVER LEE
BRIAN BORU BRIDGE
CUSTOM HOUSE QY
LAPPS QUAY
VICTORIA QUAY
CLONTARF ST. BRIDGE
ALBERT QUAY
SOUTH MALL
MORRISONS QUAY
UNION QUAY
ANGLESEA ST.
ALBERT ST.
VICTORIA RD.
TERMINUS OF CORK BLACKROCK AND PASSAGE
FR. MATHEW QY
SULLIVANS QY
GEORGES QY
SOUTH TERRACE
HIBERNIAN RD.
CORK AND MACROOM TERMINUS
SOUTHERN RD.

Cork Arrival 2: *No 186 waits patiently as, in the background, No.171 "Slieve Gullion" arrives with the Seandún Railtour on Saturday 12th June 1976. No.186 later worked the train to Youghal and back. (C.P. Friel, 7635A)*



Cork: *No.85 "Merlin" is swung (just the once) on Cork's turntable shed at the end of Saturday 20th May 1995 during the William Dargan Railtour. Installed to accommodate the huge 800 class 4-6-0s, this table is now sadly relocated and no longer rail connected. (C.P. Friel, 9510C)*

Cork Glanmire Road (MP 165) was officially opened on 1st February 1893. A curving station built of red brick, there is a goods avoiding line running behind the building to give access to the

Cobh lines, goods yard and locomotive shed. Originally two cabins controlled the station but this was reduced to one by the GSR; it is now a fringe box for CTC but otherwise controls Cork yard in the conventional way.

Above the tunnel mouth is the site of the Cork & Youghal Railway's **Summerhill** station which opened in December 1861. From February 1893, Cobh trains began using the bay platforms beside the main line platforms. Summerhill finally closed in 1927.

On the station concourse is the preserved (but tenderless) Bury Curtis and Kennedy 2-2-2 No.36 of 1847. Withdrawn after running 360,000 miles, she lay around Inchicore in with some original 4-wheel coaches until she went to Cork. Sadly the coaches were broken up.

Cork locomotive shed is a seven-road 'dead end' type building, originally having and facilities to maintain its allocation of locomotives. Coal was supplied direct colliers on the River Lee and hauled to the coal bank on an overhead railway by the moils vertical-boilered locomotive "Pat". Cork shed had a 70 foot diameter turntable but this has now been removed, sadly.

The Brake Van

Your Brochure for this Railtour has again been compiled by Charles P Friel with the enthusiastic involvement of Joe Cassells, who also provided some of the pictures, and Michael McMahon.

All three of us are delighted to be able to compile this Brochure as a tribute to the hard work, professionalism and companionship of one of the footplate's gentlemen.

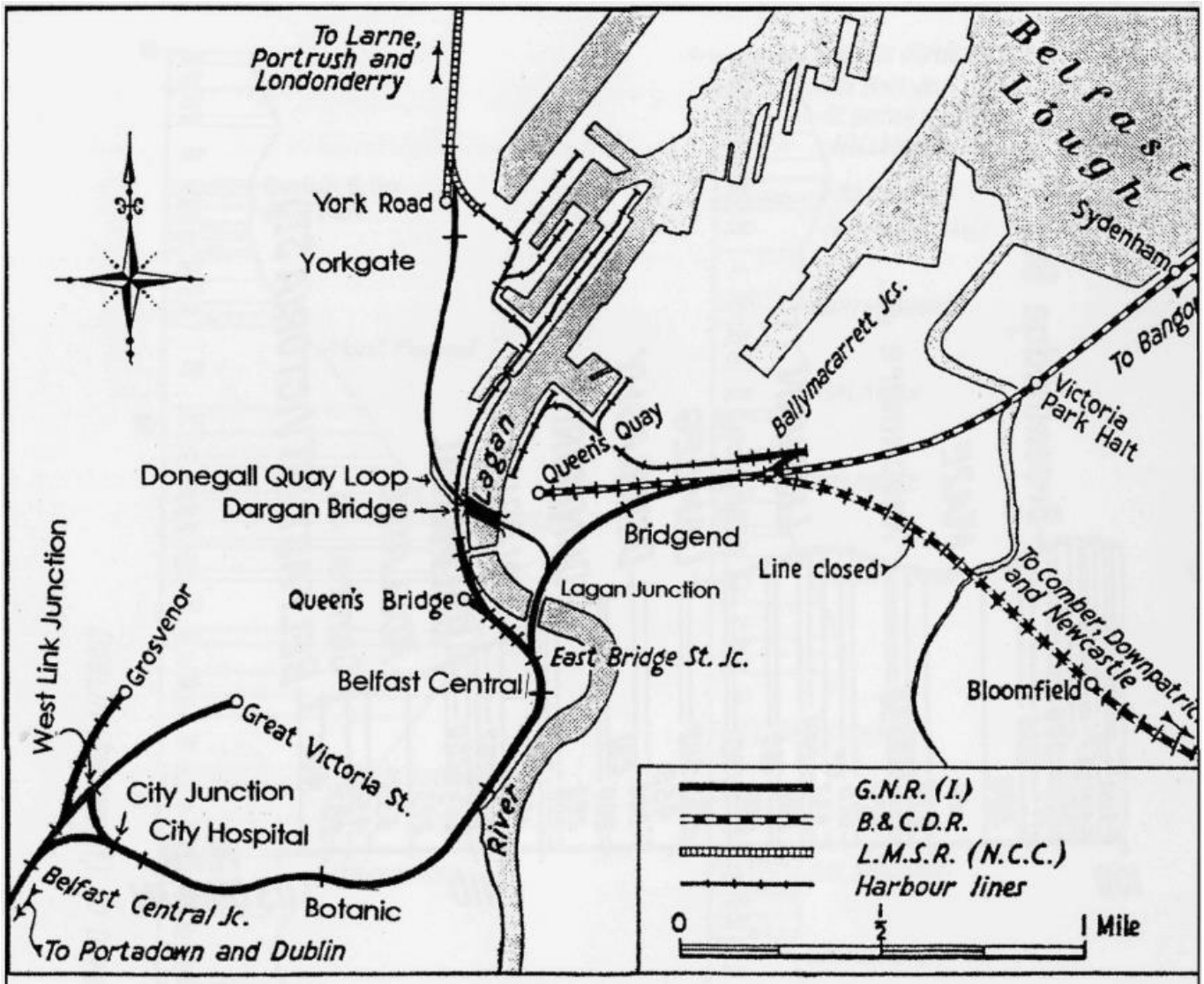
We hope that these pictures, Tony, culled from many of the Society's big tours up and down the Main Line, will bring back happy memories of people, places and events in your long footplate career. We send you a sincere Thank You for making so many of them possible!

Tony, we will miss you from about the railway and particularly from the footplates of our engines. We very much hope that your retirement will be long, fulfilling and everything you wish it to be. And, since two of the brochure team have already reached that happy state, they can reassure you that retirement is truly "a job for a young man". We wish you the health to enjoy all of it in full measure.

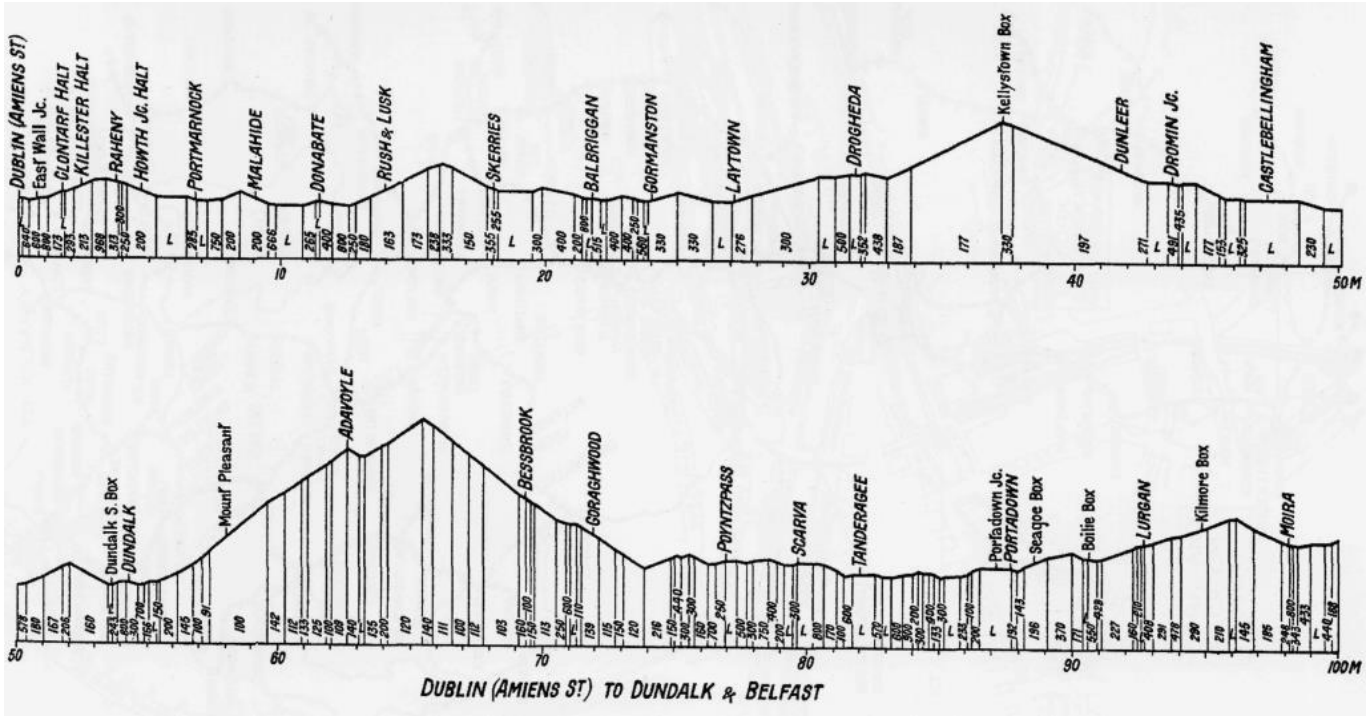
To our passengers, we hope that this Brochure will add to your enjoyment of a very successful couple of days enjoying the freedom of the Main Line behind steam.

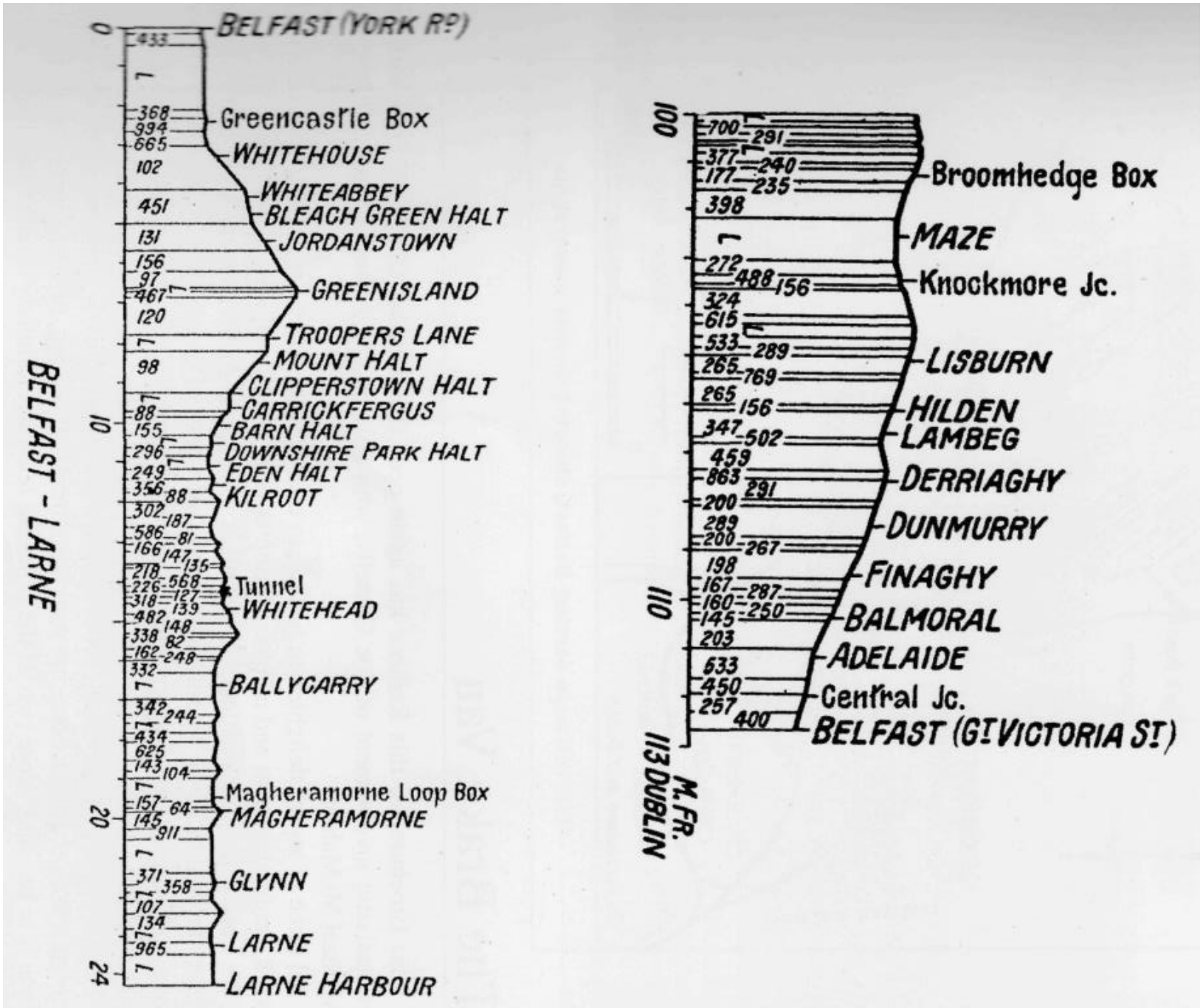
Charles P Friel

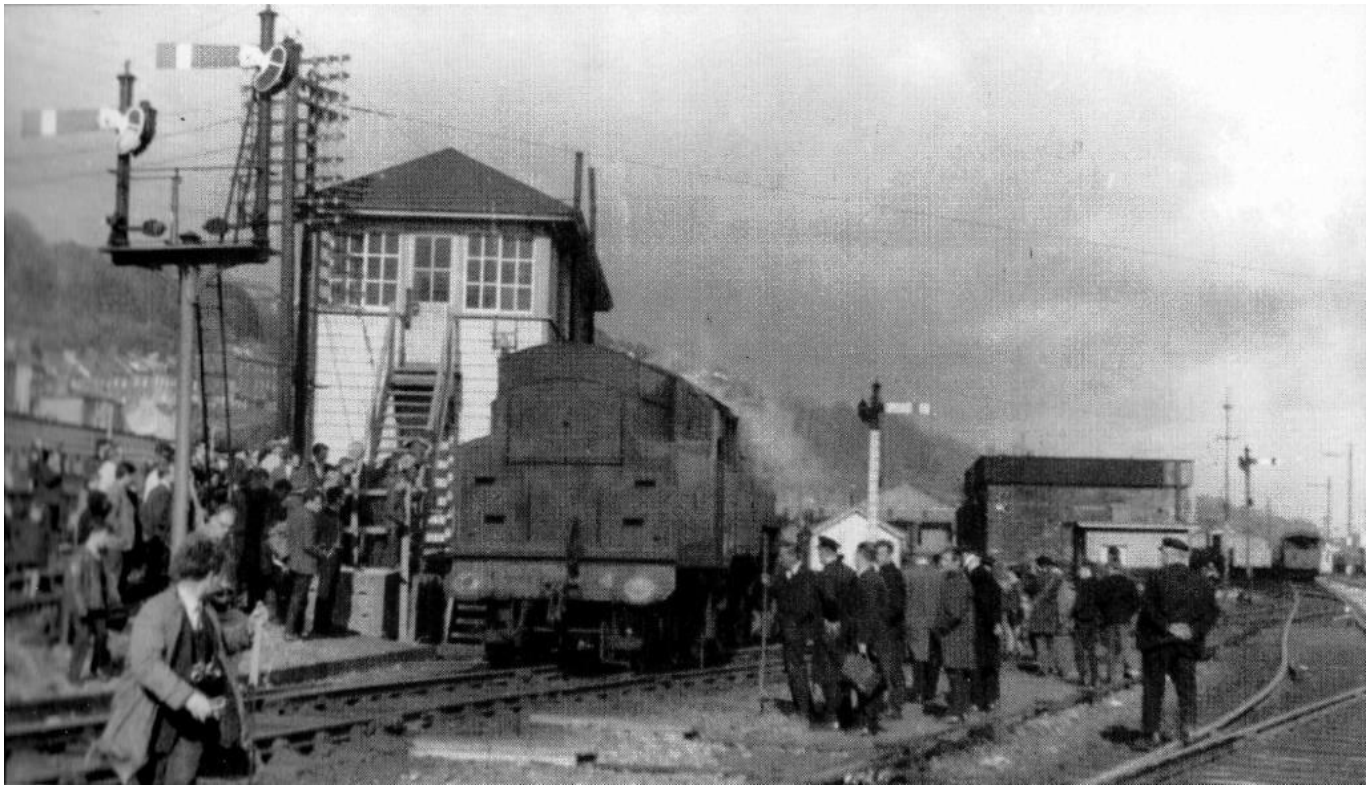
CULLEYBACKEY
UPPERLANDS
MAGHERA
KNOCKLOUGHRIM
DESERTMARTIN
CASTLE DAWSON
MAGHERAFELT
TOOME
MONEYMORE
COOKSTOWN
STEWARTS TOWN
COALISLAND
TREW & MOY
DUNGANNON
VENERSBRIDGE
ANNAGHMORE
LURGAN
PORTADOWN
RICHILL
ARMAGH
KILLYLEA
TYNAN
MILFORD
BALLYARDS
TASSAGH
KEADY
CARNAGH
CREGHANROE
CASTLEBLANEY
CULLOVILLE
INNISKEEN
CARRICKMACROSS
ESSEXFORD
KINGSCOURT
KILMAINHAM WOOD
NOBBER
KELLS
BALLYBEG
WILKINSTOWN
GIBBSTOWN
ATHBOY
TRIM
NAVAN
BECTIVE
KILMESSAN
DRUMREE
BATTERSTOWN
FERNS LOCK
KILCOCK
ENFIELD
MAYNOOTH
LEIXLIP
HAZLEHATCH
LUCAN
CLONSILLA
DUNBOYNE
TERENURE
DUBLIN
HOWTH
HOWTH JCN
BALDOYLE & SUTTON
PORTMARNOCK
MALAHIDE
DONABATE
RUSH & LUSK
SKERRIES
BALBRIGGAN
GORMANSTOWN
LAYTOWN
DROGHEDA
BEAUPARC
DULEEK
DROMIN
DUNLEER
ARDEE
CASTLEBELLINGHAM
Dundalk Bay
DUNDALK
BELLURCAN
BUSH
GREENORE
CARLINGFORD
MOUNT PLEASANT
OMEATH
ADAVOYLE
WARRENPOINT
NARROW WATER
NEWRY
DUBLIN BRIDGE
BRIDGE ST
EDWARD ST
BESSBROOK
GORAGH WOOD
POYNTZPASS
SCARVA
TANDRAGEE
HAMILTONS BAWN
MARKET HILL
LOUGHGILLY
LAURENCETOWN
LENADERG
DROMORE
BANBRIDGE
CORBET
KATESBRIDGE
BALLYRONEY
MULLAFERNAGHAN
MOIRA
MAZE
HILLSBOROUGH
LISBURN
BROOKHOUNT
BALLINDERRY
LAMBEG
DUNMURRY
CRUMLIN
GLENAVY
ALDERSGROVE
ANTRIM
DOAGH
COOKSTOWN JCN
RANDALSTOWN
STAFFORDSTOWN
KELLS
KELLSWATER
MOORFIELDS
BALLYMENA
HARRYVILLE
COLLIN
BALLYNASHEE
BALLYCLARE
BALLYNURE
BALLYBOLEY
HEADWOOD
KILWAUGHTER
LARNE
LARNE HARBOUR
GLYNN
MAGHERAMORNE
BALLYCARRY
WHITEHEAD
KILROOT
CARRICKFERGUS
TROOPERS LANE
GREENISLAND
DUNADRY
TEMPLE PATRICK
LISNALINCHY
BALLYCLARE JCN
MOSSLEY
Lough Neagh
BELFAST
BANGOR
DONAGHADEE
GROOMSPORT RD
NEWTOWNARDS
COMBER
BALLYGOWAN
SAINTFIELD
BALLYNAHINCH JCN
BALLYNAHINCH
CROSSGAR
DOWNPATRICK
TULLYMURRY
BALLYNOE
ARDGLASS
KILLOUGH
DUNDRUM
NEWCASTLE
CASTLEWELLAN
BALLYNARD
LEITRIM



The railways serving Belfast, showing former ownerships




BELFAST - LARNE
BELFAST (YORK R?)
Greencastle Box
WHITEHOUSE
WHITEABBEY
BLEACH GREEN HALT
JORDANSTOWN
GREENISLAND
TROOPERS LANE
MOUNT HALT
CLIPPERSTOWN HALT
CARRICKFERGUS
BARN HALT
DOWNSHIRE PARK HALT
EDEN HALT
KILROOT
Tunnel
WHITEHEAD
BALLYCARRY
Magheramorne Loop Box
MAGHERAMORNE
GLYNN
LARNE
LARNE HARBOUR
Broomhedge Box
MAZE
Knockmore Jc.
LISBURN
HILDEN
LAMBEG
DERRIAGHY
DUNMURRY
FINAGHY
BALMORAL
ADELAIDE
Central Jc.
BELFAST (GT VICTORIA ST)
M. FR. DUBLIN



Cork Shed 1: *Ex-LMS NCC tank engine No.4, still an NIR engine, took part in the Brian Boru Railtour and is seen here on Saturday 27th April 1969 near the signal cabin. Sadly, the large audience is because the leading pony wheels have become derailed. Noted Cork enthusiast Joe St Ledger is in the left foreground. (J.A. Cassells)*

Cork Shed 2: *This was the scene as John Friel was servicing our own No.186 after its run to Youghal during the Seandún Railtour on Saturday 12th June 1976. Alongside are J15 class 0-6-0 No.184 and K2 class 2-6-0 No.461, then still in CIÉ ownership and in store here as there was no room in Inchicore. Both were to see active service in RPSI ownership - as No.461 will soon do again. (C.P. Friel, 7637A)*

Cork Departure 1: *A view from just inside the tunnel on the Sunday morning of the Seandún Railtour on 13th June 1976. No.186 and No.171 "Slieve Gullion" are seen approaching from the engine shed. The original Cork terminus was where the buildings are in the right background. (C.P. Friel, 7637H)*

Cork Departure 2: *A few minutes later, the locos are tied on to their train and the road is made for their departure. (C.P. Friel, 7637A)*