

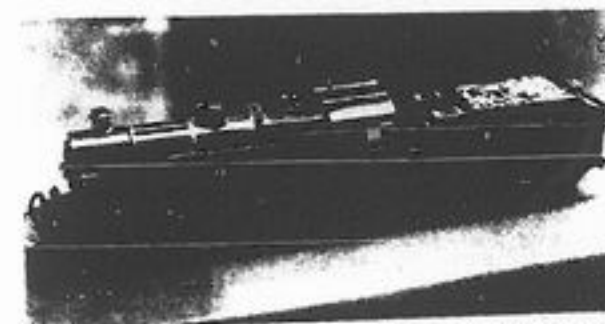
# Steam back into history next week

By LEADER  
REPORTER

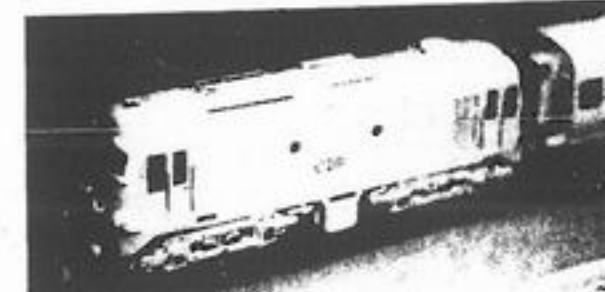
Perhaps the most famous train ever to run on an Irish permanent way: the giant 4-6-0 locomotive "Maev" which was designed and built at the Inchicore works, Dublin, in 1939. It could handle an express train of 500 tons and it achieved a speed of 100 m.p.h. It used to run on the Dublin-Cork line until the end of steam working. The original engine is now on display at the transport museum in Belfast. The model seen here sports a centenary 1849-1949 emblem. The engine is modelled as pulling a mail sorting van, which had a full staff of sorters working as the train progressed on its journey, collecting mail bags at speed in nets and dropping bags into ground catchers.



Despite its modern appearance, this is quite an old wagon design: this was a Great Western transporter which was specially designed in the mid-1930's for use in re-equipping Ardnacrusha Power Station.



A type seen around very much in Limerick prior to the end of the days of steam was the classic 4-4-0 engines. This is a model of "Sir William Golding" which was built in Inchicore in 1913 with giant 6-foot 7-inch driving wheels for drawing 105 tons of freight. It was able to run at speeds of between 70 and 80 m.p.h.



After CIE took delivery of its first diesel locomotives in 1955, it received a second batch from 1957 onwards, this time for use on secondary lines. This consignment was the Vickers 550 h.p. locos — the model of No. C-201 Metro is shown here. A total of 34 such locomotives were received by C.I.E., but the

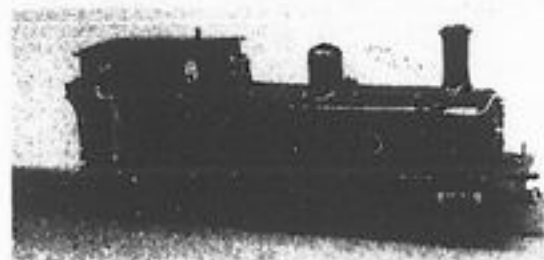
ON WEDNESDAY of next week, February 22, a unique exhibition of model trains will be formally opened at Limerick Museum, in St. John's Square.

The 25 glass-encased replicas reconstruct the kind of locomotives and rolling stock which plied the lines in the Limerick region — and beyond, on the west coast — up to the end of steam. But there are also some models of existing diesel locos and coaches.

## Brilliantly

The brilliantly-engineered models — some of them fitted with electric motors for use at their traditional home in Malahide Castle, Dublin, are from the world-famous Fry collection and specially selected for the Limerick display.

Although the exhibition is a static one (none of the models



A model of the West Clare Railway engine "Lisdoonvarna," which was a 2-6-2 Tank, numbered No. 8. It was built by Dubs and Co. in 1894, but was withdrawn from service as early as 1925.

actually running), it is full of interest to anybody who remembers the graceful days of steam on the Limerick lines. There are over 100 pictures of old steam engines in the exhibition as well.

The purpose of running the exhibition at this time is to commemorate 150 years of Irish railways. The first Irish railway was the 1834 Dublin to Kingstown line, of which some wood-cut pictures survive.

Modern diesels today move over the same stretch of line from Dublin's city centre to

Dun Laoghaire (the later name for Kingstown) and the line is now electrified; tests on the new electric trains imported from Germany are well advanced.

The models in Limerick will, however, concentrate on The West and South-West of Ireland, and will evoke memories in many.

## Curator

The curator of Limerick museum, Mr. Larry Walsh, with whose kind permission

the models depicted here are reproduced, said this week that the formal opening ceremony next Wednesday night will be at 8 p.m.

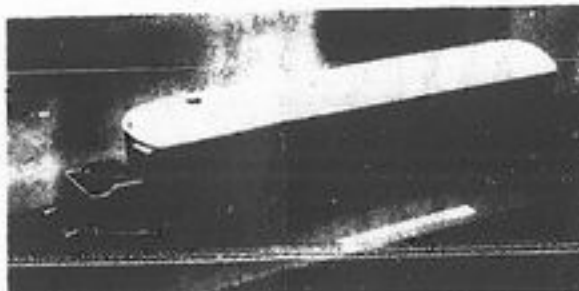
The general manager of C.I.E., Mr. J. F. Higgins, will perform the opening ceremony, in the presence of civic dignitaries.

The museum is open from Tuesdays to Saturdays inclusive (i.e., no Monday opening) from 10 a.m. to 1 p.m. and from 2.15 to 5 p.m.

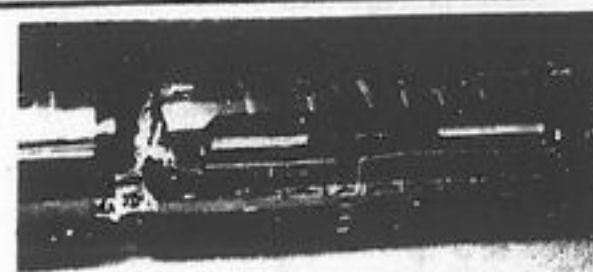
A WORD about the technical descriptions of the engines, so meaningful to railway enthusiasts. Some engines may be described as, say, an "0-6-2" or a "4-4-0". These numbers referred to the number of wheels an engine had: the first referred to the number of the smaller bogie wheels on front of the bigger driving wheels (remember that there were always two wheels to an axle). The second number referred to the number of giant driving wheels in the centre of the engine (again two to an axle) and the third number to the smaller bogies behind the main wheels. The number of wheels in the coal bunker were never counted.



A model of a 2-4-0 express loco No. 13, "Rapid", which was one of a series built 1893 to 1898 for the Midland Great Western Railway. The engine is modelled as pulling a Third Class luggage coach of 1887, and 11-ton brake van with cattle drover accommodation, circa 1880, and a horsebox designed in 1880 and 1910.



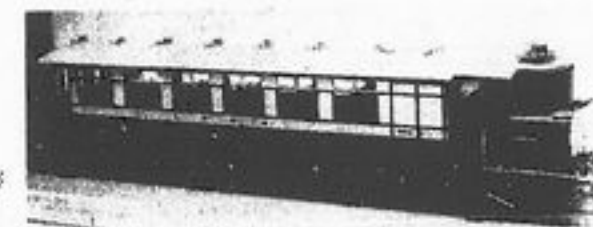
A simple mode of transport once seen in Limerick, but many years ago, was the Great Southern Railways Clayton steam railcar. This model is numbered 362. It was a determined attempt to introduce cheap transport on the less-used lines,



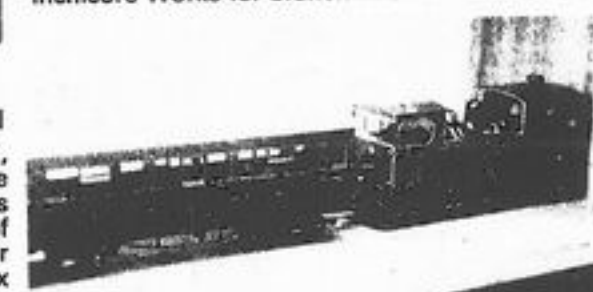
This is a model of the "B" class General Motors locomotive of 1962, introduced by CIE for mainline working. The original weighed 67 tons and had a 950 h.p. engine.



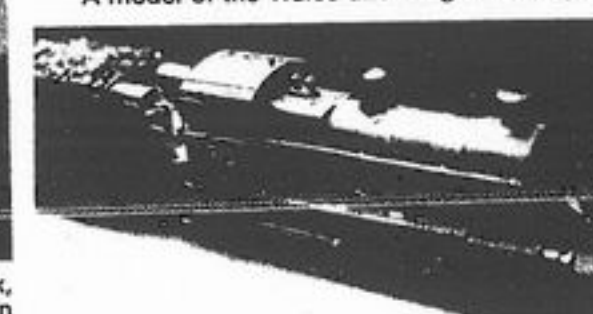
The locomotive "Celtic", a 4-4-0 of the Midland Great Western Railway — the original was built at the Broadstone Works in 1903. It used to drive the "Connemara Express" which ran from Dublin through Galway to Clifden. It was one of the country's most scenic journeys and familiar to many Limerick people who got the connection at Galway. The line closed in 1935, after only 40 years' service and the rails taken up. However, the embankments and viaducts still remain in place, largely, one would hope to take a tourist line of a narrow-gauge kind some fine day.



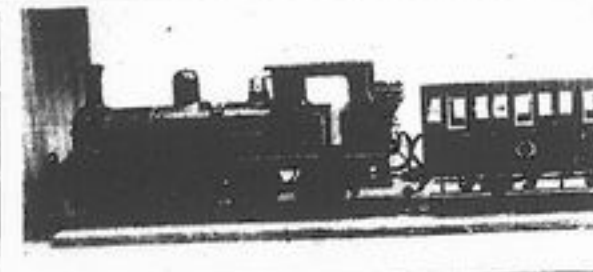
This is another steam railcar, but much earlier in period: the Great Southern and Western Railways railcar of 1904 which was designed and built at the Inchicore Works for branch-line economic service.



A model of the Tralee and Dingle Railway.



Model of a CIE mixed goods train of about 1950: seen here is No. 710 built in Inchicore in 1934. It is a



A model of the charming 0-6-2 steam engine of the West Clare — No. 5, "Slieve Callan".



A model of the famous Lartigue train, run by the Listowel and Ballybunion Railway. The particular arrangement shown here dates from about 1888.



Another Midland Great Western Railway model, this time of an 0-6-0 "maid of all work" whose original was built in 1924 at the Broadstone Works specially for the live cattle trade. It is modelled in Limerick museum drawing an MGWR cattle wagon of 1875.

## Municipal Technical Institute

O'Connell Avenue, Limerick

### Enrolment and Assessment Tests

The enrolment and assessment tests for the M.T.I. take place on Saturday, 10th March, 1984, 9.45 a.m. to 12.30 p.m.

## Municipal Technical Institute

O'Connell Avenue, Limerick

A Chra, Enrolment for the above school takes place on Saturday, 10th March, 1984, starting at 9.45 a.m.

Students attending the school are prepared for the following exams:

- (a) Leaving Certificate.
- (b) London University G.C.E.
- (c) Intermediate Certificate.
- (d) Day Vocational Certificate.

Leaving and Inter Cert results from 1974 for all students show that 4 out of every 5 students entered for the inter Cert were successful, 81% in all, and 7 out of every 10 students were successful in the Leaving Cert, 70% in all.

There is non selectivity of intake into the school. There is non selectivity of entry for exams.

Mise, le meas,

DIARMUID de BURCA