

Paddy Mallon – Great Northern Railway (Ireland) Collection, 1836 – 1984

Collection Reference Code: PP00206/

Title: Paddy Mallon – Great Northern Railway (Ireland) Collection

Dates: 1836 – 1969, c.1983 – 1984

Level of Description: Fonds

Extent: 5 archival boxes; 4 oversize items; 4 map boxes of rolled drawings; 4 audio tapes (c. 4 hours 20 minutes). Total of 374 items, 26 copies.

Name of creator(s): Mallon, Paddy (1920-2002); Great Northern Railway (Ireland)

Admin/Biographical history: The Great Northern Railway of Ireland (GNR(I)) was founded in 1876 through the merger of the North Western Railway, Northern Railway of Ireland, and Ulster Railway. It operated mainline services between Belfast and Dublin via its hub at Dundalk, between Dundalk and Derry via Portadown and Omagh, and Dundalk and Enniskillen, with an extensive branch network in between. Most of the company's engines were constructed at its works in Dundalk, which employed almost 1,000 people from the 1870s up to the 1940s. The partition of Ireland in 1921 and greater use of road transport led to a downturn in rail traffic and profitability throughout Ireland. In 1953 GNR(I) was jointly nationalised by the governments of the Republic of Ireland and Northern Ireland, and administered through the Great Northern Railway (Ireland) Board (GNRIB). In 1958 it was decided to dissolve the GNRIB and divide its assets between the Ulster Transport Authority and Córas Iompar Éireann, and both of these authorities closed the bulk of the GNR(I) railway network, to the extent that only the Dublin to Belfast line is still in use.

Paddy Mallon (1920 - 2002) was born in Dublin Street, Dundalk. He served his time in the Dundalk Engineering Works of GNR(I), an apprenticeship of strict discipline during the Economic War. He rose through the ranks to become senior fitter and finally, foreman of the Erecting Shop, where he oversaw the overhaul of the fleet. He held a keen interest in steam locomotion and in particular the GNR(I) locomotives 'Slieve Gullion' and 'Merlin'.

The following is taken from: <http://www.irishrailwayana.com/pa001.htm>:

Rolling stock: *Between 39 and 47 (sources differ) locomotives were constructed at the Dundalk works [1881-1958] while 230 were purchased elsewhere, Beyer Peacock being the favoured supplier (+/- 150). 12 carriages from Metropolitan in 1877*

Works: *Dundalk.*

Livery: *1904 (RM 10/1904, p.282) Loco and tender - green, crimson frame, black and white lining; coaches teak varnish. After 1926 (Baker) Locos: 1916-28 black with red lining. Great Northern on tender and tank sides. Crest on splashers of tender engines. 1928 onwards black with no lining, initials GNR on tender and tank sides, no crest. Compounds from 1933 in black with double red lining. Great Northern with crest between on tender sides. In 1935 repainted in sky blue with blue and black lining, initials GN on tender with crest between and crest also above splashers. Similar livery borne by rebuilt S and S2s from 1938*

also new VSs and Vs on delivery and eventually, after 1948, all 4-4-0s except smallest. Carriages varnished mahogany, until 1928 lined straw. Numbered and lettered in gold shaded blue. Crest on sides. Metal panelled stock orange-brown after brief period of imitation wood graining. Railcars blue lower and cream upper bands. Wagons grey. [WR: From 1934, the GNR began to make more lavish use of of coa on both engines and carriages, using a large version, much bigger than the small one which had been used at one time but discontinued for some years. Compounds were originally painted black with red lines. They were repainted blue in 1936 and this was extended to the 170 class in 1938].

Staff: Locomotive superintendents were W.Curry 1875 (northern Railway), J.Eaton, T.Callaghan, W.Curry, and C.Clifford 1876, J.C.Park and J.Eaton 1880, J.C.Park 1885, C.Clifford 1895, G.T.Glover 1912, G.B.Howden 1933, and H.R.McIntosh 1939, R.W.Meredith 1950, H.E.Wilson 1957-8. Secretaries were J.P.Culverwell 1876, H.Plews 1890, T.Morrison 1896, J.B.Stephens 1919, F.C.Wallace 1926 and [GNRB] P.K.M.Carey 1952. General Managers were T.Robertson 1890, H.Plews 1896, J.Bagwell 1911, J.B.Stephens 1926, G.B.Howden 1939-52. For officers of constituents see Appendix 2 The Great Northern Railway of Ireland E.M.Patterson.

Signalling: Watches provided to staff on Howth branch on 30/7/1846. Absolute block between Amiens St. and Raheny in 1877. On double line absolute block system - Harper's instruments. Exceptions were third line Belfast-Balmoral and Belfast Central - permissive block working (absolute block later for passenger workings). Single lines by electric train staff and in its later years Goragwood-Markethill - single line staff. Howth tramway - bull's eye electric lights.

Other: Eight types of uniform in 1877: Stationmaster Grade 1, Grade 2, Guard, Ticket Collector, Goods' guard, Head porter, Porter, Pointsman.

Extensive publicity campaign in spring 1935 with posters and booklets. Best known poster was 1938 Boyne viaduct.

Archival history:

This collection was accumulated by the late Paddy Mallon (1920-2002), of Ard Easmuinn in Dundalk, who worked at the GNR(I) works at Dundalk from the mid-1930s to the early 1960s, achieving the position of foreman of the erecting shops at the Works. The collection was donated to Louth County Archives Service by his daughter, Margaret Mallon, in August 2006. Please note that other archives regarding the GNR may be held by the Irish Railway Record Society (IRRS). The IRRS advise that researchers should write to the IRRS Headquarters, Heuston Station, Dublin 8, Ireland with genealogy queries. See www.irrs.ie. The following is taken from a notice in the 'Paddy Mallon Room' in the Museum at Clarke Station, Dundalk:

'Paddy Mallon was the essential Dundalk man, steeped in the railways which made the town famous, and the Great Northern Railway of Ireland in particular. Born in Dublin Street in 1920, he served his time in the Dundalk Works of the GNR(I), an apprenticeship of strict discipline in the hard times of the Economic War of the 1930's and a railway undertaking which for all its fine engineering traditions and innovative record, was facing a struggle to make ends meet. It was in to this environment Paddy Mallon spent his formative years, and from early on his natural talent and inquiring mind displayed a flair for engineering and an ability to address difficult problems and solve them. Regarded as one of the country's foremost authorities on steam locomotion, Paddy rose through the ranks to become senior fitter and finally, foreman of the Erecting Shop where he witnessed the delivery of the final GNR(I) express passenger locomotives, the VS Compounds, and superintended the regular overhauling and outshopping of the fleet to a standard which made the company famous. He was supported through a busy working life by his wife Peggy and his daughter Margaret (who from childhood shared many outings with her father to railway locations) and to whom we are indebted for the collection of photographs and memorabilia we display here in tribute. In retirement his interest in the railway never flagged

Louth County Archives Service

and the return of steam, especially of the GNR(I) locomotives "Slieve Gullion" and "Merlin" brought him great joy. We in the railway celebrate Paddy, a great railwayman and through him so many others who have bequeathed to us the tradition and dedication that serves to this day and points to a bright future for the railway and its people.'

Immediate Source of Acquisition:	Margaret Mallon
Scope and content:	The bulk of the collection (PP00206/005) consists mainly of material relating to the engineering works of the GNR(I) at Dundalk. There are many diagrams and drawings of steam engines and technical reports on the rolling stock of the company, mostly dating from c.1890 to the 1920s. PP00206/001 contains several bound volumes of GNR(I) rolling stock, most likely compiled by George T Glover, chief locomotive engineer for GNR(I) from 1912 to 1933. There are also several maps of GNR(I) rail services. The collection also includes six GNR(I) engineers office letter index books (PP00206/002) and press cuttings, mainly from engineering journals (PP00206/003). There is some audio material from the 1980s, in the form of two formal radio interviews and a long taped conversation about the Dundalk works and the GNR(I) in general.
Subject index:	Dundalk, County Louth; Great Northern Railway (Ireland); locomotive engines; railway carriage; railway engineering; railway wagons
Appraisal & Destruction:	Retain
Accruals:	No further accruals are expected.
System of arrangement:	The collection was received in no particular organic order. It was therefore arranged according to type at sub-fonds level, as described in the level headings, and thereafter chronologically within the sub-fonds.
Conditions of access:	The collection is not restricted and is open to all users, by appointment.
Conditions Governing Reproduction:	Items may be subject to copyright.
Language/Script of Material:	English
Physical Characteristics:	Paper. Fair - good condition
Technical Requirements:	Careful handling required
Finding Aids:	Descriptive list can be found on on-line archive catalogue available at http://www.louthcoco.ie
Existence & Location of Originals:	Louth County Archives Service
Existence & Location of Copies:	Some digitised documents may occasionally be found on http://www.louthcoco.ie
Repository Home Page:	http://www.louthcoco.ie
Source Material:	http://www.louthcoco.ie
Date of description:	July 2007, by Kevin Forkan, Louth County Archives Service

Level headings:

Fonds: PP00206/, the Paddy Mallon Great Northern Railway (Ireland) Collection

Sub-Fonds 1: PP00206/001/001 – 012

Bound volumes of railway engineering diagrams, 1866 – 1969
12 items, 4 copies

Sub-Fonds 2: PP00206/002/001 – 008

GNR(I) Engineers Office, letter index books, 1930 – 1932, 1940 - 1942, 1946 - 1947
8 items

Sub-Fonds 3: PP00206/003/001 – 004

Press cuttings from engineering magazines, 1870 – 1948
25 items

Sub-Fonds 4: PP00206/004/001 – 009

Printed specifications for GNR(I) engines, 1911 – 1931
9 items

Sub-Fonds 5: PP00206/005/001 – 074

Loose items. Many engineering drawings and specifications, correspondence, accounts, material relating to the dissolution of the GNR(I), 1883 – 1969
227 items, 2 copies

Sub-Fonds 6: PP00206/006/001 – 004

Drawings, originally rolled, 1836 – 1953. Divided into four sub-sub fonds:

Sub-sub fonds 1: PP00206/006/001/001-005

Maps from the Ordnance Survey, 1836 – 1868

Sub-sub fonds 2: PP00206/006/002/001-007

Maps and plans of railway lines and stations, and of railway derailments, 1908 – 1939

Sub-sub fonds 3: PP00206/006/003/001-016

Engineering and architectural drawings, diagrams and blueprints, 1862 – 1953

Sub-sub fonds 4: PP00206/006/004/001-002

Publicity material, 1913 – 1917, no date

90 items, 20 copies

Sub Fonds 7: PP00206/007/001-003

Audio material, recorded conversations and interviews, mainly with the retired railway worker Tommy Teggard, c.1983 – 1984
3 items

Descriptive List

Sub-Fonds 1

PP00206/001/

Bound volumes of railway engineering diagrams

1866 – 1969

12 items, 4 copies

PP00206/001/001

GNR(I), diagrams of passenger and goods locomotives

Contains details of the various types of locomotives used by the Great Northern Railway (Ireland) at the locomotive, wagon and carriage department in Dundalk. There is a drawing, specifications and date of manufacture of each locomotive type. Includes index.

1866 - 1948

43 pp

PP00206/001/002

GNR(I), diagrams of engines and tenders.

Contains drawings and specifications of passenger and goods locomotives and tenders used by the Great Northern Railway (Ireland), at the locomotive, carriage and wagons department, Dundalk. Gives details and dates of manufacture, and repair and refurbishment notes. Includes index.

Accompanying loose papers include:

An original invoice from Naysmith, Wilson and Company of Bridgewater Foundry, Patricroft, near Manchester, for a locomotive goods engine and tender, 18 December 1924;

'Schedule shewing sections of the line over which engines must not run', locomotive department, Dundalk, March 1943.

1866 – 1958

61 pp, 6 loose pages

PP00206/001/003

GNR(I), diagrams of passenger and goods locomotives

Contains details of the various types of locomotives used by the Great Northern Railway (Ireland), at the locomotive, wagon and carriage department in Dundalk. There is a drawing, specifications and date of manufacture of each locomotive type. Also includes notes on servicing, repairs and rebuilds for each locomotive.

Note on page 1 'Mr George Glover's notes on locomotives 1912 – 1930'. Includes index.

1871 - 1948

36 pp, 3 loose pages

PP00206/001/004

GNR(I) wagon diagrams

Contains drawings, dimensions and weights of wagons used by the Great Northern Railway, from the Traffic Manager's Office. Types of wagon include open wagons, container trucks, covered wagons, meat wagons, grain wagons, cattle wagons, timber wagons, brake vans, creosote cars, parcel vans, horse boxes. Includes index.

Loose photocopied page from *The Locomotive*, dated 14 January 1911, detailing new rolling stock acquired by the Great Northern Railway (Ireland).

1880 – 1948

83 pp and one loose page

PP00206/001/005

County Donegal Railways Joint Committee, diagrams of engines, carriages and wagons.

Contains drawings and specifications of the rolling stock used by the County Donegal Railways Joint Committee, and the Strabane and Letterkenny Railway Company. Engines are tank engines, classes 1, 2, 3, 4, 5, 5a, and a diesel shunting locomotive. Details of different types of carriages and wagons provided. Also listed are five types of petrol rail buses and one diesel rail bus. Drawings have several notes detailing prices, dates of manufacture, repair notes and the like. Later notes, from the 1950s, detail when the stock was scrapped. Includes index.

1881 – 1954
47 pp

PP00206/001/006

GNR(I), tender diagrams

Contains drawings and specifications of tenders used by the Great Northern Railways (Ireland), issued by the drawings office. Includes dates and details of manufacture, repair, refurbishment and scrappage notes. Page pasted onto the inside front cover notes that GNR(I) had 150 tenders on 9 August 1948. Includes index.

Accompanying loose papers include:

Notes on the tenders and engines used by GNR(I), post 1959;

Notes (between pp 7 and 8) on division of the tenders between the UTA (Ulster transport Authority) and CIE (Coras Iompar Eireann), 9 September 1958

1882 – 1960

14 pp, 7 loose pages

PP00206/001/007

GNR(I), carriage diagrams

Contains drawings and specifications of carriages used by the GNR(I), made by the drawings office of the locomotive, carriage and wagon department, Dundalk. Provides detailed drawings of the external and internal features of the carriages, with dates of manufacture, with some repair and alteration notes. Carriages include first, second, third class and composite carriages, dining cars, guard vans, luggage vans and parcel vans. Also includes drawings and specifications of diesel rail cars, diesel trains and diesel rail buses. Includes index.

1896 – 1954

153 pp, 13 loose pages

PP00206/001/008

Book marked 'Locomotives BEF' on front cover, and 'George T Glover written on inside cover'.

Gives descriptions of 39 different locomotive engines, with drawings, dimensions, weight and boiler pressure. Locomotives described were listed as being made by: Belgian Railway; Baldwin; L and Y Railway; London and North-West Railway; NE Railway; Great Western Railway; Great Eastern Railway; Midlands Railway; SE and C Railway; LB and SC Railway; Great Northern Railway; New South Wales Government Railway; French State Railway; GC Railway; Naysmith Wilson Kitson Stevenson NB Locomotive Company; Canadian Locomotive Company; Beyer Peacock; Stephenson; Hawthorn Leslie; Kerr Stuart and Company; Caledonian Railway; North British Railway; and Manning Wardle. Contains notes on the quantities of each locomotive ordered. Includes index and comparative tables for the locomotives listed.

Also includes 2 loose blueprint drawings, one of a 'Snaicow' 4.4.0. type passenger engine and one of a 'Clan' 4.6.0 type passenger engine, marked Highland Railway Inverness, and both marked with the dates 1916 – 1918. c 1916 – 1918

45 pp and 2 loose pages

PP00206/001/009

Great Northern Railway (Ireland), locomotive, carriage and wagon department, Dundalk.

Contains drawings of firebox stays used in the rolling stock of GNR(I). Includes index.

1919 – 1920

23 pp, two copies

PP00206/001/010

Great Northern Railway (Ireland), locomotive, carriage and wagon department, Dundalk.

Contains drawings of boiler tubes used in the rolling stock of GNR(I). Includes blueprint diagram of 'Number 171 engine tubeplate'. Includes index.

1920 – 1946

13 pp, two copies

PP00206/001/011

Book entitled 'Castleberg and Victoria Bridge Tramway, Diagrams of Rolling Stock'. 'George T Glover' is stencilled on the front cover.

Drawings and specifications of rolling stock used, as follows: tank engine class 2.4.0.; tank engine class 0.4.0.; tank engine class 2.6.0.; tank engine class 0.4.4.; composite carriage; third class carriage; first class carriage; third class bogie carriage; rail motor; brake van; covered wagon; open wagon; bogie open wagon; open cattle wagon; cattle wagon; proposed petrol locomotive; 60 bhp Kerr Stuart diesel locomotive. Drawings also have notes detailing prices, technical data, and testing notes. Also noted when each one was built, and when rebuilt or refurbished.

Also includes gradient map from Victoria Bridge Station, via Fyfin, Crew and Spamount, to Castleberg Station, County Tyrone, total distance 7 miles 5 chains.

1927 – 1931

20 pp

PP00206/001/012

Londonderry and Lough Swilly Railway, locomotive, carriage and wagon diagrams.

Contains drawings and specifications of the various types of locomotives, carriages and wagons used by the Londonderry and Lough Swilly Railway. Includes index.

Includes loose photocopies of the drawings, and a letter from [E?] Patterson of West Kilbride, Ayrshire, to Patrick Mallon thanking him for lending him the drawings, 29 December 1969.

No date [pre-1969]

35 pp, and 20 loose pages

Sub-Fonds 2

PP00206/002/

Great Northern Railway (Ireland) Engineers Office, letter index books

1930 – 1932, 1940 - 1942, 1946 – 1947

8 items

PP00206/002/001 – 008

Series of eight Great Northern Railway (Ireland) engineers office letter index books. The books for 1930, 1931 and 1932 are titled locomotive engineers office, those for 1940-1942 are titled mechanical engineers office, and those for 1946-1947 are untitled except for the date.

Books contain lists of correspondence giving registry number and some details but no dates. Correspondence is arranged alphabetically by subject, and there are a few major subject headings, such as applications for apprenticeships, buildings, carriages, engines, inspections, machinery, materials, rail motors, and staff. Other correspondence not falling under these general headings are listed alphabetically, sometimes according to subject and sometimes according to the sender, for example: 1932, p. 266, listed under 'F', 'Freight Accounts' (registry number 355), and 'Chromium plating etc, [received from] James Fox and Company' (registry number 1161); or, 1941, p. 158, listed under 'L', 'Laboratory requirements 1941, [received from] J. S. McCormick'(registry number 41/242), and 'Bookcase for traffic manager, [received from] J. Lockhart'(registry number 41/920).

8 volumes, c 500-600 pp each

PP00206/002/001: 1930

PP00206/002/002: 1931

PP00206/002/003: 1932

PP00206/002/004: 1940

PP00206/002/005: 1941

PP00206/002/006: 1942

PP00206/002/007: 1946

PP00206/002/008: 1947

Sub-Fonds 3

PP00206/003/

Press cuttings from engineering magazines

1870 – 1948

25 items

PP00206/003/001

Guard book marked inside cover 'George T. Glover, 22 May 1899'.

Contains articles and cuttings from *Engineering*, *The Engineer*, *Industries*, *The Railway Gazette*, *The Locomotive News and Railway Contractor*. Almost all of the articles deal with railway locomotives, and include many drawings, cross-sections and some pictures.

Includes, amongst many others, diagrams of the following locomotive engines: London and North-Western goods locomotive (*Engineering*, 8 October 1880); London and North-Western railway compound passenger Locomotive (*Engineering*, 10 August 1883); four-cylinder coupled compound locomotive 'Black Prince' (*Engineering*, 3 December 1887); London and North-Western Railway compound side tank passenger engine (*Industries*, 17 December 1886); London and North-Western Railway four-cylinder non-compound passenger engine, Sir Gilbert Claughton (*The Engineer*, 6 June 1913).

Includes index listing engine class, description of drawing, and publication in which drawing appeared.

18 Nov 1870 – 24 Sep 1915, 1922

165 pp

PP00206/003/002

File of articles and drawings taken from *The Locomotive*, *Engineering*, *The Railway Gazette*, *The Railway News*, *The Engineer*. Includes:

Drawings and details of a GNR(I) four-coupled express passenger locomotive, 6 July 1900.

Drawings and details of a County Donegal Railways Joint Committee tank locomotive, 26 April 1912.

Drawings and details of a Great Southern and Western Railway of Ireland four-coupled passenger engine, 26 June 1885.

1885 – 1948

20 items

PP00206/003/003

File of press clippings

1. Photocopies of three undated articles published in [?] *Journal*, on the Great Northern Railway Works in Dundalk. The name 'Eileen' is written on each of the articles. No date, 3 pp.

2. Photocopy of a drawing of an engine, with the nameplate 'Lucifer'. No date, 1 p.

3. Photocopy of an article in *The Dundalk Democrat And* [?], 6 May 1899, 2 pp.

[1899]

3 items

PP00206/003/004

Article taken from *The Engineer*, pp 436-8, detailing the performance of Marshall's valve gear on the railway line between Kingsbridge, Inchicore, and Kildare. Includes gradient map of the route.

03 Nov 1905

4 pp

Sub-Fonds 4

PP00206/004/

Printed specifications for the Great Northern Railway (Ireland) engines

1911 – 1931

9 items

PP00206/004/001 – 009

Series of printed specifications for the construction of GNR(I) engines, giving dimensions of the different parts, such as the boiler, tubes, fire-box, cylinders, springs and so on. Also stipulates what materials are to be used in construction, and their suppliers. Includes tender forms. Printed by William Tempest, Dundalk. The engines named are as follows:

PP00206/004/001: Four-wheel coupled passenger engine with Schmidt's superheater, 20 x 26 inch cylinders, with piston valves, and 6 feet 7 inch wheels, S class. 5 feet 3 inches gauge. 1911

PP00206/004/002: Six-wheeled coupled goods engine with Schmidt's superheater, 19 x 26 inch cylinders, with piston valves, and 5 feet 1 inch wheels, SG2 class. 5 feet 3 inches gauge. 1913

PP00206/004/003: Four-wheel coupled bogie passenger engine with Schmidt's superheater, 19 x 26 inch cylinders, with piston valves, and 6 foot 7 inch wheels, S2 class. 5 feet 3 inches gauge. 1913

PP00206/004/004: Four-wheel coupled bogie passenger engine with Robinson's superheater, 18 x 24 inch cylinders, with piston valves, and 5 foot 9 inch wheels, U class. 5 feet 3 inches. 1914

PP00206/004/005: Four-wheel coupled superheater bogie tank engine, 4-4-2 type. 18½ x 24 inch cylinders, 5 foot 9 inch wheels, T1 class. 5 feet 3 inches gauge. 1915

PP00206/004/006: Four-wheel coupled bogie tank engine, 4-4-2 type, with Robinson's superheater, 18 x 24 inch cylinders with piston valves, and 5 feet 9 inch wheels, T1 class. 5 feet 3 inches gauge. 1918

PP00206/004/007: Six-wheeled coupled goods engine with Robinson's superheater, 19 x 26 inch cylinders, with piston valves, and 5 feet 1 inch wheels. 5 feet 3 inches. 1918

PP00206/004/008: Four-wheel coupled superheated three-cylinder compound bogie passenger engine, with 6 foot 7 inch wheels, V class. 5 feet 3 inches gauge. 1931

PP00206/004/009: Four-wheel coupled passenger engine 18½ x 26 inch cylinders, 6 foot 7 inch wheels with bogie in front. 5 feet 3 inches gauge. No date

1911 – 1931

Sub-Fonds 5

PP00206/005/

Loose items. Many engineering drawings and specifications, correspondence, accounts, and material relating to the dissolution of the Great Northern Railway (Ireland)

1883 – 1969

227 items, 2 copies

PP00206/005/001

Rough pencil sketch of an engine

Contains note 'Rostrevor rebuilt by Gordon(?) L-gh-da(?) 1883'.

[1883]

1 p

PP00206/005/002

File of loose drawings of various engines and some other papers including:

001. Drawing of an engine and tender, 24 March 1890

002. Drawing showing paintwork on an engine, GNR(I), locomotive, carriage and wagon department, Dundalk.

003. Proposed four-wheel coupled bogie passenger engine, Dundalk Works, 12 January 1891.

004. Photocopy of a proposed four-wheel coupled bogie passenger engine, Dundalk Works, 6 June 1891.

005. Proposed alteration to limited mail van, GNR(I) Dundalk Works, 21 January 1889.

006. Proposed alteration to limited mail van, GNR(I) Dundalk Works, 28 January 1889.

007. Dundalk, Newry and Greenore Railway, diagram of a tank engine, [1931].

008. Photocopy of wheelbase and weights of 70 engine precursor class, GNR(I), Dundalk Works.

009. Blueprint of a Sharp Brothers engine, manufactured 1847, noted on back as 'received from Mr Houston, 22 February 1938'.

010. Design of tank engine, Dundalk. Signed James C. Pa[ith?], 3 September 1894. Two copies on tracing paper.

011. Drawing of an engine, marked 'copy of number 80082', stamped 'Beyer, Peacock [?] Limited, Engineers, Gorton Foundry, Manchester', 27 August 1912.

012. Drawing showing paintwork on an engine, 29 May 1913.

013. Diagram of a four coupled bogie engine, GNR(I), by Charles Clifford, engineer, Dundalk. Published in The Engineer, [1899].

014. Faded diagram of an engine, GNR(I), Dundalk.

015. Notes on dimensions of T2 class engines.

016. Photocopy drawing of an engine and tender, GNR(I), Dundalk.

017. Drawing of a proposed new engine, GNR(I), locomotive, carriage and wagon department, Dundalk, February 1918.

018. Drawing of a proposed new side tank engine, 4.4.2. type, Dundalk works, 30 October 1912.

1890 – 1938

18 items

PP00206/005/003

Handwritten notes on numbers of engines built by GNR(I), Ulster Railway, and the Irish North Western Railway including a list of engine numbers and the dates they were broken up.

[1891 – 1911]

4 pp

PP00206/005/004

Document gives lengths in feet and inches of the connecting rods for different classes of engines, and the numbers of engines in each class.

20 Mar 1894

1 p

PP00206/005/005

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Untitled document listing class (A, A1, C, D, H, J, BT, P5/6, P6/6), progressive number (various 1159 – 3798), and date (1872 – 1895) of engines.

[post-1895]

1 p

PP00206/005/006

File containing lists of different types of engines: single, front coupled, hind coupled, six coupled, and tank engines. Gives engine names, numbers, wheel and cylinder size. There are nine lists for the years: 1889, 1898, 1899, 1901, 1903, 1905, 1908, 1910 (blank), and one undated. It is possible that the undated list refers to 1910.

1898 – 1910

9 items

PP00206/005/007

Notes on formation of GNR(I) as the Northern Railway of Ireland, an amalgamation of the Dublin and Drogheda Railway, and the Dublin and Belfast Junction Railway. To this was added the Irish North Western Railway, the Ulster Railway, the Newry and Armagh Railway, the Belfast Central Railway, and the Newry and Warrenpoint Railway, 1876-1886. Company renamed the Great Northern of Ireland Railway in 1876. Also a note on duplicate engines: 15 owned in 1903.

[1903]

1 p

PP00206/005/008

Document giving details of engines under the following headings: class of engine, details of engine, steam pressure, tractive forces, weight of engine and tender.

18 Dec 1907

3 pp

PP00206/005/009

File containing tables showing train speeds at different loading weights and on different gradients, accompanied by many handwritten calculations, mostly dating to 1907 - 1908. Also includes tables giving maximum train loads, in tons and wagons, for 6-wheeled coupled goods engines at a speed of 20 miles per hour, between named stations in the north of Ireland, dated similarly. Table and calculations showing resistance per ton for engines and trains at various speeds and gradients. Includes printed schedule of maximum wagon loads for GNR(I) goods trains, dated 10 February 1908.

Also includes memorandum indicating the number of engines superheated, 13 March 1944; costing notes for engine equipment, 15 August 1958; and a copy letter from DG George to H Wilson, 31 May 1951, inquiring about figures for oil consumption at GNR, Dundalk.

1907 – 1956

24 items

PP00206/005/010

GNR(I) memorandum on lincrusta patterns, Charles [Clappard?] to J. L. Watson, chief draughtsman, Dundalk. Refers to an attached letter (letter is not attached) and asks that the general manager's wishes be carried out in building the next carriages. (Lincrusta is a type of hard-wearing embossed wallpaper).

05 Feb 1912

1 p

PP00206/005/011

Document containing a list of boiler numbers and their dates of manufacture, with handwritten additions dated August 1914.

01 Jun 1912, Jan 1914

2 pp

PP00206/005/012

Letter from the locomotive engineer's office to J Shanks and JB Stephens responding to an inquiry about stock and engines scrapped annually by the GNR(I), Dundalk. There are 15 duplicate engines in service, 32 engines were scrapped 1905 – 1912, and 39 engines with 60,000 miles or over are awaiting repairs.

24 Dec 1912

5 pp

PP00206/005/013

Table showing locomotive failures. The names 'Fletcher', 'Walsh', 'Russell', 'Traynor', 'Bruce' are written over some of the figures.

1912 – 1915

2 pp

PP00206/005/014

Document giving details of the boilers scrapped under engine number, date scrapped (all 1913 – 1914), date of manufacture, age in years, remarks.

[1913 – 1914]

1 p

PP00206/005/015

GNR(I) lists of superheater headers, elements and smoke tubes on order, with suppliers, sketch numbers, date ordered and date received. List of engines fitted with superheaters, with engine number, engine class, type of superheater, date fitted, valve class and remarks; also details of engines refitted with superheaters. It includes diagrams of Robinson's, BP and Company, Schmidt's superheaters, with separate diagrams of their headers, elements and smoke tubes.

1913 – Jun 1937

23 pp

PP00206/005/016

File listing the stock of GNR(I) locomotives and engineering work carried out on them. This work includes fitting locomotives with cylinder brushings, fitting locomotives with brass eccentric liners, fitting tenders with high coping, renewal of locomotive cylinders, renewal of locomotive fireboxes, renewal of locomotive crank axles, and renewal of locomotive cylinders. Also includes some more detail on locomotive and tender fittings.

15 Aug 1914 – 18 Aug 1916

12 items

PP00206/005/017

List of engines over 50 years old giving engine type, wheel diameter, and engine number. It lists 5 engines to be scrapped.

[1914]

1 p

PP00206/005/018

GNR(I), Dundalk Works drawing of a carriage buffer for new steel underframes.

02 Sep 1914

1 p

PP00206/005/019

GNR(I) memorandum from R Wild to GT Glover detailing five engines with new boilers fitted. Attached is a list showing the ages of the boilers in engines, 1867 – 1914, with renewals noted.

03 Dec 1914

4 pp

PP00206/005/020

Document giving engine number, date scrapped, date reboilered, age of boiler in years, and remarks.

12 May 1915

1 p

PP00206/005/021

Lists of various types and sizes of steel and copper tubes ordered and received by the GNR(I). Listed under supplier, number ordered, date ordered, size, length and diameter, material, order number, and date delivered. Suppliers listed are Howell, Bunting, Stewarts and Lloyds, Reichwald, Talbot and Stead, Mounts, British Mannerman, Broughton, Allen Everitt, and Muntz Metal.

27 Oct 1915 – 19 Apr 1940

15 pp

PP00206/005/022

Document listing engines under tender engines and tank engines and giving details of wheel size, cylinder size, engine class, engine type and numbers in class. The total number of engines is 204, and the total number of tenders is 170.

31 Dec 1915

1 p

PP00206/005/023

Document listing engines and tenders purchased annually, 1880 – 1915, giving year of purchase, engine number, cylinder size, wheel size, type, original engine weight, empty tender weight, total weight, cost of engine and tender, total cost per weight, and maker.

[1915]

2 pp

PP00206/005/024

Document giving details of engines recommended for new boilers, eight in total, and engines recommended for new fireboxes, four in total.

08 Sep 1916

1 p

PP00206/005/025

Document giving particulars of GNR(I) locomotives previous to 1867 including engine number, maker, date [of manufacture], wheel size, position, cylinder size, and class.

04 Nov 1916

1 p

PP00206/005/026

Document giving particulars of eighteen GNR(I) locomotives built since December 1913 including engine number, maker, date built, wheel size and position, cylinder size, class, name of engine and maker's number.

04 Nov 1916

1 p

PP00206/005/027

Calculations on the cost of superheater headings made at Dundalk, includes materials and wages.

04 Aug 1922

2 pp

Louth County Archives Service

PP00206/005/028

Correspondence file regarding superheater tubes supplied to GNR(I)

001: Letter from George Glover, engineer, to Mr Watson inquiring about superheater tubes and the firms supplying them. 23 November 1922

002: Letter from George Glover to AW Denniss, orders recipient to test different types of superheaters on engines and take readings of the results. 6 May 1924 (apparently misdated by sender 6 May 1934)

23 Nov 1922, 06 May 1924

2 items

PP00206/005/029

Short handwritten note on superheater renewals 25 May 1922 – 9 November 1922.

1922

1 p

PP00206/005/030

Costs associated with superheating P and PP classes of engine. Includes monies spent on the superheater and its elements, smoke tubes, bolts, valves and brushings, and royalties.

15 Feb 1923

1 p, two copies

PP00206/005/031

Document providing the components of the two types of cylinders and their weights. The overall weight for a piston valve cylinder is 1 ton, 13 cwt, 27 lb, and for a slide valve cylinder is 1 ton, 12 cwt, 2 qr 16 lb.

26 Jul 1923

1 p

PP00206/005/032

Detailed drawings, with dimensions and specifications, of superheater elements used by the GNR(I), locomotive, carriage and wagon department, Dundalk.

Jan 1924 – Feb 1950

8 pp

PP00206/005/033

GNR(I) particulars of superheated locomotives including technical data, such as boiler pressure, valve and piston types, firebox details, header type, evaporative surface etc for different engine classes and types used by the GNR(I).

[post-1925]

1 p

PP00206/005/034

File containing twenty-four one-page lists detailing components needed for the construction of different classes of boiler, their order numbers, date of order, supplier, and date of receipt. Followed by seventeen detailed component lists for each class of boiler made at the GNR(I) locomotive, carriage and wagon department, Dundalk.

1926 – 1931

41 items

PP00206/005/035

Louth County Archives Service

Notes on the cost of a 'Robinson' superheater under the headers: 18 elements, royalty and two steam pipes. Total cost is £120.10s.

17 Jan 1927

2 pp

PP00206/005/036

Memorandum from the GNR(I) locomotive engineer, Dundalk, to the chief draughtsman ordering that twenty-nine engines in the classes PG, PP, QG, NQG and LQG be superheated.

16 Apr 1928

1 p

PP00206/005/037

Report detailing the condition of the piston valve brushes and narrow hammered rings of several engines, with dates fitted and dates of inspection.

23 Dec 1928

2 pp

PP00206/005/038

Memorandum from the GNR(I) locomotive engineer, Dundalk, to the chief draughtsman ordering that six named engines are to pass through the Works and be superheated before the end of 1930.

30 Oct 1929

1 p

PP00206/005/039

Document listing number of GNR(I) engines in each class and how many have been superheated. Later handwritten additions indicate that engines which had not then been superheated were so.

20 Dec 1929

1 p

PP00206/005/040

Printed circular from GNR(I) to stationmasters, ticket collectors etc giving instruction details with illustrations of different passes used on GNR(I) services: these include leather passes for use between all stations or for limited use, free tickets, season tickets, youth and child tickets, traders' tickets and bicycle tickets.

30 Dec 1929

9 pp

PP00206/005/041

Details of the costs associated with superheating P class 6/6 engines. Costs include materials, which are detailed, and wages.

24 Apr 1930 – 03 Oct 1930

5 pp

PP00206/005/042

Great Northern Railway (Ireland) crane record book detailing the cranes used by the GNR(I), their manufacturers and date of manufacture, where used, lifting capacity and date erected. Gives date and details of the examination of each crane, remarks, and repairs executed and date of repair. Types of crane used are: 8 ton Craven Brothers (1885); 8 ton Craven Brothers (1901); 24 ton Craven Brothers (1911); 40 ton Crane Brothers (converted to 60 tons, 15 August 1945); 5 ton Craven Brothers (1921); 3 ton John Smith Limited (1914); [-]Joist Company Limited [page torn]; 4 ton Wharton and Company; 2 ton Youngs; 1 ton Morris; 5 cwt Morris; 2½ cwt Morris Weston; 5 cwt pulley block; 2 ton Youngs; 2 ton Rowland Priest; 3 ton Craven Brothers; 2 ton lumber crane; and 1¼ - 3 ton Chamberlain Industries. Book contains an index.

01 Jun 1932 – 27 Jun 1958

51 pp

PP00206/005/043

Drawing of Spencers patented double buffer casing by GNR(I) locomotive, carriage and wagon department, Dundalk. It is noted 'for new type underframe'. It is stamped by the GNRB mechanical engineering department, drawing office, Dundalk, 14 June 1957.

Nov 1934

1 p

PP00206/005/044

Letter of information from the Superheater Company Limited, London, to LJ Watson, chief draughtsman, GNR(I), Dundalk entitled 'Information Letter No 2'. Received on the 19th February 1937.

Feb 1937

1 p

PP00206/005/045

Technical information regarding improvements made to the 'MeLeSoc' portable screw-operated clipping machine, including detailed drawings, produced by manufacturing company. Probably attached with PP00206/005/042 above.

Feb 1937

3 pp

PP00206/005/046

Two lists of ages of tenders used by the GNR: one of their ages in 1939, the other of their ages in 1950. Attached is a note, dated 15 January 1951, regarding tank car number 6027.

1939 – 1951

3 pp

PP00206/005/047

Handwritten mathematical calculations on CIE headed paper.

[post-1945]

1 p

PP00206/005/048

List of tenders owned by GNR(I), Dundalk and their ages.

31 Dec 1946

2 pp

PP00206/005/049

Inquiry made to George Cochrane regarding listed tenders with duplicate numbers. Attached are lists of tenders and their details.

20 Jan 1949

6 pp

PP00206/005/050

Document listing passenger tenders engines, passenger tank engines, goods tender engines, goods tank engines, and different sizes of tender according to whether they are over forty-seven years of age or over forty years of age on 31 December 1946. Attached is an order by the works manager, H McIntosh, at Dundalk station, for the scrapping of five tenders, 20 January 1949.

20 Jan 1949

2 pp

PP00206/005/051

Document from George Cochrane to H McIntosh, engineer giving details of GNR(I) engine tender stock. It lists tenders due to be scrapped and awaiting heavy repairs.

24 Jun 1950

2 pp

PP00206/005/052

File of training documents, in folder marked P(addy) Mallon. Includes:

001. Drawing of organisational structure of a medium sized manufacturing business, Dundalk Works, February 1955.

002. Training or work rating sheets, GNRB, 31 October 1955 – 1 November 1955.

003. Training or work rating sheets, GNRB, 1 November 1955 – 9 November 1955, includes rating chart by Slough Training Centre, January 1955.

004. Notes and calculations on work rating, includes envelope marked 'Fitter Mallon'.

005. Chart showing percentage error, marked P Mallon.

006. GNR(I) workmans time sheets, one marked on back 'Ernie Lainey, 199 Shore Road'. Four sheets kept, fifteen blank sheets discarded.

007. Study charts and notes on work rating, measures labour grade, quality, job description, relaxation allowance, 10 November 1955.

008. Sheet with rough calculations.

009. Job specification for testing and packing 24 X 20 watt bulbs in box.

010. Series of thirty training manuals detailing various managerial procedures such as methods time measurement, production planning and control, industrial investigation and report writing, principles of organisation, introduction to work study, performance rating, and wage incentives. Most of the documents are produced by GNRB, a few by the Slough training centre, May 1954 – April 1955, 30 items (sub-numbered 001-030).

011. File folder marked Paddy Mallon.

1955

40 items

PP00206/005/053

Notes containing numbers and dates of manufacture of tenders to be located and inspected with a view to scrapping.

[1950s]

2 pp

PP00206/005/054

File marked 'ME57/882/28, dissolution of Great Northern Railway Board 30 September 1958. Locomotive tenders, stock of'. It contains:

001. Note on tenders and engines, JE Houston, UTA, to Harold [Wilson?], engineer, GNRB, 9 July 1959.

002. Harold Wilson to running superintendent, 18 September 1958; attached: James Courtney, chief engineer, UTA to H Wilson, 10 September 1958, copy; list of steam tenders, locomotives and tenders allocated to CIE and UTA, 10 September 1958.

003. Allocation of tenders not attached to locomotives to CIE and UTA.

004. Handwritten notes on tenders not allocated.

005. GNRB, Dundalk, allocation of tenders to locomotives, details of each tender. September 1958.

006. Handwritten note on tenders.

007. H Wilson to J Courtney, 8 September 1958; attached: H Wilson to JJ Johnston, engineer, CIE, 8 September 1958, 1 p, copy; GNRB, Dundalk, allocation of tenders to locomotives, details of each tender. September 1958.

008. J Courtney to H Wilson, 27 August 1958.

009. H Wilson to J Courtney, 3 May 1958; attached: summary of GNRB stock of locomotive tenders, April 1958, 1 p; detailed list of GNRB stock of locomotive tenders, April 1958.

010. Handwritten note on allocation of tenders, 7 July 1958.

011. GNRB, classification of tenders, Dundalk works, [1958].

Louth County Archives Service

012. Summary of GNRB stock of locomotive tenders, April 1958.

013. Detailed list of GNRB stock of locomotive tenders, April 1958.

014. H Wilson to running superintendent, locomotive accountant, 27 March 1958; attached: draft copy of above; detailed list of GNRB stock of locomotive tenders, March 1958.

015. H Wilson to running superintendent, locomotive accountant, 27 March 1958; attached: detailed list of GNRB stock of locomotive tenders, March 1958.

27 Mar 1958 – 09 Jul 1959

15 items

PP00206/005/055

Great Northern Railway Board account book showing the monthly balance of Dunleer Station, county Louth, June 1958 – September 1958. Payments include passenger fares, parcels, merchandise and livestock.

Jun 1958 – Sep 1958

4 folio pages

PP00206/005/056

Dissolution of the Great Northern Railway Board, division of rolling stock between Córas Iompair Éireann (CIE) and the Ulster Transport Authority (UTA). Contains:

- List of steam locomotive tenders owned by GNRB, details of their numbers, class, diagram number, type, and whether they are being allocated to CIE or UTA, 8 September 1958. 2 copies
- List of steam locomotives owned by GNRB, details of their numbers, class, diagram number, description, and whether they are being allocated to CIE or UTA, 9 September 1958.

Both lists are signed 'Mr Armstrong, Dundalk'.

08 Sep 1958 – 09 Sep 1958

13 pp

PP00206/005/057

Parcels cash book for Castlebellingham station detailing accounts of monies received for carriage of parcels, goods and livestock.

01 Oct 1958 – 21 May 1969

107 pp

PP00206/005/058

Document providing brief service history of the engines 'Lady Edith' and 'Queen Victoria', list of repairs made and accidents that they were involved in, with dates. Observes that during the 1920s the nameplates of the 'Queen Victoria' were 'removed to appease local feelings', and that during the 'time of the "Troubles" [the 'Lady Edith'] was quietly repainted in National Sinn Fein colours'. Pages appear to be missing.

[post-1959]

3 pp

PP00206/005/059

A handwritten list of engines to be scrapped detailing engine number, location, weight and remarks. Also includes short lists of boilers and tenders at Dundalk.

10 Nov 1961

1 p

PP00206/005/060

Letter from John H Houston, UTA, to Harold Wilson, engineer, CIE, Dundalk thanking him for his information on 'the old GNR "singles", "Victoria" and "Albert"' and returning postcard photograph that he had sent.

29 Jan 1962

1 p

Louth County Archives Service

PP00206/005/061

Document listing ex-GNR tenders authorised for scrapping under plate number, capacity, date built, date scrapped, and scrapped by. Later additions give dates scrapped after February 1962. Tenders were scrapped between November 1960 and June 1962.

22 Feb 1962

3 pp

PP00206/005/062

Notes on tenders transferred between engines. Refers to tender numbers 102, 126, 122.

27 Mar 1962

1 p

PP00206/005/063

List of stock of ex-GNR tenders listed under plate number, capacity, maker, date built, attached to engine number, age, remarks. Total number of tenders is 36.

29 Nov 1962

1 p

PP00206/005/064

Handwritten draft and typed copy of list of thirty-six ex-GNR tenders. Tenders are listed by plate number, capacity, makers, date built, which engine attached to, and age. Notes that thirty-three tenders are attached to engines, and that three are spare. Also notes that there are thirty-six engines, three of which are tank engines.

29 Nov 1962

3 pp

PP00206/005/065

A table showing maximum estimated evaporation in lbs per hour for locomotive boilers. It gives 20 different classes of boilers, and different evaporation rates when using a firebox, small tubes or large tubes.

No date

1 p

PP00206/005/066

List of engines with details given under engine class, engine number, type, cylinder size, piston valve diameter, type of superheater, number of small tubes, number of large tubes, total heating surface of tubes, heating surface of firebox, grate area, and wheel diameter.

No date

1 p

PP00206/005/067

Blueprint document giving classification and leading particulars of GNR(I) locomotives. It lists two categories, passenger tender engines and passenger tank engines, and gives details of locomotive class, type, cylinder size, wheel size, boiler pressure, heating surface in boiler, grate area, adhesive weight, weight of engine and tender, tractive effort, end engine numbers.

No date

1 p

PP00206/005/068

GNR(I) locomotive department's (blank) printed record sheet for periodic examination of engines.

No date

1 p

Louth County Archives Service

PP00206/005/069

Details of the components used to build a 4-6-4 tank engine by the Belfast and County Down Railway. These include valves, slidebars, brackets, coupling rods, drawhook, bogies, and brakes. The materials used to make components are classed 'A', 'B', 'C', 'D', 'BY Iron', 'Steel', 'Steel without weld', and 'Steel 16 quality'.

No date

2 pp

PP00206/005/070

Document listing lengths of superheater element tubes from end of firebox tubeplate for seventeen engines.

No date

1 p

PP00206/005/071

Document detailing costs of building a staff exchanger road side fitting, on an engine, and on a station. It contains notes and calculations, and a rough drawing.

No date

8 pp

PP00206/005/072

GNR(I) envelope marked with the GNR(I) symbol

No date

1 item

PP00206/005/073

Handwritten notes on painting livery on a train.

No date

3 pp

PP00206/005/074

GNR(I) Dundalk, diagram of engine and tender detailed as Hoffman Roller Bearing Axleboxes on Tender. Specifications of heating surface, cylinders, tractive effort and engine weight given.

No date

1 p

Sub-Fonds 6

PP00206/006/

Drawings, originally rolled. Divided into four sub-sub fonds. All held in map cell, 40 and 41

1836 – 1953

90 items, 20 copies

Sub-Fonds 6, Sub-sub fonds 1

PP00206/006/001/

Maps from the Ordnance Survey

1836 – 1868

7 items

PP00206/006/001/001

Series of three Ordnance Survey (OS) 1835 – 1836 maps of Louth, scale is six inches to one statute mile:

001. Sheet 7 showing Dundalk, and Ballymakellet Quarries.

002. Sheet 18 showing Dunleer & Dysart.

003. Sheet 14 showing Tallanstown and Louth.

1836

3 items

PP00206/006/001/002

'Dundalk harbour improvement, 1839, original section of river above Soldiers Point and cross section of same'.

The map shows a longitudinal section of the Castletown River from Dundalk Bridge to the Steam Packet ferry quay via Martin's quay, horizontal scale 200 feet to one inch, vertical scale 10 feet to one inch. Also shows ten cross sections of the river, horizontal scale 200 feet to one inch, vertical scale 20 feet to one inch.

1839

1 item

PP00206/006/001/003

Colour-washed Ordnance Survey 1867 – 1868 sheet 11 map of Dundalk, showing Clanbrassil Street, Bachelor's Walk. Scale of 1/500 or 10.56 feet to one statute mile.

1867 – 1868

1 item

PP00206/006/001/004

Ordnance Survey map of Dundalk, possibly 1867 – 1868 edition, sheet 12, showing mainly the area of Jocelyn Street, Seatown and Castle Street. It shows the Presbyterian meeting house, Wesleyan chapel, cornstore, coalyard, school, female national school, and Wellington mills. Scale of 1/500 or 10.56 feet to one statute mile.

No date

1 item

PP00206/006/001/005

Colour-washed Ordnance Survey 1867 – 1868 map of Dundalk, stamped 'WS Barber, architect', showing cricket ground and Irish North Western Railway station near Windmill Road. Scale of 1/500 or 10.56 feet to one statute mile.

1867 – 1868

1 item

Sub-Fonds 6, Sub-sub fonds 2

PP00206/006/002/

Maps and plans of railway lines and stations, and of railway derailments

1908 – 1939

Louth County Archives Service

20 items, 18 copies

PP00206/006/002/001

Longitudinal section (gradient map) of the Newry and Greenore railway line.

Dec 1908

1 item

PP00206/006/002/002

Series of railway maps:

001. Coloured inked pencil map of Northern Ireland, showing the railway lines operated by GNR(I), London Midlands and Scottish Railway (NCC), Belfast and county Down Railway, and other railways, 26 April 1939.

002. Longitudinal section (gradient map) of the Dundalk and Greenore railway line, June 1909. See also PP206/006/002/001 above.

1909, 1939

2 items

PP00206/006/002/003

Belfast and County Down Railway, series of gradient and distance maps:

001. Comber to Ballinahinch

002. Helen's Bay to Bangor

003. Ballinahinch to King's Bridge, Downpatrick to Ballykinlar Halt, Ballykinlar halt to Newcastle, Newcastle to Castlewellan. 4 copies

004. Ardglass branch and Donaghadee branch: Racecourse to Ardglass, Newtownards line, Ballygrainey to Donaghadee. 4 copies

005. Belfast to Comber, Comber to Saintfield, Ballynahinch Junction to Ballynahinch. 3 copies

006. Belfast to Ballinahinch, Ballinahinch Junction to Downpatrick, Downpatrick to Newcastle, Castlewellan line, Ardglass branch, Donaghadee branch, Bangor branch. 3 copies

007. Bangor branch. 2 copies

Feb 1926

7 items, 11 copies

PP00206/006/002/004

Four drawings by the GNR(I) locomotive, carriage and wagon department, Dundalk showing the derailment of six carriages, and engine and a tender on the Dublin to Belfast line at Dromiskin, County Louth. Scale 20 feet to one inch.

01 Feb 1933

1 item, 4 copies

PP00206/006/002/005

Series of material relating to a train derailment near Omagh, County Tyrone, 2 March 1933:

001. Plan of the train derailment, 3 copies, 2 colour-washed.

002. Rough sketches of the derailment, 4 pp.

003. Diagram showing normal train speeds at Market Branch Junction, Omagh, 4 copies.

004. GNR(I), Dundalk, diagram of engine and tender, 1 p.

005. Blueprint drawing (torn) GNR(I) Omagh station, scale 1inch to 40 feet, drawing number ED460, Electrical department, Locomotive Works, Dundalk.

006. Pencil sketch of Omagh derailment.

1933

6 items, 3 copies

PP00206/006/002/006

Series of two inked pencil railway drawings:

001. Shows the route of the Dundalk, Greenore and Newry railway line, with stations at Quay Street, Bellurgan Point, Annaloughan, Gyles Quay, Bush, Crossalaney, Greenore, Carlingford, Omeath and Bridge Street.

002. Plan showing the railway station at Greenore, county Louth, with details of platforms, storage areas, cattle pens, sheds and coal stores.

No date
2 items

PP00206/006/002/007

Inked pencil drawing of a station located between the old and new stations at Dundalk. Buildings named are 'Old Irish', goods shed, 2 signal boxes, passenger station, CGE paint shop.

No date
1 item

Sub-Fonds 6, Sub-sub fonds 3

P00206/006/003/

Engineering and architectural drawings, diagrams and blueprints

1862 – 1953

59 items, 2 copies

PP00206/006/003/001

Series of engine drawings:

001. Diagram of Belfast and county Down railway 4-4-2 bogie tank engine, 1901.

002. Diagram of a driving horn block for the Belfast and county Down railway.

003. Drawing of express locomotive for the Austrian federal railways, 1928, by Alan MacFarland Wells, July 1973.

004. Drawing of a four wheels coupled engine, Ulster railways, Belfast, 1862.

005. Drawing of a GNR(I) three cylinder compound express locomotive, from *The Engineer*, 27 January 1933.

006. Drawing of part of an engine.

007. GNR(I) drawing of wheelbase on 330 foot curve for proposed new side tank side tank engine, 4-4-2 type, Dundalk works, 1912.

008. GNR(I) drawing and estimated weights of proposed new side frame engine, Dundalk Works, 10 October 1912.

009. GNR(I) drawing of a proposed new side frame engine, 4-4-2 type, Dundalk Works, 14 October 1912.

010. Drawing of part of an engine.

011. GNR(I) diagram for painting tank engines, Dundalk Works, 15 November 1904.

1862 – 1973

11 items

PP00206/006/003/002

Series of engineering and architectural drawings:

001. Photocopy of Dundalk Newry and Greenore Railway diagram of a tank engine, giving dimensions and specifications, 2 copies, no date

002. Photocopy of an engine tender with coal capacity of 6 tons and water capacity of 3,500 gallons, no date

003. Ten photocopies of sections of the GNR(I) fitting shops at Dundalk. These appear to be the same as the copy architectural drawing in PP00206/006/003/003 (2), by MA Mills, engineer. [10 Aug 1903]

004. Architectural drawing of new carriage and wagon shop, showing 'traverzer', GNR(I) Dundalk works, June 1922.

005. GNR(I) architectural drawings of proposed new general stores, Dundalk, showing elevations, cross section and longitudinal section, 10 October 1906.

006. GNR(I) workmens' institute, Dundalk, architectural drawing of proposed new conveniences, no date

007. GNR(I) plan of houses (railwaymens' cottages?) to be built at Ardee Road, Dundalk. Note, 'this is one of the drawings referred to in our tender dated September 20th 1880', August 28 1880.

1880 – 1922

7 items, 1 copy

PP00206/006/003/003

Series of architectural plans:

Louth County Archives Service

001. Copy architectural drawing of unidentified building, marked '1881'.

002. Copy GNR(I) architectural drawings of extension of fitting shops, Dundalk. Shows plans of Brass foundry, tool store, coppersmiths shop, fitting shop, tender shop; elevation and cross section; sections through tender shop and brass foundry. Contains some annotations. Marked 'MA Mills, engineer in chief, 10 August 1903'.

1881, 1903

2 items

PP00206/006/003/004

Series of two engineering drawings:

001. Colour-wash drawing of standard radial axle-box (12 inch journal) FW Webb's patent, scale 3inch to 1 foot, 16 Jan 1892, L & NWR Crewe.

002. Blueprint drawing GC Railway passenger tank engines.

1892, no date

2 items

PP00206/006/003/005

GNR(I) drawing of a chimney for PG class engines, Dundalk Works, Charles Clifford.

23 Mar 1900

1 item

PP00206/006/003/006

Series of mechanical drawings:

001. Diagram of a locomotive boiler, scale 1.5 inch to 1 foot.

002. Colour wash diagram of wagon wheels 'Aughnacloy Sep 1900'.

003. Unknown colour-wash diagram.

Sep 1900

3 items

PP00206/006/003/007

Drawing of LOC class goods engine – GNR(I) sectional plan G-wheel coupled goods engine, Dundalk Works, Jan 1905, No82U, colour-wash (faded), Charles Clifford and sectional elevation of same No 81U.

Jan 1905

2 items

PP00206/006/003/008

Series of engineering drawings:

001. Diagram of a sand drying furnace, Clogher Valler Railway Company, September 1917, two copies

002. Blueprint of an anti-vacuum valve, Superheater Company, London, 6 February 1925.

003. Blueprint of a superheater header, Superheater Company, London, 11 February 1930.

004. Diagram of a 'Standage Patent Resilient Universal Coupling Assembly for Vickers Armstrong Limited', 25 February 1937.

005. Blueprint of 'Standage Patent Cardan Shafts for fitting between gearbox and final drive for diesel locomotive for the New Zealand government railways', 16 August 1938. Photograph of Standage Patent Universal Coupling attached.

006. Blueprint of a distance piece for an anti-vacuum valve, Superheater Company, London, 11 March 1925.

007. Blueprint of an element attachment, Superheater Company, London, 11 November 1926.

008. Blueprint of superheater elements, Superheater Company, London, 15 November 1929.

009. Detailed cross section blueprint of a boiler, Hubbwell Clarke and Company, Leeds, March 1910.

010. Blueprint of 14 inch by 20 stroke cylinders, Hubbwell Clarke and Company, Leeds, 18 February 1910.

011. Blueprint of a covered goods wagon, faded.

012. Blueprint of a tank engine, Clogher Valley tramway, faded.

013. Black and white photograph of a Standage Patent Universal Coupling.

1910 – 1938

13 items, 1 copy

PP00206/006/003/009

Drawing of a front view of a GNR(I) goods engine showing the painting scheme to be used.

Apr 1911

1 item

PP00206/006/003/010

Series of blueprints and plans of tugboats:

001. Blueprint of tugboat 'Englishman' for T Gray and Company, Hull. Built by Henry Scarr, Hessle-on-Humber, engineered by Vauxhall, Luton, boiler by Riley Brothers, Stockton. Blueprint drawn by WL Scarr, September 1912. Scale ½ inch to 1 foot.

002. Blueprint of cross section through the boiler room of tugboat AS 248-9, by Henry Scarr Limited, shipbuilders, Hessle on Humber. Scale 1 inch to 1 foot, no date

003. Blueprint of tugboat AS 248-9, by Henry Scarr Limited, shipbuilders, Hessle on Humber. Scale ½ inch to one foot, no date

004. Drawing of proposed new tugboat for Dundalk harbour commissioners, no date

[1912]

4 items

PP00206/006/003/011

Series of specifications regarding engine superheaters:

001. GNR(I) particulars of superheated locomotives. Shows specifications of twelve different classes of engine (S, S², QL^S, U, P^S, T², SG³, SG, SG², LQG^S, PG^S) under various technical headings, including boiler pressure, valve type, type of firebox, grate area, type of header, makers, date built and converted. Post-1925.

002. Sheet showing technical specifications of superheated locomotives, under similar headings to (1) above, also gives engine numbers, no date

003. Sheet with mathematical formulae illustrating the theory behind a mechanical function, no date

[post-1925]

3 items

PP00206/006/003/012

Series of engineering blueprints:

001. Blueprint drawing of coupling rods, Walker Brothers Limited Wigan. It contains note: 'for rail car number 10, ex Clogher Valley Railways, 11 May 1953'.

002. Blueprint drawing of rail wheels for power bogie, diesel driven rail car, Walker Brothers Limited Wigan. It contains note: 'Clogher valley rail cars numbers 1 and 2, 28 May 1931'.

1931, 1953

2 items

PP00206/006/003/013

Drawing of a GNR(I) three-cylinder compound express locomotive, with dimensions and specifications, published in *The Engineer*, 27 January 1933.

27 Jan 1933

1 item

PP00206/006/003/014

Blueprint drawing of GNR(I) engine number 172, named 'Slieve Donard', and tender.

No date

1 item

PP00206/006/003/015

Series of five engineering pencil drawings of unidentified objects; three are marked 'Paul O'Dowd'.

No date
5 items

PP00206/006/003/016

Lithograph copy drawing of engine wheels by MGWR (Midland Great Western Railway), entitled 'Tracing 20458L'. Shows driving wheels and leading and trailing wheels, class 646, with specifications and measurements.

No date
1 item

Sub-Fonds 6, Sub-sub fonds 4

PP00206/006/004/

Publicity material
1913 – 1917, no date
4 items

PP00206/006/004/001

Series of railway posters:

001. Railway Almanack poster for 1913. It includes calendar, postal directory, stock and stamp directory, railway requirements directory, joint railway directory, and railway officers' directory. It was printed by McCorquodale printers, London, Newton and Glasgow, price 6d.

002. As above, for 1917.

003. Information poster for Wakefield patent anti-carboniser and number 7 patent mechanical lubricator, by CC Wakefield and Company, London. It gives diagrams of these machines and instructions for their use, no date.

1913-1917
3 items

PP00206/006/004/002

Transfer crest of GNR(I), presumably for painting rolling stock.

No date
1 item

Sub-Fonds 7

PP00206/007/

Audio material, recorded conversations and interviews, mainly with the retired railway worker Tommy Teggart
c.1983 – 1984

3 items

PP00206/007/001

Recording of a conversation between Tommy Teggart, Paddy Mallon and Bob Clements, mainly about the Great Northern Railway in Dundalk and elsewhere. Names mentioned include: Christie Connor, Billy Hill, Paddy Lennon, Andy Hanratty, Patrick Philips, Charlie Ellis, Tommy Hynes, Johnny Perkins, Paddy Campbell, Johnny MacCabe, Tommy Gernon, Mickey Magee, Joe Henry, Joe Moore, Barney MacEaney, Oweny Quigley, Paddy Kelly, Johnny Deery, Jack Dillon, Andy Breslin, George Hall, Joe Lowry, Tommy Errity, Peter Kane, Billy Wallace, Hughie MacCarron, Johnny Toal, Jack Kenehan, and several other unidentified names. Subjects discussed include: types of engines, Dromiskin derailment (see PP00206/006/002/004), banking engines, uncoupled carriages, Portadown goods trains, and superheating engines.

Tape 1 labelled: T Teggart, B Clements, and P Mallon. Taped over Creedence Clearwater Revival 'Rio Verde' (1970), Argentinean manufactured cassette tape. CD copy made September 2006.

Tape 2 labelled: T Teggart, B Clements, and P Mallon. Taped over Creedence Clearwater Revival, 'Cosmo's Factory' (1970), Argentinean manufactured cassette tape. CD copy made September 2006.

Louth County Archives Service

[1980s?]

4 items: 2 tapes, copied onto 2 CDs, marked 'Audio 1' and 'Audio 2'

Running time 31:21 + 47:01 minutes

PP00206/007/002

Copy of RTE Radio programme 'February Diary', presented by Pádraig Dolan, containing (a) an interview with Kay Mulligan, publican and chairperson of the Vintner's Association in Dundalk; (b) an interview with Tommy Teggart (transcript available); and (c) an interview with Maureen Wilson, of the Old Dundalk Society.

Tape: blank C-60 recordable tape. Side 1 has 'Kay Mulligan, Tommy Teggart, Maureen Wilson' written on it, side 2 has 'Tommy Teggart' written on it. CD copy made September 2006.

[Late February 1983]

2 items: tape copied onto 1 CD, marked 'Audio 4'.

Running time 61:06 minutes

PP00206/007/003

Interview with Tommy Teggart on the radio show 'Words and Music', Telstar Community Radio (local radio station operating from Blackrock, County Louth, during the 1980s). [Interview transcript available.](#)

Tape: blank C-60 recording tape. 'Tommy Teggart' written on both sides. CD copy made September 2006

[1984?]

2 items: 1 tape copied onto 1 CD, marked 'Audio 3'

Running time 60:25 minutes