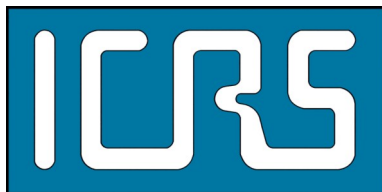


# Inter City Railway Society



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5<sup>th</sup> edition

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Lunas 5019, O'Connell Street Lower, Dublin, Republic of Ireland, 8<sup>th</sup> May 2020 (Ray Mulligan)

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# INTRODUCTION

This book contains details of all known Locomotives, Diesel and Electric Multiple Units, Coaches, Wagons and Light Rail currently in use, stored or preserved on the mainline and private railway networks, preservation sites and museums in the Republic of Ireland (IR) and Northern Ireland (NI). Whereas RI is in the EU as of the 1st January 2021 NI is not and though there is a complicated political protocol in place it does not affect railways. Whilst there is limited cross border travel on the one line between the respective capitals of Dublin and Belfast, the two systems largely operate independently with RI by far the largest. In the RI most lines radiate out from Dublin with a couple of cross country lines in the southwest whilst the few lines to exist in NI radiate out from Belfast. The only light rail system is Luas, the tram network in Dublin. The majority of the approx 1700 mile rail network built to 5'-3" broad gauge is diesel powered with an intensive electrified suburban system known as DART around Dublin of only 33 miles. Moves are in hand to decarbonise traction with the use of hybrid battery technology.

The railways in the Republic are operated by Iarnród Éireann (IE) (Irish Railways) part of Córas Iompair Éireann (CIÉ) (Irish Transport System responsible for all public transport) whilst in the north it is Northern Ireland Railways (NIR) so these abbreviations are used throughout

All IE and NIR stock is first listed by main type regardless of country and status to match **UK Combine Vols.1 & 2** and for ease of reference. Industrial diesels are grouped by location. Preserved stock is then shown, including that already listed in previous sections, grouped by location which then allows a visitor to better ascertain what is at each location.

## Status Key:

A	Active	D	Dismantled	PL	Plinthed	S	Stored
B	Buffet	H	Holiday Accommodation	Pres	Preserved	Wdn	Withdrawn
b	body	gb	grounded body				

All codes are listed at the back of this book. Please see the contents page at the front for details.

We have tried to make this book as comprehensive and as user friendly as possible, especially to help newcomers to our hobby, so we hope you enjoy this publication prepared by **Inter City Railway Society**. Please note that we are volunteers and keeping track of changes especially from afar and without being able to visit locations due the coronavirus pandemic has been difficult. Hopefully any errors or typos have been removed during proof reading but some always slip through, so if you have any comments or know of further additions or amendments, please contact us. If we don't know there is an error we can't fix it for the next edition.

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Trevor Roots

updated to 1<sup>st</sup> February 2021

**Contributors:** ICRS would like to thank the following individuals for their contributions in bringing you the most up to date and accurate information possible: *Peter Britcliffe, Malcolm Castell, Nigel Farebrother, John Scottford, Dennis Troughton, Aidan Turner, Peter Ventham, Chris Woolf*

## EVN numbering System

Whereas Northern Ireland Railways does not carry EVN numbers, Irish Railways (IE) as part of the EU is required to display 12 digit EVN numbering on all stock which commenced in 2007. Whereas it is automatically applied to new stock, older stock may only carry IE numbers but may acquire EVNs when repainted. Some stock carry digits 5-11 on the cab fronts as per the cover photos.

Each number in the EVN numbering system denotes a specific type. Digits 1-2 are the type code, 3-4 the country of origin (where the vehicle is registered), 5-11 are defined by the country concerned and 12 is the check digit calculated via the Luhn algorithm using digits 1-11:

90	Misc eg.Steam loco	94	EMU	98	Diesel shunter
91	Electric loco	95	DMU	99	Special vehicle
92	Diesel loco	96	Loose trailer		eg self powered Departmental
93	High speed EMU	97	Electric shunter		

The spacing can vary between types of stock as can the position of the national number, so on a class 071 diesel loco the EVN number is 92 60 01 17 **072**-5 whereas on a class 2600 DMU it is 95 60 01 **2601** 0-1. the national number is high-lighted bold and underlined for this illustrative purpose. The number 60 denotes Ireland and 70 denotes GB&NI

# IE DIESEL LOCOMOTIVES

5'-3" gauge locomotives operating in the Republic of Ireland. Entries are laid out as follows. EVN nos shown in italics. Stored mainline stock denoted by brackets around the Depot / Location eg (IW)

**Number - Details - (Previous Nos) [Works No] - EVN No - Owner - Livery - Pres / Wdn - Depot / Location - Name**

<b>Class 001 'Co-Co'</b>				built 1955-56. Sixty built by Metropolitan Vickers, Dukinfield, Manchester Rebuilt 1968-71 by CIÉ Inchicore Works, Dublin							
<b>Engine:</b> GM 12-645E of 1325 hp.				<b>Transmission:</b> Electric		<b>Weight:</b> 82 t		<b>Max Speed:</b> 75 mph			
A3R	(003,A3)	IT	IB	Pres	WCR	A39	(039,A39R)	IT	IB	Pres	DPR
A15	(015,A15R)	IE	IG	Pres	WCR	055	(A55R,A55)	PV	IG	Pres	CRM

<b>Class 071 'Co-Co'</b>				built 1976. Eighteen built by General Motors at La Grange, USA. Identical to NIR 111 Class							
<b>Engine:</b> GM 12-645E3C of 2475 hp.				<b>Transmission:</b> Electric		<b>Weight:</b> 99 t		<b>Max Speed:</b> 90 mph			
071		IE	BT		IW	081	92 60 01 17 081-6	IE	GY		IW
072	92 60 01 17 072-5	IE	GY		IW	082	92 60 01 17 082-4	IE	GY		IW
073		IE	IE		IW						CUMANN NA nINNEALTOIRÍ / THE INSTITUTION OF ENGINEERS OF IRELAND
074	92 60 01 17 074-1	IE	GY		IW						
075	92 60 01 17 075-8	IE	GY		IW	083	92 60 01 17 083-2	IE	GY		IW
076	92 60 01 17 076-6	IE	GY		IW	084	92 60 01 17 084-0	IE	GY		IW
077	92 60 01 17 077-4	IE	GY		IW	085	92 60 01 17 085-7	IE	GY		IW
078	92 60 01 17 078-2	IE	GY		IW	086	92 60 01 17 086-5	IE	GY		IW
079	92 60 01 17 079-0	IE	GY		IW	087	92 60 01 17 087-3	IE	GY		IW
080	92 60 01 17 080-8	IE	GY		IW	088	92 60 01 17 088-1	IE	GY		IW

<b>Class 101 'A1A-A1A'</b>				built 1956. Twelve built by Birmingham Carriage & Wagon Co							
<b>Engine:</b> Sulzer 6LDA28 of 960 hp				<b>Transmission:</b> Electric		<b>Weight:</b> 74.5 t		<b>Max Speed:</b> 75 mph			
103	(B103)	IT	IO	Pres	COS						

<b>Class 113 'Bo-Bo'</b>				built 1950-51. Two built by CIÉ Inchicore Works, Dublin							
<b>Engine:</b> Sulzer 6LDA28 of 960 hp				<b>Transmission:</b> Electric		<b>Weight:</b> 80 t		<b>Max Speed:</b> 55 mph			
B113	(113,1100)	IE	IG	Pres	UTM						

<b>Class 121 'Bo-Bo'</b>				built 1961. Fifteen built by General Motors at La Grange, USA							
<b>Engine:</b> GM 8-567CR of 950 hp				<b>Transmission:</b> Electric		<b>Weight:</b> 64 t		<b>Max Speed:</b> 75 mph			
124	(B124)	IT	IO	Pres	WCR	134	(B134)	DC	IO	Pres	IW

<b>Class 141 'Bo-Bo'</b>				built 1962-63. Thirty seven built by General Motors at La Grange, USA							
<b>Engine:</b> GM 8-567CR of 950 hp (# Rebuilt with GM 8-645E of 1100 hp)				<b>Transmission:</b> Electric		<b>Weight:</b> 67 t		<b>Max Speed:</b> 75 mph			
B141	(141)	PI	BO	Pres	DC	152	(B152)	PV	IO	Pres	WCR
B142 #	(142)	PI	BO	Pres	IPW	162	(B162)	IE	IO	Wdn	(IW)
144	(B144)	IE	IO	Wdn	(IW)	171	(B171)	IE	IO	Wdn	(IW)
146	(B146)	IT	IO	Pres	DPR	175	(B175)	PI	IO	Pres	DC
147	(B147)	IE	IO	Wdn	(IW)	177	(B177)	IE	IO	Wdn	(IW)

<b>Class 181 'Bo-Bo'</b>				built 1966. Twelve built by General Motors at La Grange, USA							
<b>Engine:</b> GM 8-645E of 1100 hp				<b>Transmission:</b> Electric		<b>Weight:</b> 67 t		<b>Max Speed:</b> 75 mph			
190	(B190)	IT	IO	Pres	WCR						

# NIR DIESEL LOCOMOTIVES

5'-3" gauge locomotives operating in Northern Ireland. Entries are laid out as follows. EVN nos shown in italics. Stored mainline stock denoted by brackets around the Depot / Location eg (IW)

**Number - Details - (Previous Nos) [Works No] - EVN No - Owner - Livery - Pres / Wdn - Depot / Location - Name**

**Class 101 'Bo-Bo'** built: 1970. Three built by British Rail Engineering Ltd at Doncaster (under contract from Hunslet)

**Engine:** English Electric 8CVST of 1350 hp. **Transmission:** Electric **Weight:** 68 t **Max Speed:** 80 mph

102 PI ID Pres UTM Falcon

**Class 104 (ex CIÉ Class 201) 'Bo-Bo'** built 1957-58. Thirty four built by Metropolitan Vickers at Dukinfield, Manchester, Rebuilt 1969-80 by CIÉ Inchicore Works, Dublin. Five sold to NIR in 1986-87 and one in 1991

**Engine:** GM 8-B645E of 1100 hp. **Transmission:** Electric **Weight:** 61.5 t **Max Speed:** 80 mph

C202 (227,106) PV IU Pres TGQ

**Class 111 'Co-Co'** built 1980 (111, 112) 1984 (113). Three built by General Motors at La Grange, USA. Identical to CIÉ 071 Class.

**Engine:** GM 12-645E3B of 2475 hp **Transmission:** Electric **Weight:** 99 t **Max Speed:** 90 mph

8111 NI IU BY GREAT NORTHERN  
 8112 NI IU BY NORTHERN COUNTIES  
 8113 NI IU BY BELFAST & COUNTY DOWN

**Class 208 'Co-Co'** built 1994-95. Thirty four built by General Motors at La Grange, USA for IE (Class 201) and NIR

**Engine:** GM 12-710G3B of 3200 hp p - Push-pull fitted **Transmission:** Electric **Weight:** 112 t **Max Speed:** 100 mph

8208 p (208) 92 70 03 82 080-4 NI IC BY | 8209 p (209) 92 70 03 82 090-3 NI IN BY

# PRESERVED STEAM LOCOMOTIVES

Where locos rebuilt, both original and rebuild dates are shown 1916/88 with manufacturers involved shown KS-AK

No.	Prev No	Wks No	Date	Type	Manf	Origin	Gauge	Status	Location	Name
<b>1'-10" Gauge:</b>										
15		22	1912	0-4-0T	WS		1'-10"		SWR	
20			1905	0-4-0T	WS		1'-10"		UTM	
	21		1905	0-4-0T	WSP		1'-10"		P1	
<b>3' Gauge:</b>										
	4	828	1907	2-6-4T	NW	CDRJC	3'		FVR	
1	3024		1916/88	0-4-2ST	KS-AK		3'		CLR	DROMOD
1		1026	1904	0-4-0T	PEC		3'	A	GBR	TYRONE
2	LM 44	2264	1949	0-4-0WT	AB	BnM	3'		SWR	ROISIN
2		1097	1906	0-4-0T	PEC		3'		UTM	
2		956	1912	2-6-4T	NW	CDRJC	3'		UTM	BLANCHE
2		2613	1887	4-4-0T	RS	CLR	3'		UTM	
3	45	2265	1949	0-4-0WT	AB	BnM	3'	A	GBR	SHANE
3		2614	1887	4-4-0T	RS	CLR	3'		NJW	LADY ERITH
5		1547	1908	0-6-0T	AV		3'		CLR	NANCY
5		555	1892	2-6-2T	HE	TDR	3'		TDR	
5		2890	1892	0-6-2T	DUB		3'	A	WCR	SLIEVE CALLAN
6		830	1907	2-6-4T	NW	CDRJC	3'		FVR	
<b>Standard Gauge:</b>										
		1800	1936	0-6-0T	HE		std		CBC	ROBERT NELSON
<b>5'-3" Gauge:</b>										
	3	1152	1919	0-4-0ST	HC		5'-3"		IPM	GUINNESS
	5,17	829	1907	2-6-4T	NW	CDRJC	5'-3"		IPM	DRUMBOE
	27	7242	1949	0-6-4T	BP	SLNCR	5'-3"		IPM	
1	12475	12475	1934	0-4-0T	OK	ISC	5'-3"	A	DPR	
1		2738	1891	0-6-0ST	RS		5'-3"		UTM	
3		12662	1935	0-4-0T	OK	ISC	5'-3"	A	DPR	
3		2021	1928	0-6-0ST	AV		5'-3"		IPM	R.H.SMYTH
4			1947	2-6-4T	LMS	NCC	5'-3"		IPM	
30		4231	1901	4-4-2T	BP		5'-3"		UTM	
74		23096	1924	4-4-0	NBL		5'-3"		UTM	DUNLUCE CASTLE
85		6733	1932	4-4-0	BP	GNR	5'-3"	MA	IPM	MERLIN
90			1875	0-6-0T	CW	GS&WR	5'-3"		DPR	
93		16	1895	2-4-2T	GNR	GNR	5'-3"		UTM	
131		5727	1901	4-4-0	NELR	GNR	5'-3"		IPM	
171		5629	1913	4-4-0	BP	GNR	5'-3"		IPM	SLIEVE GULLION
184			1880	0-6-0	IW	GS&WR	5'-3"		IPM	
186		2838	1879	0-6-0	SS	GS&WR	5'-3"		IPM	
461		6112	1922	2-6-0	BP	DSER	5'-3"	MA	IPM	
800			1939	4-6-0	IW	GSR	5'-3"		UTM	MAEDHBH / MAEVE

# INDUSTRIAL SITES: REPUBLIC OF IRELAND

Most of the listed industrials are located in the Republic of Ireland with all but a couple of dozen operating or preserved from the vast Bord na Móna (Irish Turf Board) system. The Bord na Mona locos operate over a wide area at many sites in the Counties of Galway, Kildare, Kilkenny, Laois, Longford, Meath, Offaly, Tipperary and Westmeath and can transfer from one to another with some operating on a seasonal basis only. This list also includes the few small personnel carrier / railcars / trollies found at a few of the sites for completeness. Not all locos carry their numbers

Where locos rebuilt, both original and rebuild dates are shown eg 1952/87 with manufacturers involved shown R&H-BnM

No.	Prev No	Works No	Date	Type	Manf	Status	Location	Name
<b>Bord na Móna (25 sites) (3' gauge)</b>								
18		211687	1941	4wDM	R&H	S	BLM	
C 49		5	1958	4wPMR	BnM	S	BMD	
C 65			1972	2w-2PMR	BnM	D	BMD	
C 71			1972	4wPMR	BnM	D	BMD	
C 77			1972	4wPMR	BnM	S	BCG	
F xxx				4wDM	BnM	D	BBV	
F 230		CIR862		4wDM	BnM	D	BBW	
F 353			1983	4wDM	BnM		BBW	
F 836			2008	4wDH	BnM		BBW	
F 842		CIR861		4wDM	BnM		BBW	
F 866			1975	4wDM	BnM		BBW	
F 878			1975	4wDM	BnM	S	BBW	
LM 30		249545	1947	4wDM	R&H	S	BGL	
4	LM 34	252239	1947	4wDM	R&H	S	BDG	
LM 35		252240	1947	4wDM	R&H	D	BUM	
LM 36		252241	1947	4wDH	R&H-BnM		BMD	
LM 39		252247	1947	4wDH	BnM	S	BMD	
LM 40		252251	1947/91	4wDH	R&H-BnM		BMD	
1	LM 41	252252	1947	4wDM	R&H		BDG	
LM 46		259184	1948	4wDH	R&H-BnM		BDG	
LM 47		259185	1948	4wDH	R&H-BnM		BUM	
LM 48		259186	1948	4wDM	R&H		BUM	
LM 50		259751	1949	4wDM	R&H	S	BCG	
LM 52		259196	1948	4wDM	R&H	S	BUM	
LM 57		259203	1948	4wDH	R&H-BnM		BGL	
LM 62		259743	1948	4wDH	R&H-BnM		BKG	
LM 63		259744	1948	4wDM	R&H	D	BBV	
LM 65		259749	1948	4wDM	BnM	S	BUM	
LM 66		259750	1948	4wDM	R&H		BMD	
LM 67		259751	1949	4wDM	R&H	S	BCG	
LM 69		259755	1948	4wDM	R&H		BGL	
LM 70		259756	1948	4wDM	R&H	D	BDG	
LM 71		259757	1948	4wDM	R&H	S	BMD	
LM 72		259758	1948	4wDM	R&H	D	BMD	
LM 73		259759	1948	4wDM	R&H	S	BMD	
LM 74		259760	1948	4wDM	R&H	S	BBO	
LM 83		329690	1952/87	4wDH	R&H-BnM	S	BUM	
LM 86		329695	1952	4wDM	R&H	S	BMD	
LM 94		373377	1954	4wDM	R&H		BUM	
LM 99		375336	1954/88	4wDH	R&H-BnM		BKB	
LM 100		375341	1954	4wDM	R&H	S	BBD	
LM 109		379064	1954	4wDM	R&H	S	BBO	
LM 113		379068	1954	4wDM	R&H	S	BDG	
LM 118		379913	1954	4wDM	R&H	D	BCM	

RM 1			19xx	4wDH	BnM			BBW
RM 3			2004	4wDH	BnM			BMD
RM 4			2004	4wDH	BnM			BDG
RM 5			2004	4wDH	BnM		S	BMD
RM 6			2004	4wDH	BnM			BBW

No.	Prev No	Works No	Date	Type	Manf	Gauge	Status	Name
-----	---------	----------	------	------	------	-------	--------	------

### J Whelan & Co, Tullagower Quarry, Kilrush, Co Clare

710		8918	1962	2w-2DMR	WKM	5'-3"	S	
714		8920	1962	2w-2DMR	WKM	5'-3"	S	
C 53		9	1958	4wPMR	BnM		S	
C 78			1972	4wPMR	BnM		S	

### Forest Enterprises, Bellanamore, Co Donegal

		7944	1943	4wDM	MRC	2'	D	
--	--	------	------	------	-----	----	---	--

### Dept of Defence (Irish Army), Engineer Mechanical Workshops, The Curragh, Co Kildare

2		8970	1945	4wDM	MRC	2'	S	
---	--	------	------	------	-----	----	---	--

### Tara Mines Ltd, Narvan, Co Meath

021		3028	1987/2017	4wDM	U	5'-3"		
-----	--	------	-----------	------	---	-------	--	--

### Mulligan Dismantlers & Salvage, Gorey, Co Wicklow (\* off site for overhaul at Christie Dunn Plant)

LM 141 *		392142	1955	4wDM	R&H	3'	O	
----------	--	--------	------	------	-----	----	---	--

### Christie Dunn Plant, Den Naul, Co Meath

			2003	4-2-2wPM	DC	2'		
			1985	2w-2PM	F			

## INDUSTRIAL SITES: NORTHERN IRELAND

No.	Prev No	Works No	Date	Type	Manf	Gauge	Status	Name
-----	---------	----------	------	------	------	-------	--------	------

### Bulrush Peat Co. Ltd, Bellaghy, Carrickmore & Randalstown (\* converted to slave unit)

		4979	1988	4wDH	SM	750mm		
*		4980	1988	4wDH	SM	750mm		
*		4992	1989	4wDH	SM	750mm	S	
2		40S307	1967/2009	4wDH	MRC~BUL	750mm		
L4		5601	1999	4wDH	SM	750mm		
L6		5602	1999	4wDH	SM	750mm		
*		5603	1999	4wDH	SM	750mm		

### James Stevenson, Clinty Quarry, Ballymena, Co Antrim

		8684	1941	4wDM	MRC	2'	D	
--	--	------	------	------	-----	----	---	--

### Seymour Sweeney, Portballintrae, Co Antrim

	W/6/8-2	7441		2w-2PWR	W	3'		
--	---------	------	--	---------	---	----	--	--

### Sunshine Peat Co. Dungannon, Co Armagh (rail traffic ceased 2014)

L1		2264	1940	0-4-0DM	HE	2'-6"	S	GAVIN
L2		2399	1941	0-4-0DM	HE	2'-6"	S	W.P.O'KANE
L3		2250	1940	0-4-0DM	HE	2'-6"	S	HENRY ABRAHAM
L4		2252	1940	0-4-0DM	HE	2'-6"	S	VICTORIA
		2242	1941	0-4-0DM	HE	2'-6"	D	



# IE MULTIPLE UNITS

5'-3" gauge units operating in the Republic of Ireland. Entries are laid out as follows. EVN nos shown in italics if applied. Stored mainline stock denoted by brackets around the Depot / Location eg (IW)

Where no set number (Classes 2600/2700/2750/2800): **Car No - (Prev No) - EVN No - Livery - Depot / Location**

Where set number (Classes 22000/29000): **Set No - Livery - Depot / Location - Car No - EVN No**

## Diesel / Diesel Electric

**Class 2600 - 'Arrow'** built 1993 by Tokyu Corporation, Shibuya, Japan, end gangways sealed up on overhaul  
**Engine:** Cummins NTA855 of 350hp & 55hp Auxiliary engine **Max Speed:** 68 mph **Owner:** IE  
**Configuration:** DMSO (A) + DMSO (B) 2609 + 2716 is a Class 2600 + 2700 hybrid Set numbers not carried

2601	95 60 01 2601 0-1	2602	95 60 02 2602 0-9	15	LI
2603	95 60 01 2603 0-9	2604	95 60 02 2604 0-7	15	LI
2605	95 60 01 2605 0-7	2616	95 60 02 2616 0-3	15	LI
2607	95 60 01 2607 0-5	2608	95 60 02 2608 0-3	15	LI
2609		2716		11	(CK)
2611	95 60 01 2611 0-9	2612	95 60 02 2612 0-7	15	LI
2613	95 60 01 2613 0-7	2610	95 60 02 2610 0-9	15	LI
2615	95 60 01 2615 0-5	2606	95 60 02 2606 0-5	15	LI
2617	95 60 01 2617 0-3	2614	95 60 02 2614 0-5	15	LI

**Class 2700 - 'Arrow'** built 1997-98 by GEC-A, Spain, end gangways sealed up on overhaul  
**Engine:** Cummins 350hp & 55hp Auxiliary engine **Max Speed:** 75 mph **Owner:** IE  
**Configuration:** DMSO (A) + DMSO (B) Set numbers not carried

2701	95 60 01 2701 0-0	2702	95 60 02 2702 0-8	15	(IW)
2703	95 60 01 2703 0-8	2704	95 60 02 2704 0-6	15	(IW)
2705		2706		11	(IW)
2707		2708		11	(IW)
2709		2710		11	(CK)
2711		2712		11	(IW)
2713		2714		11	(CK)
2715		2724		11	(IW)
2717	95 60 01 2717 0-2	2718	95 60 02 2718 0-0	15	(CK)
2719	95 60 01 2719 0-0	2722	95 60 02 2722 0-6	11	(CK)
2721		2720		15	(IW)
2723	95 60 01 2723 0-4	2726	95 60 02 2726 0-0	11	(IW)

**Class 2750 - Railcar 'Arrow'** built 1998 by GEC-A, Spain, end gangways sealed up on overhaul  
**Engine:** Cummins 350hp & 55hp Auxiliary engine **Max Speed:** 70 mph **Owner:** IE  
**Configuration:** DMSO

2751	95 60 03 2751 0-7	15	(CK)		2753	95 60 03 2753 0-5	15	(IW)
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**Class 2800 - 'Arrow'** built 2000 by Tokyu Corporation, Shibuya, Japan, end gangways sealed up on overhaul  
**Engine:** Cummins 350hp & 55hp Auxiliary Engine **Max Speed:** 70 mph **Owner:** IE  
**Configuration:** DMSO (A) + DMSO (B) Set numbers not carried

2801	95 60 01 2801 0-9	2802	95 60 02 2802 0-7	15	LI
2803	95 60 01 2803 0-7	2804	95 60 02 2804 0-5	15	LI
2805	95 60 01 2805 0-5	2806	95 60 02 2806 0-3	11	LI
2807	95 60 01 2807 0-3	2808	95 60 02 2808 0-1	11	LI
2809	95 60 01 2809 0-1	2810	95 60 02 2810 0-7	15	LI
2811	95 60 01 2811 0-7	2812	95 60 02 2812 0-5	15	LI
2813	95 60 01 2813 0-5	2814	95 60 02 2814 0-3	11	LI

# NIR DIESEL MULTIPLE UNITS

5'-3" gauge units operating in Northern Ireland. Entries are laid out as follows:

**Set Number - Livery - Depot / Location - Car Nos**

**Class 3000** built CAF, Zaragoza, Spain 2004-06  
**Engine:** MAN D2876 LUH 03 of 338kW (453hp) plus Cummins 6BT5.9-GR1 of 71kW (95hp) Auxiliary per car  
**Configuration:** DMSO - MSO - DMSO **Max Speed:** 90 mph  
 \* fitted with CAWS & IE train radio for cross border services **Owner:** NIR

3001 *	I2	FW	3301	3501	3401	3013	I2	FW	3313	3513	3413
3002 *	I2	FW	3302	3502	3402	3014	I2	FW	3314	3514	3414
3003 *	I2	FW	3303	3503	3403	3015	I2	FW	3315	3515	3415
3004 *	I2	FW	3304	3504	3404	3016	I2	FW	3316	3516	3416
3005 *	I2	FW	3305	3505	3405	3017	I2	FW	3317	3517	3417
3006 *	I2	FW	3306	3506	3406	3018	I2	FW	3318	3518	3418
3007	I2	FW	3307	3507	3407	3019	I2	FW	3319	3519	3419
3008	I2	FW	3308	3508	3408	3020	I2	FW	3320	3520	3420
3009	I2	FW	3309	3509	3409	3021	I2	FW	3321	3521	3421
3010	I2	FW	3310	3510	3410	3022	I2	FW	3322	3522	3422
3011	I2	FW	3311	3511	3411	3023	I2	FW	3323	3523	3423
3012	I2	FW	3312	3512	3412						

**Class 4000** built CAF, Zaragoza, Spain 2010-12 and 2020-21 (MSOs for 4014-20)  
**Engine:** MTU 530hp **Max Speed:** 90 mph  
 21 additional trailers to be delivered in 2021 to lengthen 7 sets to 6 cars (new cars in italics)  
**Configuration:** DMSO - MSO - DMSO or DMSO - MSO - MSO - MSO - MSO - DMSO **Owner:** NIR

4001	I2	AD	4301	4501					4401
4002	I2	AD	4302	4502					4402
4003	I2	AD	4303	4503					4403
4004	I2	AD	4304	4504					4404
4005	I2	AD	4305	4505					4405
4006	I2	AD	4306	4506					4406
4007	I2	AD	4307	4507					4407
4008	I2	AD	4308	4508					4408
4009	I2	AD	4309	4509					4409
4010	I2	AD	4310	4510					4410
4011	I2	AD	4311	4511					4411
4012	I2	AD	4312	4512					4412
4013	I2	AD	4313	4513					4413
4014	I2	AD	4314	4514	<i>4614</i>	<i>4714</i>	<i>4814</i>		4414
4015	I2	AD	4315	4515	<i>4615</i>	<i>4715</i>	<i>4815</i>		4415
4016	I2	AD	4316	4516	<i>4616</i>	<i>4716</i>	<i>4816</i>		4416
4017	I2	AD	4317	4517	<i>4617</i>	<i>4717</i>	<i>4817</i>		4417
4018	I2	AD	4318	4518	<i>4618</i>	<i>4718</i>	<i>4818</i>		4418
4019	I2	AD	4319	4519	<i>4619</i>	<i>4719</i>	<i>4819</i>		4419
4020	I2	AD	4320	4520	<i>4620</i>	<i>4720</i>	<i>4820</i>		4420

# PRESERVED MULTIPLE UNITS

5'-3" gauge units which formerly operated in the Republic of Ireland and Northern Ireland. Entries are laid out as follows.  
Stored mainline stock denoted by brackets around the Depot / Location eg (IW)

**Car Number(s) - (Prev No) - Type - Depot / Location - Name**

<b>GNR Railbus</b> (3' gauge)		built 1928 as a petrol road bus, converted 1934	
<b>Engine:</b> Gardner 4LW (60 hp)		<b>Max Speed:</b> 45 mph	
E2	(1,8178)	UTM	
<b>SLNCR Railcar</b> (5'-3" gauge)		built Walker Bros, Wigan 1947	
<b>Engine:</b> Gardner 6LW of 76kW (102 hp) at 1700 rpm		<b>Max Speed:</b> 45 mph	
E2509	(B)	DPR	
<b>CDRJC Railcar</b> (3' gauge)		built Alldays & Onions, Birmingham 1906 as open topped inspection car, converted to covered 1920	
<b>Engine:</b> Gardner 6LW of 76kW (102 hp) at 1700 rpm		<b>Max Speed:</b>	
1		UTM	
<b>Railcar Trailer</b> (3' gauge)		built Drewry Car, London 1926 for Blessington Steam Tramway rebuilt / re-gauged CDR Stranorlar, rebuilt as trailer 1944	
<b>Engine:</b> Gardner 6LW of 76kW (102 hp) at 1700 rpm		<b>Max Speed:</b>	
3		UTM	
<b>CVR Railcar</b> (3' gauge)		built Walker Bros, Wigan 1932	
<b>Engine:</b> Gardner 6L2		<b>Max Speed:</b>	
10	(1)	UTM	
<b>Railcar</b> (12 - 5'-3" gauge, 18 - 3' gauge)		built Walker Bros, Wigan & GNR Dundalk 1939,40*	
<b>Engine:</b> Gardner 6L2 or 6LW (102 hp) *		<b>Max Speed:</b>	
12		FVR   18 *	FTR
<b>CIÉ Railcar</b> (5'-3" gauge)		built Park Royal, London 1952, converted to push-pull driving trailer Inchicore Works 1974	
<b>Engine:</b> Two AEC 6 cylinder 9.6 litre, each 93kW (125 hp) at 1800 rpm		<b>Former Owner:</b> CIÉ	<b>Max Speed:</b> 75 mph
6111	(2624)	DMSO	DPR
<b>LMS (Northern Counties Committee) Railbus</b> (5'-3" gauge)		built York Road Works, Belfast 1933, re-engined 1959	
<b>Engine:</b> Two Leyland 690 of 150kW (200 hp)		<b>Former Owner:</b> NIR	<b>Max Speed:</b>
1		IPW	
<b>BREL Railbus</b> (5'-3" gauge)		built BREL Derby 1981	
<b>Engine:</b> Leyland 97kW (130 hp) petrol replaced by Leyland 600 93kW (125 hp) diesel		<b>Former Owner:</b> NIR	<b>Max Speed:</b> 75 mph
977020	(LEV3,RB003)	DPR	
<b>Class 80</b> (5'-3" gauge)		built BREL Derby 1974-78, 8752 rebuilt from Mk2c	
<b>Engine:</b> English Electric 4SRKT turbo-charged of 420kW (560 hp) at 850 rpm		<b>Max Speed:</b> 70 mph	
<b>Configuration:</b> DMBSO - DTSO		<b>Former Owner:</b> NIR	
69	(8069)	DMBSO	749 (8749) DTSO DPR
8090	(90)	DMBSO	8752 (5516) DTSO DPR
			8771 (771) DTSO CRH

# LOCO HAULED COACHING STOCK

## MAINLINE REGISTERED

There are very few loco hauled mainline registered coaches throughout Ireland with only two regular passenger services, one IE service from Dublin - Cork, one cross-border service from Dublin - Belfast and occasional railtours operated by the Railway Preservation Society of Ireland (RPSI). NIR have no mainline registered coaches other than joint ownership of the cross-border coaches. This section is organised with RPSI owned railtour coaches first followed by the Grand Hibernian set which stopped operating in 2020 then IE and cross-border service coaches. EVN numbers shown in italics if applied. There are several coaches that operated in GB with former numbers denoted by # and were re-gauged when moved to Ireland. Stored stock denoted by brackets around the Depot / Location eg (IW). All coaches 5'-3" gauge.

Number - Details - (Previous Nos) [Works No] - EVN No - Owner - Livery - Pres / Wdn - Depot / Location - Name

### RPSI

#### GNR Dining Car built GNR, Dundalk Works 1938

88 PI Pres (IW)

#### GSWR Irish Presidents State Coach built GSWR, Inchicore Works 1902

351 PI Pres (IW)

#### GSWR Compartment First built GSWR, Inchicore Works 1921

1142 PI Pres (IW)

#### GSWR Compartment Third built GSWR, Inchicore Works 1936

1335 PI Pres (IW)

#### CIÉ Open Third built Inchicore Works with parts from Park Royal, London 1955 Park Royal, London 1956 \* (previously ran as snack car), 1958 +

1383	PI	Pres	(IW)	1463 +	PI	Pres	(IW)
1419 * (2423)	PI	Pres	(IW)				

#### CIÉ Brake / Generator Second built Inchicore Works 1957

1916 PI Pres (IW)

#### CIÉ Buffet Car built GNR, Dundalk Works 1938

2421 PI Pres (IW)

#### Mk2d CIÉ Presidents State Coach built BREL, Derby, finished Inchicore Works 1972, rebuilt IW 1977

5408 (5406) PI Pres (IPW)

#### Open Standard built Cravens, Sheffield 1963

Weight: 28.7 t Length: 19.98m Max Speed: 75 mph

1505	5560282-1505-2	PI	BC	Pres	IW	1506	5560282-1506-0	BC	Pres	IW
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#### Open Standard / \* Shop / + Snack Bar / # Dining built Cravens, Sheffield 1963-64 rebuilt Inchicore Works

Weight: 28.7 t Length: 19.98m Max Speed: 75 mph

1508 *	5560852-1508-6	PI	BC	Pres	(IW)	1522 #	5560882-1522-4	BC	Pres	IW
1514 +	5560892-1514-0	PI	BC	Pres	(IW)					

#### Open Standard / \* First built CIÉ, Inchicore Works with parts from Cravens, Sheffield 1964

Weight: 28.7 t Length: 19.98m Max Speed: 75 mph

1523	5560282-1523-5	PI	BC	Pres	IW	1532	5560282-1532-6	PI	BC	Pres	IW
1529		PI	IE	Pres	(IW)	1539 *		PI	IE	Pres	(IW)

# LUAS - DUBLIN TRAM SYSTEM

Opened in 2004 the two separate routes, red & green, constitute the Luas (speed in Irish) Tram system and was built to standard gauge (4'-8<sup>1</sup>/<sub>2</sub>"") and has been extended four times to a total length of 26.9 miles. The trams are based at Broombridge, Red Cow and Sandyford Depots

**Citadis TGA301** (5 section, originally 4 section) built Alstom, La Rochelle, France 2002, extended to match TGA 401 2007-08

3001	3004	3007	3010	3013	3016	3019	3021	3023	3025
3002	3005	3008	3011	3014	3017	3020	3022	3024	3026
3003	3006	3009	3012	3015	3018				

**Citadis TGA401** (5 section) built Alstom, La Rochelle, France 2002

4001	4003	4005	4007	4009	4010	4011	4012	4013	4014
4002	4004	4006	4008						

**Citadis TGA402** (9 section, originally 7 section) built Alstom, La Rochelle, France 2009-10, extended 2019-20

5001	5004	5007	5010	5013	5016	5019	5021	5023	5025
5002	5005	5008	5011	5014	5017	5020	5022	5024	5026
5003	5006	5009	5012	5015	5018				

**Citadis TGA502** (9 section) built Alstom, La Rochelle, France (5027-33) 2017-18, (5034-41) 2020-21

5027	5029	5031	5033	5035	5037	5038	5039	5040	5041
5028	5030	5032	5034	5036					

**Depot Vehicles** (based at Red Cow Depot, Broombridge Depot \*) built 2004 built by Unilokomotive, 2017 by Zephir \*

?	4wDH A55S Tractronic
[2734] *	4wBE

# IE WAGONS

## 2 Axle Oil Tank Wagon (Used as Weedkiller Tanks)

580A	607A	633A					
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## 2 Axle GSWR Ballast Wagon

8314	?						
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## 2 Axle GSWR Plough Van

8452	Pres	DPR					
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## 2 Axle Ballast Plough Van

8456							
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## 2 Axle Closed Goods Van (Fitted with Diesel Generator)

18864	Pres	DPR					
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## 2 Axle Goods Brake Van

23642	23659	23663	23674	23676	23689		
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## 2 Axle Ballast Wagon

24015	24026	24037	24048	24059	24070	24081	24092
24016	24027	24038	24049	24060	24071	24082	24093
24017	24028	24039	24050	24061	24072	24083	24094
24018	24029	24040	24051	24062	24073	24084	24095
24019	24030	24041	24052	24063	24074	24085	24096
24020	24031	24042	24053	24064	24075	24086	24097
24021	24032	24043	24054	24065	24076	24087	24098
24022	24033	24044	24055	24066	24077	24088	24099
24023	24034	24045	24056	24067	24078	24089	24100
24024	24035	24046	24057	24068	24079	24090	24101
24025	24036	24047	24058	24069	24080	24091	24102

## 2 Axle Ballast Hopper

24113	24120	24127	24133	24139	24145	24253	24259
24114	24121	24128	24134	24140	24146	24254	24260
24115	24122	24129	24135	24141	24147	24255	24261
24116	24123	24130	24136	24142	24250	24256	24262
24117	24124	24131	24137	24143	24251	24257	24263
24118	24125	24132	24138	24144	24252	24258	24264
24119	24126						

## Bogie 20t Rail Wagon

24224	24227	24229	24231	24233	24235	24237	24239
24225	24228	24230	24232	24234	24236	24238	24240
24226							

## Bogie 21t Rail Wagon

24350	24353	24356	24359	24361	24363	24365	24367
24351	24354	24357	24360	24362	24364	24366	24368
24352	24355	24358					

## 2 Axle Ballast Plough Van

24850	24851	24852	24853	24854			
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# PRESERVATION SITES: REPUBLIC OF IRELAND

No.	Prev No	Works No	Date	Type	Manf	Origin	Gauge	Status	Name
<b>Andrew Marshall, Stracane, Co Leitrim (PS)</b>									
LM 178		57120	1960	0-4-0DM	MD	BnM	3'		
LM 187		57133	1960	0-4-0DM	MD	BnM	3'		
<b>Arigna Mining Experience, Co Roscommon</b>									
	8023	8023	1936	4wDM	L		2'		
	5	5861	1934	4wDM	MRC		2'		
41		2563	1929	4wPM	OK		2'		
<b>Ballinascavy Bridge Committee, Cootehill, Co Monaghan</b>									
LM 185		57131	1960	0-4-0DM	MD	BnM	3'		
<b>Belturbet Station, Co Cavan</b>									
	2	312425	1951	4wDM	R&H		5'-3"		
LM 137		382817	1955	4wDM	R&H	BnM	3'		
<b>Coaching Stock:</b>									
396	508A		1923	Bogie	GNR	GNR	5'-3"	uf	
900	405A		1891	6w Royal Saloon		WLW	5'-3"		
<b>Brian Darlington, Berea, Co Meath (PS)</b>									
			1962	4wDM	LB		2'	PL	
<b>Carlingford Brewing Co, The Old Mill, Riverstown, Co Louth (CBC) (* prototype)</b>									
	4	1800	1936	0-6-0T	HE		std	ROBERT NELSON	
<b>Units:</b>									
RB002*	BREL75		1984	Railbus	BREL		std		
<b>Caragh Nurseries, Stickens, Naas, Co Kildare</b>									
<b>Coaching Stock:</b>									
6203	99524,3180		1971	Mk2d TSO	BR			B gb	
<b>Castlerea Railway Museum, Hells Kitchen PH, Castlerea (CRM)</b>									
A55	055	941	1955	Co-Co	MV	CIÉ	5'-3"		
<b>Cavan &amp; Leitrim Railway, Dromod Station, Co Leitrim (CLR)</b>									
1	3024		1916/88	0-4-2ST	KS-AK		3'		DROMOD
5		1547	1908	0-6-0T	AV		3'		NANCY
C47		3	1958	4wPMR	BnM		3'		
C51		7	1958	4wPMR	BnM		3'		
C66			1972	4wDMR	BnM		3'		
C70			1972	4wPMR	BnM		3'		
C74			1972	4wPMR	BnM		3'		
F 511		3900011	1947	4wDM	JF		3'		
LM 11	1082	1348	1934	0-4-0DM	RM		3'		
LM 16		200075	1940	4wDM	R&H	BnM	3'		
LM 42		252849	1947	4wDM	R&H	BnM	3'		
LM 49		259189	1954	4wDM	R&H	BnM	3'		
LM 87		329696	1952	4wDM	R&H		3'		
LM 91		371962	1954	4wDM	R&H		3'		
LM 101		379059	1954	4wDM	R&H	BnM	3'		

# PRESERVATION SITES: NORTHERN IRELAND

No.	Prev No	Works No	Date	Type	Manf	Origin	Gauge	Status	Name
<b>Downpatrick &amp; County Down Railway, Co Down (DPR)</b>									
1	12475	12475	1934	0-4-0T	OK	ISC	5'-3"	A	
3		12662	1935	0-4-0T	OK	ISC	5'-3"	A	
90			1875	0-6-0T	CW	GS&WR	5'-3"		
A39	039	925	1955	Co-Co	MV	CIÉ	5'-3"	A	
146	B146	27472	1962	Bo-Bo	GM	CIÉ	5'-3"	A	
C231		977	1956	Bo-Bo	MV	CIÉ	5'-3"		
E421			1962	6wDH	IW	CIÉ	5'-3"		
E432			1963	6wDH	IW	CIÉ	5'-3"		WF GILLESPIE OBE
G611		57225	1962	4wDH	MD	CIÉ	5'-3"		
G613		57226	1962	0-4-0DH	MD	CIÉ	5'-3"		
G617		57229	1961	0-4-0DH	MD	CIÉ	5'-3"	A	
<b>Units:</b>									
	2509	1747D	1947	Railcar	WB	SLNCR	5'-3"		
			1905	Railmotor Saloon	KIT	B&CDR	5'-3"		
	LEV3,977020,RB003		1981	Railcar	BREL	NIR	5'-3"		
8458			1986	Cl.450 DMBSO	BREL	NIR	5'-3"		
									ANTRIM CASTLE
8788			1986	Cl.450 DTS	BREL	NIR	5'-3"		
8798			1986	Cl.450 TSO	BREL	NIR	5'-3"		
<b>Coaching Stock:</b>									
1287	520A,2091		1915	Bogie Tricomposite	IW	GS&WR	5'-3"		
148	152		1897	Bogie Comp	ARCI	B&CDR	5'-3"	b	
	153		1897	Bogie Royal Saloon	ARCI	B&CDR	5'-3"	b	
	154		1918	6w Second	BQQ	B&CDR	5'-3"	b	
1918	1605,2163		1957	Mk2 BCK		CIÉ	5'-3"		
	2419		1956	Mk1 RB		CIÉ	5'-3"		
3223	1611,2572,2144		1954	Bogie Corr Comp		CIÉ	5'-3"		
	1381,1944		1954	Bogie Suburban Open	IW	CIÉ	5'-3"		
2977			1958	POT	IW	CIÉ	5'-3"		
2978			1958	POT	IW	CIÉ	5'-3"		
	171					GNR	5'-3"	b	
	33		1862	6w Family Saloon		UR	5'-3"	b	
	479A,39,25		1894	6w Second	ARCI	MGWR	5'-3"		
	478A,53		1892	6w Second	ARCI	MGWR	5'-3"		
	69		1888	6w Full Brake	IW	GS&WR	5'-3"		
	39			6w Brake Third	BQQ	B&CDR	5'-3"	b	
6111	2624		1952	DVT	AEC	CIÉ	5'-3"		
8918	9712		1974	Mk2f DBSO	BR	BR	5'-3"		
3189 TLA	34264		1972	Mk1 Steam Gen Van	BR	BR	5'-3"	b	
	1841	667	1929	4w PSV	H&W	LMS	5'-3"		
674	608,1885		1932	4w PSV	H&W	LMS	5'-3"	gb	
687	1887		1947	4w PSV	H&W	LMS	5'-3"		
	688,1888		1947	4w PSV	H&W	LMS	5'-3"		
	463A,836		1902	TO	ARCI	GS&WR	5'-3"		
	AM12,605A,1097		1923	Bogie Comp	IW	GS&WR	5'-3"		
	466A,13M			6w Third 5 Comp		MGWR	5'-3"	uf under 171	
				6w		GS&WR	5'-3"	uf under 154	
	380A,1110		1912	Bogie Corr Comp	IW	GS&WR	5'-3"		
						GS&WR	5'-3"	uf	



# OVERSEAS PRESERVED IRISH STOCK

The stock listed here (unless marked \$) is also covered in other books in the UKRS series, **UK Combine Vol.1 & Vol.2**, **UK Pocket Book & UK Locomotives** with codes used eg. (ALY) unless shown otherwise. # denotes former BR number

No.	Prev No	Works No	Date	Type	Manf	Origin	Gauge	Name
<b>Allelys Heavy Haulage, Studley (ALY)</b>								
21138	(3172 TL)		1955	Mk1 BGSV	BR	BR	std	
<b>Auldyn Construction Ltd, St Johns, IoM (ACL)</b>								
LM 344		60SL751	1980	4wDM	MRC	BnM	3'	
LM 350		60SL748	1980	4wDM	MRC	BnM	3'	
<b>Beaver Power Limited, Merthyr Tydfil (BVP)</b>								
1			1969	0-6-0DH	EE	NIR	5'-3"	
<b>East Lancashire Railway, Bury (ELR)</b>								
8099			1979	DEMU DMBS	BREL	NIR	5'-3"	
<b>Fletcher Foundry, Dove Holes</b> currently missing from other books								
6 \$		9543	1950	4wDM	MRC	MIP	2'	TURBO TED
<b>Great Central Railway, Loughborough (GCR)</b>								
3178 TLA	(34590 #)		1955	Mk1 BGSV	BR	BR	std	
<b>Isle of Man Steam Railway, Port Erin (IOM)</b>								
19			1949	Railcar	WB	GNR	3'	
20			1949	Railcar	WB	GNR	3'	
<b>Locomotive Services Ltd, Southall (SO)</b>								
1800	(546) (5970 #)		1974	Mk2f RSS	BR	NIR	std	TINTAGEL
<b>New Jersey Museum of Transportation, USA (NJM)</b> code only used in this book								
3 \$		2614	1887	4-4-0T	RS	CLR	3'	LADY ERITH
<b>Strathspey Railway, Aviemore (STP)</b>								
3177 TL	(34227 #)		1955	Mk1 BGSV	BR	BR	std	
<b>Gloucestershire Warwickshire Railway (GWR)</b>								
3188 TLA	(34701 #)		1955	Mk1 BGSV	BR	BR	std	
<b>East Lancashire Railway, Bury (ELR)</b>								
13508	(924)		1969	Mk2b FK	BREL	NIR	std	
<b>Weardale Railway, County Durham (WEA)</b>								
LM363			1984	4wDH	DEW	BnM	3'	
LM370			1984	4wDH	DEW	BnM	3'	
LM373			1984	4wDH	DEW	BnM	3'	

# PRESERVED TRAMS

No	Prev No	Date	Original System	Type of Tram	Manf	Gauge
<b>Fintown Railway, Co Donegal (Rep of Ireland)</b>						
14		1915	Belgium	4w Charleroi Single Deck Trailer	nk	3'
<b>Fintown, Co Donegal (Rep of Ireland) (PS)</b>						
	38	1915	Belgium	4w Charleroi Single Deck Trailer	nk	3'
<b>Adara, Co Donegal (Rep of Ireland) (PS)</b>						
16	42	1915	Belgium	4w Charleroi Single Deck Trailer	nk	3'
<b>National Transport Museum, Howth, Dublin (Rep of Ireland)</b>						
2		1885	Bessbrook & Newry	Bogie Single Deck	ARCI	3'
9		1889	Giants Causeway	4w Single Deck	MCW	3'
9		1902	Hill of Howth, GNR	Bogie Open Top	GFM	3'
224	T24	1915	London County Council	4w Open Top Trailer	BEE	5'-3"
253		1928	Dublin United	Bogie Double Deck	DUT	5'-3"
284		1928	Dublin United	Bogie Double Deck	DUT	5'-3"
<b>Ulster Transport Museum, Cultra, Co Down (NI)</b>						
2		1883	Giants Causeway	Bogie Single Deck	MCW	3'
2		1883	Portstewart	0-4-0VB	KIT	3'
4		1884	Castleberg & Victoria Bridge	4w Enclosed Single Deck	OB	3'
4		1901	Hill of Howth, GNR	Bogie Double Deck Open Top	nk	std
5		1883	Giants Causeway	Bogie Single Deck Open	MCW	3'
118		1885	Belfast Street Tramway	4w Double Deck Open Top Horse Drawn	BST	4'-9"
249		1905	Belfast Corp	Bogie Double Deck Open Top	nk	4'-9"
357		1930	Belfast Corp	Bogie Double Deck	BEE	4'-9"
381		1883	GNR	4w Fintona Double Deck Open Top Horse Drawn	MRCW	std

# OVERSEAS PRESERVED TRAMS

No	Prev No	Date	Original System	Type of Tram	Manf	Gauge
<b>Crich Tramway Village, Derbyshire</b>						
10		1902	Hill of Howth, GNR	Bogie Double Deck Open Top	GFM	std
<b>Southern California Railway Museum, Perris, California, USA</b>						
2		1900	Hill of Howth, GNR	Bogie Double Deck Open Top	GFM	std