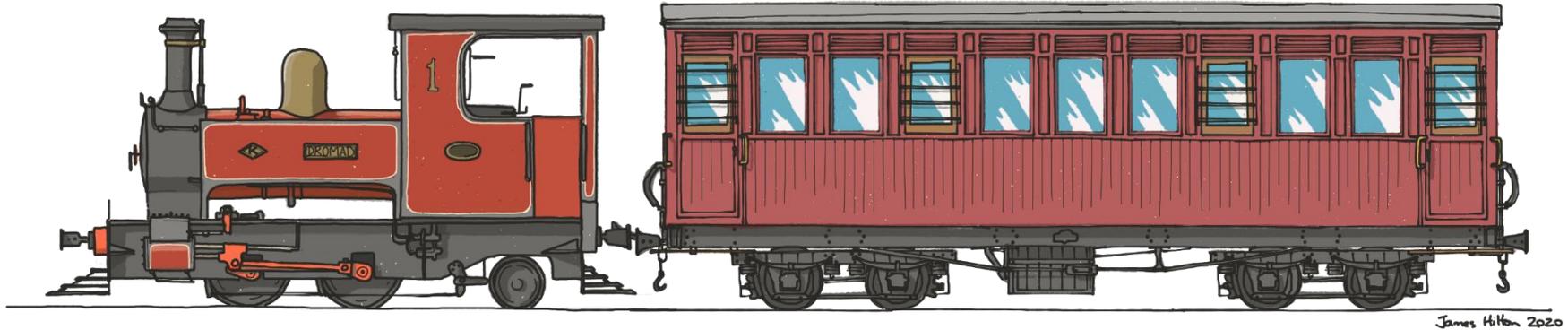




Vintage Train Appeal:



Now that Nancy has been restored to steam and returned to the Cavan & Leitrim (Dromod), we move to our next major project. Instead of a locomotive or carriage our Vintage Train Appeal aims to restore both! The basis of which is the restoration to steam of our 1916 built Kerr Stuart 0-4-2T “Dromad” and our original Bristol built Tralee and Dingle Light Railway 3rd class carriage 7T (of 1890). It is appropriate to restore Dromad in partnership with 7T, as Dromad’s cab has been rebuilt in the style of a Tralee and Dingle loco and she features cow catchers.

Should we gain support and your donations, we have the amazing prospect of having two narrow gauge locomotives in steam together in the Republic of Ireland (Nancy and Dromad) for the first time since the closure of the Cavan and Leitrim in 1959. A unique event! 7T is due to be restored to operate with Dromad when she returns, and will offer a unique vintage experience to visitors, being the only original vintage narrow gauge carriage to operate in Ireland (subject to inspections and approval).

We need your help to make it happen!

www.cavanandleitrimrailway.com
dromodrailway@gmail.com

*For more information or to get involved please follow the **address below** or write to the **Cavan & Leitrim Railway at Dromod, Co. Leitrim** to get involved*





Vintage Train Appeal:

Kerr Stuart “Dromad” 0-4-2T (built 1916 as Works No: 3024)



Here Dromad is seen out of service she is a lovely proportioned loco (CLR)



The T&D style cab is clearly visible here, ideal to work with 7T (CLR)

Dromad was built for Balfour Beatty and Co. Limited (a big civil engineering contractor). The loco was named “Sir Murray Morrison”. The locomotive was used in the construction of the Lochaber Water Power Scheme in Scotland, and in 1918 was sold to the British Alluminum Company who were operating on the same site. By the early 1960’s “Sir Murray” was out of use and was sold to the Hampshire Narrow Gauge Railway Society in 1970. It was stripped of spare parts to keep sister loco “Lady Morrison” in service. She is currently at the Statfold Barn Railway. Parts were raided from “Sir Murray” included the boiler.

Alan Keef Ltd. received the remains which consisted of a 3ft chassis, wheels and original funnel. In 1988 the group of enthusiasts from Ireland located its remains and purchased it from Keefs, along with commissioning him to undertake a rebuild of the loco to steam. The loco features parts from other engines including the cab portholes from a Great Northern Railway (Ireland) loco, the whistle from a Metropolitan locomotive, and the cab has been modelled on that of former Tralee and Dingle Light Railway Hunslet number 4 0-4-2T, which was double cabled. Dromad features cow catchers as the T&D locos did. On 3rd June 1994 the “new” loco was steamed for the first time in decades. It arrived in dromod on the early hours of 11th July 1994.

She was christened Dromad in recognition of her new home and operated successfully for the next 10 years. Her cert expired circa 2001 and she was on display ever since. When Nancy returned Dromad left on the same low loader back to the UK for assessment where she currently remains.

Following Nancy’s overhaul and return to Ireland, Dromad is the next steam project, and this could create the prospect of two steam locos in service on the one railway in the Republic of Ireland, a first, and has not happened since the Cavan and Leitrim Railway closed in 1959.





Vintage Train Appeal:

Tralee and Dingle Light Railway 3rd class carriage 7T

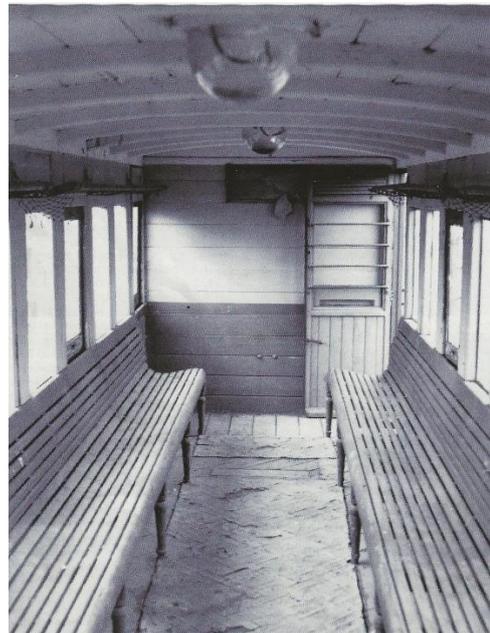


Companion 3rd class carriage 3T (39c) also of 1890 is seen here on the West Clare © J. Powell

Built by the Bristol Carriage and Wagon Co. in 1890 for the opening of the Tralee and Dingle Light Railway

This carriage provided spartan 3rd class accommodation on slatted timber seats in a longitudinal style for the 2 ½ hour journey from Tralee to Dingle. It is said that passengers brought their own straw with them to sit on! On withdrawal of service in 1939 most of the 3rd class carriages were transferred to the West Clare section and 7T was renumbered 45c. It remained in use there until the mid 1950's and was sold from Ennis station circa 1957. It was towed by tractor all the way to Callan, Co. Kilkenny, where it was in use (along with 1891 built sister 10T) by drainage contractor Gerry Walsh. It arrived at Dromod in early January 1993, unfortunately the body at that time was considered life expired. We have many original components which will be used within the rebuilt body. We also have recovered original TDLR bogies from 8T which are in good condition and will be re-used.

7T will be restored to its GSR condition pre-closure of the T&D to passengers. She will be unique on the island of Ireland being the only original Irish narrow gauge carriage in service and will allow visitors a unique experience and education of what it was like to travel on a vintage carriage such as 7T.



What is thought to be the interior of 3T again on the West Clare section but retaining its GSR condition © Coakham

The project is currently at assessment stage and this will be reported to supporters in due course, and is subject to assessments, inspections etc.





Vintage Train Appeal:

Fundraising:

<https://cavanandleitrim.wixsite.com/home/vintage-train>

Yes:	Amount:	Benefit:
	€50	Years complimentary membership of the C&L
	€100	The above plus, exclusive donation certificate
	€150	The above plus, limited edition prints of “Dromad” and 7T
	€300	The above plus, life membership
	€500	The above plus, invite to launch of the Vintage train
	€1,000	The above plus, name on footplate/carriage board, and a steam experience*
	€1,500+	The above plus, vintage experience day – exclusive use of “Dromad” and 7T on a private charter, which will include a steam experience day* and dinner in the Copper Still bar

Funds can be emailed via PayPal to dromodrailway@gmail.com you can also indicate your preference.

*Subject to T&Cs

