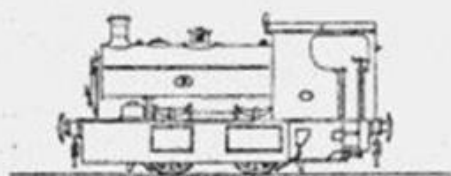


*The Railway Preservation Society  
of Ireland*

PATRON: THE RT. HON. THE LORD O'NEILL



FIVE

FOOT

THREE



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PRICE at least 2/6

# **FIVE FOOT THREE**

## **No.2**

### **Winter 1966**

**Editor: Andrew Donaldson**

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Opinions expressed by contributors do not necessarily represent those of the Editor or the Council of the Society.

#### **CALL ATTENTION**

**A. Donaldson**

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Last time we promised you that this issue would be different; whether the change is for the better is for you to judge - we await your opinions. Though the site problem is not measurably nearer a solution, a lot of progress has been made on our locomotives, so it was felt that the time had arrived for a further issue. The format has been drastically altered for economy - every time the Society sold a copy of No.1 it lost about two shillings. That position will now be almost reversed. Again, while it must be remembered that our aim is to work steam locomotives, not to issue literature (?) to our members, we have tried to provide as much “meat” as possible for the reader who is not (yet) a member but whose purchase of this “opusculus” will help our funds.

Much economy has been achieved by the personal effort of certain members who have themselves done most of the work involved in producing this edition. In particular, we gratefully acknowledge the help given by Messrs Boomer, Lockett, Nevin and Bell - and above all by Mrs Lockett, who donated much useful printing material.

The remarkable crop of steam workings and performances of 1966 has not been properly recorded elsewhere, so we welcome the filling of the gap by Messrs Cassells and McAllister; Bob Hunter and Cecil Bell take us back to the halcyon fifties, while Irwin Pryce critically examines a GNR class which has escaped the attention of writers on loco matters. Barry Carse reminds us of our 32 county coverage with his researches on the Cobh and Youghal lines. Many feel the Society can be strengthened by the formation of regional groups. Dublin and Belfast have only pulled the whistle cord, but Portadown has already opened on to the main regulator and Charlie Friel tells us how it is done.

Publicity is a most important part of our activities and will continue to be for as long as we can foresee. Though we still meet them from time to time, there surely cannot be many more of those who feel the mysterious lure of steam who are not with us. The question is, how much more widely can we cast our net? The exhibition which preceded the autumn outing made some attempt to show us as a mature and sane Society but its impact is not easily measured. Can we attract members from, say, the historically minded, or from photographers?

In dealing with the “unconverted” we should be very cautious about the use of such phrases as “our glorious heritage”. In point of fact, steam helped to precipitate the Industrial Revolution, hardly a “glorious” period of history. The steam locomotive, on the other hand, may be regarded as relatively free from sordid associations; indeed many enginemen regarded their charges as almost human. Mr Houston tells the story of an NCC driver who lost so much time through reluctance to “abuse his engine” that he had to be told to leave his own engine in the shed when there was hard running to be done and take one of the Company’s engines. During the Irish Civil War enginemen seemed more distressed at the loss of their engines than they would have been at losing their wives. The Editor himself remembers a shed foreman almost in tears at the destruction of the “400” class consequent on dieselisation. Can we create an ethos out of this social fact and get it across to the public?

Nowadays a steam loco is commonly regarded as a filthy and drab piece of machinery; yet the number of those who paused in their occupations to ogle No.171 as she passed on her splendid way may indicate what effect a fully-restored engine might have if finished in an eye-catching (provided authentic) livery.

Before we leave the historical aspect of the problem, the claims of the Moira site must be considered. The station building on the up side is the only Ulster Railway building in use, apart from Great Victoria Street, and may well claim the attention of such bodies as the National Trust; the preservation of a short stretch of canal could come into the project. From a practical point of view, the working life of the GN main line is likely to be much longer than that of the Antrim branch, closure of which would confine us to the NCC were we based on Whitehead. Much, of course, depends on CIÉ’s attitude towards us. The actual site could, as measurements show, include a 900ft shunting road to exercise the Guinness engine in moving our stock around for working parties. In addition, there is a room for about 1,100ft of shorter sidings. the existing goods shed (at present leased out) has awnings which could be extended to cover our locos; there is a water main at the roadside, recently tapped for motorway work, and a loading bank from which coal could be tipped into tenders. It is outside the boundary of the New City and, as the road system in the area has already been modernised, the site is unlikely to be affected by future planning. The roadway which bisects the site is now very unimportant and the rails are still in situ in the tarmac, though the gates would require attention. The UTA have expressed willingness to facilitate our acquisition of the site. It is conveniently placed, as the bulk of our members reside in the Belfast - Portadown area, and is easily accessible from other places by its proximity to the motorway. There is, of course, the expense which necessary tracklaying would involve. What a pity we did not negotiate for this site while the rails were still laid.

The tourist value of a steam railway is well borne out by the success of such ventures in Britain and indeed has been officially recognised in the recent decision on the IOMR line from Douglas to Peel. We ourselves have received a generous grant from the NI Tourist Board, while Bord Failte have been kind enough to allow us the use, quite freely, of their window in Castle Street.

The UTA have always been good to us, our thanks being especially due to Messrs Coulthard, Bailie and Macafee, while the generosity of CIÉ and Messrs Arthur Guinness & Co. has already been recorded.

Newspaper publicity has not always been judicious, though the last article in the “Belfast Telegraph” looks like a “breakthrough” in relations between the Society and the press. Dublin papers still lag, but

this is no doubt due simply to ignorance that our Society exists as quite distinct from the IRRS and has very different objects. We hope our Dublin area will make plenty of noise and put this to rights. It is most important to establish that we are a 32-county Society - after all two of our engines come from the Republic and the third had been in the service of CIÉ for nearly 5 years.

Television, similarly, started (from our point of view) somewhat uncertainly, but the BBC coverage of the recent last (?) steam train to Dublin was excellent, both on radio and television. It looks as if in the public eye we are at last a serious institution. “De reir a cheile a thogtar na caisleain” they say. Our castle is taking shape - every member must see to it that the present trend continues.

## **IRISH STEAM IN SUMMER 1966**

**J.A. Cassells**

It now seems probable that the summer just past will be the last one in which steam will appear in any way prominently, and the purpose of this article is a systematic survey of practice and performance from May to September last.

With Adelaide as the only steam depot for a small number of good engines, the Great Northern workings still displayed reasonable vigour. No.54 was the first choice for long-distance workings, and rightly so, since she was a good steamer, and tended to run extremely well on the big valve if pulled far enough up. Table 1 shows her on what was in effect her own train - the 9:25am Belfast-Dublin, which she worked with such frequency as almost to make Amiens Street shed think they had an engine again! With the usual 8 bogie load this was a smart piece of work, with the engine gathering time on a not over-generous schedule without difficulty. The “second” engine, until her unfortunate damage on a lifting train at Pomeroy in July, was 56, an engine which worked well despite a somewhat mysterious knock that characterised her latter days. Rather unfortunately, with length of time out of shops as the deciding factor, 55 was nearly always the Dundalk engine when specials were booked to or from that place, and only regularly worked to Dublin after 56’s demise. What I saw of her work this year indicated that she was little changed from the days of summer 1964 when, just ex-works, she was regularly rostered for the daily 12:30 or 3:15 Dublin trains. Indeed on one occasion, hauling an 8 bogie northbound special in July this year, she ran from Dundalk to Portadown in 41’18”, attaining 40 at post 56, a minimum speed of 32 on the climb of the bank followed by acceleration to 40½, 69 into Knockarney dip, and 70 between Tandragee and Portadown after a signal check at Poyntzpass. All three engines had the high bunkers, 55 being the last to receive hers, from 53 in the springtime. Adelaide also shedded Nos. 50, 51 and for a time 53; rather less distinguished engines all of which saw varying periods of service on the NCC during engine shortages.

The summer proper began on the Great Northern with the first 10:30 tourist train on 5<sup>th</sup> May, followed next evening by the restoration of the 11:05pm pigeon train, steam hauled, usually by 50, to Dundalk; this working made successive Fridays days of obligation for tape recorders. The engine returned light from Dundalk to Lisburn on Saturday morning, working forward an overload off the Dublin-Derry goods into Belfast. On weekdays this overload necessitated the running of a light engine to Lisburn each morning during most of May, and UG No.149 was a surprise choice on 26<sup>th</sup> May. Beginning on 21<sup>st</sup> May, the GN specials began operation over the Antrim branch to Portrush, and for a few weeks around the beginning of June the Saturday 8:15am ex Belfast, 9:10am ex Portadown and 8pm ex Dundalk were steam hauled. After two weeks of triumphant working, a coal shortage consequent upon the seamen’s strike fell upon the Great Northern so heavily as to force the speedy substitution of CIÉ diesel power on all except Portrush specials. By the start of July, when all had returned to normal, and 54, hauling 20 wagons of coal and whistling all the way from Balmoral to near Central Junction, had relieved the beleaguered shed, only the Dublin trains and the traditional 12<sup>th</sup> and 13<sup>th</sup> July specials necessitated steam haulage.

The Northern Counties in this period was a very lively proposition indeed. For almost the whole year

some seven or eight trains on the Larne line were steam each day, and during May and June, each Saturday saw an average of about six specials working into Portrush from Derry, Belfast and the GNR. With space at a premium, complete trains had to be stabled in the steeply-graded harbour siding each week, and this year it became common practice for three engines coupled to raise coaches from this line in the evenings. On 25<sup>th</sup> June, indeed Nos. 3, 4 and 6 powered an empty carriage working from the harbour siding to Coleraine. 51 and 55 often appeared from the Great Northern (although 54 had to wait until the coal shortage suspended Dublin traffic before being allowed her chance) and the climax came on 18<sup>th</sup> June, when 3, 4, 5, 6, 10, 53, 54 and 55 all appeared on seven specials and the regular 1:10pm from Belfast.



***10, 3 and 55 lifting 10 bogies from the Portrush Harbour branch in June 1966. (A. Donaldson)***

The coal shortage did not affect the NCC so drastically as it did the GNR, and a solution was partially found in the burning of anthracite coal which tended to make good steam on the outward journey, but quite tough clinker on the return. Also, allied to the shortage of engines, it led to the abandonment of double-heading of ten bogie trains from Belfast, a change which seemed in no way to distress the engines. Indeed, on one occasion, No.4 was able to restart 10 loaded bogies from Mossley without even a slip. During July and August, with things back to normal, the 6:47, 10:05, 3:10, 5:00, 5:30 and 5:55 Larne trains, the 9:25 Portrush (occasionally) and the 1:15 Portrush were almost regular Monday to Friday steam turns, while on Saturdays steam appeared on the 8:35 Portrush and 5:55 and 8:50 Derry workings, as well as various other trains booked for diesel power. On a typical July day, for example, No.3 worked the 6:47, 10:05 and 2:00pm to Larne, No.1 the 9am to Larne, No.53 a Trooperslane ballast, No.4 a Courtaulds coal train in the morning and the 1:15 Portrush in the afternoon, No.6 the 5:30pm Larne, and UG No.146 shunted at the docks. This pattern was repeated day after day and month after month, and at the time of writing some of the Larne trains are still steam powered. As it turned out, this summer was the last in which coal trains ran to the Courtaulds factory at Mount, and on

one occasion the mid-day working gave some timely rear-end assistance to a failed railcar at Bleach Green. Ballast trains also ran fairly often in connection with the new marshalling yard being laid at Magheramorne loop, and for a short period in July No.5 powered the Derry-Dublin goods over the Antrim branch.

In addition to the July week specials, and Portrush relief trains, Nos. 4, 6, 9, 10, 53 and 55 arrived in Derry with specials, No.55 having been borrowed for the day from the Great Northern section, and an interesting feature of the return workings was the operation of the 5:15pm non-stop Belfast express by No.53. A fortnight later all the NCC section engines were again in steam for a heavy programme of specials to Carrickfergus, and the Great Northern again provided an engine, this time UG No.149 which worked the afternoon Larne perishable.

Engines on regular service on the NCC were 1, 3, 4, 5, 6, 9, 10, 27, and 53, with assistance from 50 and 51 and UG No.146. No.1 usually managed to stay on pilot, 5 and 9 were out of steam for considerable periods, and 3, 4, and 6 yet again bore the brunt of the year's heaviest traffic. To No.6 goes the credit of bettering the 33 minute schedule from Ballymena to Belfast on the 2:10pm ex Derry, while on the 1:15 from Belfast, No.3 succeeded in making Antrim in a nett 23 minutes, with 60 max before the foot of the bank, and a minimum of 40 on the climb. Typical of No.4's exploits, numerous enough to merit a separate article, was a run in from Antrim, with an 8 bogie train from Portrush, in under 23 minutes. Other runs are detailed in Tables 2 and 3, and the effect of the summer's working was to prove that diesel timings are still well within the capabilities of steam.

In all, 1966 has been a good year, perhaps the last good year for Irish steam. Now, although the closure of Adelaide has ended steam's life on the GNR, the beginning of the Magheramorne trains and the continued use of steam on the Larne line should keep the banner flying well into 1967.

**Table 1**

**9:25am ex-Belfast**

<b>WT No.54 + 8 bogies</b>	<b>Schedule</b>	<b>Actual</b>	<b>Speeds</b>
Belfast			
Adelaide		4.25	31
Dunmurry		9.32	35
Lisburn	14	14.29	45
Maze		17.31	58
Damhead		20.15	56
Moirá		22.08	60
MP 96		24.34	50
Lurgan		27.58	64
Boilie		29.49	69
Seagoe		31.44	60
Portadown	32	32.47	
Tandragee (*)		40.08	60
Scarva (*)		42.48	50
Poyntzpass (*)	47	46.00	41

MP 74			58
Goragewood		52.15	45
Bessbrook		56.09	36
MP 65½			27½/60
Adavoyle		67.51	56
Mountpleasant		72.14	67/69
Dundalk	80	76.15	
(*) <i>Permanent way slacks</i>			

**Table 2**

**2:15pm ex Portrush**

<b>WT No.51 + 8 bogies</b>	<b>Schedule</b>	<b>Actual</b>	<b>Speeds</b>
Ballymena			
Kellswater		5.55	64
Cookstown Junction		9.50	64/69
Antrim	15	13.05	
Muckamore		3.54	45
Doagh		11.58	47/45
Kingsbog Junction		13.55	47
Ballyclare Junction		15.07	51½
Mossley		16.27	56
Monkstown		17.20	67
Whiteabbey		18.55	69/72
Belfast	26	24.55	(*)
(*) <i>Signal check outside the station</i>			

**Table 3**

**8:00am ex Larne Harbour**

<b>WT No.3 + 6 bogies</b>	<b>Schedule</b>	<b>Actual</b>	<b>Speeds</b>
Larne Town			
Glynn		3.39	43/53
Magheramorne Loop		6.43 (*)	21/50
Ballycarry	11	11.29	
Whitehead	5	3.56	41 (max)
Kilroot		4.33	62
Carrickfergus	9	6.58	
Trooperslane		4.00	39
Greenisland		5.42	43

Jordanstown		7.07	64/53
Whiteabbey		8.18	59/72
Belfast	15	13.14	

(\*) *Slack for hand tablet exchange*

## SCENIC LINE

W.T. Scott

Next spring, sadly, will see the end of the road for another of Ireland's beautiful lines, in this case the Mallow-Waterford, aptly titled by many enthusiasts the Scenic Line. The route forming a link in the chain from Paddington to Glanmire Road spans 76 miles from Waterford to Mallow where it forms a trailing junction with the down Cork line. The total distance from Rosslare Harbour to Cork is 135½ miles.

As befits a line constructed late in our railway history the Scenic route abounds in steep short banks and numerous slacks, some as severe as 20 mph between Castletownroche and Ballyhooly and others of 30, 40, and 50 mph too numerous to mention. Bearing this in mind, high speeds could not be expected, but the 1951 timing of the Rosslare Express required hard locomotive work. This train left Rosslare Harbour at 6:15am, arrived in Waterford at 7:15 and departed 7:25, arriving in Mallow at 9:40 and Cork at 10:15. The timing of 2¼ hours Waterford to Mallow included 5 intermediate stops, the fastest being Fermoy to Mallow 16¾ miles in 24 minutes. The return working left Cork at 6:00pm, Mallow at 6:41, arrived in Waterford at 9:00 and Rosslare Harbour at 10:05. It was customary for the same engine to work in both directions. The other passenger working left Waterford at 9:15am arriving in Mallow at 12:05pm and Cork at 12:55. The return of this train was the 1:25pm out of Cork and here the engines worked against each other on alternate days.

Unfortunately I have not been able to trace any outstanding locomotive performances over this difficult road. Of logs which I have been able to find, the best performance goes to the credit of 384. She succeeded in running from Fermoy to Ballyduff in 14 minutes 5 seconds, as against 15 allowed, with a max of 54 around Clondulane, and later in the same run cut the 18 minutes allowed from Cappoquin to Dungarvan to 16.25 with a max of 62 near Cappagh. Some indication of the nature of the road is given by the fact that a min of 23 was also recorded in this section. The load was 7 bogies - 225 tons full.

Other experiences of 384 on the Scenic Line were not so happy as when, a few years after the run described above, I travelled with her on the Rosslare Express. She reached Waterford almost on time but from there things went badly and after stalling on the bank at Castletownroche we finally arrived in Mallow over an hour late. It is only fair to add that the crew got their engine "pulled round" at Mallow and made a smart run into Cork in 28¼ minutes with a max of 70 before Blarney.

Another competent piece of work can be credited to 388 when she ran from Cappoquin to Dungarvan in 16.25 with a max of 59 and then from Dungarvan to Durrow in 15 minutes 7 seconds, allowed 16, with a max of 53. The only performance worthy of note, of which I have a record, by a four coupled engine was 313 running from Castletownroche to Mallow in under 12 minutes with a max of 52 - load 5 bogies and van.

Goods workings over the line were handled by a through goods, Mallow to Waterford, at 7:20am, the reverse working being at 11:35am. In addition there were workings from Waterford to Lismore and back at 6:45am and 3:00pm respectively, and a return working from Mallow to Clondulane. This was mixed from Fermoy to Mallow on Wednesdays. For a couple of seasons after regular passenger steam had gone relief trains in connection with the Rosslare boat were steam.

During the beet season the Scenic Line carried heavy additional traffic. BM4, which remained steam



until 1962 carried not only beet but many enthusiast's hopes of a photograph. I well remember one desperate attempt in near darkness which produced a passable print with the engine's lamps clearly lit.

The Rosslare road had the distinction of having a class of locomotive specially built for it, namely the 333 class of 1907. Other passenger engines were the 310 and 305 classes and of course the Woolwiches which were officially rostered to haul the Rosslare Express, though not always successfully, especially in later steam days when maintenance and coal had fallen off somewhat. Goods and beet workings over the line were handled largely by the 257 and 351 classes with, of course, the ubiquitous J15s, including our own engine 186. 355 class engines were observed on the Clondulane goods.



*385 on the 11:15am relief Rosslare Boat Train at Clondulane on 3<sup>rd</sup> August 1957. (A. Donaldson)*

In this brief account of the Scenic Route I have tried to convey some idea of the line to those members not fortunate enough to have travelled it in days of steam. I will close by asking them to imagine if possible a line of short savage banks, numerous curves and splendid views; to think of the thrill of the dash through the streets of Waterford to catch the Rosslare Express appearing on a grey morning wreathed in clouds of steam. On the express they would then have experienced a run such as one I had with 384 where the engine would put out its high nominal tractive effort, probably mortgaging the boiler on the way up the banks hoping to make enough steam to clear the summit and keep the brake off so that the fire would be pulled round, and the injector put on, on the easier road down the other side. They would have travelled over a road of attractive stations - Kilmeaden, Lismore and Fermoy to mention but a few, the latter the one time junction for the Fermoy and Mitchelstown Railway, ancestral home of 90 and 100, those inseparable but not identical twins. Finally on arrival in Mallow they could look forward to perhaps the greatest treat afforded by any railway - the run into Cork. These to me were the memories brought back by the photograph published elsewhere in this issue.

## **THE CORK, COBH & YOUGHAL RAILWAY**

**Barry Carse**

The idea of connecting Cork with Youghal by rail first occurred in 1853. Isaac Butt, the well known

Home Rule pioneer, was at the head of the Company. The section from Dunkettle to Youghal, was ready in 1860; the Cork-Dunkettle portion, delayed by rock cuttings, was not completed till 1861. The terminus was at Summerhill. On the Cobh branch the first public train ran in 1862.

In 1865, owing to financial difficulties, the Company sold out to the GSWR for £310,000 (approximately half the cost). The GSWR put in a connection between the CCYR and Glanmire Road Station in 1868 - hence the steep gradient which today faces Cobh and Youghal trains.

The Summerhill station had flaws and was the scene of a serious accident in 1882 when the driver of a train from Youghal ignored four signals and collided with a departing Cobh train. Summerhill was closed in 1893, new bays being provided instead at the east end of Glanmire Road.

The 11¼ mile Cork-Cobh section has 7 intermediate stations. Tivoli and Dunkettle, the first two, were closed in 1931 and 1966 respectively. Before Fota there is a six span girder bridge connecting the mainland with Great Island on which Cobh is situated. After a descent through rock cuttings and short tunnels, a beautiful view is obtained of the harbour at Cobh. There is a disused GSWR station here.

Between 1859 and 1861 ten locomotives were delivered by Neilson to the CCYR - Nos. 1 to 7 being 2-4-0STs with 15" x 24" cylinders and 5'9" driving wheels, while Nos. 8 to 10 were 2-2-2STs with 15" x 22" cylinders and 6ft driving wheels. The GSWR rebuilt the singles in 1876-8 as 2-4-0STs and renumbered the CCYR engines as 71 to 80. No.78 had 5'2½" driving wheels as rebuilt and so probably had the other rebuilds, Nos. 79 and 80. These engines lasted till 1880-7, though from 1870 onwards they were replaced by the GSWR 0-4-4WTs. No.71 was sold in 1883 to the Waterford Dungarvan and Lismore Railway and lasted as WDLR No.5 till 1898.

In 1887 Ivatt designed six 0-6-0Ts (later J11) to work heavy goods between Cork, Cobh and Youghal. Around 1900 the 4-4-2Ts, later classified C4, appeared in Cork for use on the heavier passenger trains. These were a smaller wheeled tank version of the 52 class 4-4-0s. Other passenger turns were worked by the C7 (smaller) 4-4-2Ts and 2-4-2Ts as well as the 0-4-4Ts already mentioned, and of course the J15s. The GSWR ran American liner specials through from Cobh to Dublin with mainline engines, and a well known photo by the late Rex Murphy shows a 4 cylinder "400" leaving Cobh with a corridor train. These engines were, however, prohibited after bridge damage during the Civil War.

Between Cobh and Youghal the most important station is that serving the industrial town of Midleton which has a good fair as well as being a local centre for beet traffic. Killeagh, the last station before the terminus, has often won the Tidy Station competition in the region. Youghal, 26¼ miles from Cork, has a long main platform with faces on both sides and a 45ft turntable at the eastern end of the station. All except Carrigtwohill are crossing points.

In 1933 there were some 14 workings each way on the Cobh line and 4 on the Youghal line, 5 out of the total being goods or mixed trains. By 1947 this had fallen to 10 on the Cobh line and 3 on the Youghal line. At present there are 20 services to and from Cobh, but the Youghal line has only a daily goods, apart from Sunday "Q" trains in the summer.

All sorts of engines worked the Youghal excursion traffic, including 4-4-0s of classes D10, D12, D14 and D17, and 0-6-0s of classes J4 and J9, while a K3 2-6-0 was once observed on a beet special. The excursion traffic had to be seen to be believed. A friend of mine had to fight his way out of the Sunday Rosslare Express through a horde of sea-bound Corkonians who refused to leave the train till they were conveyed to Youghal.

The beet season kept these lines busy! BM7, 11:15am ex-Cork, served Midleton, Mogeely and Killeagh; the engine went to Youghal to turn and worked back BM8, leaving Killeagh at 3:00pm. BM9 worked through to Youghal, returning as BM10 which picked up at Cobh Junction wagons from Fota, Carrigaloe and Rushbrooke.

One interesting working in 1939 was the 4:45pm mixed from Youghal, which worked passenger only from Midleton to Cobh Junction where its coaches were attached to the 5:40pm ex Cobh. The Youghal engine returned light to Midleton where it picked up its wagons and worked goods to Cork. This was restored in the mid-fifties.

No account of any line is complete without some reference to running. Stations on the Cobh lines were so close that one rarely collected maxima of much over 40, but the Youghal line distances were much more favourable to speed, the fastest running being done in the up direction. The accompanying table of runs in the 1950s shows 3 types of engine, J15, J4 and D14, all of which managed to exceed 50 between stops.



*307 on a Sunday return excursion from Youghal at Little Island, 8<sup>th</sup> June 1957. (A. Donaldson)*

These lines were full of interest and it is to be hoped that it will be possible to travel over them for a long time yet.

Loco	108	193	88	262
Load	1 bogie + 5 6wh	102/103 tons	2 bogies	4 bogies
Train	10:00pm	8:00am	7:45pm	7:50am
Date	31/7/54	19/4/53	28/12/54	3/7/57
Youghal	0-00 42	0-00 45/39¾	0-00 43¼/50¾	0-00 41/36/5½
Killeagh	11-21 37½/50	10-25 39½	11-07 42	10-45 43
Mogeely	4-54	5-25	5-24	5-22
Midleton	8-15 60	7-53 53½	8-50 51½	8-05 51¼

Carrigaloe	6-03	50	6-51	45	6-58	46¾	6-52	43
Cobh Jct	5-17	40	4-29	46¾	5-28	42½	5-11	46
Little Island	3-15	37½	3-36		3-03	39½		
Dunkettle	3-50	37	3-47	41	3-47	40		
Tivoli	-	48	5-57	38	-	43¾		
Cork	5-54		8-50		6-13			

## DUBLIN AREA

Barry Carse

On 26<sup>th</sup> November, members A. Walsh and S.J. Carse organised a film show as part of a membership drive.

Among the films shown were a 9:05am Portadown-Dundalk Goods, Guinness's Tramway, A Day At York Road, and the Grand Steam Tour Of 1964. Incidentally, all three of our engines were seen at work. Films were by J. Laird and D. Henderson. About 50 people attended and 8 joined the Society. Our appreciation was expressed to the five Belfast men who came to present the show (which also included a variety of tape recordings).

In view of the success of this venture it is hoped to hold a similar function in the near future.

## THE ROOTS OF RAILWAY ENTHUSIASM

R.A. Hunter

I have read many books and articles on practically every railway subject one could call to mind, but in all these I have never found a contribution by a "trainspotter" as such, i.e. a list of notebook observations. When sorting out some of the first which every railway enthusiast owns, I recently came across some notebooks of 1958 vintage, and had the idea of setting out some of what I spotted which should help educate our younger readers and bring back happy memories to the older. The lists are of spottings at various places on the ex-GNR and NCC main lines. Lists may seem dull at first sight, but the period of transit from GNR to UTA brought sights such as two consecutive trains hauled by engine No.66 - on this occasion, the first was UTA U class 66 (ex-GNR 201) on the 5:35pm Belfast to Warrenpoint, and the second Glover 4-4-2T No.66 on the 5:40 to Portadown. Chronologically, I will start with St. Patrick's Day 1958 (a Monday) at Black's Road bridge, Dunmurry (no M1 then to spoil the view).

132 on 5:00pm to Omagh; 123 on 5:05pm to Lisburn; 178 on 5:15pm to Portadown; AEC on 5:22pm to Lisburn; 127 on 5:35pm to Warrenpoint; 174 on 5:40pm to Portadown; 199 on 5:43pm to Antrim; 206 on 5:50pm (special) to Dublin; 85 on 6:00pm to Dublin; 182 on 6:03pm to Lisburn; 185 on 4:35pm ex Portadown; 123 on 5:34pm ex Lisburn; 87 (12 bogies) on 2:30pm ex Dublin; 81 on 5:15pm ex Antrim.

127 was on her long and successful reign on the 5:35pm. 185 would probably have worked out on the 6:15pm Belfast-Portadown. 81 on the 5:15pm ex Antrim was substituting for diesel.

Now some specials (Saturday 13<sup>th</sup> June 1959, observed at Lagan Bridge and Sydenham). 103 on empty carriages Maysfields to Bangor; back with 8:05pm to Lisburn; 82 (by then 47) on 6:45pm Bangor-Portadown; 100 on 7:05 ditto; 200 (renumbered 65) on 7:40pm Bangor to Trew and Moy.

Now the NCC (Whiteabbey 8<sup>th</sup> August 1959). All diesel except as follows: 8 on the 2:45pm (special) to Carrickfergus; 6 on the 3:35pm to Portrush; 55 on the 4:05pm 'Perishables' to Larne Harbour; 7 on the 5:55pm to Larne Harbour; 7 on the 1:00pm ex Londonderry; 50 on 2:10pm ex Portrush; 8 light from Carrickfergus; 4 on the 3:20pm ex Portrush; 54 on the 4:25pm ex Portrush.

Thus, unlike the GNR, the NCC in the late fifties differed very little from the present day. *[Bob has been unlucky; Moguls, a "Heavy Goods", and the occasional "Scotch" engine were to be seen on the NCC at this time. - Ed.]*

Now to round off a later day on the GNR to show developments (29<sup>th</sup> April 1959 at Dunmurry). Diesels worked the 4:55pm to Londonderry; 5:05pm and 5:22pm to Lisburn; and the 6:10pm to Dublin. 42 on 5:00pm to Omagh; 5 on 5:15pm to Portadown; 196 on 5:35pm to Warrenpoint; 50 on 5:40pm to Portadown; 201 on 5:43 to Antrim; NCC 9 on 6:00pm to Portadown; 66 + 151 on the 6:15pm to Portadown. In the other direction, railcars worked the 5:37pm ex Lisburn and the 5:15pm ex Antrim. 66 on 5:00pm goods ex Lisburn; 30 on 4:35pm ex Portadown; NCC 51 on 2:30pm ex Dublin. Comment: 151 was extra on the 6:15pm as she was going to Portadown for a crane special. This was the last week of regular steam on the 5:15pm ex Belfast. NCC 9 was one of the first of her class to reach the GN and was then doing quite well.

## **A DAY TO REMEMBER (19<sup>th</sup> August 1966)**

**W.L. McAllister**

That title needs some living up to, but when were there last 24 steam trains on the Larne line on one day? I have heard vague reports of another "all steam" day around St. Patrick's this year, but I don't think any enthusiast really took advantage of it.

Enquiries suggested that on this occasion the morning 6:47 to Larne Harbour would be railcar, hence my alarm was not set. I did, however, rise in time to see its 8 o'clock return race past steam-hauled. Thus I set out to go to Larne by the 10:05 Boat Train. A chat with a fireman friend gave some interesting information. Due to diesel failure, not only had the 6:47 been steam, but also the 7:30 to Whitehead and the 8:35 return.

I travelled to Larne on the 10:05 with No.53 and found No.5 waiting in the bay platform with the 10:30 from the Harbour. Changing trains, I was forced to stand in the corridor to time, as every compartment was on the non-milepost side. Despite this inconvenience, I recorded a 56 mph before the Barn stop. Alighting at Carrick, I returned to join the 11:20 ex Larne Harbour at Whitehead. Of note is the run from Whiteabbey start to York Road in 6 minutes flat, with a maximum speed of 65 mph. Leaving the train, I noticed, to my surprise, two steam bogies in Platform 3. This turned out to be the 12:30 to Carrick with No.9. I travelled on this featherweight train and on the 1:15 return.

After a hasty snack in York Road's new refreshment room, I had the fortune of travelling again by two-bogie train, this time the 2:20 non-stop to Greenisland. No.9 took this train to Greenisland in 11.13 with a maximum of 54½ mph, and having run round her train set off on the return 2:35. However, I only went to Jordanstown and then returned to Carrick. Why? On the return run from Carrick on the 1:15, we passed a four coach steam train at Whiteabbey, the 1:25 ex York Road to Whitehead, forming the 2:50 return. I returned on this train with Davey McDonald and No.6. I believe this was Davey's last 'practice run' before his feat with No.171. Not so lively on this occasion.

The 3:45 was also steam and I made the full journey to Whitehead with No.9 and 4 bogies, returning to Belfast on the 4:05 ex Larne (return of the 3:10 ex York Road). Apart from a rough start from Mount with the bank and wet rail against her, No.53 performed adequately managing 63½ mph after the Whiteabbey stop, but doing little to improve on 6 minutes lateness. I departed, after a 55 second stay, by the 5 o'clock with No.6 - 4 packed bogies and a van. I descended at Greenisland in time to watch No.9 bringing her train into the other side of the island platform - the 4:48 from Whitehead. Again I only travelled to Jordanstown. I joined the 5:30 with No.3 and 6 bogies at Carrick and travelled to Larne again, returning to Belfast by the 6 o'clock from the Harbour with No.6, which arrived 7 minutes late.

Returning to Whiteabbey, I took the 7:00 ex Larne Harbour with No.53, recording 62 mph on the

7 minute run to Belfast. From the timing point of view, the day had been rather colourless apart from 53's six minute dash. I did, however, end the day recording 69 mph behind No.3 on the 9:45 Boat Train from Larne.

Thus in one day I managed to travel on 16 steam trains using only 5 different engines and travelling 177½ miles. Today steam is fast disappearing, with a number of engines in store, maybe never to run again. I was fortunate to be able to travel on this memorable day.

## **THE LAMPS ARE LIGHTING IN PORTADOWN**

**Charles P. Friel**

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Before we formed the Portadown Area of the Preservation Society there was a lack of communication between members and Committee that tended to give rise to unrest among members. Any Society news took a long time to dispel, some members felt that they were missing something and the best way to counteract this seemed to be to form an Area.

The Area first saw the light at the end of February this year when we organised the showing of Fred Cooper's films, but the formal founding of the Area was shelved with the return of steam during the summer; the rugby specials followed by the "Province of Leinster", the "Tourist", the Portrush Sunday School outings and, of course, the Derry Road "Wrecker". We were always off somewhere in pursuit of steam and usually met enthusiasts from home at Portrush, Dublin, Larne or Dungannon; seldom at home or anywhere near it.

With the coming of autumn, the gradual decline and eventual withdrawal of steam by the UTA resulted in less activity and the idea of forming an Area was revived.

The Area, as envisaged, would have its own clubroom where we could have our discussions, show films, meet one another and generally further both the Society and our hobby. It would help recruit more members locally, by the mere fact of its existence, for it would bring the Society to the unenlightened at a local and thus more accessible level. It would also keep local members in touch and up-to-date. We feel that a misinformed or, worse, a member who heard nothing from one end of year to the other, could all too easily lose interest in the Society and maybe leave it, possibly bringing others with him.

With these great ideals in our minds and our hearts bursting with zealous fervour for the cause, Johnny Glendinning and I got out a duplicated letter to each member in or around Portadown whose name appeared in the previous "5 Foot 3". The letter asked them to a meeting, and foreseeing that we would be accused of some sort of blackguardism, we included the statement, "Please note, this is not an attempt to form a splinter group, but a body within a body".

The meeting was held on 30<sup>th</sup> September. There was whole-hearted support for the idea and by a unanimous vote the Area came into being. We now had to put our ideas into practice to make the Area work, so a hunt was started for a clubroom. This proved to be no easy matter for rooms were not easy to find and, when found, were expensive.

By the time the second meeting came around on 21<sup>st</sup> October, we had progressed a little but were still looking for a site. The meeting was held in hired rooms where we saw some slides and films and were offered the use of temporary premises. We still have no permanent home, but we have moved into the temporary premises. By the very kind permission of Mrs M. Cooper of Coronation Street, we have the use of an upstairs room at her house, within earshot of the Main Line. We have furnished the room with our own photographs and souvenirs.

Already, I am glad to say, the clubroom is fostering comradeship amongst what have become known as "The Portadown Men". We have our regular meetings at which we discuss and argue about railways in general. Preservation is not forgotten in the midst of looking back on the old days - indeed such

retrospects act as a spur to get on with the job of preservation. It is hoped that the Portadown Area will figure largely in the work of taking down and storing Annaghmore Signal Cabin, recently acquired by the Society, and this work should take us through the winter.

The first Area of the Society has been formed and has proved that the idea works and works well. We look forward to seeing more Areas established throughout the country; we wish them well and can assure members that setting up an Area is a worthwhile effort.

## 5 FOOT 9

Irwin Pryce

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One of the most interesting facets of Great Northern locomotive design was the development of its passenger locomotives, for few companies managed to maintain a family of engines showing so clearly the features of each generation, for so long into the 20<sup>th</sup> century. However, it is not with the well documented PP, Q and S family that I am concerned, but with its offshoot, the 5ft 9 passenger engines.

The first five engines of the U class appeared in 1915 to the design of G.T. Glover, and were basically similar to his 4-4-3 tank engines of the previous year. They were built by Beyer Peacock (Work Nos. 5904 - 5908) and cost £3,712 each, with tender. As built they were painted black and were unnamed. Whether it was ever anticipated that the U class should form a standard small passenger locomotive I don't know, but no further engines of the class were built till 1947. Possible reasons for the class not being multiplied at this stage are lack of work due to the many engines in this size range and the enormous increase in the price of engines following the 1914-1918 war, which may have persuaded the company that their money would have been better spent on the more ubiquitous tank engines and the powerful SG3 class. (The cost of the 1921 tanks was 2½ times that of the 1914 engines.)

Whatever the story behind the scenes, it was 1947 before a further five engines appeared from Beyer Peacock (Work Nos. 7244 - 7248). The cost of these was £15,400 each. These engines had the doubtful distinction of being the last inside cylinder 4-4-0s to be built for use in the British Isles and probably in the world. They were similar to the 1915 design but carrying for a short time a boiler pressure of 200 lbs, and with a side window cab. The boiler was pitched slightly higher and the cylinders placed slightly closer together. The 1915 engines generally ran with the old standard 2,500 gallon tender and the 1947 engines with the modern roller bearing variety of the same capacity. However, 197 and 198 ran for a time with roller bearing tenders, 196 had a 3,500 gallon tender for a time and 201 was for the last months of her life coupled to an old 2,500 gallon tender.

The 1947 engines were named and painted blue when built but it was 1949 before the 'old' Us acquired the same distinction. It is of interest that the Great Northern then had 45 engines with the same size of boiler and firebox and with many other parts interchangeable (T1, T2, U and UG classes). This is no doubt the key to the mystery why such an apparently archaic design should be perpetuated in 1947. Personally I have often wondered whether a good modern mixed traffic 2-6-0 might not have repaid the extra initial cost involved.

The U class has always seemed to me to be the "Cinderella" of Great Northern locomotives, since throughout its life the older but free steaming and powerful PPs were preferred by enginemen. Certainly in recent years many an engineman has heaved a sigh of relief on arriving at Great Victoria Street with a U on a heavy Derry train, since such a long run with alternating long periods of hard steaming and running shut off, added to the small grate, made the job of keeping the engine "on the boil" a difficult one. I couldn't say that Dundalk ever designed a bad steaming engine, but the Us certainly needed watching with a heavy train, and it was probably for this reason that their best work was done in later years with moderate loads of 5 bogies or so. This is in contrast to the PPs which seemed to thrive on big trains - I once travelled with 74 taking 350 tons from Goraghtwood to Portadown, after having removed a smouldering A class diesel-electric from the train.

An interesting sidelight on the issue of steaming is that when built the 1915 engines had a rather wider blast pipe than might have been expected, this being intended to economise on coal. One driver tells of firing from Enniskillen to Derry and back to Clones with a regular consumption of 28-32 lbs per mile on a 7 bogie train. Such figures were attained only by skilled firing and expert maintenance, and eventually a smaller blast pipe was fitted to aid steaming. (Apparently before this many drivers had applied a do-it-yourself method of increasing the blast, such as fastening a file across the blast pipe, or setting a coupling across it with the weight hanging down the pipe.) Some further light is shed on the matter of coal consumption by a series of tests carried out on the Newcastle trains during March 1916. The engine selected was No.198 and the loads were from 120 to 200 tons. Coal consumption was 32.11 lbs per mile and water consumption 26.29 gallons per mile. These figures, to judge from the comments of those concerned, compared favourably with those of the S class on the main line.



*203 on the Bundoran Express picking up pilgrims at Pettigo, 27<sup>th</sup> July 1957. (A. Donaldson)*

I think some characteristics of the class can be brought out by giving a few examples of the U's work on the road. First a short run with one of the old Us.

A feature of Saturday working in recent years was the working of some Dublin trains from Portadown to Belfast by Adelaide engines and crews - such jobs often fell to the Us. On one occasion in 1961 I travelled behind No.200 (UTA No.65) with five bogies on the 6:30 ex Dublin. The time from Portadown to Lurgan was unexceptional - 9 minutes 10 seconds (max 45), but then things brightened up, and the rise to post 96 was topped at 47½ (5 minutes 52 seconds). 61 mph was reached at Moira and only a PW slack at Maze prevented anything higher being reached. The final section from Lisburn took 10 minutes 38 seconds with a maximum of 60 mph at Adelaide - this remained my fastest time over this section for some years. Other experiences of Us on these trains were not always so happy, since they often found themselves in charge of 8 bogies or more, and attempts to keep time by use of the "big valve" often resulted in brief fast snippets interspersed with periods of running shut off in an effort to pull the boiler round. The traditional first valve method seemed to suit these engines best, and



that is how they were generally driven.

My impression is that the 1947 engines were rather better to run, but not quite so free steaming; certainly my highest speed with a U was recorded with No.202 on an Omagh train. The load was 5 bogies and a van and the booking for the 25 miles to Portadown was an unexacting 35 minutes. However, a PW slack at Derriaghy followed by a signal stop at Knockmore Junction gave the driver some encouragement to run, for 202 was opened up and attained 62 at Moira, fell to 53 on the climb to post 96 and reached 71 mph on the descent through Lurgan. The time to Portadown was slightly over the allowed 35 minutes, but an unchecked run might have resulted in a time of 31 - 31½ minutes.

It was not often that the Us got such a chance to run, but even allowing for this it was rare for one to reach such a speed. I have never ridden on the footplate of a U at high speed, but at lower speeds the riding was different from the loose, swaying motion of some GN engines or the lively bouncing of the PPs; a driver once spoke of these engines as being “all of a piece”, which was as good a way as any to describe the hard, solid riding of a U. The 1915 engines were said to be soft riding machines.

Whilst on the subject of riding I will mention two runs over a section where any engine had a chance to show how rough it really could be - I mean of course the “Derry Road” from Dungannon to Portadown. The first run was the 7:15 from Dungannon, the engine was 201 (UTA No.66) and the load was 3 bogies. A late start due to the ever recalcitrant turntable threatened to curtail the tea break at Portadown, and so, with this threat hanging over their heads, the crew set off for Portadown as if their lives depended on it. A hectic 60 mph was maintained down the Moy bank (time to Moy, 6 minutes 53 seconds), a more moderate 53 was reached before Annaghmore (4 minutes 54 seconds) and the final section over the bog to Portadown took 9 minutes 33 seconds with a maximum of 60 mph. The time from Dungannon with two stops was no more than 21 minutes 20 seconds, and so the tea break was assured.

On another run in the opposite direction No.202 (UTA No.67) succeeded in whipping 3 bogies and van up to 48 mph on the ascent of the Moy bank (which varies from 1 in 124 to 1 in 86). This feat I have never seen equalled either by the AEC or BUT railcars. The fireman’s comments on this reminded me of a gentleman in a similar position who said that when sparks from the chimney came down they were covered in ice.

The main dimensions of the class are given below, but unfortunately I cannot begin to describe what really made the Us. I can only ask the reader to imagine 200 struggling to keep her feet with a maximum load on a stormy winter night on Carrickmore bank, or 202 blasting through Cultra with 8 bogies on a Sunday School excursion - then he may begin to understand.

#### **U class 4-4-0 Great Northern Railway (Ireland)**

<b>Engine</b>	<b>Name</b>	<b>Built</b>	<b>Engine</b>	<b>Name</b>	<b>Built</b>
196	Lough Gill	1915	201	Meath	1947
197	Lough Neagh	1915	202	Louth	1947
198	Lough Swilly	1915	203	Armagh	1947
199	Lough Derg	1915	204	Antrim	1947
200	Lough Melvin	1915	205	Down	1947

*The 1947 engines were delivered in 1948*

#### **Principal Dimensions**

Weight of engine                      44 tons 6 cwt

Weight of tender	30 tons 11 cwt (1915 tender)
Cylinders	18" x 24"
Tractive effort	16,673 lbs
Heating surface	863 square feet
Superheater	168.6 square feet (193 square feet at one time)
Total heating surface	1031.6 square feet
Coupled wheelbase	8 ft 3 ins
Length of engine & tender	48 ft 8 ins
Axle load	7t 10c + 7t 12c + 14 t 14c + 14t 10c

## **“VERY LIVELY INDEED”**

**A. Donaldson**

The classic eulogy sprang to the lips of many members as Davey McDonald, putting No.171 through her paces along the Lough Shore in no uncertain manner, brought the Autumn outing to a triumphant conclusion.

A brisk start with 30 mph attained at Post 1, followed by one of the fastest runs of the year out to Whitehouse, set us wondering what might happen on the return journey when the engine would be chimney first. The outing committee wisely hearkened to frantic representations to substitute a Mount for a Jordanstown stop.

The actual outing was a culmination of a lot of hard and often anxious preparation - those of us who laboured to have her as blue as possible for the big day often wondered if she would run at all when we looked in dismay at the growing pool of water which had apparently leaked from her foundation ring.

The steaming of the engine, of course, cured a lot of minor ailments and the rest were ably seen to by the UTA fitter R. McDonald and his helper to whom, together with the enginemen and Inspector Dunlop who coaxed the best out of our engine, we offer our sincere thanks. The behaviour of the tender axlebox, which had run hot on a previous occasion, was an instance of the care lavished on the engine before and during the trip. The UTA traffic department also merit our thanks for the fact that, so far as we know, No.171 is the first society-owned engine which has been steamed on a public railway.

The outing provided something for everybody: the engine was very effectively posed for photographers; tape enthusiasts were delighted to hear again the exhaust of a well driven “S”; other engines were met en route - No.4 was in steam at Magheramorne Loop, while at Carrickfergus there were present at the same time four engines of three very different types.

At the informal gathering afterwards many members showed practical concern for the Society’s welfare: ideas put forward included a campaign for new members; an increase in the annual subscription, and the formation of regional groups to keep interest alive and run money-making schemes. Undoubtedly more ideas would have been forthcoming had not the meeting been brought to a rather hasty end. Criticisms have been levelled at some of the films which followed; it has been suggested on the other hand that “Wash And Brush Up” should be hired again and shown in toto for the instruction of members rather than their mere entertainment.

Hopes were raised to the skies immediately afterwards when it was learnt that No.186 was in demand as a film star. Prompt action by Messrs Jordan, Liddle and Macafee got a contract signed and the engine into York Road shops where, after a bit of preparation, she passed a 250 psi hydraulic test with flying colours. It would appear, in fact, that her actual boiler and firebox is a far better one than that

described in her 1964 report. This squares with what Mr Jordan was told by CIÉ - that she had the best boiler and firebox of all the then surviving J15s. We were promised £200 worth of repairs plus £250 for the loan; member Glendinning of Lurgan came in with an offer to paint her - it was like a beautiful dream ... but “i ndiaidh na méidhreach thig an chaill ...” [*after the fall of the lost merry?*] in spite of all the above members could do, as well as Mr Walsh of Dublin who made strenuous last minute efforts to overcome the film company’s difficulties, it was decided to omit the shot concerned. However, No.186 was still in the shops (though work on her was considerably slowed down); we had received £100 and were, according to contract, owed £200 more, so the committee decided to have as much work done as we could afford. In this matter the committee have been somewhat hampered by the fact that some £600 of our ‘kitty’ is earmarked for No.171. When the No.171 appeal was launched we did not expect to become the owners of THREE engines. Therefore at the Annual General Meeting on Friday 27<sup>th</sup> January members will be asked to permit all our resources to be pooled in a “General Loco Fund” to be used as circumstances dictate. The date of the meeting, by the way, has just been fixed so as to facilitate members residing in the 26 counties.

No.186 is to be steamed during the second week of December and should be fit to work our May outing, if not an earlier one.

A considerable quantity of “S” class spares has been obtained, as well as springs for No.186. For these we have to thank, as well as the UTA and CIÉ, our vigilant locomotive committee, Mr Walsh and Mr John Harcourt for transportation.

In addition, all our engines have received attention as follows:

**171** - Paintwork cleaned, tubes swept out; pressure gauge replaced; right injector steam cock spindle packed and feed pipe joint lapped; left leading tender box remetalled; displacement lubricator cleaned out inside; left injector ‘coaxed’ back to working order.

**No.3 BG** - Motion, slidebars, piston rods cleaned and greased; cylinders and valves oiled via blastpipe; all tubes (half of them previously blocked) cleared and tubeplate greased; regulator valve (which was rusted up) freed; bunk emptied (as wet coal had eaten a hole in cab side); cab fittings generally oiled and cleaned.

**186** - Motion, springs, coupling rods and brake blocks examined; firebox, ashpan and smokebox cleaned out; half of boiler tubes cleaned; dropgrate restored to working order; faceplate and tender footplate cleaned; footplate floor lifted and footplate cleaned out; smokebox and boiler lagging cleaned. Work on this engine continues.

At present (early December 1966) No.171 is in the open at York Road; No.3 is in Carrick shed. When No.186 is ready she is to go to Carrick instead of No.3, which will then be in the open there. Unless this can be avoided, No.3 will need to have her brasswork stripped.

Publicity has not been neglected. No.171’s outing was preceded by a display of 7mm scale models (an “S”, a J15 and 3 wagons) in Messrs Mullan’s window in Donegall Place. The many passers-by, arrested by these, found themselves confronted by photographs and general RPSI propaganda. We thank member J. Crozier for the window space and for handling enquiries.

The “last” steam special to Dublin, on 29<sup>th</sup> October, was partly instigated by Messrs Robb and Young, and we sold 100 copies of our souvenir folder. A further 100 of these have been produced and are selling rapidly.

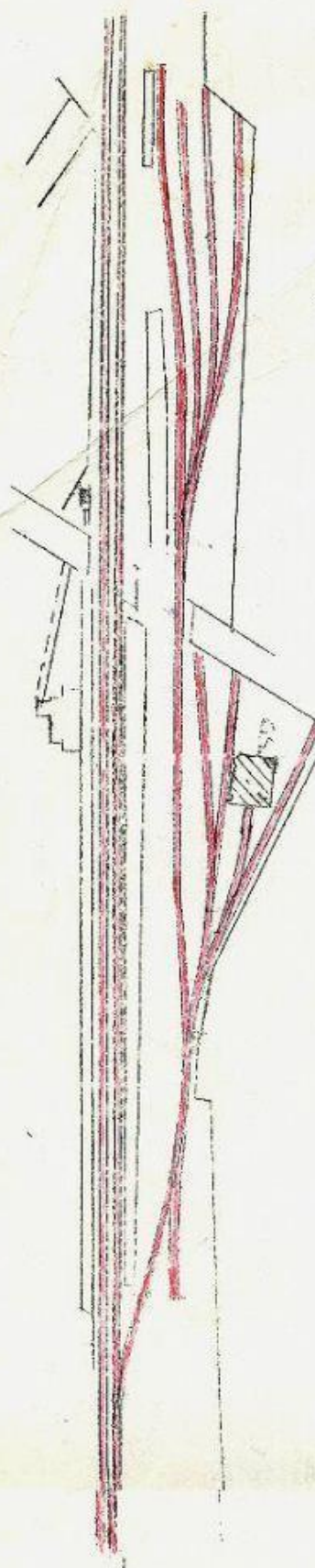
The members chiefly responsible for these activities were Messrs Boomer, Cassells, Donaldson, Graham, Nevin, Pryce and Scott.

So No.171 is not the only element in the Society to deserve the title of this article.

## **STOP PRESS**

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The UTA have agreed to accept £80 each for ex-GNR coaches 236 and 366. 236 is now at York Road and 366 is at Antrim.



↑  
PORTADOWN

Proposed site layout at Moira station.

Longest siding 975 feet

Other sidings are 280 feet,  
250 "  
225 "  
160 "  
130 "  
140 "  
60 "

approximately.

Total siding length 2220 feet  
(after clearance 2,000 feet approx)

Scale 1:1250

Northbound trains would travel  
from Top to Bottom on map.

Map drawn by Johnny Glendinning.

HON EDITOR.

A. DONALDSON.

BELFAST