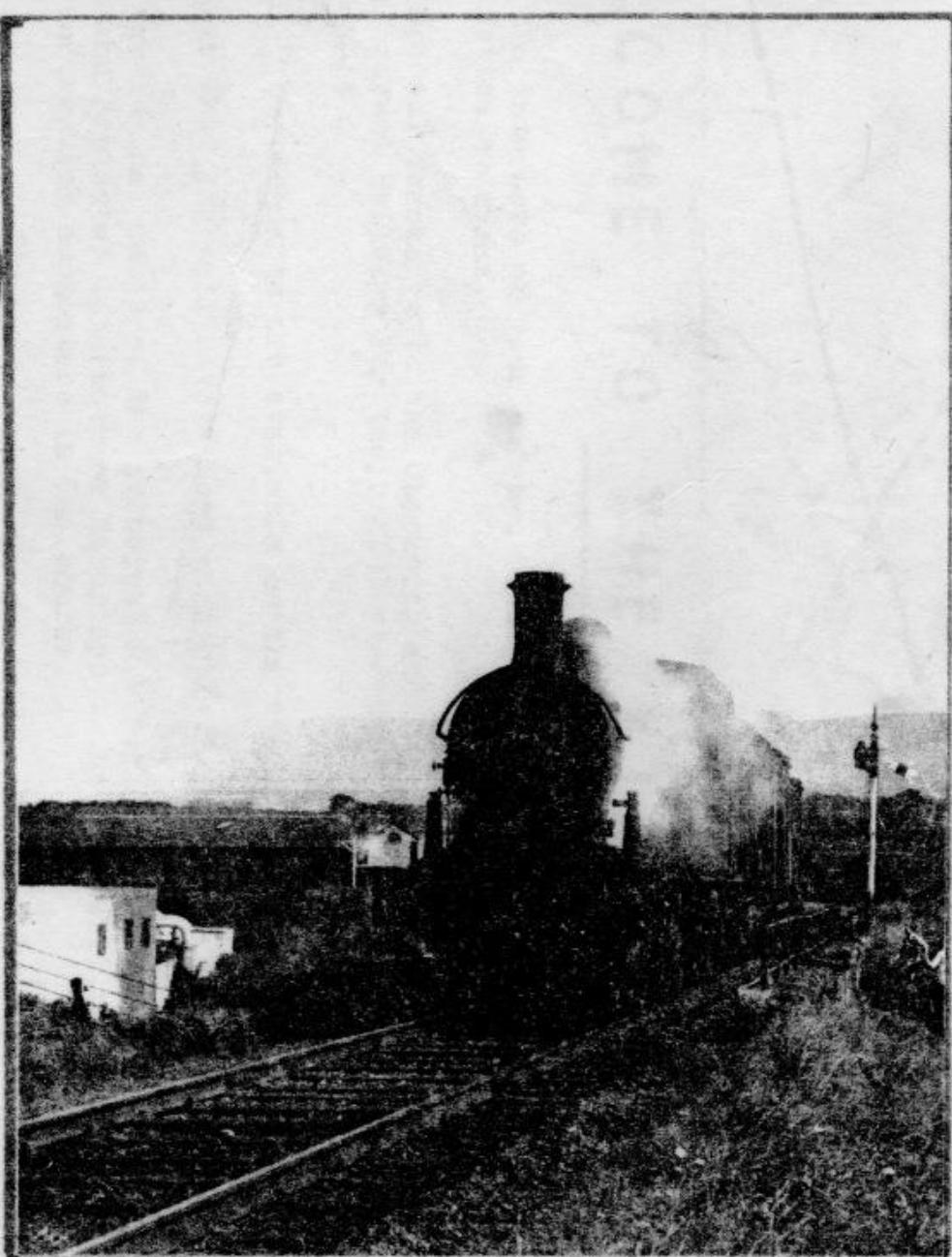


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Next to Inchicore, and possibly the DSE suburban sheds, York Road has perhaps seen more classes of engine than any other depot in the country - in the years since World War I at any rate. While the modernisation of the NCC locos was going on in the thirties, one could count upwards of 25 different classes; T2 No.142 from the GNR was tested on the Larne line in 1924; in 1936, No.170 replaced No.96 which was being tried out on the GNR main line. After the BCDR closures, 6 classes from that system came across and 4-4-2T No.(20)8 was actually shopped. In general these engines suffered from the inevitable comparison with the WTs, though one ex-BCDR driver took a "Baltic" up the Loop with 30 wagons in spite of adverse signals and very bad weather. One of our photos shows No.(20)4 on the 8:05pm Derry goods at Ballyclare Junction ca 1951. Later still, half-a-dozen GNR locos came for shopping, in addition to an RT which shunted the yard. The UTA also bought the two latest SLNCR 0-6-4Ts (direct from Beyer Peacock who had not been paid for them) and finally our own Guinness and No.186 added their contribution.



York Road enjoys the further distinction of being the only terminus to take its hydraulic buffers seriously - to the extent of using them to "bank" trains at times. The nearby works are unique in Ireland in having built 3ft gauge engines.

The Loop has its crop of "struggle" stories; one of the most attractive tells how one night at the time of the "blitzes", when engines and rolling stock were moved nightly out of Belfast, train after train went off till only "Parkmount" - the sole surviving Compound in service and probably the weakest engine on shed - was left, together with some 18 bogies of the worst stock. "Parkmount" struggled with this colossal train as far up the Loop as she could, stuck, and spent the night where she was. In contrast, one Saturday in 1938, Mogul No.95 "The Braid", with a trifle of 4 bogies on the "North Atlantic Express", shot up to 60 on the lough shore and, never falling below 47mph, cleared Ballyclare Junction in 11 minutes 10 seconds.

Over the "back" road the Moguls were known to take as much as 15 bogies on military "leave" trains from Larne to Antrim, where the GNR portion was detached.

Before we leave this area, it is worth noting that the first Larne train over the new Viaduct was hauled by B3 4-4-0 No.60 "County Antrim". The loads allowed up the Loop on passenger trains are interesting; next to class E (Moguls and WTs) came class D - 0-6-0s Nos. 13 - 15, allowed 300 tons. Class C consisted of the "Scotch" engines and "Glens" - rated at 255 tons. In class B were to be found many fascinating types - "Jubilee", the 7ft ex-compound; No.54, the compound 0-6-0; the K class 0-6-0s and the "Counties" and "Mountains". Members of this assorted collection were expected to manage 235 tons. Finally in class A were placed the surviving 2-4-0s, including compounds 51, 56 & 57, and the F class simples 23, 45 & 46, once the crack engines of the BNCR, as well as "Parkmount" herself (D class compound, 7 foot wheels). 135 tons was the load asked of these by the Traffic Department.

The line falls practically throughout from Kingsbog to Antrim, the steepest portion at 1 in 119 through Dunadry. Don't expect too much, however, as the Sligo tank is under a strict speed restriction - indeed we are grateful to NIR for letting her do a main line trip at all. Built in 1949 and delivered in 1951, she has 4'8" driving wheels, 18"x24" cylinders and 160lbs boiler pressure. The UTA bought her in 1959 and she was hauled from Enniskillen to Belfast with "Lough Melvin" her sister engine by LQGs No.160 which got off the road at Fintona Junction, providing opportunity to photograph Sligo engines at an unusual place. The UTA altered the chimneys and frames to suit the Belfast Dock lines. Our cover shows "Lough Melvin" on the 11:15am Goods for Enniskillen climbing out of Sligo Quay on 22nd August 1957. This bank has always been a galloping ground; perhaps even more meritorious than the Down runs have been some of the Up. Perhaps the climax was reached in 1965 when No.4 with 5 bogies starting from Antrim, and in spite of a signal check at the advanced starter, actually accelerated to 69mph up the bank, and climbed its entire length without falling below 67!

While this is not a historical itinerary it is difficult to omit mention of the Antrim Round Tower, visible from the station on the Up side; it is one of the best preserved of these structures.

Henry Joy McCracken is much in the news these days, and the first overbridge we pass on the Branch (formerly the Dublin and Antrim Junction Railway) is close to the spot where he and his pikemen charged the 22nd Light Dragoons in the Battle of Antrim in 1798.

As usual, the title of our Railtour is based on a piece of Irish tradition. COILL ULTACH - the forest of the Ulstermen - is the name of an area extending from the Belfast mountains to Lough Neagh, so that the Antrim Branch passes through it.

Near Glenavy, to the south-east, can be seen Crew Hill (craobh = branch, i.e. tree), where the Kings of this part of Ulster were once crowned under a venerable tree.

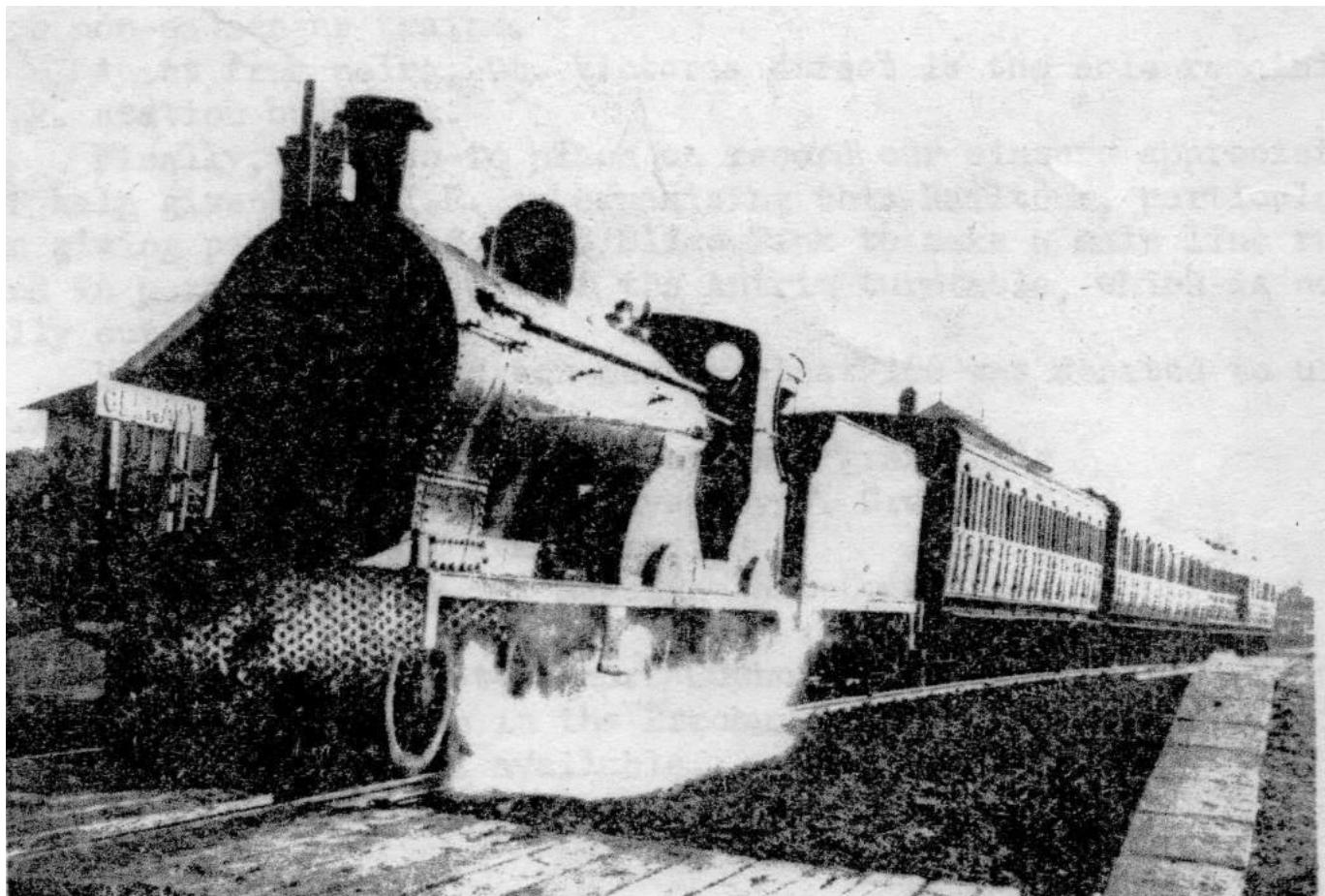
As to gradients, the Branch falls to the Six Mile Water then climbs almost continuously to MP10½, the steepest portion being at 1 in 97. Undulations follow to MP3½, whence the line descends, mostly at around

1 in 100 - again there is a stretch (of $\frac{1}{2}$ mile) at 1 in 97 to MP $\frac{1}{2}$.

It was on this branch, during World War II that Tommy Irvine found he had left his train and tender behind while working a heavy materials special to Gortnagallon with QG No.152.

On another occasion, the driver of an Up goods train took 3 days to traverse the branch because of heavy troop train traffic in the opposite direction. This marathon effort included a whole day pondering on the truth of "Tis pretty to be in Ballinderry".

The crossing loop at Glenavy was removed about 1956 and our third photo shows QLS No.128 here on the 10:40am ex Belfast in 1957.



It is hard to believe nowadays that in 1930 Brookmount boasted sidings, two ground frames and a weighbridge - D'imthigh sin agus thainic seo [*Things come and go*].

During the 1930s and subsequently, one passenger train each way was balanced by a goods working.

After the UTA took over its share of the GNR, the Goods was extended to Ballymena, a working which resulted in the regular appearance of GNR engines on passenger trains on the NCC.

Previous to 1933, there was normally an engine shedded at Antrim specially to work the goods. No.9 (then NQG) is remembered on this duty.

Hilden had formerly a switch cabin and during World War II the yard here was used to store oil cars; at Finaghy 2 sidings and a switch cabin were installed for wartime traffic.

Balmoral had formerly 3 sidings and a headshunt for the showgrounds

livestock traffic. The marshalling here was often entrusted to an A class 0-6-0 - Nos. 28 and 60 are remembered on this job. Adelaide yard was built at the same time as the shed - 1912 - the filling material being brought from the area south of the Donegall Road Bridge. It was normally shunted by 2 QGTs (0-6-2T), one at each neck. The pilot at the Belfast end had the duty of banking departing goods trains as far as Dunmurry.

In 1937 "Coronation Youth" specials off the NCC were stored in this yard - the engines being 3 Moguls and a Scotch engine. On the same occasion the 2 BCDR specials were V hauled by 4-4-2T No.13 and 0-6-0 No.26, and worked (with their engines) as local trains during the afternoon.

Coming still nearer Belfast, we note that the girders of the Lower Windsor Avenue footbridge were obtained from a replaced underline bridge on the Irish North, while Tate's Avenue and Durham Street Bridges replaced level crossings - the latter after about 10 years of working, the former in 1926.

Incidentally, when Durham Street Bridge became due for renewal in 1933, the idea was mooted of moving the terminus out beyond it, but was not proceeded with.

The "third line" between Adelaide and Central Junction and the Central Line itself had the unusual feature of Permissive Working, for non-passenger trains.

Apart from Moira, Great Victoria Street is the sole remaining Ulster Railway station building.

Finally, we wish to place on record our sincere appreciation of help given by NIR in organizing this Railtour, particularly in giving permission for the Sligo Tank to make a main line run, and in permitting the use of the Antrim turntable, which is normally out of service.

May we also remind non-members that No.186 was donated to us by CIÉ.

Written by A. Donaldson, who gratefully acknowledges help given by F. Graham, W.T. Scott and others. Produced by the Magazine Sub-Committee.

Those who were not on our "Cuchulainn" Railtour will find additional information in the brochure produced on that occasion.



WELCOME TO THE KILLULTAGH!

In the interests of your safety, please read carefully the Special Warning Notice below.

Our special thanks go to the Operating and Locomotive Departments of Northern Ireland Railways for their kind co-operation in the organization of this event.

Light refreshments are available on the train. We hope that you will have a most enjoyable day.

THE RAILWAY PRESERVATION SOCIETY OF IRELAND

TIMETABLE OF THE "KILLULTAGH" RAILTOUR

*BELFAST York Road	dep. 09.35	*BELFAST Gt.V.St.	dep. 14.10
Greencastle	pass 09:40	Dunmurry	pass 14:20
Bleach Green Junction	pass 09:45	*LISBURN	arr. 14:27
Monkstown	arr. 09:50	LISBURN	dep. 14:30
Monkstown	dep. 09:57	Knockmore Junction	pass 14:34
Kingsbog Junction	arr. 10:08	Brookmount	arr. 14:44
Kingsbog Junction	dep. 10:28	Brookmount	dep. 14:52
*Doagh	arr. 10:33	Ballinderry	arr. 15:00
Doagh	dep. 10:40	Ballinderry	dep. 15:07
ANTRIM	arr. 11:00	Glenavy	arr. 15:14
ANTRIM	dep. 11:05	Glenavy	dep. 15:22
Aldergrove	pass 11:16	*Crumlin	arr. 15R28
Crumlin	pass 11:21	Crumlin	dep. 15R43
*Glenavy	arr. 11R26	*Aldergrove	arr. 15R47
Glenavy	dep. 11R36	Aldergrove	dep. 16R02
Ballinderry	pass 11:43	ANTRIM (GNR)	arr. 16:10
Brookmount	arr. 11:50	ANTRIM (NCC)	dep. 16:50
Brookmount	dep. 11:56	*Muckamore	arr. 16:55
Knockmore Junction	pass 12:00	Muckamore	dep. 17:03
*LISBURN	arr. 12:04	Dunadry	arr. 17:07
LISBURN	dep. 12:10	Dunadry	dep. 17:15
Hilden	pass 12:13	Templepatrick	arr. 17:20
Lambeg	arr. 12:14	Templepatrick	dep. 17:27
Lambeg	dep. 12:19	*Doagh	arr. 17:35
Derriaghy	pass 12:23	Doagh	dep. 17:42
Dunmurry	arr. 12:26	Kingsbog Junction	arr. 17:47
Dunmurry	dep. 12:31	Kingsbog Junction	dep. 17:48
Finaghy	pass 12:34	Bleach Green Junction	pass 17:54
*Balmoral	arr. 12:36	Greencastle	pass 17:57
Balmoral	dep. 12:41	*BELFAST York Road	arr. 18:02
Adelaide	pass 12:43		
*BELFAST Gt.V.St.	arr. 12:47		

R = Run-Past

MOTIVE POWER

York Road - Kingsbog Junction "J15" No.186 piloting "Z" No.27

Light engine No.186 - as follows:

Kingsbog Junction dep. 10:09
Antrim arr. 10:27

Kingsbog Junction - Antrim "Z" 0-6-4T No.27

Antrim - Gt. Vic. St. - Antrim "J15" No.186

Antrim - Kingsbog Junction "Z" No.27 piloting "J15" No.186

Kingsbog Junction - York Road "J15" No.186 (No.27 to follow light)

* IMPORTANT WARNING

Participants are respectfully warned that special care should be taken at all stations marked with an asterisk, owing to the danger from passing trains, as follows:

- (a) Do not stray on the track at the Belfast termini, especially Great Victoria Street, where our visit coincides with the lunchtime traffic period. If you intend walking to the turntable at this station, do so only by way of the road on the Up side of the station.
- (b) GNR and NCC main line through stations marked with an asterisk are those at which other trains are likely to cross the RPSI special.
- (c) During "Run-pasts" at the stations on the Antrim Branch, keep well clear of the line, both for the sake of your own safety and for the benefit of photographers.