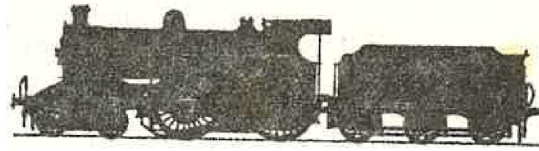


THE RAILWAY PRESERVATION SOCIETY OF IRELAND

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



CLASS 'S' G.N.R.(I)

AUTUMN NEWS SHEET 1969

LOCOMOTIVES

BG3 The Guinness was in steam on four consecutive Saturdays from September 27th to October 18th in connection with maintenance work on 186. The work on October 3rd entailed test haulage of 186 (minus tender) up and down the site. No 3's right hand driving box runs hot after prolonged running and during the coming winter the box will be examined. This work started on October 25th when the brake gear was dropped and the rear of the engine jacked up enabling the axle underkeep to be removed. The heating trouble dates from her journeys to and from Belfast in connection with the Olderfleet Raitour in March 1967.

171 This engine has not been in steam since our Sorley Boy Raitour at the end of May and she has had only minor work done to her, notably work on slack sandboxes and splashers. Otherwise the engine has not shown any defects. 171's old tender is at present out of use at the site; it needs to have all its axleboxes done, a job which will have to await an improvement in the Society's financial position. This old tender (GN No 12) holds six tons of coal and 3,500 gallons of water, while the tender presently coupled to her holds the same amount of coal and carries an additional 500 gallons. This larger tender (GN No 31) was built by Beyer Peacock in 1948 to be paired with GN No 209 "Foyle" and although it weighs 43.7 tons (or five tons heavier than tender No 12) its maintenance is made less exacting as it runs on Timken roller bearing axleboxes.

186 This loco has been out of use since last October's diverted outing to Dundalk. Her right hand injector cones were removed for cleaning and subsequently replaced. The left hand big end bearing has been remetalled and refitted. Some difficulty was experienced in obtaining an accurate fit because of the ovality of the crank pin. The engine was steamed on 11th and 18th October to test the work done. The steamings involved attaching and detaching the tender before and after use - a job for which the steaming of No 3 is essential, at least as long as covered accommodation for 186's tender is not available.

All three engines are to be prepared for their annual boiler inspection during the next couple of months.

Our Locomotive Maintenance Officer would like to thank Billy Steenson for his help during the steaming of our engines at Whitehead. His hard work and long hours have not gone unnoticed and we would like to express our thanks to him. Mention should be made, too, of the work put in by Derek Henderson on 186.

RAFFLE

Those of our members who sold tickets for this fund-raising enterprise will have received a copy of the results. The Society, as a result of all the hard work and salesmanship, has profited by £550 - a sum which will be put to good use.

MEETING

A meeting will be held in the Presbyterian Hostel, Howard Street, Belfast at 7.30 pm on Tuesday November 18th. Derek Henderson and Roy Grayson will present cine taken in Ireland and the Isle of Man respectively and Charles Friel will recount this year's holiday on the Island, with the use of slides. Also shown will be some slides taken in the Enniskillen area in August, 1957.

ROLLING STOCK

Bogie Guinness van No 504 will, it is hoped, be moved to Whitehead within the next few weeks and will be converted to a cinema coach by members of the Society during the coming winter months. The brown van generously made available through the good offices of Noel Craig of NIR and used by Mača Film Studios at the Open Day is not really suitable for the job, whether from the aspects of ventilation, capacity or ease of access. We hope that the converted grain carrier will be more in line with what is needed.

The Society's oil wagon (No 2619) will also gravitate to Whitehead over the next few weeks. This Irish Shell wagon is to be modified to provide a mobile stand-by water supply of approximately 4,000 gallons, this to be used on long distance railtours.

The Guinness van was donated to the Society by our good friends Messrs Arthur Guinness Son & Co Ltd in 1964 and the oil wagon by Messrs Shell-Mex & BP Ltd. Both vehicles have been in store at Carrickfergus since late 1966.

SITE

An electric water pump has been installed, connected to a float switch in the tower. This means that we now have a full tank of water available at weekends, as the pump automatically refills the tank and switches itself off when the tank is full. We have also installed a large sink which, with a number of water taps, provides much-needed washing facilities. The origins of the sink are best withheld, having regard to the squeamish nature of some workers. Several telegraph poles from various parts of the site have been re-erected near the shed and the wiring altered to provide yard lighting (which will allow working hours in winter time to be extended) and a number of power take-off points for power tools.

Ballasting and packing the existing trackwork is proceeding, with ballast made up of wagons of ash and cinders derived mostly from York Road pits. Last week we were fortunate in receiving a considerable quantity of clean ballast which has improved the appearance of the platform road considerably. The platform road has been relaid along the length of the platform and as far onward as is possible without calling in the help of a bulldozer. One of these machines will be brought to the site soon, due to the kind co-operation of Mr. J. Wasson of Carnmoney; the track materials for the section to be cleared have been stacked in preparation. It will be remembered that Mr Wasson and his son provided a steam traction engine and steam roller for our Open Day.

Consideration is being given to using the section to be cleared for the erection of an extension to the engine shed. Final details have not yet been threshed out, but they will be announced as soon as possible. It is expected that the main structure of the extension will be of 18" x 9" concrete blocks and we would be glad to hear from anyone who may be able to put us in touch with a source of these at reasonable cost. In connection with our proposed extension, we have recently received a gift of a considerable quantity of corrugated asbestos sheeting which should prove invaluable in roofing the extension.

A proposal also in hand is the re-sleepering of the turnout at the shed.

IRISH NORTH VISITED

As a result of a "raid" on Ballybay cabin (on the closed Irish North section of the GN) the Society may soon possess two working staff instruments. The "raid" was carried out on 14th September, under the auspices of Chairman Roy Grayson, who pre-arranged the necessary permission from the station's current owners. The five members involved succeeded in carrying off two instruments, those of the Castleblaney-Ballybay and Ballybay-Shantonagh Junction sections, while the inside works of the Ballybay-Newbliss section instrument were taken for spares. They were transported back to "somewhere in County Armagh" where one of our members is engaged in a battle of wits in an attempt to make them work. Developments are expected.

FIVE FOOT THREE

The next edition of our magazine is due out during December. Contributions, letters, etc. should be with the editor, A. Donaldson of 416 Lisburn Road, Belfast 9 by November 8th.

This Newsletter has been produced by the Society's Magazine Sub-committee.