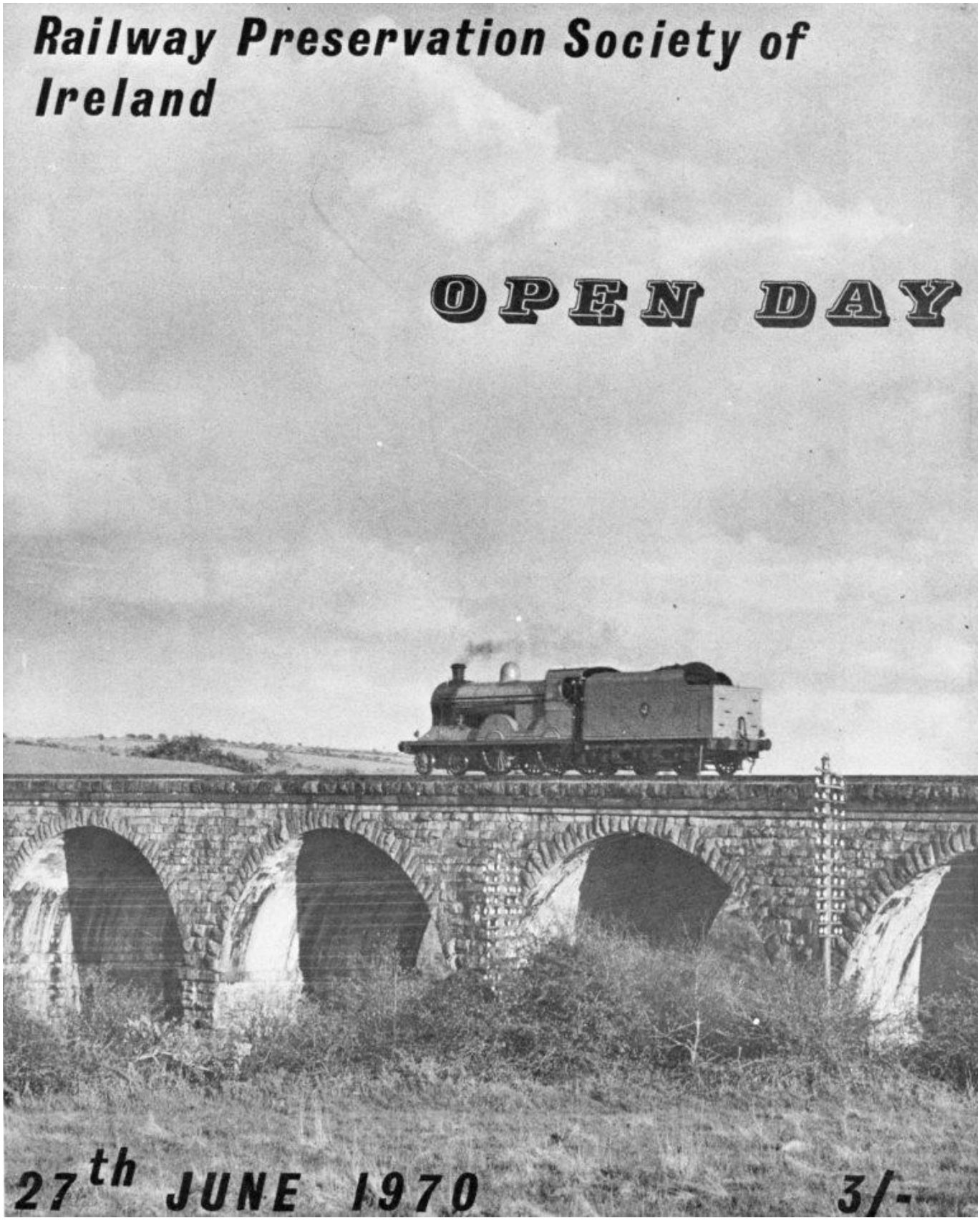
Railway Preservation Society of Ireland

OPEN DAY



27th JUNE 1970

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RAILWAY PRESERVATION SOCIETY OF IRELAND

SOUVENIR BROCHURE OF OPEN DAY
AT
WHITEHEAD

27th June 1970

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Front Cover: Ex GNR(I) S class 4-4-0 No.171 "Slieve Gullion" crossing the Monard Viaduct, near Cork on RPSI "Brian Boru" Railtour in April 1969. (A. Donaldson)

The Officers of the Railway Preservation Society of Ireland

Chairman - R. Grayson, Newtownabbey, County Antrim

Secretary - R.C. Edwards, Helen's Bay, County Down

Treasurer – J. Richardson, Carrickfergus, County Antrim

Assistant Secretary - W.T. Scott, Belfast

Locomotives - I.C, Pryce, Belfast; J.H. McGuigan, Belfast

Railtours - E.H. Gilmore, Belfast

Publicity - C.P. Friel, Portadown, County Armagh

Magazine - A. Donaldson, Belfast

Site — A.H.J. Glendinning, Markethill, County Armagh

Dublin Representative - S.J. Carse, Dublin

Fund Raiser - G. Hamilton, Glengormley, County Antrim

From Roy Grayson - Society Chairman

One of the biggest difficulties facing our Society is enlisting the support of those who feel that the steam engine should be kept as a memorial of man's genius and as a tourist attraction - for on every outing we have had so far we have been greeted by large crowds wherever we go.

The aim of this Open Day is to bring our Society to as many people as possible in a way which will enable them to get to know us and learn of our aims and objects, our achievements and hopes.

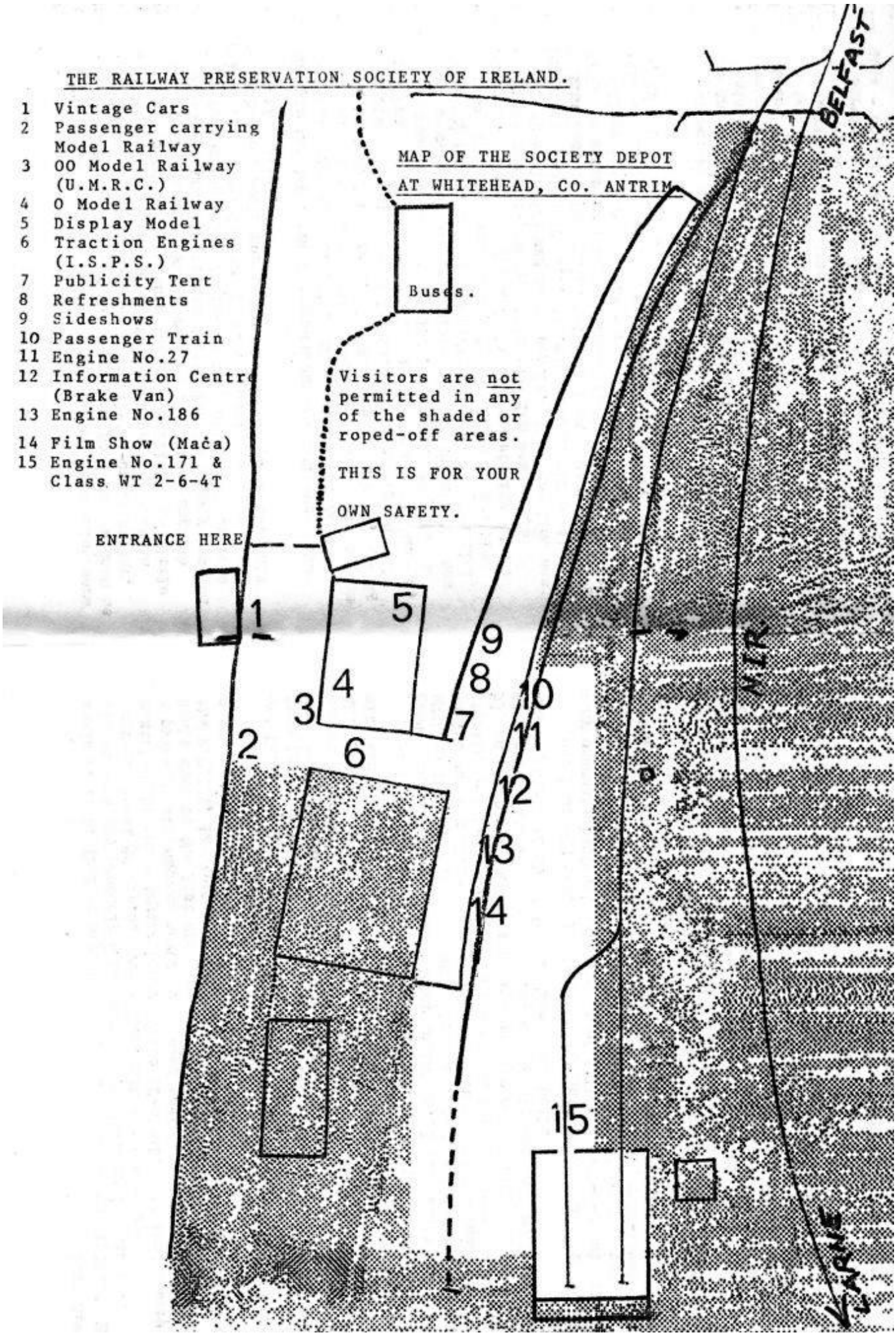
The steam loco is of course the centre of any railway society and we are proud of our engines - we wish to add another to our "books" and I hope you will be able to support our appeal for its preservation - I refer, of course, to our "Jeep Appeal". Here's wishing you an enjoyable afternoon.

From A H J Glendinning - Society Site Officer

We would like to extend a warm welcome to you on this, our second annual Open Day.

We hope you will find much of interest during the afternoon - whether railway or not, model or prototype. We hope the children, as well as the adults, enjoy their visit to our base and trust they will help make it enjoyable for others by obeying our stewards. Real trains and traction engines are dangerous if not treated with respect and care - while the models on show are virtually irreplaceable and we would ask you not to crowd near the stands. The safety regulations have been drawn up with you in mind so please obey them.

In aiming to show you some of the Society's activities we hope you will feel our cause is a worthy one - perhaps you feel you should fill in the membership slip in this brochure and join our ranks. Society queries will be answered at the enquiry tent on the platform. Have a good afternoon - we all want you to.


THE RAILWAY PRESERVATION SOCIETY OF IRELAND.
1 Vintage Cars
2 Passenger carrying Model Railway
3 OO Model Railway (U.M.R.C.)
4 O Model Railway
5 Display Model
6 Traction Engines (I.S.P.S.)
7 Publicity Tent
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10 Passenger Train
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14 Film Show (Maća)
15 Engine No.171 & Class WT 2-6-4T
MAP OF THE SOCIETY DEPOT AT WHITEHEAD, CO. ANTRIM
Buses.
Visitors are not permitted in any of the shaded or roped-off areas.
THIS IS FOR YOUR OWN SAFETY.
ENTRANCE HERE
BELFAST
NIR
LARNE

THE SOCIETY

The Railway Preservation Society of Ireland was formed in 1964 with the object of acquiring steam locomotives and preserving them in working order.

Since then the steam locomotive has all but vanished from the railway systems of the country and the Society now has its own small group of steam locos saved from the scrap-merchant's torch.

0-4-0ST No.3 "Guinness" on RPSI tour of Belfast Docks in March 1968. (C.P. Friel)

Our first engine was the small 0-4-0 saddle tank No.3 named "Guinness" which was presented to us by Messrs. Arthur Guinness, Son and Company of Dublin in June 1964. She was used for taking trains of beer, etc., from the Brewery to the CIÉ goods yard at Kingsbridge for distribution far and wide. This engine is now fully employed as shunter here but did work a Society Railtour of Belfast's Dock lines in 1968. In the summer of 1965 the Board of CIÉ gave us No.186 - a J15 class of 0-6-0, a type designed for both goods and passenger train working. She is one of the last of Ireland's most numerous class, was built in 1879 and has evolved into the engine you can see here today after two rebuildings. Belying her age she has worked over two thousand miles on our Railtours and will, along with No.171, be working on our Decies and Colmcille Railtours later this year. No.171 is the last of the. Great Northern's famous S class of express 4-4-0s and has, after a heavy overhaul, been restored to her well-remembered GN splendour of sky blue and red - as well as carrying her nameplates "Slieve Gullion". Full details of the Society's engines can be found in "Broad Gauge" - on sale at the enquiry tent at 3s.

The last two engines mentioned are used regularly on our railtours. We have four per year - in March, April, September and October. The first and fourth are usually shorter, local outings while those in April and September are more ambitious and one of these has, of late, been extended to a two-day event, ensuring a really high mileage of steam travel.

Each tour is characterised by the name of a mythical character, mediaevalist or geographical feature connected with the area being visited. For each outing the Society produces a souvenir brochure and some from past railtours are on sale at our enquiry tent on the platform.

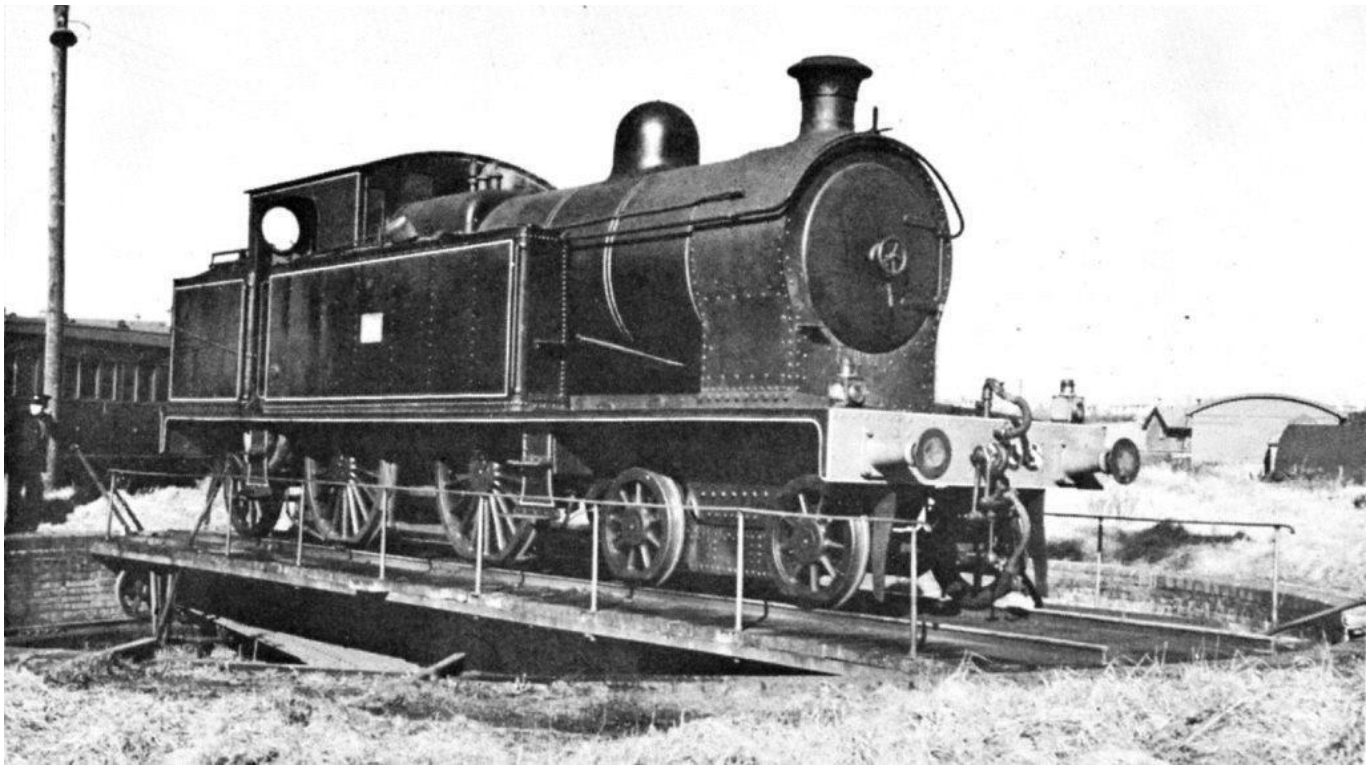
As you may have read in the Press recently, NIR have now almost stopped using their last remaining steam locos - the WT class of 2-6-4 tanks - commonly known as Jeeps. The Society intends to acquire one of these fine machines in the near future and towards this end is accumulating funds - ask at the enquiry tent for details and help preserve one of the last steam locos in the British Isles for use on railtours all over the country.

Amongst Society publications on sale in the tent are some back issues of our half-yearly magazine "Five Foot Three". It contains articles on the steam locomotive in Ireland (both past and present) and news of the latest Society developments, achievements and aspirations, as well as photographs. Other items of interest on sale are sets of slides on Irish steam locos - both our own and ones now scrapped - there are tapes of steam locos at work as well as coloured postcards, badges and railtour brochures. Proceeds from all sales are exclusively for preserving Irish steam - please help by buying. Also in the tent is a display depicting the Society's activities and members on hand there will gladly answer your queries on any Society - or railway - topic.

Our base here at Whitehead is the old excursion part of the station and was built in the 1930s to accommodate excursion trains from Belfast - at a time when the return fare was 6^{d}! During the war the ambulance train was stored here. The main platform is 600 feet long with the now-disused 300 feet long bay platform behind it. Until a few years ago there was a turntable near the overbridge and one of our illustrations shows a County Down engine being turned on it in 1951.

The building where the O Gauge model railway display is being staged was used for doling out bags of buns to excursionists. The engine shed, a two-road one, last saw use for the railway company during the early sixties. Until then it had been the practice to store engines here not needed for the lighter winter traffic. Since coming into Society hands a new roof has been provided and the windows bricked up in an effort to make it vandal-proof. The former offices at the rear have been converted into a mess room, cloakroom and store while the shed itself is now equipped for handling the lighter repair jobs needed to keep our engines in good order. The water supply for the site comes from a natural spring and is pumped to the top of the tower near the Shed by an electric pump. Our engines and the site itself are

the subject of much work by members at weekends and here we should record our debt to all their hard work, never in pleasant conditions.



Ex Belfast and County Down 4-4-2T No.8 (running as UTA No.208) being turned on the turntable near the road overbridge, Whitehead, on 10th March 1951. (H.M. Rea)

The success of the Society's aims depends on a large and enthusiastic membership. Our work in housing, restoring and using our steam locomotives is still far from complete. We need the help of everyone who feels, no matter how slightly, that the steam engine deserves preservation, not only for its intrinsic past but also for its active and worthwhile future. Will you help?

LOUGH ERNE

As well as our engines, we are very pleased to have on show today 0-6-4 tank engine No.27 "Lough Erne" built in 1949 for the Sligo, Leitrim and Northern Counties Railway, delivered to them in 1951, made redundant in 1957 when the Sligo Leitrim closed, bought by the UTA in 1959 and taken to Belfast to shunt various goods and passenger yards there and now, finally, bought for preservation by our Chairman, Roy Grayson.

Named after the famous loughs in County Fermanagh, use of this wheel arrangement was almost peculiar to the SL&NCR and while she was one of the last two steam engines to start work in Ireland, her design, with a few modifications, goes back to the early years of the century. One other point of interest about the engine; when she was put up for auction only a higher bid by the UTA prevented her going to Pakistan!

While still in "company" service this engine worked on two RPSI specials and was, for many years, the pilot engine at Belfast (York Road). Hopes are high that she will be used on outings again.

MODEL DISPLAY (Gauge O)

If a questionnaire were issued on the subject, it would certainly be found that the chief spring of action motivating preservation activities is the indelible memory of the halcyon days when steam was the sole, or at least main, motive power on our railways. The RPSI Railtour programme is an attempt to reconstruct those days as far as we can, but it is liable to last-minute snags (which, so far, have always been overcome) and involves an uphill struggle against mere apathy.

Some of us therefore prefer to have an alternative reminder which is independent of these vagaries - models. You decide which year was best for steam on your favourite line and reproduce the workings involved. Of course you have to start preparing whilst your pet prototypes are still in existence as careful measuring up is essential for accurate detail.

Those whose work is shown here have chosen 7mm scale ($^{1}/_{44}$ full size) since the larger scales require too much space for the complex operations desired; while the smaller do not give an adequate impression of the large mass in motion which a train constitutes.

They have furthermore chosen clockwork propulsion because, besides being reliable and suitable for complicated and intense timetable working, it behaves in many ways like steam; the stops, for example, can be very realistic. Careful design, including phosphor bronze and PTFE bearings, enables prototype, or greater, loads to be hauled with ease over adequate distances.

The largest stud of locomotives was, naturally, that of CIÉ. The limited amount of money available for capital expenditure in steam days long kept an immense variety of steam locos in service, providing paradisiac conditions for the enthusiast, if headaches for the motive power staff. There were at one time 100 classes, some with several varieties.

The largest constituent company; the GS&WR, is represented as follows:

Class D17, 4-4-0 No.98, built 1887. The earlier members of this class had been mainline express engines, but a larger class had appeared before No.98 was built. She represents the original appearance of the class, practically unchanged.

Class D14 4-4-0. These were the principal express engines from 1885-1900, and worked for a time the famous Killarney Express, Ireland's fastest train at the end of last century. Even as late in 1951 one of them appeared on a mainline express and kept time comfortably. No.63 represents the original 61, a superheated rebuild of the 1930s, with the same boiler as our own No.186.

Classes D11 (301), D12 (306), D2 (321) 4-4-0s were successive designs by R. Coey, a Belfastman who "ruled" at Inchicore 1900-1912. All are shown in the modernised versions introduced from 1924 onwards.

Class D4 (4-4-0) No.343 was a 1936 re-hash of another Coey design - a small-wheeled engine for heavily-graded branch lines.

Class B2 (4-6-0) (409) of 1921 would need a book to itself, so many metamorphoses did it undergo. The model shows the final successful 2-cylinder rebuild. (The originals were 4-cylinder.) This class often took the "Enterprise" forward to Cork in the 1950s.

Class B1 (4-6-0) (502) were built in 1924 and their success, even on fast trains in spite of their small wheels, led to the conversion of the foregoing.

Class B1a (4-6-0) (No. 801 Macha and 802 Táilte) were by far the largest and most powerful engines ever seen in Ireland, and of all 4-6-0s in Western Europe they were only eclipsed by the GWR "King" class. They were called after queens/goddesses (the distinction is blurred) of Celtic mythology. Built at Inchicore in 1939, they scorned assistance up the steep grades out of Dublin and Cork and made the hardest tasks, in speed and haulage, look like child's play, till the fuel crisis of 1941-6 compelled drastic reductions in speed, loads and train services. Though some sparkling performances were recorded after the war, arrears of maintenance due to wartime shortages had left their mark, and there were in any case no longer any trains requiring the running of which these engines were capable. No. 800 "Maedhbh" was presented by CIÉ to the Belfast Transport Museum and if some financial miracle occurred she might steam again.

The vast majority of goods trains were hauled by the 111 J15 0-6-0s. Fortunately two of this class are preserved, saturated No.184 by CIÉ while they presented superheated No.186 to the RPSI. Both versions are modelled - Nos. 133 and 181 representing them.

For heavier trains Class J4 (0-6-0) (259) were built in 1914, a pioneer example of superheating with piston valves, and a popular and free-running class.

Still heavier trains were handled by 2-6-0s Class K3 (361) were the "Scotch Engines" of the GS&WR, built by the North British Locomotive Co. in 1903 as 0-6-0s. The model portrays a rebuild with leading wheels for better weight distribution, and larger boiler. Very similar (till you look more closely) is 370 (Class K4); she was built in 1909 at Inchicore as a 2-6-0, as is obvious from the different distribution of her wheelbase.

Of MGWR engines we have Class D5 (4-4-0) No. 545, introduced in 1903 to work such trains as the "Tourist Express". A smaller engine took over at Galway and worked part of the train on to Clifden. The D5s were exceptionally strong, occasionally handling up to 400 tons. The corresponding goods type was J2 (0-6-0) (648). As it only numbered four members, this powerful class disappeared early - by 1939. Among the engine classes which worked till the end of steam were the J5s (0-6-0) (635). Fitted with the largest wheels (5'8") of any Irish 0-6-0 class, they were equally suited for goods, cattle or passenger trains.

In the opinion of enginemen, and many others the K2s (2-6-0) were the finest engines of the D&SER. Built by Beyer, Peacock in 1922 and stored for a time at Adelaide, they were at once strong enough for the heaviest goods job and sufficiently free and steady for fast passenger - one of them has been timed at 67mph. We are glad to say that 461 (the prototype of the model) still exists. Massive sustained support for our railtours could encourage CIÉ to put her once more in working order.

The final class built for the CB&SCR was B4 (4-6-0T), which proved very popular not only on their parent system, but on suburban work in the Dublin area, where their smart acceleration was most useful. No.464, the engine modelled, is the rebuilt form with superheater. She worked several enthusiasts' specials around Cork in 1960-61.

The excellence of the locomotive work on the B&CDR was familiar to enthusiasts, but not so fully appreciated by the general public. Most trains were worked by a very neat and free-running class of 4-4-2Ts, of which No.20 was the pet engine - she had 5lb per square inch pressure more than the rest.

The B&CDR were famous for their Baltic tanks (No.22 represented here) which were however more ornamental than efficient.

They had also four very smart 0-6-0s, which often worked huge excursion trains to Newcastle. You can see Nos. 10 and 14 at work.

On the SL&NCR, 0-6-4Ts predominated, the final development being the "Lough" Class, finally delivered in 1951. After the destruction of the railways to the west of the GNR Derry Line the UTA bought "Lough Melvin" and "Lough Erne" for shunting the various yards at Belfast. They both finished up at York Bead. Happily "Lough Erne" has been saved and is here today in the "flesh" so you can readily compare model and prototype.

These model notes, so far, written by A. Donaldson.

The NCC models on display were lent by F. Graham, J. Crozier and W.T. Scott.

The mogul - No.100 - is a representative of a class of engines built for the NCC from 1932 onwards at Derby, former engineering works of the Midland Railway who purchased the B&NCR in 1902 renaming it MR NCC. Engines of this type worked the North Atlantic Express which was the fastest train in Ireland for its sprint in from Ballymena at an average of 60mph. This was the longest lived 60mph timing by steam in Ireland and to this day stands as the fastest service ever offered to or from Portrush, the journey being accomplished in 73 minutes inclusive of the Ballymena stop. At the other end of the scale the Mogul proved equally successful on the GNR hauling goods over the difficult Derry Road, speculation is pointless but one is always left with the question, "Was this not the sort of engine for Ireland's railways rather than the specialist express and goods engines which lasted to the end of steam?"

“Scotch” engine No.83 is a model of the last and best of the NCC 4-4-0 designs. Decked out in the glorious NCC maroon livery tying with the GNR blue as the most handsome livery ever given to an engine, she reminds us of the days when the railways of N. Ireland were reaching their peak in the 1930s. The finest work was probably done on the Larne boat train, timed to average almost 50mph over a line with two severe speed restrictions and a trying bank. These 30-minute boat trains were a pre-war extravagance never to be seen again, though there is no doubt that to the last NCC engines, the 2-6-4Ts (one of which the RPSI is straining every nerve to buy), they would have been easy meat.

NCC goods engines are represented by No.14 in post-war black and No.54, again in maroon. No.14 is another Derby product dating from 1923, as rebuilt by York Road in 1951 and reclassed V1. These were among the most free-running 0-6-0s in Ireland and regularly worked on passenger trains - so regularly that for a time it seemed that the NCC worked goods with four coupled engines and passenger with six coupled.

54 is an example of a very rare bird for Ireland - a compound goods engine - she and her sister engine No.53 were built for the B&NCR in 1892 by Beyer Peacock. She was an extremely economical engine but not always popular with drivers due to her uncertain starting habits. Nevertheless she worked turn and turn about with 53 on the Derry goods for over a quarter of a century and her useful life lasted over 50 years, not at all bad on a railway whose mandate in the 1930s was “scrap and build”.

Our last NCC model is No.55 “Parkmount” which has claim to many unusual distinctions. She started life as a 2-4-0 but was soon converted to a 4-4-0, still retaining the 7’ wheels, the largest ever fitted to an Irish engine. She was a well-loved’ engine by drivers in her first 25 yeses because of her very smooth riding and in spite of her playful compound habits and relative weakness up the bank. In later years the NCC acquired engines which could make fast times up the banks but in compound days times were made downhill and here the 7’ engines excelled. In the twilight of her life Parkmount was relegated to working Portrush branch trains and finally to shunting in Belfast - a job at which she was least useful but nevertheless she earned a final distinction by hauling a vast load out of Belfast during the blitz.

The GNR in its 1932 summer timetable introduced Ireland’s first 60mph train worked by the new compound locomotives which were introduced by G.T. Glover in that year. Our model No.87 shows them as rebuilt in 1948 with a new boiler. In their all-too-brief heyday, these engines turned in some of the fastest running ever seen in Ireland, speeds of 85mph being within their capabilities on little more than level road. Their work was such as to attract English railway enthusiasts to Ireland for the first time for many years and to earn them an honourable niche in the history of British express 4-4-0s. Walter Smith, originator of the compound system used in them many years

before, would surely have been pleased to see this last example of his genius.

After the war the GNR forsook compounding and introduced the five VS class simple expansion 4-4-0s. These were their last express engines and after some teething troubles settled down to some fifteen years of hard reliable work. The Enterprise Express, making a non-stop run between the two capitals, was introduced by the GNR in 1947 and the brunt of this working fell to the VS 4-4-0s though, of course, the compounds worked it at first. Unfortunately due to arrears of maintenance which had accumulated during the war the new train was allowed 2¼ hours, and as the fifties rolled on financial problems seemed to drain the spirit away from the GNR so the time was never tightened. Such a timing left little opportunity to see what the new engines could do, though this question was partially answered when the Tolka bridge was under repair. No extra time was allowed the Enterprise and the VS 4-4-0s responded magnificently making up the time lost at the bridge with the best post-war running seen on the GNR. On other isolated occasions they gave us a glimpse of their real ability but for the most part remained a thoroughly competent engine on all work with a huge reserve of power. Our model, No.210, is a fine example of all that was best in GNR express power.

From the most modern 4-4-0s in Europe we turn to 156, a veteran of the QL class and a representative of that typically British species, the inside-cylinder 4-4-0. Engines of this lineage grew larger as the years went on and hauled the GNR passenger trains right up to the end of steam. The Society's No.171 is the last example of this type of engine still running. 156 herself had quite a varied career starting off in green livery with the name "Pandora", and losing both during the 1914-18 war, she was finally displaced from main line service - the compounds of 1932 were supposed to replace the QLs - but in the end the older engines were not scrapped and did a lot of work on the Cavan and Derry trains. She also put in a spell at Portadown working Newry turns, and found time to work on the Antrim branch as well - hard working and reliable if not quite in the top rank of express motive power perhaps sums her up best.

The glamour of a railway always goes to the express passengers but the hard work very often falls to the goods engines. Here the GNR pursued a logical development of inside cylinder 0-6-0 from the small engines of the 1880s to the very large, powerful and reliable SG3 engines of 1921. Our model No.97 is of one of the latter engines. For over forty years the SG3s handled the heaviest goods trains on the GNR and at the end were still masters of their job. Only the collapse of the railway rendered them redundant. They could be seen at their best storming up Carrickmore bank with a full train and often a few wagons extra. Their last shoppings were carried out at York Road and No.20 worked a few times on the Larne perishable trains returning on passenger to the delight of enthusiasts.

No.145 represents a side shoot from the main stream of GNR goods engine development, being designed for goods and passenger excursion

working. Many Sunday School children owe their annual trip to the seaside to these engines and many a minister must have been puzzled to see his flock increase with the influx of enthusiasts who made the trip to Goraghwood to join the trains. The engines wore classed UG by the GNR and were built in two batches in 1937 at Dundalk and 1948 by Beyer Peacock and it is one of the early tragedies of the RPSI that we did not own one of these engines to supplement 186's efforts. With their light axle load and strong haulage powers they were invaluable to the GNR and would have been ideal for us. Notes on NCC and GNR models supplied by W.T. Scott.

U class 4-4-0 No.203 "Armagh", built by Mr E.H. Gilmore, was one of a class of five (201 - 205) built by Beyer Peacock for the GNR(I) in 1948 and named after Irish counties along the GN main line. Like their sister engines, 196 - 200, (which dated back to 1915) they were designed for secondary passenger work and spent a good deal of their working lives on the Irish North section and the Bundoran branch of the GNR. At the dissolution of the GNR in 1958, 203 and 204 were transferred to CIÉ ownership, and 203 was the first of the class to be withdrawn in 1962. 201, 202 and 205 passed to the UTA, and all three survived until 1965. The whole class was painted in the Great Northern passenger livery of blue lined out in black and white with vermillion frames, the same as the Society's No.171.

J. Cassells

Railway Film Show

This part of our Open Day programme is being provided by Macha Film Studios, a group of entirely amateur railway enthusiasts who came together in 1966 to capture in sound and vision the last days of Irish steam. It has transpired that steam's twilight has been mostly provided by RPSI outings and in the programme are two railtour films while the third film depicts the subject of our Jeep Appeal at work in 1966.

Macha Film Studios rely on close co-operation with the Society's Railtour Committee and from them receive a copy of the tour timetable so that its coverage of the event can be planned in advance. Each of the three road-borne filming teams are supplied with a full set of maps together with a shot list with timings, mileages, etc., set out clearly so that, with the benefit of a practice run over the course beforehand, each team can film the train at a series of chosen locations. Each of the road teams consist of a cameraman and a sound recordist - and as well as being reasonable cameramen they must be competent map readers and, above all, safe drivers.

After an outing has taken place, there are many hundreds of man-hours of work put into editing and sound tracking the completed film. All this 'back-room' work is done at the Studios at Otterglen near Markethill.

Macha provides annual film shows at Society area meetings in Belfast and Dublin as well as shows to other interested groups by arrangement.

Would your club be interested? There are over ten hours of railway films from which to select the programme!

The three films about to be described here are chosen to demonstrate the more important aspect of the Society's activities and one which cannot be readily sampled here today. We refer, of course, to the Railtours which have become, literally, the feast days of the railway enthusiast's liturgical year.

Our first film concerns the OLDERFLEET RAILTOUR which ran from Belfast (York Road) to Larne Harbour. The name of the outing is taken from that of the sixteenth century castle around which the modern town has grown. The motive power was 0-6-4T No.27 "Lough Erne", last of the famous Sligo, Leitrim and Northern Counties 0-6-4 tank engines, now happily preserved and on show here today.

Leaving Belfast on a wet, drizzling and foggy March morning in 1968, 27 made a brisk run to Larne stopping only at Magheramorne to cross the boat train (diesel). Our film shows her at Whitehouse Lower, Bleach Green Viaduct, Carrickfergus, Downshire Park, Eden, Whitehead Tunnel, Magheramorne and then skirting Larne Lough on the causeways and arriving at Larne. Having run round and shunted the train, 27 took water before raising the echoes of the Harbour as she began the return journey, stopping at Ballycarry before paying a visit to our site here. This section of film contains some very interesting filming done from high above Larne Town station, at Glynn and alongside the train as 27 sped along the lower reaches of the Lough. Re-starting from here a stop was made at Greenisland and again 27's crisp exhaust was a joy to hear as she began the final part of her run. This Section of line was covered at the old Whitehead Harbour, Kilroot, Downshire, Clipperstown, Bleach Green and Belfast (York Road). Considering her role as a shunter, we must record our thanks to NIR for allowing the engine to work this train, giving us the opportunity of seeing, hearing end relishing the last of Egan's engines at work.

The second film of our trilogy covers the SLIEVE CUALANN RAILTOUR. The name refers to the mountain that is Bray Head. The ancient name for the area was Cuala and the Head was known as Slieve (the mountain) Cualann (of Cuala), but now unimaginatively known as the Sugar Loaf.

Before departure for Wicklow (the turning point of the outing) our hardworked No.186 was formally handed over to the Society by Mr Collins of Córas Iompair Éireann. Leaving Dublin (Connolly), 186 and her train ran high over Dublin's traffic chaos, through Landsdowne Road, Sandymount and along the edge of Blackrock Park, Salthill, Dún Laoghaire (Mallin) and through Dalkey Tunnel to stop at Killiney station. Restarting the train on the rising grade, 186 ran to Bray (Daly) before negotiating the breath-taking cliff ledges and tunnels of Bray Head to Greystones, Kilcoole and Newcastle to arrive in Wicklow Goods Yard (Wicklow's original passenger station). The train then reversed out of the goods yard and set forward again to the passenger station where 186 ran round. For operating reasons we had to have a diesel loco pilot 186 as far as Bray (Daly) where 186 was

turned before setting off for Dublin. Our film closes with shots at Killiney and Salthill (see photo).

Ex Great Southern and Western J15 class 0-6-0 No.186 near Salthill on RPSI "Slieve Cualann" Railtour in May 1968. (C.P. Friel)

Our third film PORT TO PORT was one of the last 'proper' railway films we had the opportunity of making. Filmed in May and June 1966 it depicts what was the last regular steam working over the Great Northern - the excursions from Portadown to Portrush run by various Sunday Schools in the town. These trains were worked exclusively by ex NCC 2-6-4Ts (known as Jeeps) end the film is included here to let you see and hear a Jeep in hill cry in the hope that it will augment the Society's Jeep Appeal (for which funds are being accumulated). The film starts with the empty carriages arriving in Portadown from Belfast and then traces the path of the train to Lisburn, Antrim and on to Portrush. There is a full commentary and proper sounds throughout, so little need be said here. The film closes with a sequence of leaving Portrush as the fiery red shadows of summer sunset throw long shadows of exhaust steam on the banks above Portrush.

We hope you have enjoyed these films and trust they have whetted your appetite for steam travel. The Society's outings have only covered a small part of Ireland's railway systems - why not join the Society and come around Ireland behind steam?

IRISH STEAM PRESERVATION SOCIETY

The Irish Steam Preservation Society (Ulster Branch) was formed in November 1967 to encourage the preservation of traction engines and road rollers. Once found in Belfast and the farming districts of Ulster, these machines have now almost entirely disappeared.

The first steam engine rally run by the Society was held in the grounds of Antrim Castle in August 1968 and produced seven local engine and a road roller - all in working order. This event proved such a success with the public that in the following year an approach was made to Lord O'Neill with the result that a further steam rally was held at Dunmore Park, Randalstown, in August 1969. At the rally both young and old "steam men" enjoyed the spectacle of traction engines and steam rollers competing in simple events. Other branches of the steam family represented included a steam lorry and a showman's engine, "The Princess Loyal" from Scotland.

Membership of the Society has rapidly increased as the pleasure of "messing about with steam" has become apparent.

During 1969 the Society was admitted no membership of the National Traction Engine Club, the British national body responsible for the common interest of the many traction engine clubs throughout the British Isles.

Engines owned by club members range in year of manufacture from 1908 to 1936 and all were used in agriculture, roadmaking, road haulage or quarrying. Names of famous makers embraced Ransomes Simms and Jeffries, Aveling and Porter, Wallis Stevens and Foster Wellington (makers of First World War tanks).

This year's rally will be held on Friday and Saturday 17th and 18th July at Shane's Castle, Randalstown, by courtesy of Lord O'Neill and it is hoped that all spectators will have an enjoyable day in the beautiful surroundings of Shane's Castle.

The Society's secretary is E. Flack who lives at Newtownabbey, County Antrim.

MODEL ENGINEERS' SOCIETY NORTHERN IRELAND

This Society are providing rides behind scale model steam engines on a raised 3½ inch gauge line.

The Society was formed in 1944 by s few men who through their enthusiasm for the hobby met together in order to foster model engineering in the home workshop. The Society caters for all aspects of modelling and in particular many of its members build and run their own miniature steam locomotives like those in use here today.

The Society holds monthly meetings (on the first Friday) at the Transport Museum in Witham Street, Belfast, while during the year visits are arranged to places of engineering and academic interest in order to further interest in engineering practice.

The model steam locomotive enthusiasts in the Society have one of the finest outdoor passenger carrying miniature railways in the United Kingdom, but due to increasing damage by vandals it has had to be removed from its home at the Belfast Antrim Road Waterworks. At present the Society plans to establish a development at Cultra, County Down, for all model engineering interests and will include such facets

of the hobby as locomotives , radio controlled ships, model buildings and the civil engineering of bridges and tunnels, to name but a few.

If you would like to know more about the Society, ask one of our members in attendance or write to the Secretary for details.

Ex LMS NCC WT class 2-6-4T No.3 at Crumlin on the return working of the 5:15pm ex Antrim in August 1960. The Society's Jeep Appeal aims to preserve a sister engine of No.3. (A. Donaldson)

THE ULSTER MODEL RAILWAY CLUB

The Ulster Model Railway Club provides a meeting place for those with a common interest in model railwaying in an atmosphere of friendly chat and expert advice. The Club has a large 4mm scale (00 gauge) layout at its premises at Roseland Place, off Donegall Road, Belfast - in the basement of the Donegall Road Branch Library. The Club meets every Wednesday between 19:45 and 22:00 when members' models are run on the Club track which incorporates a large through station on a double track loop. It is planned to extend to two termini and the work on one of these has started.

The layout in use today was specially constructed for exhibition work and is built in six sections - each three feet by two feet - for easy carriage and setting up. The rolling stock on show is all provided by members of the Club.

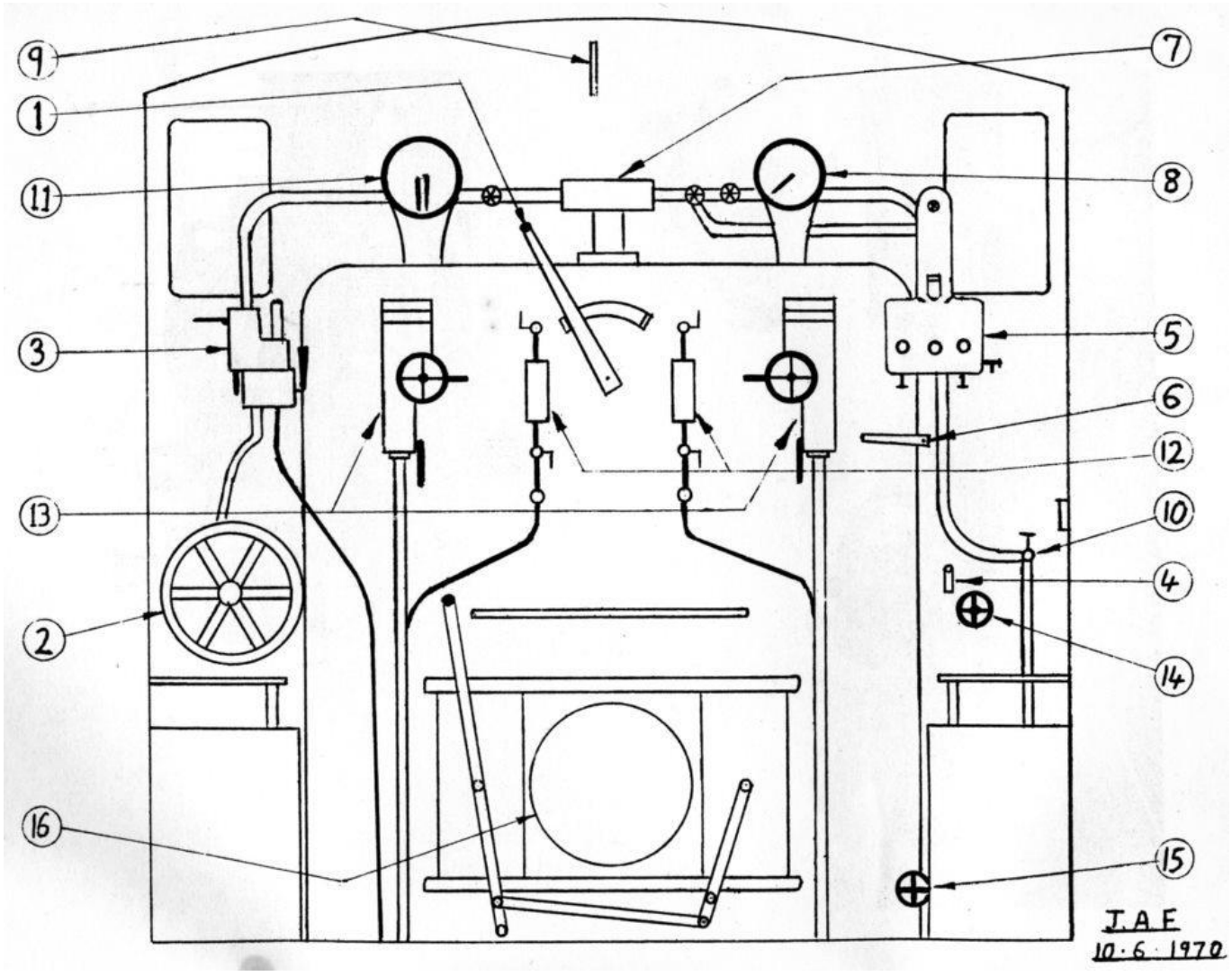
As well as providing a large layout on which to exercise the members' models, the Club keeps its membership in touch through its monthly "Bulletin" with news, views and articles of interest. It is produced jointly with the Dublin-based Model Railway Society of Ireland.

The Club welcomes visitors to its clubroom at any time during opening hours; if you are interested please contact one of the Club's members at the stand today or call at Roseland Place any Wednesday night between 19:45 and 22:00.

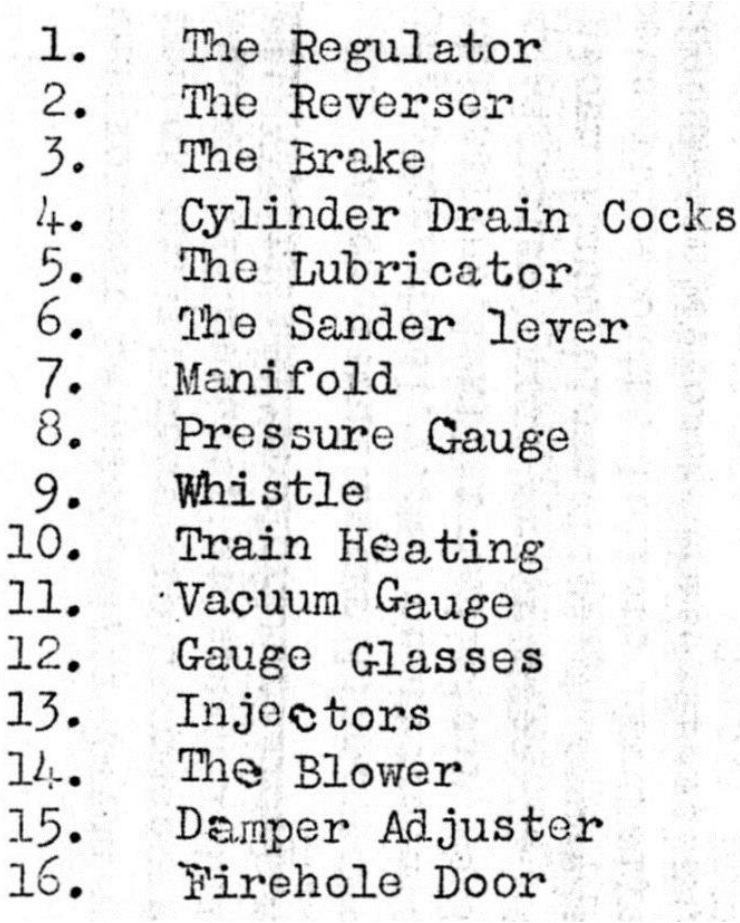
The Controls of a Steam Locomotive

Sullivan Boomer

Reproduced below is the basic layout of cab fittings in a steam engine. The drawing and what follows have been written around J15 class 0-6-0 No.186, but applies equally to all the engines on display. You are invited to inspect the engines and the stewards in attendance will be glad to answer your questions.



The cab controls and fittings of a steam locomotive can be divided into two distinct groups; those that control the movement of the engine and those which ensure that the boiler is full of water at the right pressure. The first group, the "movement" controls, are operated by the driver, while the second group, the "boiler" controls, are operated mainly by the fireman. There are some fittings which do not fall in either group, and these will be dealt with separately.



Arrangement of Cab Controls for GS&WR locomotive No.186 reproduced from original by John A. Friel

The Driver's Controls

Three controls cover the movement of the engine. They are the regulator (shown No.1 in the diagram), the reverser (2) end the brake (3).

The regulator (l) has three positions; closed, "small port" and "large port". These are equivalent to: being closed, i.e. no steam can get to the cylinders; being half open, which allows some steam to the cylinders and being full open, which allows unrestricted steam flow. This latter position would normally only he used for moving a very heavy train and the regulator is normally moved to the half-open position when the train is in motion.

The reverser (2) is sometimes called the cut-off. It not only reverses the engine but also controls the mount of steam which gets into the cylinders. Steam drives the engine in two different ways; by the pressure it exerts when it comes out of the boiler and by the expansion of the compressed vapour when the cylinder is closed off from the boiler. The reverser adjusts the position of the steam cut-off and so controls the amount of work done by pressure in proportion to the amount of work done by expansion. In full gear the pressure does about 70% of the work, but this is only needed normally for starting, and the normal running position is more usually around 40%. Turning the wheel fully clockwise gives full reverse gear; fully anticlockwise gives full forward gear.

The brake (3) is of the automatic vacuum type, and there are two valves. The left-hand lever is the steam valve which controls the small ejector. All this means is that the brake is kept off while the train is running; perhaps we should explain that a train's brakes are kept off by a vacuum and go on, and stop the train, if air enters the brake pipes. The right-hand lever is the brake lever itself, and this has three main positions. When pushed away from the driver a quick brake release is obtained using the large ejector to pull the air out of the system. The handle upright is the normal running position, while pulling the handle towards the rear of the engine progressively applies the brake. When the handle is fully back, it is in the position for an emergency brake application. The small dashpot enables more delicate brake applications to be made.

Other Driving Controls

The cylinder drain cocks are controlled by the lever (4) which is pulled out towards the rear of the engine to open the cocks and clear the cylinders of any loose water which may have condensed in them while the engine has been sitting idle. They are normally opened before starting the engine after it has been sitting still for some time.

The lubricator (5) is of the Detroit displacement type and is adjusted by the fireman to ensure e regular feed of oil to the valves and cylinders. The steward on the locomotive will explain the adjustment of the lubricator, and how it works.

Another lever (6) on the fireman's side of the engine is for the sanders, and enables the locomotive crew to apply sand to the rails in wet weather to prevent the engine slipping on the track.

On the firebox crown is a manifold (7) which has screw valves controlling the steam take-offs to the pressure gauge (8) the whistle (9), the lubricator (5) and the train steam heating connection (10). These valves provide an emergency shut-off point in the event of e pipe or joint developing a leak.

The whistle valve (9) is usually a long rod angled towards the driver. When lifted the whistle will sound. The train steam heating connection (10) is a reducer control which supplies the train steam pipe at about 50 lbs per square inch. The vacuum gauge (11) shows the amount of vacuum in both the engine reservoir (for quick release) and in the train pipe. From this the driver can tell whether or not the brakes are fully released.

The Fireman's Controls

The pressure gauge (8) tells the fireman the boiler pressure, i.e. the pressure of steam at any particular moment. The red line on the dial shows the pressure at which the safety valves should open, but some of our engines are working at a slightly reduced pressure, and blow off before the red line is reached.

The gauge glasses (12) show the level of the water in the boiler. The water level should always be above the half-full position in the glass, but should never be higher than about one inch below the top. If the water level is too high, then the engine will "prime"; that is, water as well as steam will be carried over to the cylinders. This could damage the engine and so must be avoided. If the water level gets too low, the top of the firebox may be uncovered, and so even more serious damage can result, although a lead plug is fitted in the firebox which will melt before any real damage is done.

To keep the water level correct it necessary to use the injectors (13). The wheel valve controls a supply of steam from the boiler, whilst the lever immediately below this controls the flow of cold water from the tender. A jet of steam at high pressure is blown through a series of cones and this heats the water and sucks it into the boiler. You may notice other valves connected with the injectors; these are clacks which shut off the inlet to the boiler.

The blower (14) is used to create an artificial draught for the fire and so make extra steam. It is used when raising steam in a cold engine or when an increase in pressure is wanted fairly rapidly.

Normally the draught for the fire is controlled by the ashpan damper, and this is operated remotely from the cab by the damper adjuster (15). Some extra air also comes from the firehole door (16) through which the fireman keeps the fire supplied with sufficient coal, from the tender, to keep up the supply of steam required for the job in hand.

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You are asked to patronize the various stalls and sales counters as well as the refreshment facilities and fund-raising attempts.

THANK YOU FOR YOUR ATTENDANCE AND SUPPORT

This brochure is published by the Site Sub-Committee of the Railway Preservation Society of Ireland. It has been edited and written, except where credited, by Charles P. Friel, Society Publicity Officer and printed by G1enAnne Works at the Court Press.