

THE BOGIEMAN'S GAZETTE

AUTUMN 1990

Welcome to the nth edition of the Bogieman's Gazette, the organ of the Carriage and Wagon department. 1990 has been a busy year for the department with the emphasis being on the upkeep of our existing fleet of coaches, with major expenditure being deferred until the Carriage Shed project is complete. It is obvious to all who see the storage siding at Whitehead (or indeed the GNR Director's Saloon at York Road) that there is no point in restoring a yard full of pristine vehicles only to have the elements ravage them within a few years.

Travelling on the train, which regrettably few members appear to have done this year, you will have noticed that it has also been a 'year of the little details' for the Carriage and Wagon Team. Whilst the 'professionally minded enthusiast' is happy arguing about the colour of the driver's socks on the 1953 Royal Train (and indeed the debate still rages as to whether or not it was a matching pair) the family on a Portrush (or North Coast!) Flyer is more concerned with clean seats and working toilets, a feature with which the train, dare I say it, was flush this year.

Looking to the future, the 1991 season will feature an even higher standard of presentation to our passengers and the continuation of the restoration programme.

At The Sharp End

1990 saw the end of Alan Edgar's stint as Carriage Maintenance Officer, and it can safely be said that we will all miss his regular presence at the Shed. Although based across the water Alan still assists the team in many ways, but unfortunately posting 1930s LMS corridor Stock across one piece at a time isn't one of them ... yet.

Braking With Tradition

Running officer Thomas Charters has begun a career as a record BRAKEr. Just when you thought 1989's 12 coaches was a respectable total to be passed for mainline running, in 1990 the insurance company and railway inspectors granted a certificate to 14. Inspection procedures are the same as for vehicles in company service, so well done Tom. Any chance of 15 next year??

End Of A Saga

Do you recall the dirty hovel on wheels that the train service crews travelled in ages ago? And I'm sure you've seen the smart mobile workshop and crew coach operating this year? GNR Brake third No.114, which carries the tools peculiar to steam engines that we use for running repair in the absence of steam depots and sheds, has finally had its overhaul virtually completed. This has taken place over the last ten years between other jobs, but at last can be said to be nearly complete.

In Dublin's Fair City ...

The Mullingar Carriage and Wagon team have maintained the 1950s set over one of the most intensive operating seasons yet contemplated by the Society. Starting the year with seven coaches (remember this is in addition to the 14 at Whitehead!) The Gang of Two and a Bit (Aidan MacDonnell and Mark Hodge, plus helpers) decided to go for the eight and carried out an axle swap on open standard 1445 - in one day. This isn't a new feature by any means, the Mullingar team in fact specialises in such exercises, and using nothing but hand tools ... nGuinness ni nEart!

Forget Egon Wotsisname, the Bogieman Presents ...

A grand gastronomic guide to Eating on RPSI trains.

In the Blue corner we have the Dublin team run by Tim Moriarty who ply their trade from ex-CIÉ Buffet Car 2422. If it's a pie and a pint, or a cup of tea and a sandwich you're after these are the men to sort you out. Not to mention a comprehensive range of snack products. Lesser men might well be content at that, however the 2422 Team also provide a trolley service dispensing tea, coffee, soft drinks and snacks from one end of the train to the other in the best tradition of the travelling Buffet. (Incidentally, the whole operation is professionally supervised as Tim holds the Diploma of the Licensed Vintner's Association and so is well able to ensure that our passengers are properly looked after.)

Great Northern Railway Dining Car No.88 is looked after in the main by Tracy Forsythe, and functions as a buffet on most excursion trips, however the seating layout of this vehicle also permits the service of full meals on the train, and again the efforts of a dedicated team ensure that the travelling public are able to re-live an era when the passenger came first.

Next year should also see the return to traffic of No.87, the LMS NCC liveried dining car, which has been out of service this year for essential maintenance work on the running gear and also around the galley area. Work should be commencing shortly, as we have been offered sponsorship assistance from Bass Ireland with the project, and hope to finalise these arrangements as soon as possible.

All vehicles on the main running rake will require a thorough cleaning at the end of the season, something that anyone can help with. They will also be checked for lighting, plumbing, running gear and if there is enough manpower available the steam heating will also be examined with a view to repairing that facility, if the cost is not prohibitive.