



August 1995

# BOGIE MAN'S GAZETTE

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**Arson:** On 29<sup>th</sup> July the Society suffered a setback with the destruction by fire at Mullingar of Bredin 1327 and laminate 1445. The underframes may be recoverable but the bodywork will need completely rebuilt if the vehicles are to be restored. This incident is as serious as the vandalising of coaches at Magheramorne and the burning of coaches in Whitehead a number of years ago.

**GNR 88:** Formerly used as the main bar, this vehicle now serves only teas & coffees which makes for less crowding in the bar area on a full train.

**CIÉ 2421:** The diner has received an interior transformation, with the bar/serving hatch having been remodelled as a single long bar. A urinal has been fitted in the old staff toilet.

**CIÉ 2423:** This vehicle now has a souvenir shop installed.

**Park Royal 1383:** A ladies' lavatory has been installed in the vestibule area of 1383.

**CIÉ 1916:** The half brake has had a replacement generator fitted.

**TPO 2981:** In use as a store at Heuston and hitherto in dingy black and tan livery. It was repainted for the film contract - a great plus for a coach that would otherwise not have had any money spent on it.

**Livery:** All the in-traffic coaches of the southern set have been painted in GS&WR maroon for the "Michael Collins" film. Apart from receiving a free paint job, the coaches look very smart in the new colours and they will probably not be returning to green before their next painting is due.

**NCC 68:** Returned to traffic on 29<sup>th</sup> July after a major overhaul. Both gangway ends were repaired and new steel gangways were fabricated and fitted. A new water tank has been fitted and the roof above it replaced. The urgent need for the vehicle in traffic has meant the second tank having to wait for fitting. One lavatory has been completely refurbished and new lino fitted.

**NCC 91:** The North Atlantic brake returned from Dublin in early July after spending the winter out of traffic with an axlebox problem. It was lifted on the sheer-legs at Whitehead and the offending box replaced. It will require a bogie swap over the winter so that the wheels can be turned on the lathe. This had been attempted but unfortunately the lathe decided to take a summer break. Internally, the corridor has been given a coat of varnish. The coach returned to traffic with 68 on the second "Portrush Flyer" thus giving a much needed boost to the seating capacity of the northern set.

**NCC 411:** The full brake has had minor repairs and repainting carried out to its leading edges after taking a beating from hedges on the first operations to Derry and Portrush. Other work has included brakes, door locks, hinges and internal paintwork, but we badly need help with electrics as our No.1 spark Jim Bromfield is now working for a 'rival' railway company (NIR) - congratulations Jim!

**GNR 50:** The saloon has had a new cistern fitted and the lavatory is back in working order again. One of the occasional tables has been repaired.

**GS&WR 1097:** Two new mirrors have been fitted in the lavatories thanks to a donation (and a very encouraging letter) from Michael H.C. Baker.

**GS&WR 1142:** Repairs to lavatory and window.

**NCC 87:** The diner is currently having a door fitted to the tea bar.

**GNR 9:** Gangways painted internally.

**NCC 241:** A new gangway tread has been fitted.

**Painters Wanted:** It is hoped to repaint 1097, 1142 and the sleeping coach this summer. Scaffolding has been erected in the shed and sandpaper, primer, gloss, brushes and gloves are all ready and waiting for you. Please come and help or else it won't happen - access is available almost every Saturday, Sunday and Tuesday evening. Check with David Henderson.