



September 1997

# BOGIEMAN'S GAZETTE

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## **WHITEHEAD**

1997 has been a very quiet year to date for the Carriage & Wagon Department at Whitehead as none of the vehicles have been out on mainline tours. Much of the early part of the year was spent emptying the NIACRO corrugated and wooden sheds and the container, which all had to be demolished to make way for the Locomotive Department's new machine shop. Whilst this involved a lot of reorganising of stores and the loss of our woodworking and glazing facilities, it is all in a good cause.

The combination of building contractors on site and the lack of C&W manpower has meant that we have not yet been able to strip and dispose of scrap rolling stock at the rear of the site. This clear-out has been further hampered by the fact that the Northern Ireland Office has insisted that none of the burnt out coaches can be disposed of before any settlement in regard to the arson claim is reached. The current lack of revenue generation in the north, coupled with the possibility of further restrictions on the use of wooden-bodied rolling stock certainly focuses the mind on what the long term future of yet to be restored vehicles might be.

Hopefully, once the operating problems are resolved to the satisfaction of all, the 3 remaining C&W regulars at Whitehead will be joined by enthusiastic members determined to get the running set in tip-top condition for our next public outing.

More constructively, David Henderson and Brian Corney have been forging ahead with the restoration of NCC 243, the York Road built side corridor third.

It is pleasing to report that the C&W Department lost no material to the dreaded bonfire builders for the first summer in many years - a result of the super job which Dermot Mackie's site squad have made on refurbishing the side gates.

Finally, laminate coach 1649 has been sold to Cookstown Council for display as a static exhibit in their new museum at the old railway station in the town. Once the haulage contractors have figured out a means of removing it from the Whitehead site, it will be on its way to Cookstown.

## **HEUSTON**

Work continues on running maintenance, and on a programme of small interior jobs that can be undertaken between trips.

Park Royal 1416 is in Inchicore for completion of roof and body re-panelling. On its return to Heuston we hope to undertake a major refurbishment of the interior which is now very tatty.

Some new neighbours have arrived in Heuston yard. In mid-July the roads adjacent to our set held two de Dietrich sets of the new Belfast - Dublin service, giving an opportunity for photography. (On the same subject, did anybody get a photograph of No.461 being hauled from Connolly to Inchicore by NIR 113?) More new neighbours are the pre-fab site offices for LUAS, Dublin's new 4'8" LRT system.

## **MULLINGAR**

A one-piece roof has been fitted to 1463, and interior work nears completion, as does the electrical work. Outstanding items are upholstering and exterior painting.

## **FÁS CABRA**

Irish State Coach 351 is inching nearer completion with a wooden roof now in place. We were also very happy to be informed that we had won £5,000 in the preliminary heats of the AIB "Better Ireland" Awards. The money is very useful, as is the recognition.