



## CHRISTMAS

In the weeks leading up to Christmas a lot of time and effort was expended by Society volunteers decorating the sets of carriages in Dublin and Whitehead to ensure that all our passengers had a real festive experience.

## WHITEHEAD

**301 (Open):** In December, the chance was taken to carry out some remedial work. As the shunters are only too aware, the coach has a 1000V cable which sits on the land-side on her Larne end. The buckeye coupling is released by pulling on a chain which always gets caught in the cable's mounting box. The offending box, cable and extraneous bits of redundant cable were removed with a grinder, 2 discs, 2 hammers, a wrecking bar, a broken saw, a wire brush, a maglite and a lot of elbow grease. The buckeye chain no longer has anything to get caught in.

**547 (Diner):** Work has re-started on the diner, with attention to the flooring and the bar. This vehicle will be fitted with gas cooker and water heater and electric fridge and microwave. Installation of an additional water tank at the Belfast end has started.

**463 (Brake First):** The coach has been completely cleared out, washed and metalwork primed with 5 coats of paint. Wood surfaces in guard's area have also been primed and undercoated. Polystyrene insulation panels have now been fitted to the interior of the full length of the side corridor.

**462 (Steam/Generator Brake):** A start has been made on preparing the van for external painting. The roof has been washed down, an angle grinder has been used to remove the rust deposits and paint bubbles from the sidewalk, and the tedious job of removing the (stick-on vinyl) white stripe from the body sides is underway.

**General:** Ex-IÉ bogies (with damaged frames) have been dismantled and good quality wheelsets, springs, etc., have been retained for overhaul of next set of B4 bogies.

The bogies from under ex-NIR Mk2 923 have been removed for refurbishment and the vehicle replaced on a set of temporary bogies. When overhauled, the bogies will be given to one of the traffic coaches, probably brake 463 which is nearing completion in the carriage shed.

In the coming weeks, each of the running vehicles will be rotated into the carriage shed to be fitted with an electric train line capable of powering steam heating fans, water heaters and 240v sockets.

In mid-February, thanks to a very generous offer from NIR, members of the Carriage & Wagon team visited Adelaide to obtain Mk2 spares from withdrawn 80 class railcars. Parts acquired included doors, door locks, droplights, PA equipment, bogies and lots more.

CDR trailer No.5 (CDRRL) is almost complete, with final exterior painting being carried out.

## 'IVAN'

The Youth Squad continues to work on GNR brake van 81. The van was moved to the workshop in November for removal of wheelsets and axleboxes for overhaul, following which it was transferred to one of the shed roads.

Following the kind donation of parts from a similar scrapped vehicle at Downpatrick, the squad has been extremely busy overhauling the running gear, cleaning and priming all metalwork for painting, making new parts at tech and generally getting on with the myriad of small but time-consuming jobs which need done. All the time they have been learning new skills (grant admin, supplies, shot-blasting, grinding, cutting, turning, milling, painting, buffer repairs - and more) which will always come in handy at Whitehead.