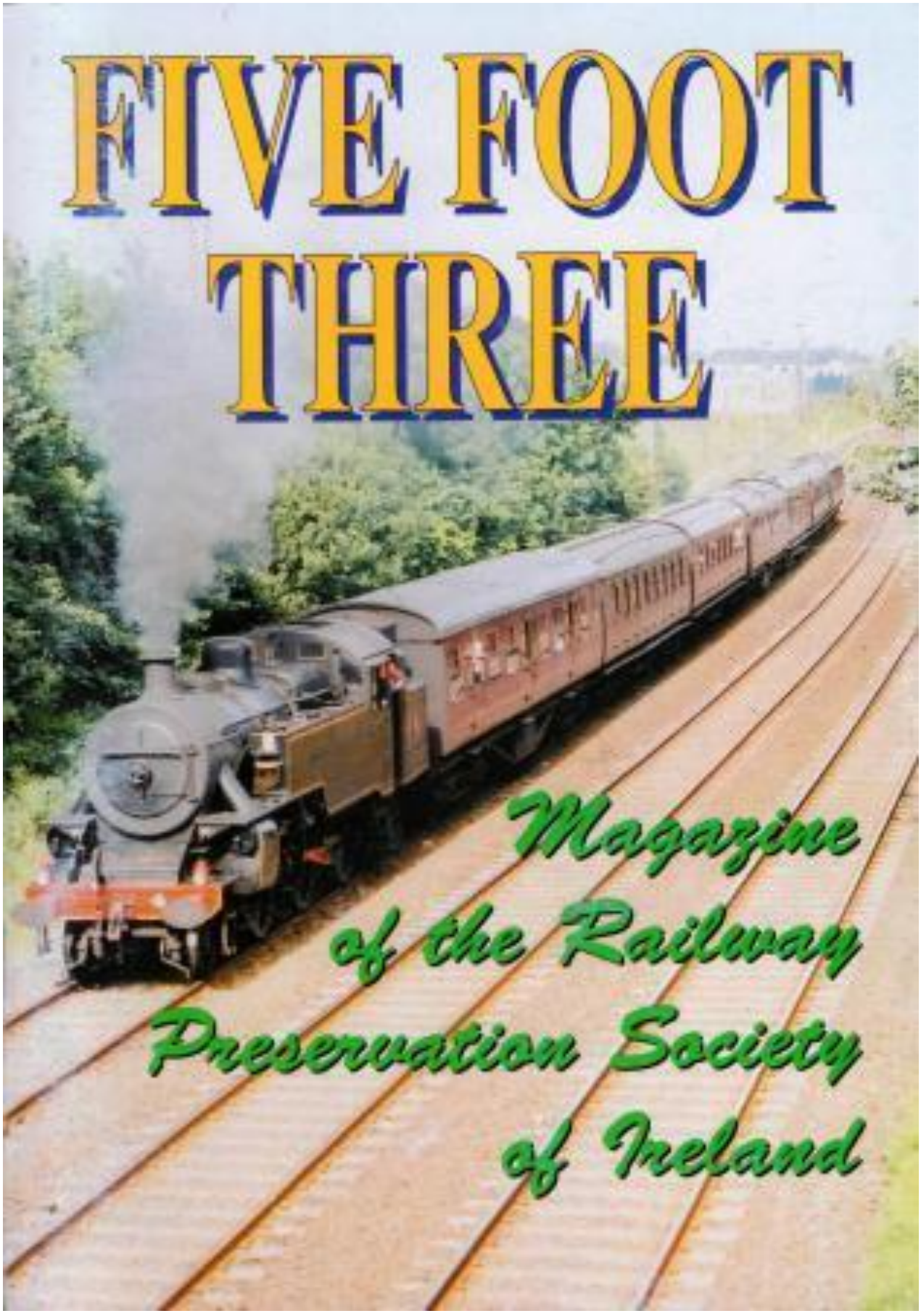
FIVE FOOT THREE



Magazine of the Railway Preservation Society of Ireland

FIVE FOOT THREE
No.50
Winter 2003/04

Editor: Nelson Poots

CONTENTS

Front Cover: No.4 prepares to attack the 'mountain railway' between Lisburn and Knockmore on the final day of regular passenger service on the Lisburn-Antrim line, 29th June 2003. (W.T. Scott)

EDITORIAL

The fact that Five Foot Three habitually straddles two years, e.g. 2003/4 enables one to pick bits out of both. Thus, this issue can claim no less than three anniversaries: the 40th anniversary of the formation of the RPSI in 1964, the 30th year of the Portrush Flyer trains begun in 1973 and the 50th issue of Five Foot Three. Elsewhere in the magazine will be seen an advert for a 40th anniversary event being organised by a sprightly sub-committee of RPSI veterans - hope they don't take exception to that!

The fact that many of the founder members still active in Society matters are still some years short of 60 makes one wonder at the projects taken on forty years ago by what was largely a bunch of

youngsters. Of course there was the guiding hand of an older generation but many responsibilities were shouldered by persons aged not much more than 20. In the early days it was not clear what the future would hold when the locomotives the Society had required major overhaul. That Whitehead has since developed into an engineering facility capable of handling work that most cross-Channel bodies wouldn't dream of is largely due to the skill and dedication of one person whom we will not embarrass by naming.

Rita Henderson and Chairman Norman Foster with the Portrush Flyer's 30th Birthday cake at Belfast Central on 2nd August 2003. (Belfast Telegraph)

At the outset the Society did not have any carriages but, before long, it became apparent that if we wanted to continue to run main line tours we would have to acquire suitable vehicles before the railway companies scrapped them all. Eventually we had more than we could cope with and various ambitious projects came and went, as did those working on them. Some of our acquisitions succumbed to old age and weather whilst the demise of others was hastened by visitors with matches, time on their hands and little between their ears. More recently, apart from a few hopeful survivors, our stock has been pruned to the minimum required. In the north at least, any doubts as to the way forward were resolved by NIR's ban on wooden stock and we were fortunate in having a member who took on the task of arranging the acquisition and renovation of acceptable vehicles. Fortunate also in having the compensation received for the destruction of other coaches as this project has been, and will continue to be, very expensive. So, in a way, the visitors with matches, etc., did us a favour - although we would not wish any further such attention!

The Portrush Flyer is arguably the longest-running train of its type in the world. If one looks closely, there have been breaks - a couple of years due to track re-laying and in 1990 when, due to a crisis in loco availability, it was unpopularly diesel-hauled and masqueraded as the North West Express. However, great credit is due to those who set it up in the first place and to those who ensure that it continues to run.

As our hard-working Secretary will tell you, apart from the expensive scramble to get a suitable rake of coaches into service, 2003 has been mercifully free of shocks and set-backs - long may it continue; challenges are all very well but wouldn't it be nice just to have a few years of quietly running trains.

The merits, or otherwise, of CIÉ's steam locomotives and those responsible for them continues to generate material for Five Foot Three. Now all that remains to get No.50 on the road is to scrounge enough photos - and make sure the captions are right …

NEWS FROM COUNCIL — Paul McCann

A year of massive expenditure is probably how 2003 will be viewed.

Following the new operating agreement with NIR signed in 2002, it was clear that the days of wooden-bodied carriages were limited in the north (the outlook in the south is unclear). The decision to purchase and overhaul a rake of Mk2 coaches was a relatively easy one. Paying for it, not quite so easy! The Treasurer's report and the annual accounts will give an indication of just how massive the outlay has been - and it's not over yet! One thing that is clear though, is that the Society would be in extreme operational difficulties if we were not in the fortunate position of having the fund from the NIO compensation payment of a few years ago to fall back on.

Such is the urgency to get a set of carriages into traffic - 1st January 2004 is the nominal deadline date - that it was impossible to wait for the outcome of a number of grant applications which were made. Thus the spending to date is coming totally from Society funds. In early December 2003, there was an indication that we may be successful in an application to the International Fund for Ireland for help with the overhaul of the carriages at a rate of 40%. At the time of writing, official notification is still outstanding. A further grant application has been made for a plan to extend the carriage shed at Whitehead.

The second major expenditure during the year was the insurance bill. In reality, this relates to the accounts for the incoming year, but its consequences must be kept in mind. The final figures are not yet available, but the total will be at least £40,000, an increase of around £10,000 on 2003. Do the sums - in 2003 there were around 40 days of operating, including the train rides at Whitehead.

Major crises - unusually, there were none! The year just past was mostly notable for its run of very successful operations, with full trains and reliable locomotives.

Irish Rail made substantial moves to retain a dedicated team of steam drivers, with a fortnight of classroom and footplate training just before Easter. In the north, the pressure has been applied to NIR but as yet without any success, although hopefully 2004 will see some movement in this area as several meetings have been held with the railway company and an external assessor.

Still outstanding is a safety case acceptable to both jurisdictions in Ireland, both of whom are introducing new legislation requiring such documentation. It is hoped that this will be substantially progressed in the early months of the new year.

On the Museum front, having gained official status, grant applications have been made to upgrade the facilities at Whitehead on several fronts. Johnny Glendinning and Mark Kennedy are working hard in that arena.

Willie Coates is noted for his knowledgeable commentaries at Carrickfergus gasworks and on the m.v. Balmoral. On this occasion he was conducting visitors on an Open day at Whitehead, but his reason for entering No.461's firebox is not known. (C.P. Friel)

Most emphasis seemed to be on carriages during the year, but let us not forget that No.3BG "Guinness" returned to traffic. By the time this is in print No.186 will probably have been steamed for the first time. In January, we were pleased to announce that the Society was successful in its application to the Irish Heritage Council for a grant towards the overhaul of No.186's tender - €10,000 (approximately £6,500) was awarded. No.461 will be dismantled for assessment, while No.131 was already in bits but those bits are mostly now in the Society's care at Whitehead. In the locomotive workshop there have been several small but significant improvements during the year in the facilities available to those who work there.

Notable achievements in operations this past year include the "Northern Enterprise" from Dublin to Belfast. Unfortunately, it is not yet clear if we can establish whether this will be a steady market or simply a novelty as the Dublin team will have a difficult forthcoming year due to weekend line closures around Dublin for up to18 months. Hopefully, it will be proved that these trips are something which we can develop and build on.

Also in the south was a successful 2-day trip to Cork, sold as a farewell to No.85 "Merlin", which at that time was expected to come out of traffic at the end of 2003. However, since then it has been intimated that the locomotive might be certified to run up to September 2004 if all is well at a boiler inspection in the new year.

In the north, there were no new operations but the established trains ran with very healthy loadings. A train to mark the (hopefully temporary) closure of the Lisburn to Antrim line was very well supported.

As always, the Christmas trains proved very popular with around 8,000 passengers in total. In Dublin demand outstrips supply and if possible we should be seeking to run extra trains to satisfy that market.

The moves to purchase the site at Whitehead have been successful. Bill King-Wood has negotiated with Carrickfergus Borough Council for the Society to buy the land. Shortly before Christmas 2003, the council agreed to the sale. The exact terms of sale and the handover are currently the subject of legal discussions.

As has been the norm in the past few years, the 2003 AGM passed very quickly and very quietly - what a very satisfied bunch you members are, and what a great job the Council must be doing!

The Society featured quite a bit in the railway press (notably "Steam Railway") and thanks are due to Gerry Mooney and Phil Lockett for that.

The Society's web site continues to be a useful news and research tool, with new members joining this way and up to a dozen e-mails on various subjects arriving daily. We are currently looking into streamlining the navigation around the site, and hopefully we will be adding new features during the coming year.

The Bulletin service via e-mail remains very popular and the number using it continues to grow - now about 450. Thanks to Robin Morton and Peter Rigney, the main stringers.

As always, there are the Belfast meetings to look forward to during the winter months and these continue to be of a high standard, i.e. the quality of the facilities arranged by Charles Friel, the content of the shows and, increasingly, the volume of books, new and old, for sale at the back of the hall.

Nobody has said that they don't want a list of membership statistics, so I will bore you with them once again. I am happy to report that this was the best ever year for numbers - 1,110 in total, nearly 50 more than the previous high in 1994. As is usual, last year's figures are in brackets. The breakdown is: Northern Ireland, 379 (378); Republic of Ireland, 388 (371); Great Britain, 305 (277); Overseas, 38 (38). Alternatively: Adult, 748 (728); Senior, 227 (207); Junior, 28 (25); Life 61 (62); Family 25 (23); Honorary, 15; Societies 5. The trend of recent years is that the number of Senior members continues to increase. Not apparent from the figures is the fact that each year the Republic of Ireland gains a very

high number of new members (57 in 2003) but this is balanced by an equally high number who do not renew. This high turnover is not a feature of the other regions. What are we doing wrong that these members do not stay with us? On the other hand, what attracts them in the first place? Are we promising something that we fail to deliver on?

The number of members with Gift Aid forms continues to increase - 491 (466). These realised £3,447 of extra income!

The usual, but very necessary, thanks must go to those who helped Council cope with the burden of management: Michael McLaverty of our insurance brokers, Marsh Ltd - Michael put a lot of work into dealing with difficulties arising out of renewal of the Public Liability insurance; Ashgrove House - ticketing and phone service; Wilma Cairns - ticketing, book-keeping, phone answering and general secretarial services.

Within the Society, the Posts of Special Responsibility to the Secretary for 2003 were: Charles Friel (Belfast Meetings); Nelson Poots ("Five Foot Three" Editor); Johnny Glendinning (Museums Curator); Mark Kennedy (Curatorial Adviser); Philip Lockett (Web Manager). Ciaran McAteer has been assisting with a number of legal issues. Barry Carse continues to process membership payments from the south.

Thanks also to those who serve on the sub-committees which help take the load off Council. A new one is the RPSI 40 Committee which is looking into various ways to celebrate the Society's 40th anniversary which falls in 2004 - you'll be hearing a lot more from them in the coming months.

And finally, our thanks to the management and staff of Iarnród Éireann and Northern Ireland Railways for making it all possible.

LOCOMOTIVE REPORT — Peter Scott

No.3: LPHC 0-6-0ST shunting loco. In store, Whitehead.

The Derry Engine is now out of use pending boiler exam and mechanical refurbishment

No.3BG: A. Guinness, Son and Co 0-4-0 ST shunting loco. In traffic, Whitehead.

Following her basic overhaul, the Guinness loco is now back in action as Whitehead shunter. One of the most extensive jobs turned out to be rebuilding the saddle tank, which was in a badly corroded state and consisted largely of rust and fibreglass. Also, an unusual defect was a slack tyre, which had to be re-fitted. Since return to traffic, the loco has operated well but has a tendency to slip. Re-instatement of the sanding gear will be carried out.

No.4: Ex LMS NCC 2-6-4T loco. In traffic, Dublin.

The tank engine was based in Dublin until returning to Whitehead for the Portrush Flyer season. In a similar pattern to last year, she operated the "Coleraine Santa" trains and then immediately worked south light engine while No.85 came north. We are now using "Rossington" coal which is easier to handle and less severe on fire bars.

No.27: Ex SLNCR 0-6-4T. In store, Whitehead.

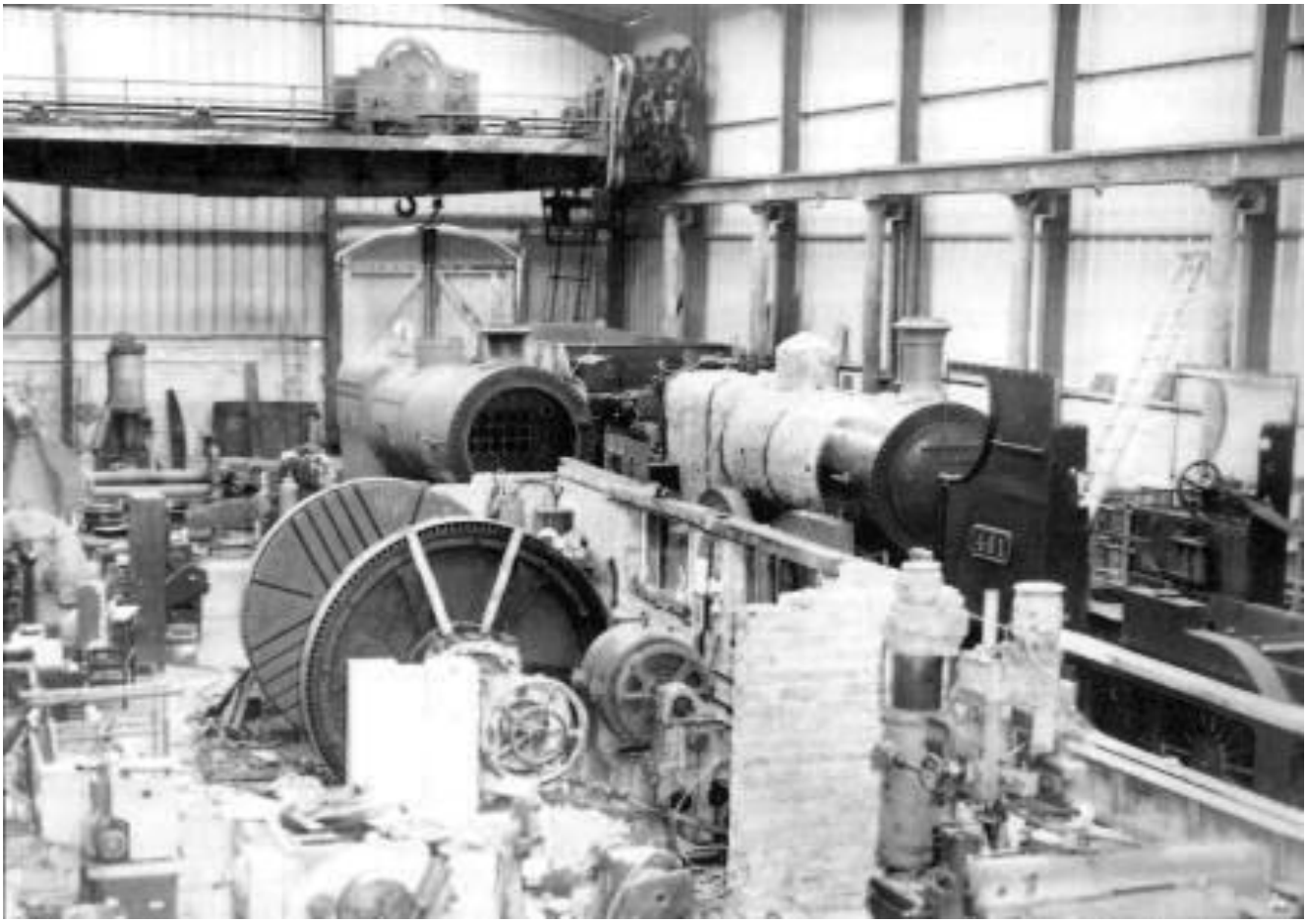
No.85: Ex GNR(I) 4-4-0 compound express passenger loco. In traffic, Whitehead.

At this time last year, is was stated that No.85 would come out of traffic at the end of her boiler ticket, which was assumed to be up in December 2003. However, there was always a degree of uncertainty as to the exact date, and close scrutiny of overhaul dates has now established that the loco has a few months still to go - assuming favourable annual boiler and mechanical inspection reports. Other work scheduled is attention to valve glands and renewal of brake blocks, jobs that we had planned to avoid

had the loco been coming out of traffic. But 2004 really is the end - so hopefully we can see the loco again on her true territory (Belfast-Dublin) before the final curtain. Of course, "the end" regarding this or any preserved locomotive means until such time as the consensus of opinion and, more importantly, the forthcoming of funding favours overhaul and return to traffic.

No.171: Ex GNR(I) 4-4-0 express passenger loco. In store, Whitehead.

No.171 gets oiled and moved occasionally to try and keep her bearings and valves free of corrosion damage. The same comments apply to No.171 as to No.85 above, namely that return to traffic depends upon how keen Society members and other interested parties are to see the loco back in action, and to what extent this is backed up by funding. If the work is fitted in along with other commitments and funded out of RPSI revenue, then overhaul can of course progress, but a quick turn-round cannot be expected. (No.461 is currently being overhauled on this basis.)



Locomotive Workshop, October 2003, left to right: No.461's boiler, No.186 awaiting cab and boiler cladding, remainder of No.461. To the right of the wheel lathe in the foreground are the remains of the house it used to occupy before the workshop was built. (C.P. Friel)

No.184: Ex GSR 0-6-0 standard goods loco. Reassembly, Whitehead. Requires major repairs.

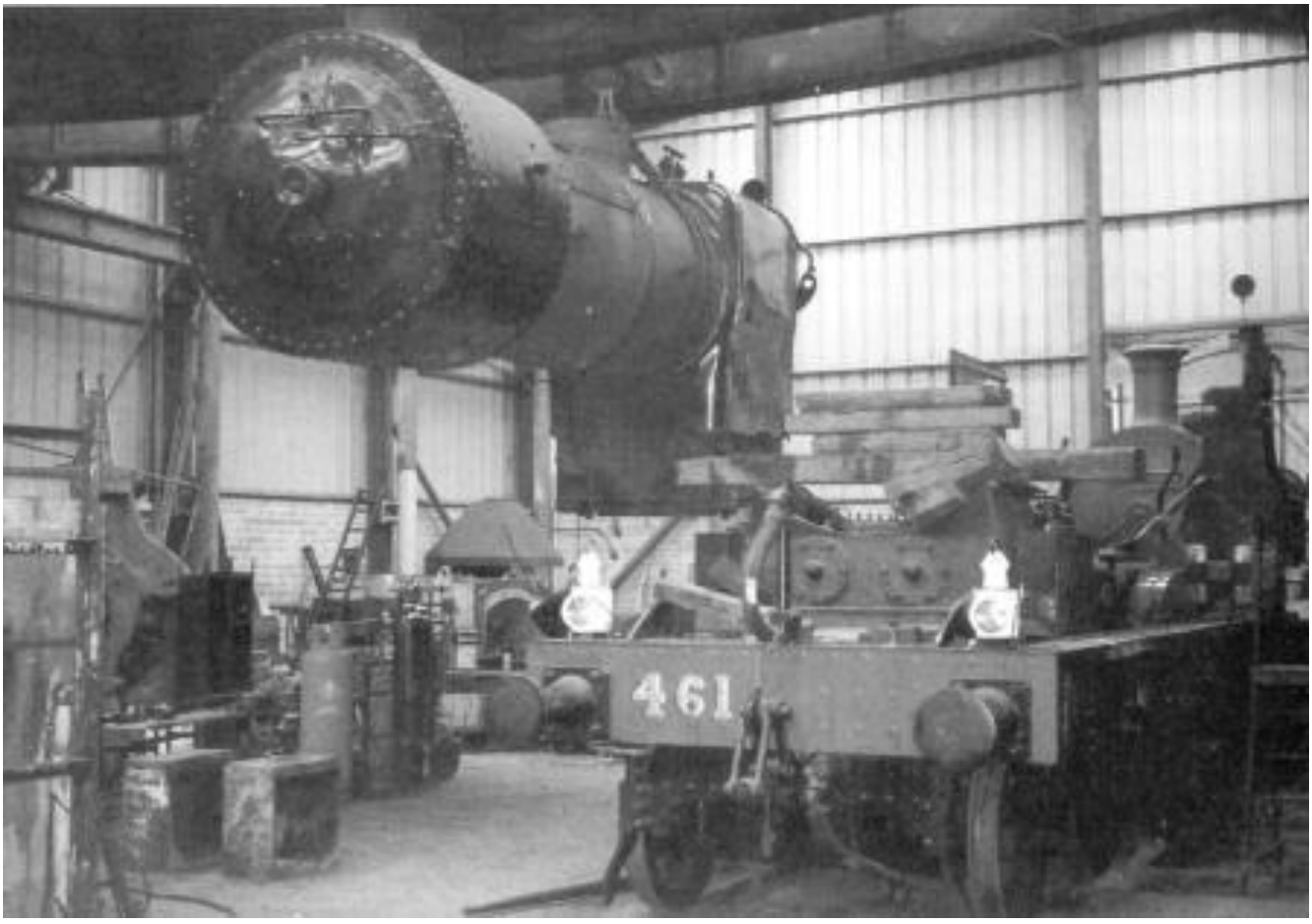
At the time of writing, No.184 is in the Workshop being re-assembled - not for traffic, but principally to keep all her various parts together. The engine was brought to Whitehead in a partly dismantled state, and as a result space which we can ill afford is being taken up in the workshop with shelves full of cylinder covers, connecting rods, pipes and fittings - not to mention boiler cladding which defies all attempts to store it neatly and out of the way. After reassembly, No.184 should at least look presentable and be ready for restoration whenever this comes about.

No.186: Ex GSR 0-6-0 standard goods loco. Whitehead. General overhaul.

On Sat 27th December, No.186 was re-united with its tender and moved from the workshop to the locomotive shed for final assembly and steam testing. At the time of writing, some work is still required to the tender, footplating, cab and sanding gear. In addition, the loco is being fitted with speedometer and electric lights - a somewhat unusual feature for an engine originating in the century before last, but necessary as a result of up to date safety standards and incoming railway legislation. If all goes to plan, No.186 should be available for out-road testing by the end of January.

No.461: Ex DSER 2-6-0 goods engine. Whitehead. General overhaul.

The extent of boiler repairs has now been established. The lower half of the inner firebox is to be replaced with new plates and stays. The old plates were suffering from star cracks, grooving and fire wasting, together with leaking stays whose heads had become non-existent. Work is now well advanced in removing the old stays and plates.



An express passenger lamp code is somewhat out of place as No.461's boiler is lifted clear of the frames. (J. Wolsley)

Mechanically, the loco will have to be stripped down and the frames placed on stands for general cleaning and examination. The wheels are to be re-profiled and there will be some attention required to bearings, where corrosion damage can be expected - a difficult problem to avoid, especially since in recent times the loco has had to lie outside at Connolly between many of its planned operations. The solution? Covered accommodation of course, but also more frequent operation. Bearings that sit at rest in the wet do themselves nothing but harm.

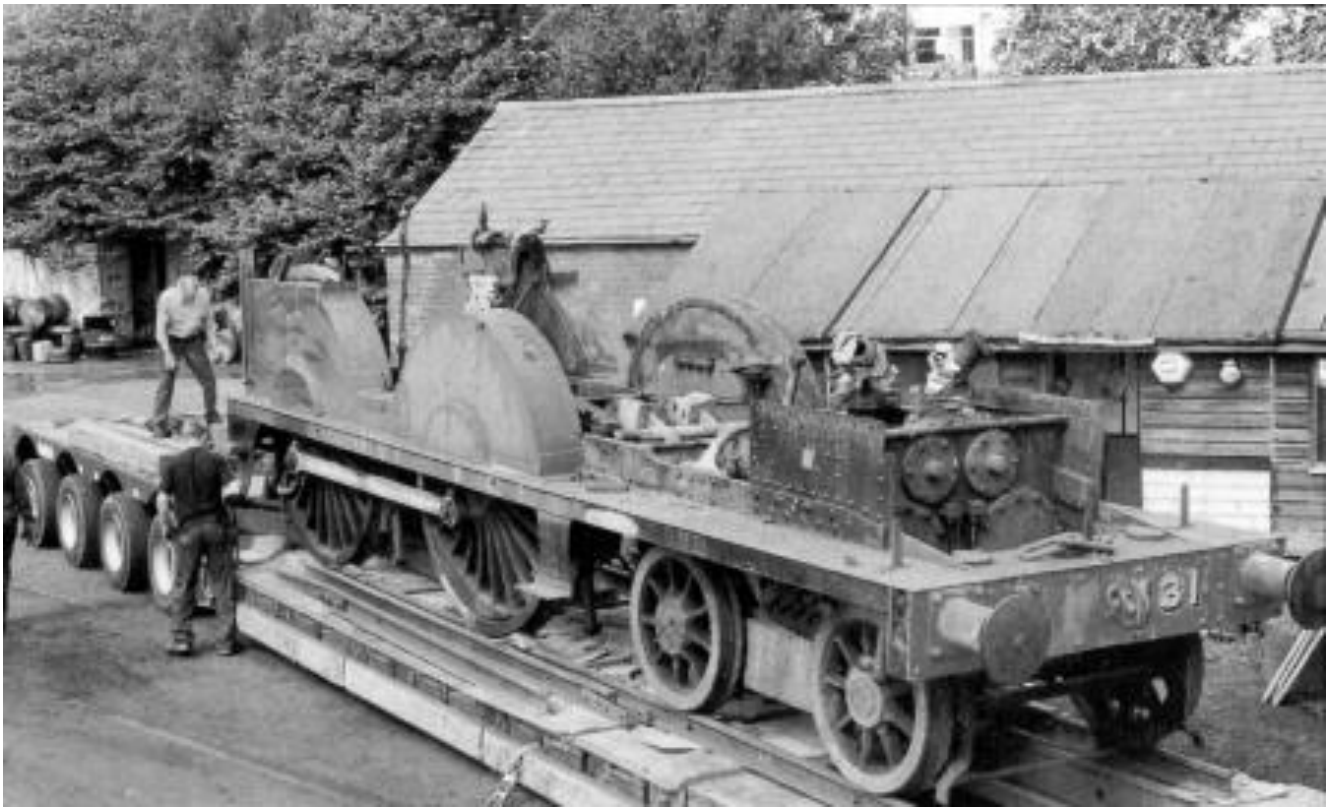
Funding for the repairs to No.461 is at present coming from general reserves, but these are already under considerable pressure from the Mk2 coach programme and we may well need to actively source additional support. So now's the chance for anyone who favours engines with more pulling power than J15s! Materials alone for No.461's firebox repair will cost in the region of £20,000, while the cost of mechanical repairs will depend on what is found when the loco has been fully dismantled.

No.1: "Carlow" Diesel. Ex CSÉ "Ruston" Diesel Shunter. In traffic, Whitehead.

The Carlow loco is now relied upon to shunt the carriages before and after main line operations.

No.23: Ex Irish Shell "Planet" diesel shunter. In store, Whitehead.

The Planet remains out of use since the Carlow diesel and Guinness loco are available. Neither, however, possesses the Planet's great advantage of being ready for action at the turn of a key. The Planet needs engine and gearbox repairs.



The first instalment of GNR Q class No.131 arrives at Whitehead. The cab, boiler and tubes came later, just in time for Christmas. (I.C. Pryce)

Unilok: Ex UTA road-rail shunter. In traffic, Whitehead.

The Unilok has now twice shunted loco No.74 "Dunluce Castle" at the Ulster Folk and Transport Museum. Its Whitehead duties have been few. Like the Planet referred to above, it should be available at the turn of a key - and indeed, its Volkswagen Beetle engine usually coughs into life after a few defiant backfires. Getting it onto the track has proved to be a bit of a problem, since its wheels tend to follow the flangeways - a bit like the Austin 7 and the tramlines of old. Getting it off the tracks is only too easy, as was discovered on one occasion when it had to be jacked on again. Originally, it was equipped with a hydraulic turntable which permits the machine to elevate and revolve itself for placing on the rails, and this is to be re-instated when opportunity permits.

No.101: Hunslet Bo-Bo Loco. In store, Whitehead.

Severely cannibalised Hunslet No.101 together with some spare parts is in store pending a final decision on its future.

No.131: Ex GNR(I) 4-4-0 express passenger loco. Preparation for overhaul, Whitehead.

Following several years of slow progress, No.131 has now been moved from Inchicore to Whitehead for eventual overhaul under contract for "Wheels of Hope", a cross-border company formed to secure funding for the overhaul of the locomotive. The loco was delivered on 31st May and the boiler on 23rd December. The funding is still awaited, but the Society has agreed to do some basic preparation work in advance of the contract, since it is envisaged that the RPSI will play a major part in the operation of the loco once it has been restored.

Volunteers

I rounded off last year's report with an appeal for volunteers - so one year further on, what was the result? Well, I am glad to say that the situation has improved - not only with the encouraging appearance of some new blood, but several old faces have re-appeared and this is greatly to be welcomed. One of the greatest strengths of the Society has always been its ability to accommodate its paid professionals as well as its volunteers, both skilled and unskilled, all able to fit in and perform a vital role. In the new climate of Safety Case legislation, there is going to be plenty to do - much of it behind the scenes negotiation and paperwork - so the excuse "steam locos are great but I don't like getting dirty!" or "Whitehead is too far away" won't even do any more! So the invitation for volunteers, both on the maintenance and operational sides as well as the behind the scenes work, is still very much open.

CARRIAGE REPORT — Paul Newell

The wooden-bodied coaches ran very well up to the end, with a final trip to Antrim and back on the last Santa train on Sunday 21st December. Regrettably, very few members travelled on the last day. It is worth pointing out that these coaches have run virtually trouble-free since the 1970s, when we started to acquire them, and have made a very significant contribution to the Society over the last thirty years. The final coaches were: LMS 68, 91, 238 & 241; GNR 9; UTA 87 (ex-550) and GS&WR 1097.

It is likely that one or two will go south to join our wooden stock there, one may go to England and the others will remain at Whitehead as heritage vehicles in our museum.

Mk2 Replacements

Since the last Five Foot Three we have been busy acquiring second-hand vehicles from the mainland and NIR. The present position is that we have five coaches nearly ready to run, with one more about to undergo restoration in Heysham. The first six vehicles in the running fleet will be:

Number	Type	Seats	RPSI Number
13487E	Ex-BR 1st class corridor	42	180
13475E	Ex-BR 1st class corridor	42	181
934	Ex-BR standard open	64	300
5207	Ex-BR (ScotRail) 2nd class open	64	301 (At Heysham)
5135	Ex-BR (ScotRail) 2nd class open	64	302
9382E	Ex-BR brake 2nd	32	460

The RPSI numbers are a follow-on to the UTA series - suggested by Irwin Pryce - and we are presently

painting the coaches in UTA green, with many thanks to my father-in-law, Henry Beaumont, for supplying original paint for matching.

The five vehicles at Whitehead are all on reconditioned B4 bogies and are in various stages of painting - primer, undercoat and final coat. All are vacuum-braked and at present are having their electrics checked and being generally made ready for assessment by a Vehicle Acceptance Body.

Eventually, it is planned to have a generator installed in a brake coach to provide power for lighting, public address, diner auxiliary services and also for heating water for wash-hand basins. Carriage heating will be by steam provided by the locomotive.

It is planned to have a total of twelve vehicles in the fleet, comprising:

1st class side corridor	2	2nd class open	5	Diner	1
1st class side corridor brake	1	2nd class open brake	2	Bar/Diner	1

With the exception of one coach expected from NIR, all the rest have now been acquired, some from NIR and the rest from Great Britain, mostly from storage in Ministry of Defence premises at Longtown in Cumbria.

A very open Mk2, with all interior furnishings stripped out prior to re-panelling and painting. The floor covering will also be replaced, and here the old material is being removed. (J. Wolsley)

We have also been to Inchicore to acquire spare parts from withdrawn Mk2s there and for this thanks are due to J. Doody of Irish Rail, also to NIR for their help with bogies and for generally assisting us in getting these vehicles running.

Finally, thanks to Peter, Johnny, Thomas, Mark(s), Howard, Dermot, Alan, John, Philip, Irwin and James, without whose help none of this would have happened.

NORTHERN OPERATIONS — Mervyn Darragh

The 2003 Belfast Area operating season was most successful, with good train loadings supported by locomotive reliability throughout. Our mix of trains, aimed at a broad market, brought in the public.

The only disappointment was that we were unable to operate the Steam Enterprise, due primarily to the need to hire in vacuum-braked coaches from Irish Rail. The problem of the restriction on driver hours, linked to driver availability, has not yet been resolved for long operating days but progress should happen soon.

For the record, there were 24 days when NIR train crews were rostered: three of which provided crews for the Whitehead extension to the Northern Enterprise from Dublin, more of which elsewhere. There was one light-engine proving run.

With No.85 based at Whitehead, the season opened with the Easter Bunny trains operating on Monday 24th April to Whitehead. With double blocking required for wooden-framed carriages, paths on the Bangor line are not available on weekdays, so this ever-popular family train has of late reverted to the Larne line.

No.4 takes on some water at Ballina on 11th May while Driver Dan Renehan checks that all is in order to the rear. (C.P. Friel)

The Plains of Mayo International Railtour to Westport on the weekend of 11th/12th May operated overall near to time in mixed weather, not unusual for west Connaught in early May. Everyone appeared to enjoy the weekend, with No.4 performing well. The main party enjoyed a convivial evening in Westport, while a party lead by Jonathon Beaumont enjoyed a coach tour and stayed in a beautiful family-owned hotel near Achill. Others elected to bed down at Claremorris, where the train stabled overnight. The ever-increasing numbers who decided to travel to Belfast on the Sunday evening were not disappointed, with many commenting that the run to Belfast in the skilful hands of Noel Playfair, ably assisted by Steven Glass, was magnificent and showed what can be got out of No.85 on her home ground - indeed the highlight of the weekend.

Obviously not the May Steam & Jazz train, as it passed Monkstown in a rainstorm of tropical proportions, No.85 is on the same job here on 20th June. (C.P. Friel)

The Steam and Jazz trains run on Fridays 20th and 27th June again proved this relatively easy operation (mileage-wise) to be a great success, with both trains full to the artificial ceiling of 250. The Apex Jazz Band as ever entered into the spirit of the evenings. These trains now sell themselves by word of mouth, with virtually no publicity needed.

The weekend of 27th/28th June was very busy to say the least. In addition to the Steam and Jazz train on Friday, Whitehead had to accept a Northern Enterprise on 27th June. This saw the return of No.4, with No.85 in charge for the journey back to Dublin. Sunday marked the closing of the Antrim Branch to passenger trains (again, and for how long?). Two trains hauled by No.4 operated between Antrim and Lisburn in glorious weather. Each train was packed to the doors and many old faces not seen for many a year appeared. Good free publicity work by Antrim Town Development Co Ltd was most welcome, as too was other pre-event media cover.

The Portrush Flyer season operated on 2nd, 16th and 30th August in what must have been the best weather ever. Trains off Belfast were loaded to healthy levels, although the afternoon excursions off Portrush were rather lightly loaded. This is something that will need to be looked at for 2004. For the record, all trains ran to time. During the Portrush season Whitehead accommodated a second Northern Enterprise on 23rd August.

The first-ever Portrush Flyer ran on 28th July 1973 and on that occasion two young boys, Stewart Elliott (5) and Geoffrey Fairbrother (8) were interviewed by a Belfast Telegraph reporter. Stewart pronounced the train "great" while Geoffrey's verdict was a more cautious "all right". An article in the "Tele" in early August 2003 recalled this event and said that the RPSI would like to hear from them. This had 50% success as Stewart, now married with two children, got in contact and received a complimentary family ticket for the 30th August Flyer. The Flyer's 30th anniversary was marked at Central Station on 2nd August by our Chairman, Norman Foster, ceremonially cutting one of Rita Henderson's now famous cakes.

At Central on 2nd August 2003 Jeff Spencer and Peter Scott flank the NIR team of Inspector Neville Foster and Drivers Gary Moore and Noel Playfair, the latter in the early stages of recovery from a serious haircut! (C.P. Friel)

A charter train operated to Cultra (set down) and on to Bangor on the evening of Monday 15th September. There is a long story behind this but suffice to say that as part of the contract Irish Rail were to supply three Cravens coaches and an NIR diesel locomotive was despatched to Dublin to haul them to Belfast. That seemed fine, and the coaches were valeted and ready to leave from Connolly yard, only for one of the new 2900 railcars to appear and block the exit. Its driver departed and, with no other driver passed for the 2900 class available, our train was boxed in and missed its booked path to

Belfast. A short Whitehead set was assembled and, by running slightly later, was able to be pathed to Cultra.

The Atlantic Coast Express operated to Londonderry on Sunday 28th September. This train had a healthy loading and necessitated the hire of two Ulsterbus coaches for a short afternoon tour to the Donegal town of Moville.

A third Northern Enterprise operated to Belfast and on to Whitehead on Saturday 18th October, again hauled by No.85.

Another Flyer and another cake, this time presented to Stewart Elliot and family at Portrush on 30th August. (J. Richardson)

The advancement of autumn saw the now annual Halloween Specials operating on Sunday 26th October. This train, aimed at the young family market, is proving increasingly popular and despite the operating date this year being somewhat in advance of the 31st October celebration the loadings were very healthy. A quality present for each child and on-train entertainers has proved a popular mix.

The hectic Santa season opened on Saturday 29th November with two trains off Coleraine to Ballymoney and Castlerock respectively. Due to the limitations of what Santa and his clone could cope with on the journeys, ticket sales were restricted to 260 for each operation. Both trains were sold out well in advance, thanks to the excellent free publicity provided by Coleraine Town Partnership Ltd. Operating in what must have been the worst weather of the year with torrential rain, the transfer operation to and from Coleraine, marketed out of Belfast as the Coleraine Shopper on a "turn up and pay" basis, carried around 100 hardy souls. The atmosphere on board was great, with many on the return gravitating to the bar where all were in good spirits (or beer, depending on their preference).

The following day saw the transfer of No.4 to Dublin and No.85 to Whitehead - an unwelcome light

engine operation brought about by the need to have No.4 in Dublin to work the Maynooth Santa trains.

Twelve Santa trains worked off Belfast on 7th, 13th, 14th, 20th and 21st December. Two of these were charters. An innovation was the operation of the third train on Sundays 14th and 21st December to Antrim. This early evening train, previously an optional overflow from the afternoon train, now runs in its own right.

Well, what does 2004 hold?

1. The return to traffic of GS&WR No.186. By the time you read this, a provisional programme of running-in turns may have been arranged.
2. No.85 is due for boiler inspection early in 2004. Provided everything is satisfactory, the locomotive should be available for traffic until not later than a September date.
3. The Society, through our contractor, Lancastrian Carriage & Wagon Works of Heysham, has been busily working on six Mk2 coaches and we aim to have these in traffic by April. The vehicles, three Tourist Standard Opens, two First Side Corridors and one Standard Open Brake, are the nucleus of the new set. More details about our new generation of coaches and those additionally scheduled to come on stream during 2004 are reported elsewhere.
4. The Whitehead set of wooden-framed coaches is at the point of being withdrawn. Subject to a suitable locomotive being available, a final run on the NCC main line to perhaps Castlerock/Portrush is with NIR's agreement being provisionally looked at for the weekend of 27th/28th March.
5. A driver training programme has not progressed as speedily as first thought. However, it now seems that moves are afoot within NIR to progress steam crew provision, and hopefully this should be rapid.
6. Many will miss the wooden-framed carriages. However, on a 21st century railway it has become well-nigh impossible to operate with the restrictions imposed on them. The introduction of the Mk2s should see: (a) more appropriate operating speeds; (b) the end of double block signalling, i.e. the need to maintain two red block signals between an RPSI train and opposing and following trains; and (c) the ending of the requirement on double track for an RPSI train in section to stop while an NIR train passes.
7. Good news is that with Mk2s the Bangor line can be accessed again, as too can the GNR main line south from Central Junction.
8. A challenge facing the Belfast Area Operations Committee (BAOC) will be the re-lay of the line between Bleach Green Junction and Whitehead, due to commence in July. This is likely to include single-line working and some line closures, particularly at weekends. If that occurs, negotiations will take place with the Company with a view to positioning our train by moving it to and from Belfast on a weekday.

Again I must thank all members of the BAOC along with all on-train staff - bar, tea bar, coach stewards, salespersons, Santas and sundry witchlets and elves, not forgetting Nicola Walsh, our behind-the-scenes "purchasing elf". A special mention for Mark Buchanan who did an excellent job on train-crew rostering, in my opinion a professional job that makes the best use of our volunteers and ensures that all get a fair turn. A word too for Henry Ritchie, our ever-present Train Manager, who attends to our travelling public.

Finally, a work of thanks to NIR at all levels and Irish Rail (for the Plains of Mayo operation). Without their assistance and enthusiasm nothing would move.

SOUTHERN OPERATIONS — Peter Rigney

The last train movement of the 2003 season was from Connolly station, and was diesel powered. No.4 was simmering in the car park siding when an 071 got a green light. The nominated man handed the OPO form (no guard) to the driver and the eight RPSI coaches slowly departed from platform 2 of Connolly station on their way home to Inchicore. Thus ended a very satisfactory and challenging running season.

The operational needs were such that Dublin and Belfast areas had to share No.4 and No.85 - an unsatisfactory state of affairs and one which will persist in some shape or form until No.461 returns to traffic. The season was therefore divided into two, with intense operation using No.4 between March and June, followed by trips to Cork and Belfast using No.85 and concluding with the Santas, utilising No.4.

An astute move by Dublin Ops was to run a train on Good Fridays, on which day no strong drink may legally be purchased in the Republic - except on a train! Here No.4 prepares to return this ever-popular excursion from the Up Sligo platform at Mullingar. (I.C. Pryce)

Our first trip was on 9th March, and was a charter for the Leixlip Town Commissioners. This charter, which had been held over from the previous October, consisted of two return runs from Clonsilla to Enfield, picking up passengers in Leixlip Confey.

A short time thereafter, crew training came upon us. In what was the most ambitious programme yet, four trainees were to do two weeks in the training school and two weeks on the road (in this context, a week means Monday to Thursday). A trip to Whitehead was included in the first fortnight's activity. On Monday 7th April No.4 left Connolly with four coaches, the maximum which could be located in

the sidings at Enfield, where the train was to be stabled. The pattern of activity was as follows: Crew travel passenger to Enfield per morning Sligo; steam train follows the Sligo to Killucan, returning to Enfield, then back to Mullingar; steam train precedes afternoon Sligo to Enfield; crew by road to Maynooth for railcar to Dublin.

This exercise involved a number of RPSI members taking time off work to provide logistical support, which ranged from coaling to attendance on loco and train. One of the most valued tasks was performed by our chairman, who put into practice Napoleon's dictum that 'an army marches on its stomach' and worked hard in the kitchen of 88. While the RPSI crew stayed on the train, a security firm was engaged to look after the coaches stabled at Enfield.

On Holy Thursday, the train returned to Connolly where it was reunited with the remaining four coaches. The Good Friday trip to Mullingar was as successful as ever. 2003 will be the last season before re-signalling, and the layout installed subsequent to the Barbecue maintains access to the Galway road and the shed, but slews the road between the two Galway platforms. This will present some problems for 2004, but these should be resolved in the layout proposed for mini-CTC which is scheduled for 2005.

The operations following on the Good Friday trip need not detain us here. They followed the normal format of a barbecue special to Mullingar and two trips to Rosslare. Due to the need to get No.4 back to Whitehead, they were concentrated into a very short period, and patronage suffered to some extent on the Rosslares. This was, however, unavoidable.

No.85 hard at work near Mountpleasant with the Northern Enterprise of 23rd August 2003. (C.P. Friel)

Following the crew training and Good Friday trips, thoughts turned to the two-day tour. The end to end relaying of the Mayo line beyond Athlone meant that a proving run was needed. This was undertaken the week before the tour, with No.4 hauling a Mk2 coach and generator van. This run proved the road to Westport and back, leaving us to go into Ballina at low speed on the Sunday morning of the tour. The tour itself is reported upon elsewhere. Arising from this exercise, a revised system of

communications between RPSI and Iarnród Éireann has been agreed, and the operating range of all our locomotives has been codified and published in the weekly circular.

The Enterprise trips were an unknown quantity when first proposed. Their purpose was to swap No.4 and No.85 and to utilise No.85 while in Dublin. The patronage of these trips proved to be a pleasant surprise to all concerned. On each trip, we used the Craven set which goes to Sligo on a Friday evening. This train returned empty to Connolly, arriving about 03:00, and departed for Belfast at 08:00. Punctuality was generally good on the three Enterprises, with the exception of the October trip, where a progressively blowing gland severely hampered running. On arrival in Belfast, a handover to an NIR crew was effected, while the IÉ crew washed up during the run to Whitehead. The time available to us at Whitehead was spent in servicing the coaches and locomotive. While the Northern Enterprises were not as lucrative as operations using our own stock, they nevertheless filled well, and developed a new product in a Dublin-based Enterprise which seems to have attracted some new customers.

The main event for No.85 in our 2003 season was the September outing to Cork. This was a new venture, in that it was a 'no frills' two-day tour, with participants taking care of their own accommodation. No.85 had been to Cork on a charter special to mark the 150th anniversary of the operation of the line. The weekend of 6th/7th September was chosen as the most suitable weekend, with a scheduled arrival at about 15:30 in Cork and an early departure on the Sunday. Steam working on the Cork line can be problematic, due to a total reliance on hydrants for watering, with that at Charleville having an indifferent rate of flow. Things proceeded more or less to plan on the Saturday, with bright sunshine favouring the photographers. In the event we were looped for longer than anticipated in Charleville, and ran through Mallow for a somewhat late arrival in Cork.

After a relaxing evening we started on a dull and misty Sunday. With six and a van, it was quite a load for a 4-4-0 but No.85 took it in her stride, with a loud cheer ringing out in one coach after the worst part of the bank had been surmounted. In Mallow, it proved necessary to get a sweeping brush to remove the dirt which had been dislodged from the roof of Cork tunnel by the loco blowing off. We left Thurles on time but by the time we passed Lisduff we were in a downpour, and at Ballybrophy we were looped to allow two following and late-running passenger trains to overtake. With a Portlaoise stop necessary for watering, this seriously disrupted our schedule, meaning that arrival in Dublin was too late to make the Enterprise connection. The Society paid for a bus connection out of a later running railcar to ensure that the Belfast contingent got home. The original intention had been to leave Cork somewhat earlier, thus staying well ahead of the afternoon procession of passenger trains up the main line. However, the renewal of a crossover at Lisduff, with associated possessions, made this impossible.

The lessons from this tour are there to be learned; there is a market for a budget two-day outing and the advent of the internet means that many customers are happy to make their own travel and accommodation arrangements. It also appeared that many participants bumped into each other in one of Cork's many pubs and had a congenial night.

The Santa trains saw the Dublin coaches returning to activity after six months of idleness. On our return to Connolly in December, things had changed and the yard was now occupied by the new 2900 class. Connolly loco shed was destined to close, and at time of writing closure is imminent. There will remain a loco maintenance presence based in the valetting plant, it having been very wisely decided that it is impossible to provide the necessary maintenance on the platform.

The closure of Connolly shed represents the closure of the last GNR steam shed. However, Drogheda shed is an integral part of the new depot which will serve the entire railcar fleet, while the DART fleet is maintained in Fairview, a facility created by the GNR as Ireland's first custom-built railcar depot.

During the year Dublin members assisted in the removal of a number of vehicles from Inchicore. In

June, the tender of No.186 was taken away to Whitehead. This vehicle had been repaired during 2002 on sub-contract in Inchicore with the help of Heritage Council funding. Later in the year the frames and, subsequently, the boiler and cab of No.131 were also removed from Inchicore to Whitehead. Also at Inchicore, a second group of RPSI members underwent the one-day personal track safety course and were issued with PTS cards, which are now the basic requirement for anyone who has business on or about the track. *[One might mention here that the wearing of hi-vis garb by persons who have no such business has been something of a running sore to those who wish to photograph our trains. - Ed.]*

On the outward leg of the Dublin-Cork tour on 6th September, No.85's leisurely departure from Limerick Junction was convenient for still photographers. Those with video got plenty of footage but rather uninspiring sound effects! (W.T. Scott)

Finally, a steam-related event took place in which the Society was not directly involved. November's issue of Railbrief, the internal IÉ staff magazine, had a front cover illustration of a West Country pacific. Those who followed the story on the inside pages would have discovered that two IÉ loco staff have been passed out to EWS standards on the Severn Valley Railway as steam traction instructors. This move significantly strengthens the steam training programme.

The problems which 2003 brought mainly revolved around the availability of suitable locomotives. Many of the challenges which we faced were those of adapting to a railway which is in the process of being transformed by new investment. As 2003 closes, we can see the Cahir viaduct repairs go to tender, with a level of passenger services proposed for the Limerick-Waterford line which surpasses anything provided for a generation. The Ennis line now has a half-hourly service to Limerick which, on first reports, is being patronised to capacity. 2004 will doubtless also bring its challenges. Due to the DASH project for upgrading the DART, the lines northwards and southwards from Connolly will be closed at weekends during different parts of the year. It promises to be an interesting year!

It goes without saying that the operations detailed above could not have taken place without the active co-operation of all grades and categories of IÉ staff, who have always gone that extra mile to ensure that the RPSI can still operate on an increasingly crowded railway.

WHITEHEAD SITE REPORT — Dermot Mackie

January started badly with R.H. Smyth derailing, in rapidly failing light, at the end of a monster shunt. The engine was re-railed the next day and fortunately the track only needed a couple of chairs to be replaced. Later in the month two wheel sets were sent to England and the floor of 934 was removed with the help of Alan McRobert and John Wolsley. In fact, as you will read, the year seemed to be one of floors and coaches of one sort or another. February was a relatively quiet month in the Loco Workshop and it gave us a chance to lay a large section of wooden blocked floor, recycled from the old Sirocco Works. First of all, we dug out the ground using the JCB and loaded the spoil into the bucket of a coal tractor, ably driven by Thomas Charters. This turned out to be a two-day job but it meant that we could lay the concrete base the following weekend assisted by Trevor Mounstephen, Robin Morton and Bill King-Wood. Three days later, John Sloan and myself laid 2,800 brick-sized wooden blocks to complete the job. This has transformed a difficult and dirty part of the workshop into a tidy and warm-footed area.

A miserable, wet Saturday in March saw a weary track gang repairing part of the platform turnout, which had been spread by No.85. Fortunately, the cavalry appeared in the afternoon in the shape of John and Philip Lockett and they supplied much needed help and enthusiasm to finish the job. In April, on the morning of the AGM at Whitehead, a small site squad filled potholes in the laneway and the following week most of us, including Rob Davison, helped Peter Scott move No.3BG and lift No.461's boiler. The latter came successfully to rest on the newly installed wooden floor.

In the week before Easter I brought in a local contractor to clear the spoil from the back of the site and to take away all our old loco ash. This was done to give us enough room to lay a fifth temporary carriage siding, as the mid-week Summer project, in an attempt to accommodate all our new rolling stock. On the first Saturday in May we laid a further concrete floor in the workshop, which incorporated a 21" gauge railway which passes out through the side door and which should be useful for moving heavy loads. Two glorious days at the end of May were busied with the arrival of No.186's tender and the frames of No.131, all being off-loaded from a heavy lorry using the ramp and the usual suspects, including Mark Buchanan. During the next few weeks Johnny Glendinning and Tony Ragg, between their other electrical duties, installed a loop of electrical sockets in the carriage shed, which greatly facilitated the ongoing refurbishment of the Mk2 coaches. After the first Steam and Jazz train a number of us helped Paul Newell to do a coach swap using the heavy lift gantries; this time an FK1 coach arrived and 920 left.

The summer project progressed well and all the track was laid just before the Flyer season started in August. However, the good weather meant that I had to give the site a second dose of weed-killer later in the month, but the exploratory holes needed to check the ground conditions for the foundations of the carriage shed extension were easily dug. Autumn saw us spending most of our time on carriages, with painting being a priority. In early October we did a big Mk2 bogie swap, using the heavy lift, so that four coaches could have refurbished wheels sets. The good weather continued right into November and allowed yet more coach painting; Howard Robinson even did some of it outside! At this time a fifth Mk2 was delivered and offloaded onto temporary bogies in the space of less than two hours, to the amazement of some visiting members who remembered that similar exercises in the past normally took a whole weekend! Finally, on the first Saturday in December, we laid more concrete floor in the Loco workshop, did a bogie swap and I repaired the yard lights, all in time for the Santa train rides.

As you have gathered by now, our site work is very varied and those involved are able to turn their

hands to any jobs that are ongoing. Next year, we will still need that same flexibility and willingness, because coaches will be a big part of our ongoing work and this has added an indoor element to our schedule. The company is good and the work is satisfying so why not come and join us for an away day. Unlike the gym, we make no charge for a work out!

GEORGE GAW — Joe Cassells

In many ways the RPSI is an extended family, spanning both the community of enthusiasts and of professional railwaymen. So it is with a very real sense of loss that the Society records the death of George Gaw, dedicated engineman and good friend to so many of us over many years.

George was too young to have remembered the LMS, but when he started as a cleaner in York Road in 1966 at the age of fifteen he was in no doubt that he belonged to the NCC - every detail of his life and railway career testified to that. He grew up at Eden, within sight and sound of the Larne line. His father was indeed an NCC man, serving as a cleaner and fireman at the old Whitehead shed along with the late Harry Ramsey. In time George was to marry Margaret, the daughter of driver Davie McDonald, to whom he fired in the last days of steam in Northern Ireland. Throughout his career he gathered up a substantial archive of pictures of NCC footplatemen past and present. And one of his most treasured possessions was a model of NCC No.99, "King George VI", one of a pair of mogul models made by Ronnie Hope of York Road works. The other was No.101, built for Inspector Frank Dunlop who was George's earliest mentor, and became over the years one of his closest friends.

A youthful looking George Gaw along with Harry Ramsey on an early RPSI tour. (Belfast Telegraph)

Promotion was rapid in the mid 1960s. A substantial number of middle-aged men availed of the UTA's compensation scheme and took early retirement in 1965, so within a year of starting as a cleaner, George was learning his craft as a fireman. The first of many runs I had with him was in October 1967,

firing to Rab Graham. It was a football international weekend in Belfast, and they had No.56 and nine bogies, steam substituting on the morning boat train from Larne. They had a rough trip on a wet and stormy day, but experiences like that turned George into a fine member of the link of youngsters who fired so many runs in those last brilliant days of NCC steam. Within a short space of time George acquired a wealth of experience both of fast passenger working and of the no less demanding 800-ton Magheramorne stone trains, and when the RPSI began main line operations he was a willing volunteer for any steam work that offered.

As early as March 1970 he and Harry Ramsey had No.186, double heading No.171 crewed by Davie McDonald and Johnny Magill on one of our first railtours, and from its inception in 1973 until his own premature retirement he was a regular fireman and driver on the "Portrush Flyer". He drove and fired most of our engines, and with them all, as with life in general, George was tolerant and good humoured. NCC men of his father in law's generation might shake their heads sadly at GNR compound No.85. George took her as he found her, though, never looking other than supremely happy as he bounced along the single road north of Ballymena, producing work that would not have disgraced the NCC of the 1950s. He enjoyed No.171 and coaxed remarkably good work out of No.461, but there was no doubt which one of our engines was his favourite. When No.4 came out of traffic in 1993 he followed her overhaul with growing anticipation - on more than one occasion wondering would she do ninety miles an hour when she came back! Sadly, before No.4's return to traffic, illness had prematurely ended George's railway career, and his last main line steam job was driving No.171 on a running-in turn following big end and crosshead repairs in February 1996.

After retirement George was a regular passenger on RPSI trains. He and Margaret - also an NIR employee in Belfast - relished the companionship of the dining car, and George himself happily passed many a summer afternoon at Portrush with his former colleagues during the long lie-overs after the Castlerock extension. Every new book that mentioned the NCC, and every edition of 'Five Foot Three' was assiduously read. He delighted particularly in evenings spent at Carrickfergus, reminiscing with Frank Dunlop and other retired footplatemen. He regularly paid his respects at the funerals of the older men he had fired to as a teenager. How poignant it was in December last that men of that same generation should be among the large number who gathered to pay their last respects to him.

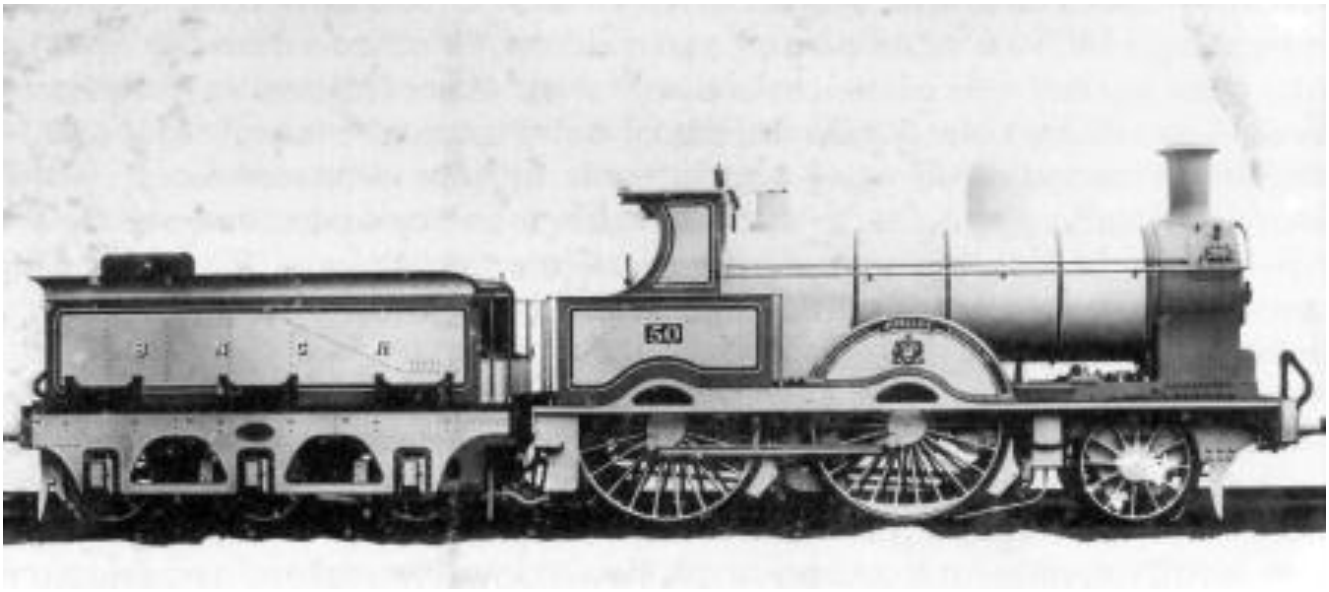
Competent, knowledgeable, happy, and sociable, George exemplified all that was best in the tradition of NCC steam. The brotherhood of working steam is the poorer for his passing, and our sincere sympathy is extended to his family circle, and in particular to Margaret his wife.

ENGINE 50

This being issue No.50, your editor had conceived the notion of having photos of four different engines bearing that number in the centre pages. This turned out to be over-ambitious, as some companies never had engines with that number or else they were so long gone that no photographs were available. So here is what it came down to.

Of typical Great Northern appearance, PP No.50 is seen here at Enniskillen in 1956. (W.T. Scott)

After being twice rebuilt (the BNCR/NCC were notorious rebuilders and renumberers), No.50, still "Jubilee", is seen here in its final 4-4-0 form at Belfast York Road c1930. The locomotive was finally scrapped in 1946. (W.T. Scott collection)



BNCR No.50 "Jubilee" in its original 2-4-0 form. The name is well-matched to the number, this being a maker's photo taken in 1897 when the venerable queen had been 50 years on the throne. (Beyer Peacock)

The ultimate No.50 from the 1950 batch of NCC 2-6-4T 'Jeeps' (officially class WT), waits in Magheramorne loop with an Up goods on 13th August 1956. In the background is the then perpetually belching cement works chimney, while on the right is the dump of rock which had been removed to get at the limestone in the huge quarry. Some ten years later the sidings and loading banks for the 'stone trains' were installed there and No.50 was among the last to work these trains which, in May 1970, brought regular main line steam in the British Isles to an end. (W.T. Scott)

SUNSET OF STEAM ON CIÉ (Part 3)

This, the final instalment of what was originally meant to be a two-part series, covers the remaining steam classes on CIÉ in 1954. Most of those in this section were employed on goods or suburban passenger work, for which there was no early prospect of diesel replacements, while always lurking in the background was the annual beet campaign with its heavy demands on motive power. Here we find the long-lived J15s, by far the most numerous class in Ireland, along with their (a) & (b) variants which, apart from a better cab, were reputedly no improvement on the original. The demise of engines from classes consisting of only a few units meant that some engines which had attained a ripe old age on goods traffic found themselves on suburban passenger work in their twilight years. The influx of GNR locomotives, following the split-up of that company, helped to fill the gap until the arrival of more diesels.

The Turf/Oil Burner again features here and one can only guess at the reaction if such a leviathan had turned up in some remote part in place of a dainty little 0-6-0!

J4 0-6-0 No.260 on suburban passenger duties at Dun Laoghaire, 9th September 1959. (G. Hayes)

257 class:
(J4)
(8 engines)

Possibly these are the most important heavy Goods engines on the system. They are of a good design and require little maintenance. Their favourable axleload and high haulage power makes them essential to the working of beet and cattle specials. In my opinion provision should be made to retain all of this class as part of the stock which will be needed to bridge the interval between the introduction of the new D/E locomotives and the first production of the Turf Oil Burners.

They are also of considerable importance to the working of cattle specials. I think that they should be retained as the last of the existing steam locomotive stock and, when the time comes to replace the existing locomotive stock by the Turf Oil Burning Locomotives, the withdrawals against the introduction of new locomotives should commence with the 101 class engines and any of the standard Goods classes, 101, 573 and 594 classes.

710 class:

The bulk of the locomotive stock which will have to be continued in service for

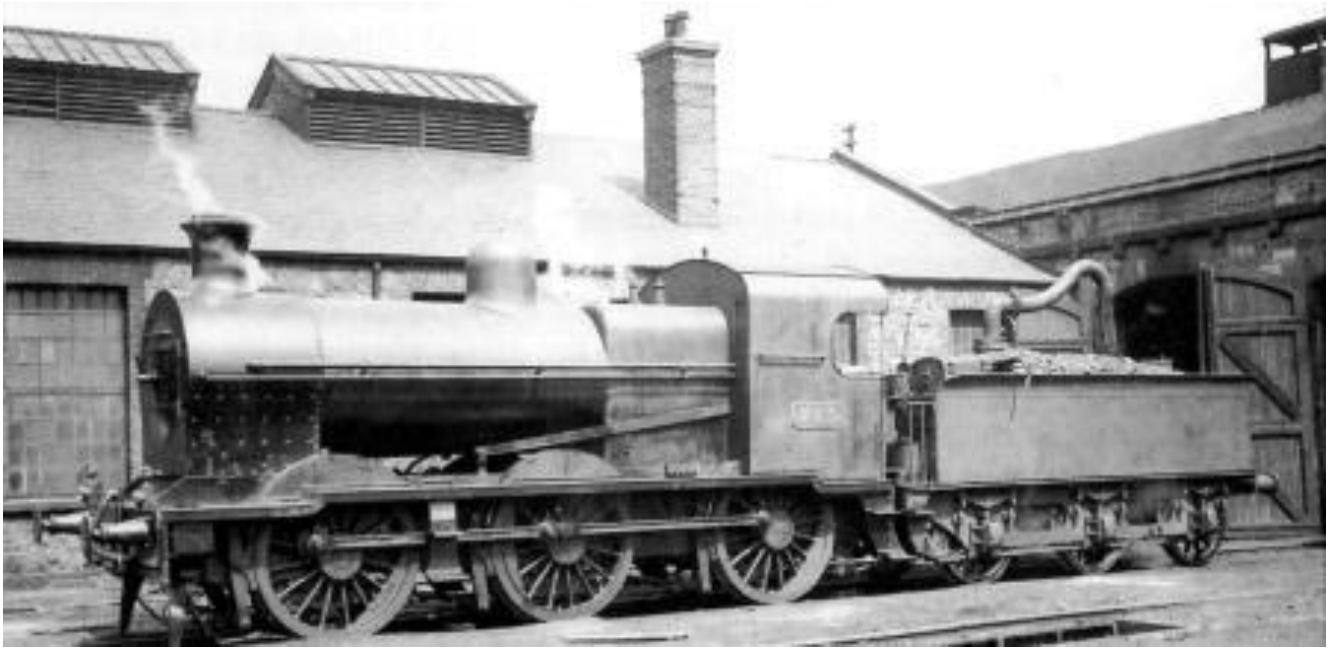
(J15b)
(10 engines)

approximately 6 years, if not longer, must come from engines of the group known as standard Goods, which includes classes 710, 101, 573 and 594. I am dealing with classes 573 and 594 separately. There are many reasons for the retention of locomotives of this group. For instance, there is a fair measure of standardisation amongst the units, they suit nearly all of the broad gauge routes, they can be used to replace tank engines on the Dublin South Eastern section; their major use, however, will be on the working of beet and cattle specials and overload Goods.

101 class:
(J15)
(92 engines)

I do not believe that it would be possible to directly relate the number of locomotives, which will be retained in service until the Turf Oil Burning locomotives are built, to the number of Turf Oil Burning locomotives which will eventually be brought into service, because the Turf Oil Burning locomotives will be of a much higher efficiency and the condition of the existing stock will not provide the same availability for equal numbers of the Turf Oil Burning locomotives.

A number of engines of these classes are, however, coming under notice for broken frames, new cylinders, etc., and the repairs to them present an economic problem. I shall be glad to know, therefore, how many engines of these classes it will be possible to retain in service over the next five or six years or until such time as they are fully replaced by the Turf Oil Burners.



J15b No.713 at Inchicore shed. Apart from its tender, it looks much more modern than its predecessors but is said to have flattered to deceive. (W.T. Scott collection)

573 class:
594 class:
(J18 & 19)

These engines are virtually of the same class, giving a total of 33 engines. Recently, you will recollect, 6 of them required such extensive repair that you did not feel that it was an economic proposition and they have been withdrawn from service, reducing the class to 27. Not all of the 27 are in use, of course, because some of them are in the Shops under repair. The mileage of some of the others is fairly high and full use is made of the remaining engines in service.

They are confined entirely to the Midland section with the exception of one or two for the Bray-Dublin service and which are replacing tank engines withdrawn from service.

I consider that this class should be retained in service for at least another two years and if they are replaced by D/E units on the Midland section some of them can be allocated to the Dublin South Eastern local section to replace obsolete tank engines which have been scrapped.

J19 No.594 at Sligo in April 1954. (Kelland collection/C.P. Friel)

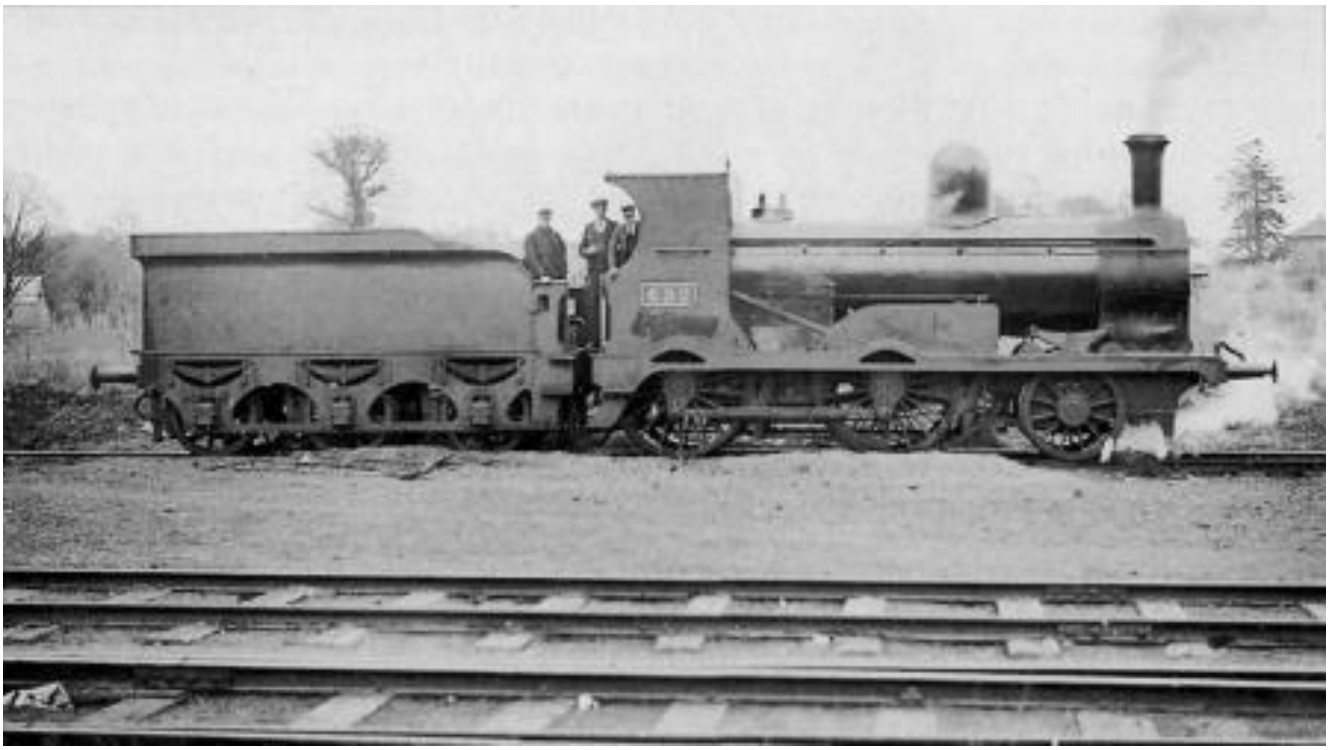
455 class:
(C2)
(3 engines)

Three locomotives of the 455 class will shortly be withdrawn from service with high mileage. They are of an obsolete type and I do not consider they should be given general repair again. They will have to be replaced with standard Goods engines, which are the only engines capable of performing the work carried out by the 455 class. I had anticipated that two engines of the 458 class would probably last another 14 months, after which I had not proposed another general repair. However, I learn that loco 458 may have to be stopped now as the cylinder valve faces are so badly worn that they cannot be refaced. These engines must also be replaced by standard Goods engines, and in this connection I must stress that it is going to be very difficult during the beet season as all of the standard Goods engines available are required for the beet service.

458 class:
(C3)
(2 engines)

463 class:
(B4)
(6 engines)

This class will have to be maintained in some condition at least, because they are the largest type of tank engines which can work on the Cork-Bandon system and cannot be replaced by tender engines. They are essential to the working of cattle and beet traffic and I see no possibility of replacing them on their present work. It should also be borne in mind that it seems probable that that the Cork & Bandon section will not be fully worked until very late in the diesel programme because of the poor mileage return in respect of the workings on that section.



No.652 at Kingscourt in 1938. These were by a long way the last 2-4-0 locomotives to work in the British Isles. (A.W. Croughton/W.T. Scott collection)

670 class:
(I3)
(5 engines)

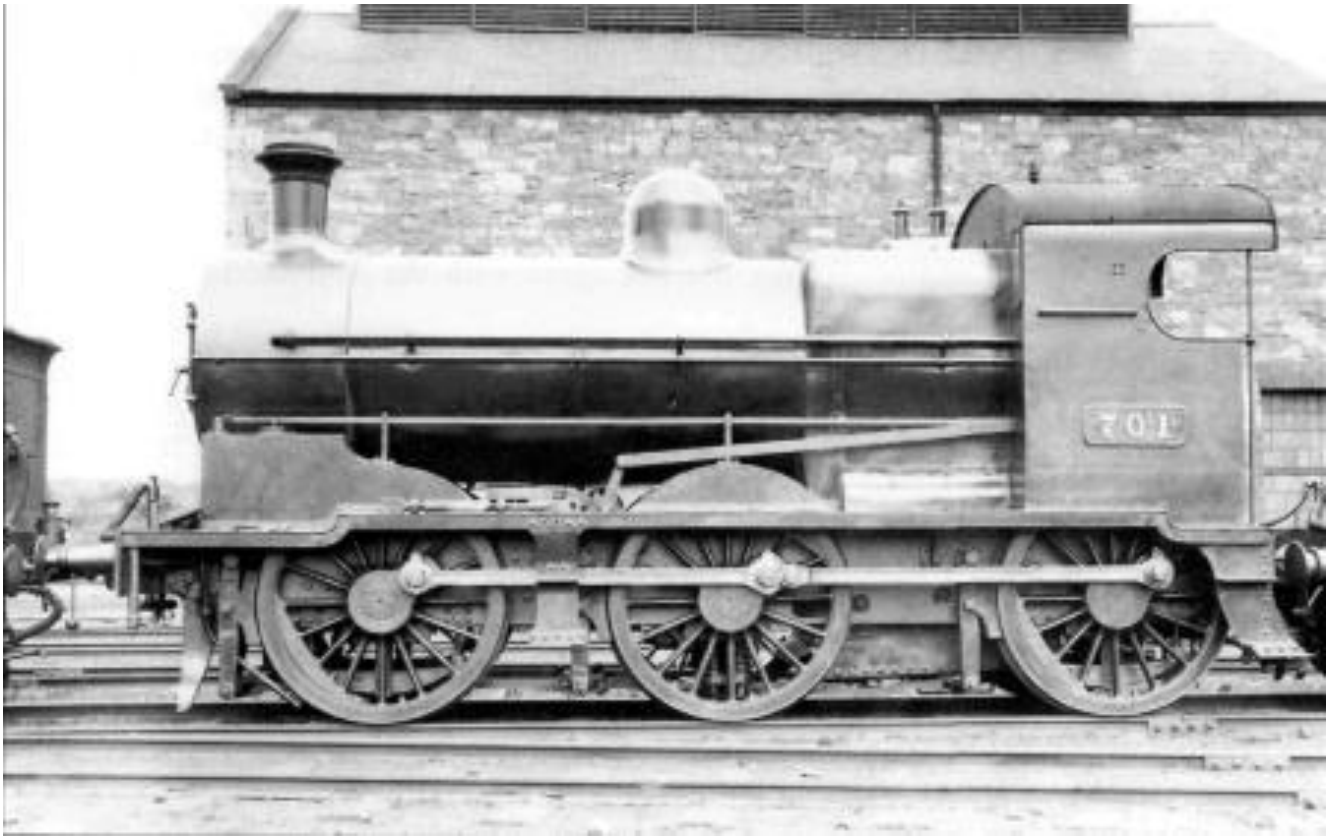
It seems that a very considerable period will elapse before full dieselisation of the suburban services will be achieved, because of the low mileage accumulating on the local services. The best use of the D/E units on the suburban services cannot be made until there are sufficient of them in service to enable a link up of the engine working of that service with other main line services. It seems desirable, therefore, that at least two of the 670 class engines, which are important for working the suburban business trains, should be repaired and one of these should receive a general repair. The suburban business trains cannot be split to permit the use of smaller engines.

I do not know what the material position is with regard to these engines, but I would like a discussion with you on the matter.

650 class:
(G2)
(17 engines)

I propose to allow the present class of 17 engines to expend their mileage unless in the meantime a number of them are directly replaced by D/E units, when a withdrawal might take place. A number of these locomotives are wanted principally in the Midland District for branches such as Loughrea, etc. From an examination of the present position it would appear that approximately 7 of

them will be available in good condition approximately one year hence. I am not proposing, therefore, general repairs to any of the engines of the class.



J15a No.701 at Inchicore. Despite a more realistic cab and other alterations, these locomotives were not considered an improvement on the J15s. (Loco & General 6999/C.P. Friel)

623 class:
(J5)
(20 engines)

An important decision will have to be made regarding the future of this class which is vital to the working of the Midland Stock Special traffic. The mileage of the class is fairly high and I have noticed from recent communications received from you that you do not intend repairing at least two of them now due for general repair. From this I take it that the overall position is not good. It is my opinion that if wholesale withdrawal of these locomotives takes place in a short time - and the present mileage position indicates that at least 6 of them are approaching the general repair stage - considerable difficulty will be experienced in the working of Stock specials, Goods trains and overload traffic.

When considering the future of the class I think it should be borne in mind firstly that there is no replacement available for them for special train working over the next 6 years and that the alternative will be to replace them with standard Goods engines, which would not give satisfactory train schedules, would mean duplication of a number of services due to reduced loading and would also react against proposals to speed services on the Midland section still further because, as you are aware, bad running of any train on a single line section adversely affects all services on the same route. I should like to discuss with you how many of these engines you could retain in service over the next five or six years.

	Consideration of this matter should, I believe, take into account the possibility that further D/E units for special traffic may be ordered if it can be shown that there is a constant use for them.
442 class: **(J8)** **(4 engines)**	This class may be allowed to work out its mileage, after which no further general repair will be required.
351 class: (J9) (7 engines)	As per conversation with Mr Collins, this is one of the classes I would like to see retained in service until the advent of the Turf Oil Burning locomotives and I understand you are looking into the spare parts position.
700 class: (J15a) (5 engines)	No further general repair will be required to engines of this class.

It will be seen from this series of articles that CIÉ, like the Ulster Transport Authority, hoped to have done away with steam (or at least, traditional steam) by about 1960. Both were wrong - for different reasons - although CIÉ were much nearer their target. The Metrovick "A" and "C" class diesels began to come into service in 1955 and 1957 respectively, while the acquisition in 1958 of ex-GNR locomotives enabled CIÉ to withdraw some of their own less-favoured machinery. The arrival, from 1961, of the General Motors "B" class diesels quickly mopped up the survivors and by the end of 1962 steam on CIÉ was to all intents and purposes dead.

An interesting, if somewhat melancholy, post-script is that, forty years on, the beet traffic which kept many elderly J15 locos in traffic until the end of steam is now much depleted - only the Mallow factory receiving beet by rail - while, despite their Government's declared policy, Irish Rail appear determined to get rid of much, if not all, of such goods traffic as remains.

CONTROVERSIAL TOPICS — W.T. Scott

O.V.S. Bulleid

It seems strange for Sir Eustace Missenden to have described Bulleid as "a dangerous idiot", as related by Sean Kennedy in FFT No.49. Sean Day Lewis said Missenden had a reputation for being hard to deal with but that he was entranced by Bulleid and that it was largely due to Sir Eustace that the CME got more than his share of money for locomotives over the war years. Bulleid's son, H.A.V., stated that Missenden was an enthusiast for the Bulleid pacifics. The charge of over-ordering of the light pacifics cannot be laid against Bulleid - it was Missenden and Elliot who ordered the extra fifty in 1947 with the approval of the S.R. board. Bulleid had nothing to do with the quantity ordered. To the claims that there were too many, Missenden countered by saying that the S.R wanted a decent collection of powerful engines - they did not agree with the Midland/LMS policy of matching engines to duties.

Sir John Elliot, when he became General Manager, expressed the view of the S.R. when he said, "O.V.S. Bulleid cost us a lot of money but on balance we got more than our money's worth". "Spare Link's" note on Bulleid represents another and, I think, fairer view of Bulleid - a great engineer who, like all such, had ideas which were ahead of his time and difficult of attainment with available materials.

Bulleid at Inchicore

CIÉ was a new company formed under Government control on 1st January 1945 and was fully nationalised on 1st June 1950. In 1948 Sir James Milne (ex-GWR), at the behest of the Minister of

Industry & Commerce, produced a report on internal transport in Éire. The Chairman of CIÉ resigned because of the report and the new Chairman was T.C. Courtney, with G.B. Howden of the GNR(I) (a civil engineer) as adviser to the company; Lemass was Assistant Manager.

Milne and Bulleid were long-standing friends and the latter accepted Milne's invitation to be technical adviser to the Report which among other things recommended the urgent appointment of a CME. Courtney was impressed by Bulleid's grasp of the CIÉ problems and was determined to have him, first as consulting CME and then, in 1951, to the chair at Inchicore. Courtney actually travelled to London to persuade Bulleid to take the post; Howden may have agreed the appointment but Courtney was the moving spirit behind it. There seems to be some confusion between Lemass, formerly of Dublin United Tramway Co, and his brother, a TD and Minister of Industry & Commerce in 1945.

Rather than dabble in the murky waters of politics, it is much more interesting to consider the position of Inchicore when Bulleid arrived. There had been no CME since 1944 - no-one of any standing wanted the job - and the department had virtually ceased to function. The company owned 491 engines of 79 classes. The only engines less than 15 years old were the 800s, restricted to the Cork line, and the 342 class branch line 4-4-0s of 1936. Comparison with the other main Irish railways shows that the GNR had 15 new engines: 5 express Vs class, 5 branch line U class 4-4-0s and 5 UG 0-6-0s; 8 nearly new S class 4-4-0s and 5 Compounds with new boilers, 28 in all. The NCC had 18 new tank engines and 15 Moguls of modern design, most of which were less than 15 years old - 33 in all, or half the total locomotive stock.

Bulleid's position was hopeless; not only was the loco stock outdated, but between 25% and 30% were out of action on any given day. Inchicore could not have built new and rebuilt old steam engines quickly enough to fulfil the recommendations of the Milne Report. "Spare Link" correctly says, "He kept the trains running but could do no more". Practical man that he was, Bulleid accepted that dieselisation was the only hope. Sixty-six Park Royal-bodied, AEC-engined railcars appeared in 1951 and in 1954/56 the "A" and "C" class locomotives went into service. The locomotives were perhaps not the best choice, but in 1954 dollars were not available for a large USA purchase. Bulleid's main gifts to CIÉ were the modernisation of Inchicore to handle the new diesels and an orderly transition to dieselisation using only three main classes. This was the legacy of a sound engineer.

Inchicore and Superheating

Inchicore was certainly a leader in superheating. Maunsell, a Trinity graduate with an apprenticeship partly at Inchicore and finished at Horwich with Aspinall, returned to Inchicore in 1896 and worked with Coey until the latter's retirement in 1911. Experiments started with the Schmidt superheater in 1908 and 326 appeared in superheated form in 1912 (not 1909) and can be viewed as a try-out for Maunsell's big 4-4-0, 341. No.326 reverted to saturation in 1913 after a fractured cylinder, possibly due to lubrication failure. Maunsell also produced the 257 class superheated 0-6-0s, easily CIÉ's best class of goods engine - dozens should have been built.

Maunsell's successor was E.A. Watson who took the chair in 1913, having been trained at the Alco works and at Swindon. Maunsell is supposed to have said, "He thinks all Swindon geese are swans". In 1916 Watson produced 400, a superheated 4-cylinder 4-6-0 with "Star" and "Claughton" features and a 24-element Schmidt superheater. Watson attracted much criticism, mostly deserved, for his 400 class but not, I think, on the superheater question. After a long delay, due to wartime shortages, 401, 402 and 406, all superheated, appeared in 1921. The last six came from Armstrong Whitworth in October 1922. These were the superheated 403-405 and saturated 407-409. Watson had left Inchicore in October 1921 to head Beyer Peacock but the last 400 class drawings had his signature. However, for all his failings he was a Swindon man and knew all about superheating. Even though he replaced the 321 class saturated taper boilers with saturated parallel boilers, it seems unlikely that he would so alter his express 4-6-0 design. His assistant and successor was J.R. Bazin, whose attitude to superheating was

ambivalent to say the least - he built the saturated J15a class as late as 1929. It looks more likely that Bazin persuaded Watson, surely preoccupied with his move to Manchester, to have one last disastrous try with a superheated express engine and that the blame belongs to Bazin. The engines were failures and superheating rapidly followed.

MEMO TO LOCO FOREMAN "Spare Link"

Railways, by the very extensive nature of their business, generate quite a great deal of internal correspondence. The General Manager's wishes are conveyed to the District Officers, who in turn instruct their stationmasters and area inspectors. The Chief Mechanical Engineer sends instructions to his District Locomotive Superintendents regarding locomotive equipment, modifications, fuel quality, etc., and the DLS tells his loco foremen and inspectors what action is required.

Masses of memos arrived at loco sheds daily and foremen had to instruct their drivers and fitters. These memos had to be kept in scrapbooks and retained in the foreman's head. This knowledge coloured his rostering of engines and men on each working for which he had responsibility. For instance, how many Society members know that until July 1946 No.461 was not permitted to work south of Wexford due to axle-loading restrictions over a bridge near Felthouse Junction? 400 and 500 class locos were not allowed to work into Limerick until January 1952, and then subject to a 25 mph restriction. Ex-Tralee & Dingle locos were not permitted onto No.4 road in Ballinamore shed. Only when 5T was derailed did Foreman Dessie Corcoran realise that none of his staff knew of this restriction.

K1a 'Woolwich' No.398 at Maryborough, 1932. (Kelland collection)

I was recently privileged to look through the Inchicore Loco Foreman's book of instructions for the years between 1942 and 1956. These years cover the war period, coal shortages of 1947, strike of 1950 and introduction of dieselisation. The book itself is a large format leather-bound volume measuring 15" x 10" and weighing about 4 lbs. Each memo is pasted in and some pages have two memos inserted.

The contents of the memos range from personal details of men, e.g. eyesight test failure, to domestic problems, and some concern severe censure (or 'bollocking'!) of foremen for failing in their duty. To give details of men's failings is not my purpose. For the men concerned it was a blow to their self-esteem and a loss of grade and/or money. Many of the men concerned were senior passenger drivers in my early days and I remember them with great fondness.

Until May 1945 the memos are signed by the late great, and always lamented, Brian D'Arcy Patterson. This gentleman was held in the highest regard by all GSR loco men, and his sudden death in January 1979 was greeted with dismay and sadness at every loco depot. He was a Premium Apprentice in 1933, Assistant DLS Cork in1941, then later in Athlone. He came to Inchicore as DLS in 1942. Upon his promotion to Personnel Manager of CIÉ in May 1945 he was replaced by Cecil Hughes.

C.C. Hughes was a pupil of J.R. Bazin and was appointed Loco Foreman, Ballina in 1925. He was later moved to Limerick Junction and as Assistant DLS to Limerick. In May 1945 he was appointed Northern District Locomotive Superintendent. He died suddenly whilst still in office in 1965.

We will deal only with locomotive matters, and the first memo, dated 23rd July 1942, concerns loco 802 (class B1a 4-6-0). This loco was allocated to Cork shed for purposes of periodic examination and boiler wash-out. The boiler was due for wash-out each Sunday and one piston and valve was to be examined each week. The Cork boiler inspector was to examine the boiler monthly and Chief Boiler Inspector Rochford of Inchicore was sent to Cork to assist at the first boiler inspection.

In April 1943, Loco Foreman, Inchicore was instructed to put loco 402 (class B2a 4-6-0) on the 06:15 Mail whilst 409 was to work the 12:45 Passenger. Locos 800/1/2 were to be placed solely on the 09:45 and 11:45 trains. Locos 500/1/2 (class B1 4-6-0) were to work the Up and Down Night Mails. Cork depot was to wash out and repair 500 class locos as required.

Loco 159 (class J15 0-6-0) got a general repair in April 1943 and was fitted with manganese bronze slide valves and vulcanised vacuum sack diaphragms. A special watch was to be kept on these items and special reports made to the Loco Superintendent. The manganese bronze slide valves were not a great success, for a hand-written note dated 1st May states that they were replaced by ordinary valves. *[Some difficulty was experienced in obtaining suitable brake cylinder diaphragms during the recent overhaul of No.186. - Ed.]*

Engines of foreign depots being held in traffic by other depots caused a rash of increasingly threatening memos to return all engines to owning depots. Similarly, engines arriving at Inchicore minus tools and lamps caused a special plea to be sent to culprit depots to desist, and a firm instruction to all loco inspectors to pay special attention to this problem.

The derailment of wagons in Kingsbridge Goods Yard on 7th May 1943 and the subsequent cover-up by drivers, shunters and train examiners caused an inquiry to be set up and threatened dire consequences for the culprits, although this practice continued until the end of loose-coupled freight and loose shunting of wagons. *[Could the malpractice have been fly-shunting? It is amusing to speculate on what sort of stories were concocted in the cover-up. - Ed.]*

Shortage of engine power in the Waterford area in July 1943 caused Inchicore to work the larger share of its goods traffic. The Waterford area was told to work its fair share and Inchicore sent a J class to work the 22:05 Waterford goods, thus releasing loco 461 (class K2 2-6-0) to replace loco 446 (class J8 0-6-0) on the Wexford-North Wall goods. Shortages continued and the 'Works' was urged to finish work on loco 303 (class D11 4-4-0) and send her to Waterford soonest.

Locos 388 and 398 (class K1 2-6-0) were suffering a spate of hot axleboxes and, upon being weighed on the loco scales, severe discrepancies in axle-loading were found. Driving axles were supposed to be 8 ton 15 cwt and radial axles 4 ton 15 cwt. 388 was weighed at Inchicore and the radial axles were

carrying 7 ton 8 cwt and trailing driving axles 10 ton 10 cwt (scale's max). Loco 398 was weighed at Broadstone and her left radial had 4 ton 10 cwt and right radial 4 ton 16 cwt. Her mid driving axle had over 10 ton 10 cwt. Spring adjustment had obviously been neglected and the mechanical foreman at Inchicore was called to account. *[The weights quoted presumably refer to wheels rather than axles. - Ed.]*

A useful-looking but, according to Part 1 of "Sunset of CIÉ Steam", somewhat under-utilised class, D2 4-4-0 No.328 is seen here between duties at Glanmire shed, Cork, on 4th July 1955. (L. Marshall/W.T. Scott collection)

Hot roller bearings on loco 346 (class D4 4-4-0) caused her to be stopped at Wexford. The roller bearing bogies on these locos could not be repaired at smaller depots and so loco 344, just ex shops, was sent to Canal Street to replace 346, which was hauled very slowly to Inchicore for attention.

Inchicore shed received loco 191 (class J15 0-6-0) off an 11:20 special ex-Mallow on 28th October 1943. By 11th November she was still not back in Cork and they required her urgently. Telegrams flew and eventually Inchicore wrote to Cork Loco: "Your loco is awaiting trial and should be returned within 5 days". Cork noted, rather sourly, that 191 had been in fine condition leaving Mallow!

Foreign engines requiring coal was another source of complaint. Kildare shed foreman sent a furious barrage when Waterford loco 258 (class J4 0-6-0) came in for coal off the 19:00 Up Dublin goods. When this happened each morning for a week, he saw his limited coal supply rapidly dwindling. His coal bill was also rising. Mr Patterson wrote to DLS, Waterford: "If your loco needs coal, get it in Kilkenny or put a bigger tender behind 258". (Kilkenny was a Waterford area shed.)

In May 1944, loco 328 (class D2 4-4-0) failed on the 09:00 passenger from Kingsbridge to Limerick due to leaking tubes. Upon examination, the tubeplate bridges were found to be cracked. As nothing could be done due to shortages, the Inchicore foreman was advised to keep her on local work or the Portarlington turf special.

The derailment of loco 500 (class B1 4-6-0) at Kingsbridge caused Foreman Joe Doherty to receive a stern warning. He had not checked the bogie for weight distribution, but sent 500 off with a train and she subsequently derailed her bogie in Maryboro'. When Cork shed weighed the bogie it was found to be too light. The necessity of checking after derailment was very forcefully stressed.

When underbridge No.161 at MP58 on the Cork line was renewed it caused problems for the 356 class engines (class K3 2-6-0). The spring guide bolts were catching the bridge and being severely damaged, so the class was barred from crossing this bridge and loco 357, which was at Cork, was to be worked via Mallow, Waterford, Kilkenny and Maryboro' to Inchicore for immediate attention.

On 7th May 1945, Cecil Hughes replaced the gentle Patterson. His first memo, dated 8th May, sets out how correspondence should be worded. "Conventional courtesies such as 'Dear Sir' and 'Yours Sincerely' should be dropped". In future, foremen are simply addressed as Maguire, Doherty, Byrne, etc. Obviously, the new boss was setting out his stall. The nice guy was gone, the bully was here to stay.

K1 No.384 at Glanmire Road shed, Cork, in July 1955. (L. Marshall/W.T. Scott collection)

Thus the tone of his memo dated 17th September 1945. Loco 376 (K1 2-6-0) was returned to Broadstone on 15th September after a general repair at Inchicore. Her first job, a running-in turn to North Wall, ended in failure due to lack of steam. Close inspection revealed: left bottom main steam pipe joint blowing; blast pipe blowing; breeches pipe badly cracked, requiring renewal; regulator box joint blowing; injector overflow pipe very loose. Severe reprimands went out to the Inchicore erecting shop fitters, the Inchicore trials driver, the driver who transferred the loco to Broadstone, the Broadstone P&D crew and Broadstone fitters. In future, these engines were to have a water test after works trial.

When Fitter Cummins was assigned to repair the bottom fire-door slide on Woolwich 384 she had already been lit up and had a big fire on. Under the circumstances he did the best job he could, but

when working the 00:45 Kingsbridge to Thurles goods the repair failed. This caused the loco to lose steam pressure due to a fully open firebox. Cummins was summoned to explain, and did so. He had a long list of jobs to do and got 384 when lit. Cecil decreed that Foreman Doherty was to blame for not having 384 repaired by the day staff!

Fuel supplies, oil-burning locos and cleaning of engines contribute many memos to the scrapbook, not least among these being the retention of other depots' engines. By 29th June 1948, memos on diesel-electric locos begin to appear. In ten years, main line steam would be gone and in fifteen years, steam on CIÉ would be just a fond memory.

Memos still fly, but for me they have little interest. Perhaps some historian in fifty years time will find them exciting. Maybe I should send him a memo!

MATTERS ARISING — Michael Rutherford

[The following article is the result of correspondence between regular contributor W.T. Scott and the author on the subject of Compounds, 800s and the like. - Ed.]

George Tertius Glover

Glover was something of a high-flyer. He was well educated, at Lancing College and the Royal School of Mines, and served a split apprenticeship, partly with James Simpson & Co of London and then Neilson & Co of Glasgow, the locomotive builders.

He moved to the North Eastern Railway in 1894 and began work as a draughtsman in the drawing office under Walter M. Smith and he was involved in the preparatory work and design of the rebuilding of No.1619 as the very first 3-cylinder Smith compound (although a similar engine of 2-6-0 type, designed by Edouard Sauvage had been built by the Northern Railway of France in 1887 - sectioned drawings were published in Britain) which went into service, under close observation, in 1898.

Walter Smith's son, John W. Smith, who had been trained at Gateshead, entered Derby Works in 1891 and became chief locomotive draughtsman from 1st January 1901 and his influence on Samuel W. Johnson's final designs is quite clear, not only in details such as chimneys, smokebox doors, cabs, splashers, etc., (all of which ruined Johnson's elegant lines, in the eyes of some) but also in the Belpaire firebox, larger boilers in general and of course the compounds, built to his father's patent.

John Smith remained at Derby under Deeley until 1906 when he became works manager at Gorton (GCR, where four Smith 3-cylinder compounds were built in 1905-6; all were superheated in the 1920s and lasted in service for over 40 years).

Glover was promoted rapidly on the NER through various management positions until in 1909, at the age of 39, he became Gateshead locomotive works manager and remained in that post until he moved to Dundalk in 1912.

It would be very wrong to see locomotive superintendents and CMEs as working in their own little worlds with little contact with others. Not only did they meet regularly at the major engineering institutions' meetings but most were members of the Association of Railway Locomotive Engineers. For example, at the meeting held on 19th January 1923 (the first after the grouping) Glover was present along with both Sir Henry Fowler and George Hughes of the LMS and all three were on a committee (along with Collett, GWR; Maunsell, SR; and Gresley and Hill, both LNER) to alter the rules to suit the new situation.

I think it most unlikely that a man like Glover - who probably knew more than they did about the principles of the Smith system - would need to write any formal letters regarding 3-cylnder compounds to men that he knew professionally (see Note (a)). On the other hand, when he came to design the Great

Northern ones there could have been more secondary information that he required and that was "company-sensitive".

I am assuming that the GNR(I) wanted more powerful engines for improved Dublin-Belfast services but had limits to axle-loadings and also to locomotive length because of the cramped repair bays off the traverser in Dundalk works - so 4-6-0s and 4-4-2s were out.

Information he required formally, perhaps was:

(a) Cost of maintenance for the extra machinery and third cylinder.

(b) Coal and oil consumption for compounds vs. simples.

(c) Extra maintenance costs and any problems encountered by using 250 psi. boiler pressure, i.e. the "Royal Scots".

(d) Did the company own the patent rights to the Deeley-type regulator and starting arrangements as used on the Midland and LMS compounds?

Items (a) to (c) would have required permission from the senior LMS management for the release of cost figures - hence a formal letter.

There would have been no problem with the regulator because it was invented by the Italian engineer Giuseppe Zara and used on the prototype cab-forward express passenger Plancher 4-cylinder compound 4-6-0 No.3701 of the Adriatic Railway, exhibited at the Paris exhibition of 1900 (later engines of the class had a more complex starting arrangement). Deeley did not patent it and I doubt that the Italian was covered in the UK.

Great Southern '800' class and LMS 'Royal Scots' & Class 5s

The comment that, "the LMS were in bad trouble then (1939) with their Royal Scots and Class 5s on fuel consumption" is pure fantasy. That there was an overall problem in the depths of the war with coal - caused by lack of availability or totally unsuitable types - is accepted; all the railway companies suffered, but there was no such problem earlier.

The Class 5s have never been heavy on coal, even in the days of low superheat as used on the earlier examples. In any case, coal per mile is a very dubious figure for comparison between locomotive types. Only if the comparison is made on exactly the same duties (loadings and timings) can it be of value and even then unless the total consumption is known accurately and the type of coal comparable it is of little value.

Even using a dynamometer car the coals should be comparable but only by using such a vehicle can a suitable, accurate measure be made, i.e. coal per equivalent drawbar horsepower. The only way accurate gross consumption could be ascertained over a whole cycle of duties was by using the coal-weighing tender (only introduced after the war).

I know little of the work or performance of the GSR 800 class other than that which has appeared in the works of O.S. Nock et al and articles in Railway Magazine (Loco Practice & Performance), the Journal of the Irish Railway Record Society and Five Foot Three. Nevertheless, I cannot believe that, on other than a handful of exceptional occasions, performances ever equalled the average performances of the original 'Royal Scots' in the late 1930s. In that period, as a class, the 'Scots' did harder work day-in-day-out than any other 4-6-0 class in Britain has ever done at any time. That statement includes the 'Rebuilt Scots' and the GWR 'Kings' of the 1950s after fitting with high superheat and double chimneys. Although both these classes could surpass the original 'Scots' in maximum performance they were not called on to perform such efforts as a matter of course every day.

Coal problems with the 'Scots' occurred early on, caused by leakage past the single piston valve ring of the Schmidt type. This leakage grew rapidly with wear and coal consumption rocketed. The problem

was addressed in 1929 (not 1939) when the last 14 of the order for 20 placed on Derby works that year appeared (from 1930) with four rings on each valve head, except for No.6158 which had six. This latter became a new standard and was fitted to all the engines as they passed through the works. Coal consumption of worn engines never increased by more than about 8-10% after that.

Mechanical problems with the originals in the early 1930s - bogie control springs, axleboxes, etc., were all addressed and put right. The engines then took the brunt of the Western Division's speeding up of timetables and increased loadings - it should be remembered that even by 1939 there were few 'Pacifics' in service and the 'Scots' were expected to stand in for them when necessary (which was often). Even so, some trains which were regular 'Scot' duties were very hard indeed: the daytime 'Irish Mail' was regularly loaded to 17 bogies and had a fast timing and was a long run (264 miles approx. Euston-Holyhead). Holyhead shed provided the engines.

The heavy work done by the class showed up in increasing cracking of the main frames and, even before the rebuilding programme was authorised, new frames were fitted to some of the original 'Scots'. The 'rebuilds' were virtually new engines; frames, cylinders, wheels and boilers were all new. Only the cabs and a few bits of motion and some fittings were re-used (see Note (b)).

Whatever the purpose of the visit of LMS engineers to Ireland in January 1940, I cannot see it as anything more than a typical visit from technical institutions and societies (I have not been able to check if the meeting was recorded in the technical press). The 'phoney war' was underway at the time and many people were trying to carry on as normal. There could have been discussions between the UK and Free State governments regarding the routing of U.S. mails to Britain, perhaps it had something to do with the Irish neutrality issue, the British naval base at Queenstown and whether the Cunard company should continue to call en route to Britain. Thus some LMS officers may have been looking at the overall route, including the Kingstown-Holyhead run and with U-boats in mind. Perhaps the Irish railway management hoped for a special dispensation of best quality coal. I believe the night 'Irish Mail' TPO operations ceased (for good) during the war although of course bagged mail continued to be carried and the train continued to run.

Notes:

(a) One of Sir Henry Fowler's brighter pupils, E.L. Diamond read a paper to the Institute of Mechanical Engineers entitled "An investigation into the cylinder losses in a compound locomotive" although it was not published in the proceedings until May 1927. It was highly critical of the standard LMS compound and many prominent foreign engineers contributed in writing but much of Diamond's deductions was based on too many assumptions and no changes were made to the LMS design.

(b) 'Royal Scots' when rebuilt had a mix of original and Stanier pattern wheels.

References:

(a) The Gateshead Drawing Office Registers are in the NRM Library.

(b) LMS test reports covering class 5s and 'Royal Scots' are also in the NRM Library (along with masses of other LMS test data).

(c) John Powell was an LMS-trained locomotive man whose writings are very useful, see:

(i) "Pensive moments in the firebox of Scots Guardsman" in Railway World, May 199x.

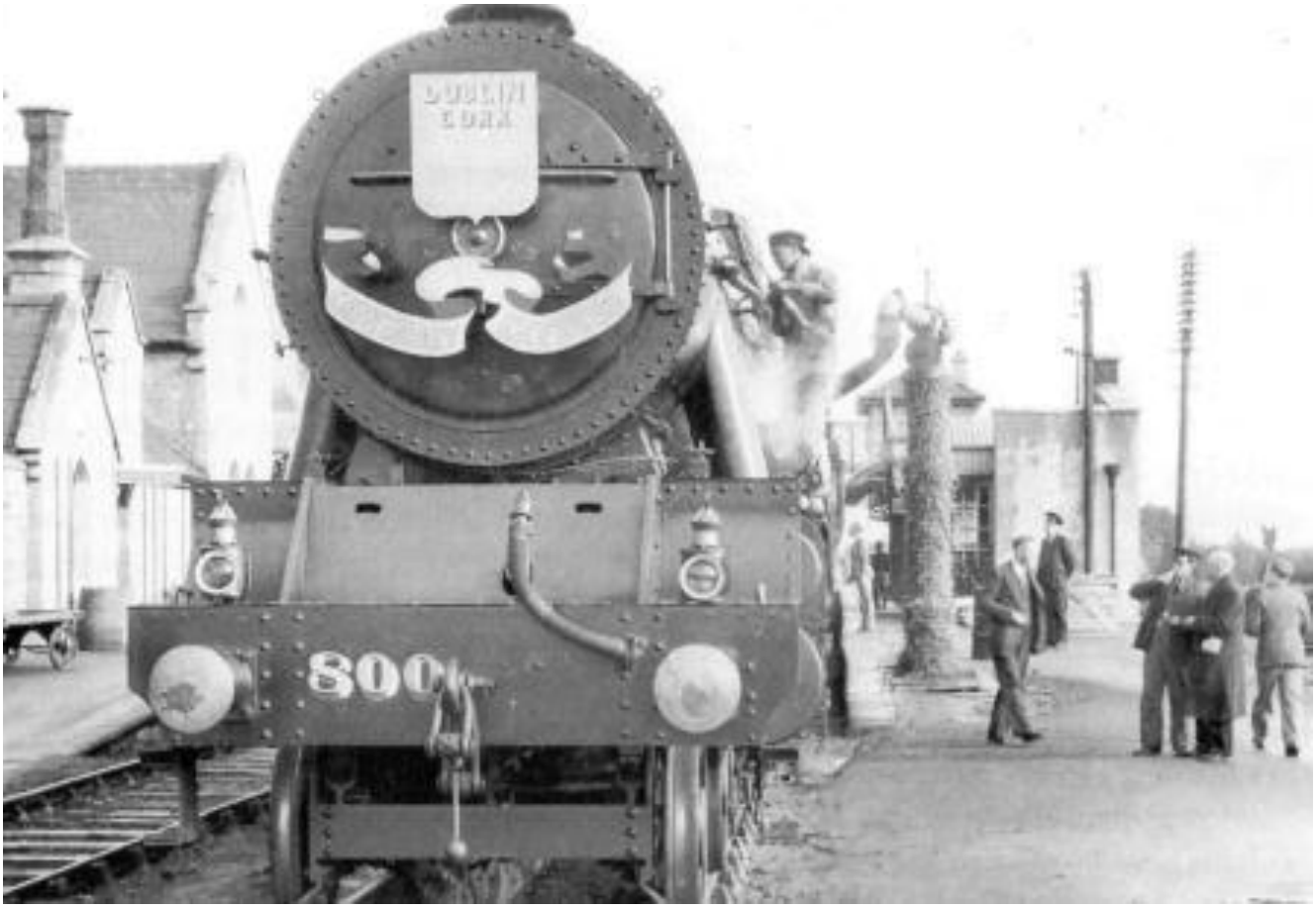
(ii) Stanier 4-6-0s at work (Ian Allan) 1983.

800 CLASS PERFORMANCE — Irwin Pryce

It is refreshing to find the pages of Five Foot Three containing so much animated discussion on Irish

engines. The thoughts expressed on the 800s in particular will have stirred many to express their thoughts.

I recall when 800 arrived at Adelaide on her way to the Transport Museum the awe with which Great Northern men viewed her. Foreman Mahaffey took great delight in placing VS No.207 alongside her, only partly for the benefit of photographers I think. Few of his men expressed any great desire to work on such a machine though.



Refreshment at Ballybrophy during the Dublin - Cork Centenary special in 1949. A celebrity of some sort had been allowed on the footplate, where it transpired that he was drunk. Here both he and No.800 are having a top-up while Drew Donaldson, on the right, is setting off to see if something can be done about him. However, it appears that, while CIÉ officials were overawed, health and safety problems were resolved informally but effectively by the locomotive crew securing their intoxicated guest to the handbrake standard before running to Cork in even time. (Sean Kennedy)

I doubt that the real worth of the 800s will ever be truly known. The competition for such a large machine was formidable and is well documented. The Royal Scots and the Kings have a well-earned reputation for heavy haulage, trains of 14 bogies being considered unexceptional. Both classes have been reliably recorded at l00mph. More significantly, they sustained a high standard of work over a long period of time. This is not to say that they were without their problems, the Scots in particular suffering from soaring coal consumption after a small mileage until the substitution of multiple narrow valve rings for wide rings set this right, while improvements in draughting to the Kings in their later years made an already good engine better.

In contrast, accurately recorded data for the 800 class's work is difficult to come by. A diligent search

through the log books of Drew Donaldson and J. Macartney Robbins shows nothing which comes close to the best efforts of similar sized 4-6-0s elsewhere - but then the playing field was not exactly level. Track conditions in Ireland were generally less favourable to sustained fast running and though Éire remained neutral during World War 2 the railways suffered dreadfully from shortage of decent coal, materials and money for investment.

The highest reliably recorded speed I can find with one of the class was 88 mph between Ballybrophy and Thurles on St Patrick's Day 1940 when Driver Mark Foley had 800 for a featherweight six bogies. There were no mails that day and Drew told of Foley saying to him "No running today Mister D - too light a train." He obviously held the class in esteem. In "A Decade of Steam " Drew admits that it is difficult to find any evidence of work consonant with their status - and you can be sure that he would have let us know if it had been! The affection and respect for the class which comes through in "A Decade of Steam" from Bill McDonnell and Drew Donaldson is evident and comes close to pathos. Drew was a master wordsmith and his foreword is a moving tribute to the class.

For heavy pulling, the effort recorded by O.S. Nock when 800 took 450 tons unassisted out of Cork was impressive in any terms, although the later stages of the run could be said to be less so! Some coal figures have survived and, thanks to some additional figures researched by Peter Rigney, I have been able to build up a fairly accurate picture of the class at their best.

	Loco	**Mileage**	**Coal (lbs/mile)**
December 1939	800	7,117	46.6
	801	7,451	45.4
February 1941	800	2,649	50.3
	801	6,620	48.5
	802	4,308	48.8
April 1941	800	4,857	59.7
	801	5,355	57.5
	802	4,857	59.0
October 1941	800	In shops	----
	801	5,023	74.5
	802	5,023	75.0

For those who look for evidence of world-beating economy there is nothing here, I'm afraid. In truth, however, the figures show a sound degree of economy in regular service. The full effects of the oncoming coal crisis had yet to be felt and no records of any use are available for 1942 and after. 50 lbs per mile in day and daily service for an engine of this size is nothing to be ashamed of.

The mileage run per month shows a determination to make good use of the class in their early years. It would hardly have been possible to squeeze much more out of them within the constraints of the timetable. By April 1941 800 had already run 148,000 miles and by October was in Inchicore for overhaul. It is notoriously difficult to assess accurately the real degree of economy any engine is capable of. The first few years of an engine's life tend to be closely monitored by those in charge and no efforts would have been spared to show the engines in the best possible light. The effect of the 800 class having the pick of the work during this period is shown in the 400 and 500 class spending a

greater proportion of their time on goods work and this is reflected adversely both in coal consumption and mileage run for these classes. The authorities, though, would have had good reason to be proud of their new engines.

None of the above dismisses the class lightly. For a small railway such as the Great Southern to produce such an impressive machine entirely using its own resources was no mean achievement. Much of their daily work was sound and, as the facts show, economical as well. It would be unfortunate if the real achievements of the class were to be the subject of dewy-eyed admiration based on hearsay.

COMMENTS & RECOLLECTIONS — Laurence Liddle

The question as to why the GSR did not build more 500 class 4-6-0s rather than acquire additional "Woolwich" Moguls would seem to have been conclusively answered by the comment of the company's running superintendent, quoted on pages 34 and 35 of our last issue, "because they (the "Woolwichs") are the most powerful engines with a moderate axle load which the company operates". Maximum axle loads of the two sub-classes of the 2-6-0s were 17 tons 2 cwt for the 5'6" locos (Class K1), and 17 tons 3 cwt for the "six footers" (Class K1a). Maximum loading for the 500s (Class B1), was 18 tons 10 cwt. This latter figure would theoretically have allowed the 4-6-0s to operate on the former MGWR main line and major branches, but there is no record of their ever having done so.

Since each of the Society's main line engines with maximum loadings of approximately 18 tons, Nos. 4 and 171, have regularly run over the former Dublin and South Eastern main line there would seem to have been no reason, so far as weight was concerned, why the "Woolwichs" should not have operated to Wexford. They were allowed to work between Westland Row (Pearse) station and Bray, but with a speed limit of 30 mph, and of course regularly worked Midland section trains over the former City of Dublin Junction Railway between Westland Row and Amiens Street (Connolly) stations after the closure of the Broadstone.

Sean Kennedy's article "Great Southern 4-6-0s" in the last Five Foot Three was, for me at any rate, one of the most interesting contributions ever to have appeared in our magazine. Was it generally known that the "top brass" of the LMS Mechanical Engineering Department were "given 801 to play with" early in 1940? Maybe, like so much else during the war years, it was kept quiet. I cannot imagine that had this happened in peacetime the GSR would have failed to publicise the fact that Britain's largest railway company had come to Inchicore seeking advice on how to make some of its largest passenger engines work efficiently. The Ivatt whom Sean refers to was H.G., son of the former Inchicore Chief. In 1940 he was, I think, acting CME of the LMS, Stanier having been seconded to work with the Ministry of Supply. E.J.H. Lemon was a Vice-President of the company, charged with the general oversight of engineering matters. The LMS had adopted the American nomenclature during the thirties when Josiah Stamp, later killed in an air raid, was appointed President.

Ivatt would have been no stranger to Inchicore as his early years were spent at Saint Johns, the GSWR CME's official residence from where, many years later, the Bulleids' maid was to be so impressed by 800's ascent of the "Gullet" (see our last issue, pages 49 & 50). In "Bulleid, Last Giant of Steam" (George Allen and Unwin 1964) Sean Day-Lewis states that H.A. Ivatt's youngest daughter Marjorie, who later became Bulleid's wife, "had been allowed to drive an old shunting engine which H.G. fired" - an early introduction to locomotives for a future CME. To what extent Ivatt senior's move to Doncaster from Inchicore may have been an indirect factor in the appointment, in 1922, of J.R. Bazin as CME at the latter works I do not know. On the other hand Mrs Bulleid's early connections with Ireland (her mother was Irish) and particularly with Inchicore, certainly meant that when her husband took up his appointment with CIÉ Inchicore would not have been unknown to him, even had there not been the Inchicore/Ashford connection as a result of R.E. Maunsell's migration in 1913.

Sean Kennedy states that "that wonderful CME, Coey, and his works manager Maunsell, had brought No.326 with high superheat, long-travel piston valves and twelve-feed mechanical lubrication to fruition in 1909." It would seem, however, that neither Maunsell nor Joynt, the GSWR Chief Draughtsman, can have been fully converted to the merits of expansive working since no other member of the 12-strong 321 class was ever given piston valves, even after superheating. Also, Harry Holcroft, Maunsell's Chief Technical Assistant on the Southern, relates in his autobiography "Locomotive Adventure" that soon after Maunsell arrived at Ashford he sent the drawings for the as yet unbuilt "L" class 4-4-0s to Inchicore for appraisal and any suggested improvements. These came back with various suggestions, including alteration of the valve gear for a smaller lap and shorter travel. Holcroft commented that the "L" class (built by Borsig in Berlin immediately before the first World War), were highly regarded as "good old sloggers" but that they never reached the speeds attained by the rebuilt "D" and "E" class 4-4-0s.

D10 No.311 pilots B2a No.406 past Islandbridge with the 5pm Dublin-Cork in 1934. (Real Photos 87025/C.P. Friel)

A recent re-reading of "The 'S' class locomotives of the GNR" by the late R.N. Clements, which appeared in the Irish Railway Record Society's Journal No.34, Spring 1964, has enabled me to quote some interesting figures of "S" and "S2" class coal consumption, to supplement those given by Irwin Pryce in the last "Five Foot Three".

Bob quotes average lb per mile figures for each of the eight engines over the period 1920 to 1926 as follows:

'S' Class. 170, 40.4; 171, 40.1; 172, 40.3; 173, 39.2; 174, 41.4.

'S2' Class. 190, 42.6; 191, 42.6; 192, 43.6.

For the first twelve years covered by these figures all the "Ss" were shedded in Dublin and the "S2s" in Belfast and normally worked almost entirely on main line passenger services. Until the drastic reorganisation of footplatemen's rosters after the 1933 strike each top link driver had his own engine; these links comprised four sets of men at Amiens Street and two at Adelaide, thus allowing for a spare

engine at each end of the main line (or in the works). After the strike the enginemen working the five regular daily intercity expresses no longer worked through from terminus to terminus. Crews changed over at Dundalk, and Dundalk top link men took over some of the workings.

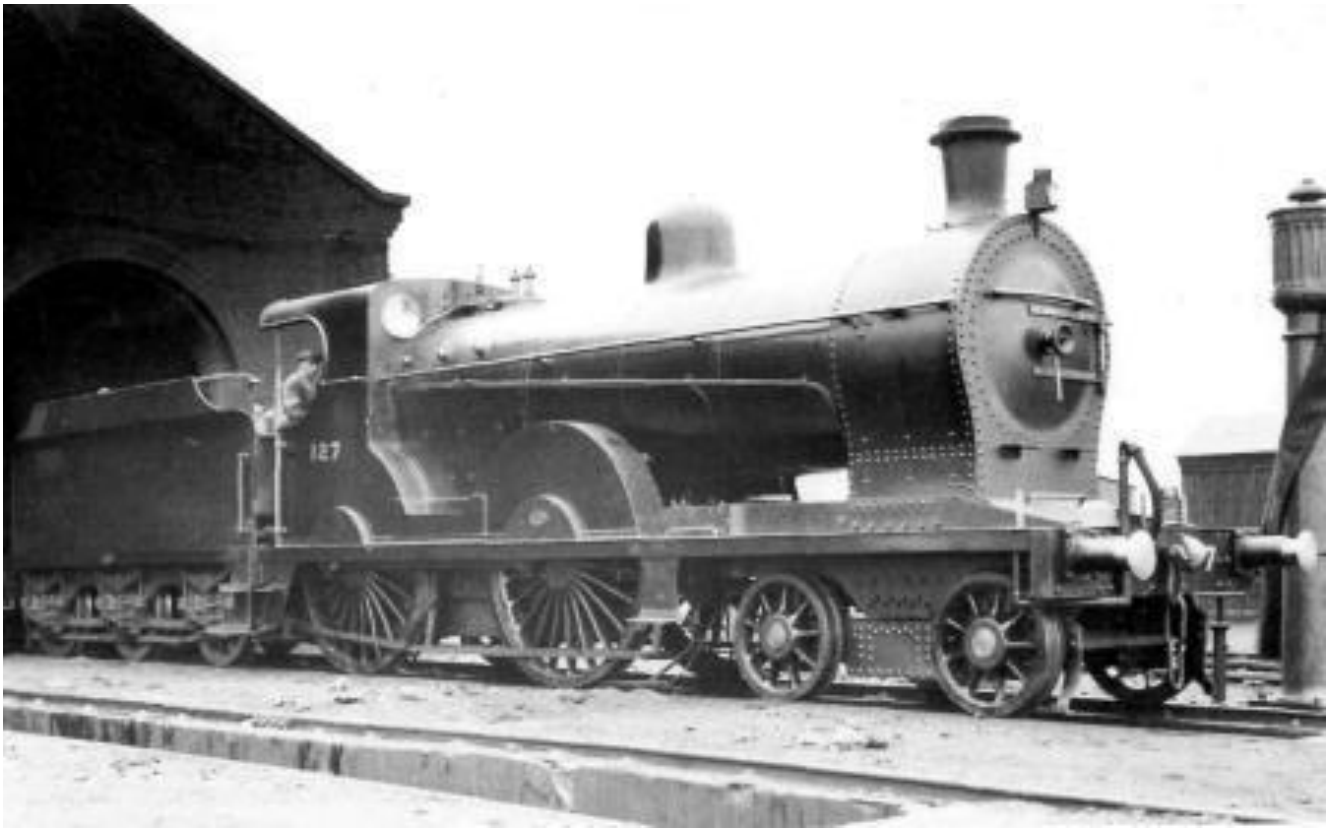
S class No.172 with a mail train, note equipment on leading coach. Location and date unknown but presumably prior to locomotive's 1938 rebuilding. (Real Photos/C.P. Friel)

For the top link Dublin and Belfast drivers the drop in earnings must have been considerable. Three turns out of four each week had attracted mileage money for the Dubliners and one out of two for their Northern colleagues. The reason why there had been only four mileage turns when there were five through services per day was because for the 18:40 down and 17:40 up (the mail), engines were changed at Dundalk. A Dublin top link crew worked down to Dundalk on an afternoon local and brought the Mail back to Dublin; while one of the two Belfast sets brought the Mail as far as Dundalk, came off there, made a quick turn round and brought the 18:40 ex-Dublin on to Belfast. This latter train was almost as important as the Mail in that it took a passenger and mail connection out of the day service from London to Ireland via Holyhead and Dun Laoghaire and gave a connection into the night steamers from Belfast to Ardrossan and Heysham (probably Fleetwood too before 1928). From Dublin to Dundalk the 18:40 was headed by a Dundalk loco (most likely a QL) which a Dundalk top link set had brought up to Dublin with a local. On the down run the QL must have had to bestir itself to a somewhat greater degree than was called for on its normally staid progress on the locals.

In 1926 there began the process of raising the boiler pressure and lengthening the valve travel of the "S" and "S2" engines, a process which was straight away reflected in the coal consumption figures. There was an overall drop of 10%, with the savings being particularly marked for the "S" class. To quote Bob Clements: "The average for all five "S" class engines for the five years 1927-1931 was no more than 35.7 per mile". Bob also noted that Davy Ryan with 174 recorded 33.04 lb per mile over the period May to December 1927. Although the "S2s" eventually got higher boiler pressures, new fireboxes and long-travel valves, these improvements were not made until all the "S" class had been dealt with; the reason being that, whilst it was a relatively simple job to adjust the "S" class valve gear

by substituting rocker arms of 10.25" and 8" for the originally equal ones of nine and one eighth inches, to deal with the direct drive of the "S2s" was not so easy.

To quote Bob Clements again: "A scheme was got out by H.E. Wilson whereby the fixed connecting piece between intermediate and main valve spindles was replaced by a rocker arm working from an anchor fixed to the bottom of the motion plate, which increased the travel to five and a quarter inches". Interestingly, this latter figure was greater than that for the improved "S" class, which was four and twenty two thirty-seconds. However, the "S2s" still had a longer cut off than the "Ss" for similar positions of the reverser and they continued to be slightly heavier on coal.



GNR QL class No.127 at Amiens Street shed, Dublin, 1938. (Loco & General 6863)

There is not space here to quote the details of all the runs with 170s and 190s which Bob recorded in his article, but I hope the editor will allow me to mention a couple of timings dating from 1938-1939 when the (renewed) engines were regularly doing the hardest work of their careers. During that 38/39 winter for instance quite often only one compound would be in steam, working the 08:15 up and 18:40 down services, the other four main line expresses having an "S" or "S2" at the head of the train. Bob recorded Driver Paddy McBride with 171 on the Up Mail (8 bogies), running the 31¾ miles from Drogheda to Dublin in 30¾ minutes. start to stop. The same driver with 174 and nine bogies took 31½ minutes, and with 191 at the head of an eight-coach train achieved exactly "even time", 31 minutes and 45 seconds. On the first noted of these runs, with 171, Paddy McBride passed Balbriggan at 74 mph, whilst "Slieve Gullion" touched 85 at Rogerstown, just beyond the foot of Rush Bank. Another fine performance by 171 was recorded just after the end of WW II by Amiens Street driver Matt Bell on a down train of eleven "closely packed bogies". The time from Drogheda to Dundalk was 28½ minutes, Kellystown being passed in 9½ minutes from the start, at 42 mph. There was an overall speed restriction of 60 mph on the main line in those days which prevented any fast running down through Dunleer and beyond (the maximum recorded was 62), otherwise Dundalk could obviously been

reached in an appreciably shorter time. Apropos of running down the north side of Kellystown, I remember in one of the late Cecil J. Allen's regular articles in the Railway Magazine in 1938 or 39 he mentioned a run with Compound No.87, "Kestrel", when the speed at Dromin Junction was 85 (remember the facing points for the Ardee branch, and the curve).

Finally as regards performance, Bob refers to an Up Mail run by Adelaide driver Harry Waterhouse between Portadown and Dundalk with 173 and the normal seven bogies (one more ex-Enniskillen came on at Dundalk). The tight non-stop schedule of 38 minutes was cut by 57 seconds. Features included 90 mph below Mount Pleasant, which isolated station was passed at 85, passage of the curves at Scarva and Poyntzpass at 60 and 53 (restricted to 45 and 30), 60 at the foot of the bank, 50 through Goraghwood and 38 over the summit just past "Father Murphy's". Whether it was ever expected that the schedule could be kept if the Scarva and Poyntzpass restrictions were strictly adhered to I do not know, nor do I know if the cost of replacing broken china and glassware in the dining car was charged to the loco running account!.

I have just mentioned a memorable feat of haulage by 171 in the capable hands of Matt Bell. In those early post-WW II days the Amiens Street top link comprised just two drivers, Matt and Jim Clark - two large men who had begun their railway careers before 1914. Indeed Clements has a note to the effect that Matt Bell was firing to top link driver Mick Russell on 14th March that year when a rugby special of seven bogies and dining car, about 225 tons tare, carrying 400 passengers and headed by 174 (then of course in original condition with 160 lb pressure and 2,250 gallon tender), ran non-stop from Amiens Street to Balmoral, 110¼ miles, in 121 minutes. Based on these figures a 2 hour 5 minute non-stop service from Dublin to Belfast would have been within the capacity of the first generation "S" class.

I do not know who was firing to Matt Bell when he made the rapid ascent of Kellystown with 171 but it could well have been Ned O'Grady, whom I often saw firing to both Matt and Jim Clark in the very early post-WW II days. About twenty years later I came to know Ned very well when he was driving in the Amiens Street top link in CIÉ diesel days; tragically he died of emphysema while still a relatively young man, and we lost a dedicated railwayman with a nicely sardonic sense of humour. I will always remember Ned's answer when he was asked during the height of the troubles if he was not worried about going to Belfast, "It's not so bad once you're past Howth Junction" - an unsolicited tribute to the prowess of the stone throwers of Kilbarrack!

Irwin Pryce referred to 172 not being a great success as an oil burner. Certainly the only time I ever travelled behind her in that guise bears out his contention; one evening on the 17:40 Belfast-Warrenpoint she lost a lot of time and in doing so produced thick clouds of black smoke. On the other hand, experience with oil burning on a couple of 4-4-2 tanks on Dublin suburban workings and with LQG 0-6-0 No.169 appears to have been sufficiently positive to justify the ordering of a number of sets of the Laidlaw-Drew apparatus, although the order was cancelled as coal supplies became available again. Confirmation that after the renewal of 1939 172 was the weak link in the "S" chain is provided by Bob Clements who wrote that he always considered that engine, in her latter days, to be "the least good" of her class.

Irwin mentions drivers who were heavy on coal being known as miners' friends. This reminds me of the story of the driver (obviously a member of the "Throw her over and let out the lever" school), who was taking a heavy train northwards out of Dundalk. As they came to the end of the straight section beyond the Castletown River this gentleman remarked to his hard-working mate, "Look at all those cows running across that field". The reply was, "So would you be if you had red hot cinders hopping off your back".

The photo of the "Gallant forty-four" in our last issue shows that engine in her original state with raised round-topped firebox and double smokebox doors. Forty-four was a member of the 2 (GSWR), later

D19 (GSR) class, all of which were built to McDonnell's design between 1877 and 1880. The "twos", which were the first Irish 4-4-0s, had 4'2" boilers, 150 lbs pressure, 16" x 20" cylinders, grate areas of 16.3 sq. ft. and 5'8½" driving wheels. Several of them survived until after the Second World War, by which time they had acquired Belpaire boilers. The first time I saw one of these little machines was in the spring of 1940 at Thurles. She may well have been employed on the branch to Clonmel via Bansha and the delightfully named station of Horse and Jockey. The engine's jockey was a man of very ample proportions, wearing a "Paddy hat"; driver and engine presenting a picture of unhurried rural tranquillity.

D10 4-4-0 No.312 at the strangely-named station of Horse & Jockey, on the long-closed line from Thurles to Clonmel, July 1957. (W.T. Scott)

It was interesting to read of 85 taking six Cravens and a generator van unaided up through the tunnel and beyond out of Cork last September, particularly in view of the fact that in steam days six-coupled "Woolwichs" and "400s" were entitled to a pilot if they had more than six and a small van behind the tender. "Merlin's" feat would seem to bear out Harry Holcroft's contention, which I referred to in our last issue, that a 4-4-0 might well perform better than a six-coupled engine of roughly equal power when hauling a similar load. It may be remembered that Holcroft referred particularly to the friction (and hence heavy wear) on the flanges of the leading coupled wheels of "Moguls" and 4-6-0s when working on curves. In 85's case it may well be that she was a lot easier on the heavy curves at Monard than the "400s" were.

I can remember only two cases of engines actually sticking on heavy curves: one was when an SG3 0-6-0 had a full load on a Dundalk-Portadown goods and had to stop for a blow-up a little way north of Mount Pleasant and the curved ascent through the rock cutting. That was the time when an elderly member of the travelling fraternity who was camped beside the line thanked the engine crew for stopping to talk to him! The other occasion may be remembered by some of our elder members - 171 found that the ascent up from the MGW North Wall branch to Connolly was just too much for her and had to be rescued by a Metrovick A class. Interestingly, the diesel driver was Dundalk man Ned Muckian who was, I think, a nephew of driver Muckian who was a member of the hard-running Dundalk top link that featured in some of the outstanding main line performances in 1938/39. *[I recall the 171 episode when, for whatever reason, we were not given a clear road into Connolly and had to*

re-start from the bottom of the bank. More recently, a Belfast-Dublin Enterprise, with vast h.p. and six driving axles, had great difficulty in re-starting from Newry on a wet day - one is tempted to wonder how in steam days similar passenger and maximum-load goods trains managed to get away from Goraghwood. - Ed.]

GS&WR COACH 837 — Charles Meredith

GS&WR coach 1142 (all-first, built 1920) was described in Five Foot Three No.48 (Winter 2001/2).

Early in 2002 negotiations came to fruition concerning former GS&WR coach 837, for long languishing forlornly in the sidings at the Newrath end of Waterford goods yard.

Withdrawn from passenger service during the 1960s, the coach was considered too archaic in its design to be used even as "reserve" stock. It was, however, too good to scrap and was instead taken into Departmental stock, becoming 530A. In this capacity it was transformed into a mess/sleeping coach to exactly the same design as GS&WR 803 (Departmental 523A) with which some members will be acquainted - it is the current mess coach at Mullingar, having been bought for this purpose a number of years ago by a group of working members of the Society.

In Departmental use both coaches were laid out with a kitchen/messroom at one end, three side-corridor 2-bunk sleeping compartments and, finally, a small lavatory and wash basin at the other end. The corridor gangways were removed.

GS&WR coach 837, as departmental 503A, at Waterford, 14th April 2002. (C. Meredith)

837 was built in 1902 under CME Robert Coey, as one of a batch of ten numbered from 834 to 843. 836 was preserved by the Downpatrick Railway Museum and has undergone a lengthy restoration to its original condition. It is a credit to those who carried out the restoration work and should be examined on any visit to Downpatrick.

As built, this batch of coaches was laid out as open third class saloons, having nine bays of eight seats

each. Lavatories were not included. As the coaches were provided with gangway connections, it was presumably intended that passengers would have access to lavatories elsewhere in the train. A centre partition was provided, with a door, separating the interior into 5-bay and 4-bay sections.

Between 1900 and 1906 the GS&WR constructed approximately 34 coaches to broadly the same pattern, 50ft over headstocks, 9ft wide and either 12ft or 12ft 6ins high over the roof. Oddly, elliptical and clerestory roofs were being built at the same time - the 12ft 6ins roofs being clerestory. Surprisingly, the very last coach of this general pattern - 868 of 1907 - was built with a clerestory roof.

Some batches were constructed with a single lavatory, which occupied part of the space of the third bay of seats; some were constructed without gangway connections and some, (including 803) were constructed with a gangway at one end only.

837 was retrieved from Waterford on 13th April 2002. As the coach would have to be rolled a considerable distance to the point at which it could be craned on to a low-loader, Jimmy Doody, Manager, Carriages, Inchicore, and Paddy Farrell, Carriage Fitter, Inchicore, travelled to Waterford to attend to the mechanica1 necessities. Lubrication having been dealt with, including the replacement of two damaged brass bearings with temporary wooden blocks, 837 was drawn away from its over-long temporary home (double-headed by a 121 class and a 141 class) and backed down to the hard-standing where two cranes and two low loaders awaited it - one for the coach body and the other for the bogies. All went well, although slowly, and arrival at Mullingar Gantry Yard was late afternoon.

Unloading called for two further cranes and some careful work, due to the existence of a mains electricity supply immediately above the only suitable unloading point. In the event, no alarming flashes occurred and the coach body was replaced on its bogies and, ultimately, pushed all the way from the Gantry Yard to the RPSI (former Loco) shed and bedded down for what may prove to be another long rest!

Considerable thanks are due to all those who took part, but especially to Jimmy Doody and Paddy Farrell, already mentioned; to Gregg Ryan, IÉ Heritage Officer, who "brokered the deal", and pointed the Society to the Irish Railways & Transport Foundation, USA, who donated the (modest) purchase price from IÉ; to Gregg Ryan, again, and to IÉ again, for organising and funding the Waterford loading operation and the transfer of the coach and its bogies to Mullingar. The off-loading craneage and the hire of the road-rail tractor which pushed the coach to the Mullingar shed were donated by a member.

Hopefully, the acquisition of 837, which is basically in surprisingly sound condition, is yet another step towards a GS&WR vintage train.

TRAVELS IN IRELAND, 1881 — Benjamin Goodfellow

The text below was sent in by a correspondent, Mary Robinson of Holywood, Co. Down - it was written in his diary by an ancestor of hers. Much of the extract from the diary is personal but it does give a good description of what some areas of Ireland were like at that time. The "Uncle Ramsbottom" referred to is John Ramsbottom, former locomotive superintendent of the LNWR.

Extract from the Journal of Benjamin Goodfellow of Bank House, Hatherlow, nr Stockport. The journal was started on 1st August, 1881, at which time the writer was aged 17. He was accompanied by his cousin Jack (John Goodfellow) Ramsbottom. On his return from Ireland he enters this account into his Diary - 29th August 1881.

Next morning, Wednesday 17th, I was up early, but had none too much time, and after a somewhat hurried breakfast managed to get away in good time for the 8 o'clock train at Romiley. On arriving at London Road Station I went to meet Jack's train from Alderley after which we walked together across Manchester to Victoria Station. On the way Jack bought a box of Cockle's Antibilious pills. Having got

our tickets - coupons somewhat under 2 feet long - we took our seats in the 10:05 express which took us as far as Llandudno Junction. There we had to change into the train for Bangor at which place we arrived about 5 o'clock. We put our luggage in the Left Luggage Office and went on a tour of inspection into the town. We fixed on the British Hotel and had the luggage taken there. After an early meat tea we set out to walk to the bridges and after inspecting both the Suspension and Tubular returned, having walked nearly ten miles.

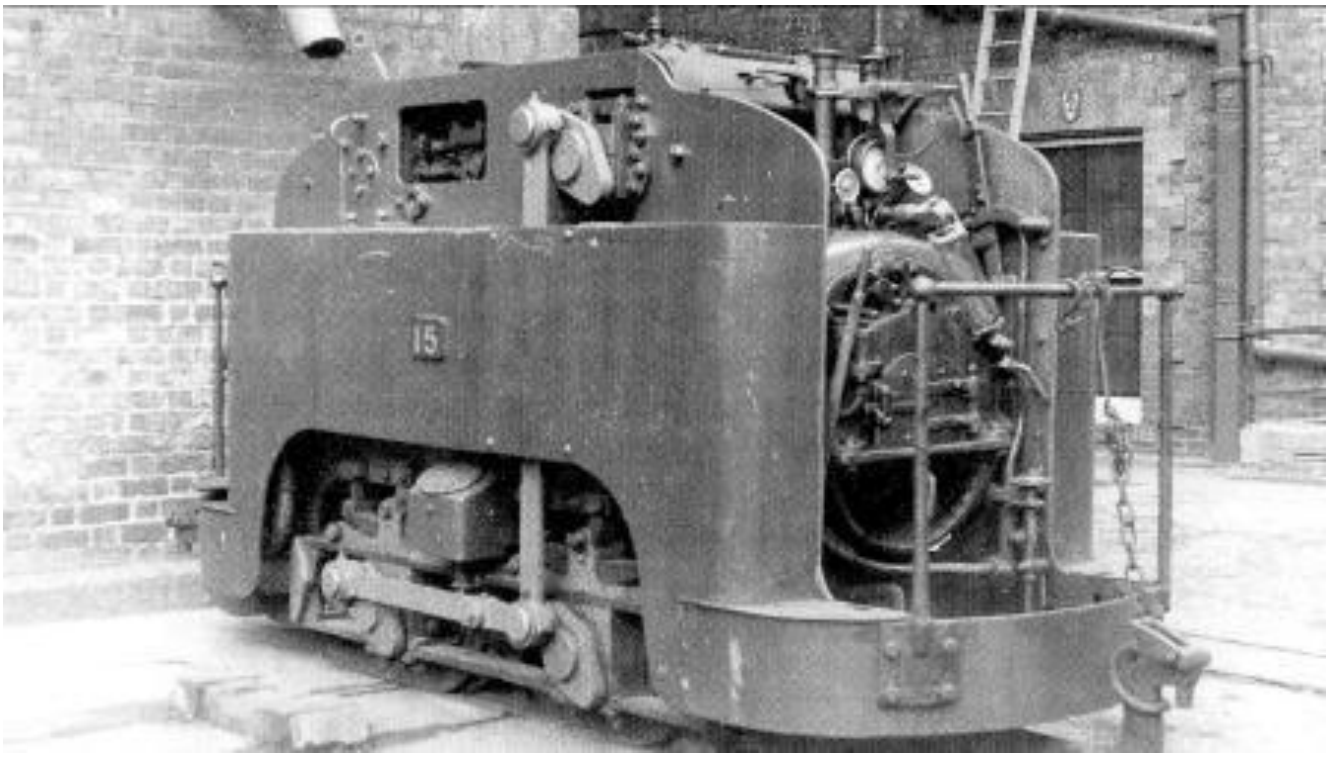
Next morning while Jack wrote a letter I went into the town and bought some postage stamps and oddments; and then we went together to look at the training ship 'Clio' situated in the Straits. We were taken to it in the ship's boat manned by a crew of the lads, averaging in age from perhaps 11 to 14 years. One of the lads showed us round the ship, which is kept very neat and clean, and carried on, on the system of the lads doing all their own work. Thus batches of them take their turn in the kitchen, laundry, etc., and do the work for the whole ship for a certain time. They are taught even to make their own clothes and mend them. It was altogether very interesting and we were glad we went though I must confess that at first, the fact that all those 250 lads had been sent there for some petty crime or theft, seemed to take away the charm of the thing, until I reflected what a fine thing it was to have put so many lads who would otherwise have been lost in evil in the way of earning an honest living for themselves, for on leaving the ship they can get situations with wages of about £2 per month.

We left Bangor at 3 o'clock that afternoon by train for Holyhead, after paying a swindling bill at the British, where we shan't go again. The trains at Holyhead run close to the steamers, and we got on board at once. They are paddle boats, the swiftest and best appointed I ever was on, and belong to the L.&N.W.Ry Co. Ours was called the 'Bose' and she left punctually at 5:30, the weather promising favourably. On the passage I entered into conversation with a very fine looking young Irishman, whom I at once put down in my own mind - and correctly so - as a barrister. Talking about the breweries in Dublin, he told us that two of his brothers were employed at Guinness's though at present away for holidays, and offering his card (his name was Mr J.T. Geoghegan (pronounced Gay-gan), he told us if we would present it to the manager Mr Purcer, he would doubtless be very glad to show us through. Jack offered him his card in return, but as I am not yet elevated to the dignity of cards I couldn't do ditto. About midway we steamed through a sharp rainstorm, after which we had it fine though threatening all the way.

We landed at North Wall Quay Dublin, about ten o'clock at night, and had to force our way through the crowd of touts, car drivers, and lads who wanted to carry our bags. I may say here that all along our journey we were struck with the persistency of these lads. We walked right on to the Gresham Hotel in Sackville Street, and having engaged a room went off to bed without anything to eat - a foolish thing to do considering our last meal had been at one o'clock the day before. I had to pay for it, for next morning I felt very faint, and immediately after breakfast, which I ate with difficulty, was very sick. I soon felt all right again and after a bottle of soda water we started off to College Green to take the tram for Guinness's, and while waiting for it I got some digestive biscuits.

Arrived at the brewery we sent Jack's card to Mr Purcer who received us very kindly and handed us over to a guide who was to show us round. After a short time he brought about a dozen more gentlemen (?) and we went round together. The brewery is most extensive, the largest I believe in the world, but as it would have taken us at least five or six hours to go all over we only went into the main parts. The size and number of the vats is astonishing, there are 149 of them of an average capacity of 1,700 hogsheads each. They have a very complete system of purifiers and the refrigerating apparatus in which sulphuric ether is made use of is most effective, so much so that even in the engine room some of the pipes are covered with hoar frost, thus rendering that room delightfully cool, which seems quite in keeping with its scrupulous cleanliness. Connected with the establishment is a cooperage, and also stables for nearly 200 horses, all of which are of the finest Glengarry breed. A narrow gauge railway,

on which no less than eight engines are employed, connects the various departments with one another and with the docks. After tasting the porter we returned to see Mr Purcer at his own request, and after a nice talk with him left the brewery and walked to the Great Southern & Western Ry Co's works at Inchicore.



Guinness Brewery locomotive No.15. For reasons which are not clear, a gauge of 1'10" was adopted for the Guinness internal railway. One of these Geoghegan-designed locomotives is preserved at the Guinness visitor centre. (Oatway)

Mr Aspinall, the under manager and an old pupil of Uncle Ramsbottom's, was unfortunately away at a meeting, nevertheless we were shown through and enjoyed it very much, being particularly struck with the cleanliness of the place and its surroundings and the care and provision made for the convenience of the workmen, in the way of libraries, billiard room, and dining hall. We returned to King's Bridge terminus on one of their engines which was going down, and thence took the tram to Sackville Street. After we had a stroll about the town and on returning wrote letters.

First thing on Saturday morning we made our way to the terminus and went down to the Inchicore works again, on the cab engine. This time we saw Mr Aspinall and he took us again through one or two departments explaining fully as we went along. He took us into a new and splendidly fitted up saloon or Invalid carriage, as well as into the Royal carriage which is made only of native wood and splendidly panelled with specimen pieces of various kinds of island wood. On returning to town we walked in the opposite direction as far as Clontarf and returned by the tram. On getting to the Hotel soon after one o'clock and looking into the guide we discovered that there was a train to Dundalk at two o'clock, and we resolved to go by it, so calling for our bill we packed up and caught it nicely at Amiens Street Station.

The train was a fast one, and reached Dundalk in good time for the train on to Greenore, which we reached before seven o'clock; and we put up at the L.& N.W. Ry Co's Hotel there - the only one in the place. About 8 we set off to find the house of Mr Tom Chambers, manager of the works there, and cousin to Uncle Ramsbottom. On arriving there we were shown in and sat with 'Cousin Martha' who

had not recognised Jack's name, for more than a quarter of an hour talking on various subjects. Then asking us to excuse her for a moment, she left the room, and Jack said 'I am certain that is Cousin Martha, I'll ask her when she comes in'. On returning, however, she did not give him the chance but asked him first, for her sister Emma, who had also heard Jack give his name, had recalled him to her memory. Of course we had a straightening up then, during which process it turned out that she knew Mamma very well. They pressed us to stay but we replied that we had taken a room at the Hotel and so could not. Very soon Mr Tom came in and informed us that, having found that we were at the Hotel, he had ordered our luggage to be brought across and that it vas waiting for us in our bedroom upstairs. So we were settled at Mr Chambers'.

Next morning being Sunday, and the first fine day we had had, we did not walk three miles to church but along with two friends of Mr Tom's ascended Carlingford mountain, somewhere about 3,000 feet high I think. We had a splendid view and all returned to tea with Mr Chambers.

On Monday, Mr Chambers told us we might take his boat out and, with the two ladies, Jack and I rowed across to Greencastle and, having explored the castle there, rowed back to lunch. In the afternoon we rowed to Carlingford and also spent some time in the castle there, returning to dinner about 7 o'clock.

We left Greenore next morning for Enniskillen, and arrived there about 2 in the afternoon. After dinner at the Imperial Hotel we went for a row on Loch Erne for a couple of hours which would have been very enjoyable had it not been for a perpetual drizzle. We had a walk about the place in the evening and came in to write letters.

On Wednesday morning we continued our journey from Enniskillen to Londonderry, arriving at the latter place between one and two o'clock. Having got something to eat we made the tour of the walls, and inspected George Walker's monument, the guns and the quay. This was apparently all there was to be seen, so we left Derry for Portrush at 4:30. The next part of the railway journey was the most pleasant part of railway travelling we had, though we did not get tired of any of it. We had the Atlantic on one side and good views on the other. At Coleraine, a disagreeable station, we changed for Portrush and having arrived there went to Coleman's Hotel. A walk round the place and by the seashore, along with writing a letter on my part filled up the evening till bedtime.

Next morning we came down early, equipped for our walk to the Giant's Causeway. After breakfast we started, along with another gentleman also walking. The distance is seven miles each way, and the weather though dull was like any of those which frequently turn out fine at home, consequently we left both topcoat and Mackintosh at home, taking only my umbrella. When we had got two miles on our way the rain began, slowly at first yet gradually and persistently increasing. At the end of the third mile our companion turned back, but Jack and I resolved to go through. On getting near the place we kept the shore, but after scrambling for some distance over huge boulders at the imminent risk of broken legs, we found the road impracticable and had to scale the cliff. By crossing a field or two and getting over some hedges we managed to get into the right road again. We had not got very far when a lad came up with, "Guide ye over the Causeway Sir?" "No thanks," said we. "Guide ye all over for 5 shelluns." "We don't want a guide." "The great cove, Sir, is 666 feet long. Sir, and 97 feet high. Sir and –" "Yes, yes its very interesting, but we don't want you." "Will we take ye to see it in a boat, Sir?" said he, for a brother guide had reinforced him then. "No," said we again. "It's a beautiful fine day, Sorr," said the other, "for a row into the caves." "Oh indeed, I call it very wet." "I mane the sea Sorr." "Well we are not going just now at any rate." "The tide's just right, Sir, for seein' the penk cullorons (colourings)." And so on. We could not get rid of them, nor get them angry. They did leave us eventually after walking about quarter of a mile with us.

We then explored the Causeway cliffs from the top and made our way down them by a zigzag footpath to the Causeway itself. We engaged a boat with two men to show us the coves and then bargained with

them to take us to Portrush. Of course by this time we were flopping wet, and the rain kept on steadily increasing as did the wind also till the sea, quite calm at starting, became really rough. We got nearly upset by one squall and did ship some water. Jack, who was steering with an oar, had such hard work to "keep her on away Sir" that his muscles were sore for some days after. We got home again all safe to the hotel, though like a couple of drowned rats, and immediately got a glass of sherry Negus apiece, and went upstairs to change. By lending Jack a thing or two we both managed to get a dry rigout except our coats, so while these dried we went down to dinner in our overcoats. All this time the wind rose higher and higher, and the sea got rougher. The two guides who had intended to row back had to leave their boat and walk. We went out a short walk round but the rest of the evening was very dull.

Nothing to do with Mr Goodfellow's travels - just to break up the text! He came 12 years too early to see any of these - G2 No.18 "Ranger", later No.652, is seen here in 1900 with its original 'fly-away' cab. (Ken Nunn collection/LCGB)

Next morning there was a glorious sea on, the waves hurled themselves against the rocks, only to be dashed into clouds of spray, or in the narrow clefts, to be churned into spumy foam. These Atlantic waves were more majestic and deliberate than those at Blackpool for instance, where by the way there was a great storm this same Friday, or on any of our seas. We watched them after breakfast till we had to leave for the 11:20 train. There was nothing of any special moment till we arrived at Belfast, where after taking our luggage on board the Fleetwood steamer, we had a good dinner. It was raining as usual, nevertheless we walked about the principal streets of the town for some time. Jack bought one or two presents, and then having got a book apiece we returned to the boat, the 'Earl of Ulster' to read and pass the time till 8 o'clock, when the boat started. The quay was lighted by four electric lamps and as it had stopped raining we were able to be out and enjoy the sail down the harbour. Before long I went down to my berth and turned in and after trying very hard got to sleep. When I awoke I was very hot and so was the cabin but all was silent and no-one was xillx so I lay a bit longer. As I felt rested however I thought I might as well get up while all was right so I washed and dressed and went upstairs. All was very quiet and when I got into the cabin hatchway I found Jack there sleeping uneasily. He had not been downstairs at all. The sea was not rough, which was the more wonderful because the night before the same boat had made one of her roughest passages this year. Perhaps it was a sort of Welcome Home to Mr Parnell who had been on board. Outside on deck it felt very stuffy, such wind as

there was just went our speed and caused the smoke to hang about the funnel, and the combined smell from the engines and the cattle pens was very offensive.

Morning broke very very slowly, the more so because we were both tired and Jack not quite unaffected. It was too dark to read, and when we paced the deck, the steward asked us to consider the ladies. On getting near Fleetwood as the tide was out we had to be landed in a dirty stinking little tugboat. To mend matters it began to rain cats and dogs, and there was no sitting down room. It was a thoroughly wretched half-hour. On getting to the docks the train was waiting and we got in, sine breakfast or anything since our yesterday's dinner save a few biscuits. It was a foolish thing to do and we suffered for it, not being able to get anything to eat till we got to Manchester a little before ten o'clock. We went into Darbyshire's and got a put-off, and then walked to London Road Station where I caught the 10:30 train home, getting in a little after 11 after travelling for 24 hours at once with the exception of the break of an hour or two at Belfast.

CORK, 4-6-0s & YELLOW FEET — Michael H.C. Baker

I first visited Cork some 40 years ago, at the end of the steam era on CIÉ, and since then I've always found it, both as a city and a railway centre, endlessly fascinating. I actually got to Cork before I ever made the acquaintance of Dublin, and, had I not been diligent in researching Trains Illustrated and the Railway Magazine beforehand, might well have come to the conclusion that there was a good deal more steam about on the former GSR network than actually was the case in 1959. Cork shed housed a quite remarkable selection of engines, ranging from diminutive 0-6-0Ts through the inevitable J15s to one of the last surviving 400 class express engines. Even more remarkable, to English eyes at any rate, was a 4-6-0T - an exotic wheel arrangement quite unknown to anyone south of York or not in receipt of an old age pension, for the only British 4-6-0Ts I can recall were William Worsdell's North Eastern Railway W class of 1907/8, and even these had been converted to 4-6-2Ts as long ago as the First World War. Two years later I met for the only time an active 800, No.801 "Macha", which I watched pull out of Glanmire Road on a ludicrously lightweight goods for Thurles.

I was interested to read W.T. Scott's questioning whether there was ever a need for the three 800s, and equally the 1954 CIÉ Running Superintendent's report recommending that they might well all be withdrawn by September 1955. There was probably never a class of express engines of such seemingly high potential, in the steam era in these islands, which had so little opportunity to demonstrate this potential. Certainly Cecil Allen, writing in the May 1940 Railway Magazine (members might remember that for many years the May issue always contained a number of Irish items which, in the 1920s and 30s, inevitably meant some of Rex Murphy's superb pictures taken in the Cork area, often of the 400 class when new), heaps praise on No.800 "Maeve". I quote, "The designer has neglected no features of modern locomotive practice that might be expected to improve the performance of "Maeve" and, relatively to an engine weight of 84 tons, such as is embodied in lifting a 450-ton train, or 500 tons including its tender, up the 1 in 60 out of Cork at a steady 23mph … must be regarded as quite exceptional."

He goes on to quote a number of runs but, in particular, one which O.S. Nock timed from the footplate. This is what Nock wrote, "It was positively thrilling, for the locomotive authorities at Cork were as excited as the keenest amateur enthusiast to see what the engine could do. The task of lifting 450 tons up the bank to Rathpeacon was, without exception, the stiffest job I have ever seen allocated to a 4-6-0; and I recalled the occasion when the down Royal Scot with engine 6137 and a gross load of 400 tons had to restart from a signal stop at Scout Green - in the middle of the Shap incline. Maeve's task was considerably harder, however, for in addition to the heavier load, the wet tunnel, with its 1 in 78-64 grade, and the 2-mile stretch at 1 in 60 above Kilbarry, she was starting cold. The actual ascent was a very notable performance, made on 50 per cent cut-off and practically full regulator, which kept speed

at around 23mph on the 1 in 60. But then, after passing Rathpeacon, there occurred one of those 'technical hitches' that happen in the best regulated families and are the more readily understandable on a locomotive still not long out of the shops. In easing the engine, after the summit of the 1 in 60 had been cleared, the regulator valve stuck. Mighty tugs at the lever failed to move it, and eventually the driver had to link right up, while on the rising grades beyond Blarney, before it could be freed. As a consequence of this, speed fell to 30½ mph on the 2½ miles 1 in 178 and eventually we lost 3½ minutes to Mallow. On the basis of subsequent climbing on the rise from Mallow to Two Pot House, Maeve could easily have averaged 41-42 mph from Rathpeacon to Post 151½, and this would have ensured timekeeping on the initial section, despite the big train behind the tender." The account continues and at one point Allen remarks, "From Limerick Junction a falling off is apparent in the times and speeds. This was due to a patch of rather bad coal. The contents of Great Southern tenders might at any time make an English fireman despair, and I have always admired the way in which the GSR men fire with such fuel, and not less the usually excellent steaming of the locomotives." However, both crew and Maeve ensured a happy ending to the story for 8 minutes was gained between Maryborough and Dublin, the 50.9 miles being covered at a mile a minute.

How are the mighty fallen. No.801 "Macha", in reduced circumstances, brings a lightweight goods out of Cork tunnel in August 1961. (M.H.C. Baker)

Allen was writing six months into World War II, looking back at the last summer of peace. No.802 didn't appear until 1940 and what with wartime restrictions, successive fuel crises and the slow post-war recovery, none of the three 800s would ever again have the opportunity to perform regularly in proper peacetime conditions. Who knows what might have been achieved if the war had not come, and perhaps more of the class had been built allowing a complete re-casting of the Cork to Dublin passenger timetable, making the most of their remarkable climbing and speed abilities. No.802 lasted a bare 17 years and although the other two survived until 1962 - well beyond their predicted September 1955 possible withdrawal date although their remaining duties were pretty minimal. Curiously, the three 500 class, which seem to have found universal favour throughout their careers, disappeared quite

early on, in 1955/7, being outlived not only by the 800s but also by three of the 400 class.

Aesthetically the 800s were magnificent, especially in lined green livery, although I never felt quite happy about the cab, the windows being too square and not lined up with the slope of the tender top. I don't suppose No.800, with her restricted route availability, will ever steam again, but at least she can be seen in all her glory up at Cultra.

I never got to travel behind an Irish 4-6-0 - by the time of my first visit in 1959 very few did, other than a limited number of pigs, cows and sheep - but at least I saw two in action, No 402 in 1959 and No.801 two years later. My journeys in and out of Cork have always been diesel-hauled, although on my first visit, on a trip down to Cobh in an AEC railcar, we passed a long rake of six-wheelers in the charge of a J15, waiting for the road at Cobh Junction with a returning Youghal excursion. The West Cork lines had two years to go, hence the presence of the 4-6-0T in steam, but I never got to travel those. However, over the years I've tracked down their remains, and at Christmas 2001 I decided to remind myself - and see if there were any surprises - taking yet another look at the active railway scene, and the remnants, ghostly or tangible, of what was active no more in the city of Cork.

But first let me explain the yellow feet. The date was 27th December and I had intended to catch the first DART from Glenageary in order to get the 07:10 from Heuston. Not a light was lit at Glenageary station and as I gingerly felt my way down the pitch-black staircase to the platform the steps seemed distinctly slippery. But why not, in the deep mid-winter? However, no DART nor, for that matter, any other prospective passengers appeared at the appointed time so, still in pitch dark, I retraced my steps, borrowed the mother-in-law's Daewoo, and duly arrived at Heuston in plenty of time for the 07:10. Off we went, in the charge of 203 some eight minutes late, not many aboard, still dark. Around Kildare the restaurant car announced it was open for business. I asked for a cooked breakfast, was told that only snacks were available and was about to make do with this when the attendant paused and asked, "Do you really want a cooked breakfast?" I said I really did. "Right, sit there and we'll see what we can do." Ten minutes later another attendant, very much dressed in civvies, but clearly on top of the job, produced an excellent 'full Irish breakfast'. Excellent, although in my ignorance I wasn't able to tell it from a full English breakfast as served by GNER, but then it is now possible to buy Irish sandwiches in various parts of England, which nonplusses my wife Maeve, who had no idea there was this unique comestible so very different to English ones.

It wasn't until we were at Limerick Junction and I jumped out to take a picture of a shiny single-cab GM No.124 in charge of a three-coach push and pull set for Limerick city that I looked down at my shoes and discovered they were bright yellow. This was not the colour they had been when I had put them on in Killiney that morning. Nor had there been spots of yellow on my trousers and overcoat, which I also now discovered. I'm all for a bit of colour in this drab world, but I hadn't planned on this and was much puzzled. Eventually, having worked out that it must be paint, I could only conclude that what I had thought was ice on the steps of Glenageary station had been wet paint deposited by some reveller to commemorate Christmas 2001 - which the yellow footprints all over the platform confirmed next day. Knowing how critically Cork residents take the appearance of English day-trippers, on alighting at Kent station I headed smartly for Dunnes Stores, purchased a pair of sensible brown size elevens in the sale, dumped their gaudy predecessors in the nearest waste bin and, hoping the paint splashes on trousers and coat would be assumed to be a fashion statement, set off to explore.

Perhaps the most remarkable disused remnant from long ago is the track-bed of the line to Summerhill. You can't miss it, considering that that it passes directly over the mouth of the tunnel taking the main line out of Kent station and is crossed by a footbridge coming straight off Glanmire Road, but I'd never before had cause to actually ascend this bridge. Built of cast iron, it is very steep and must presumably date from the opening of the Summerhill line in 1861. Grattan Hill Junction, where the Summerhill line met the low level line from Penrose Quay, the first station for the Cobh, or Queenstown, line and

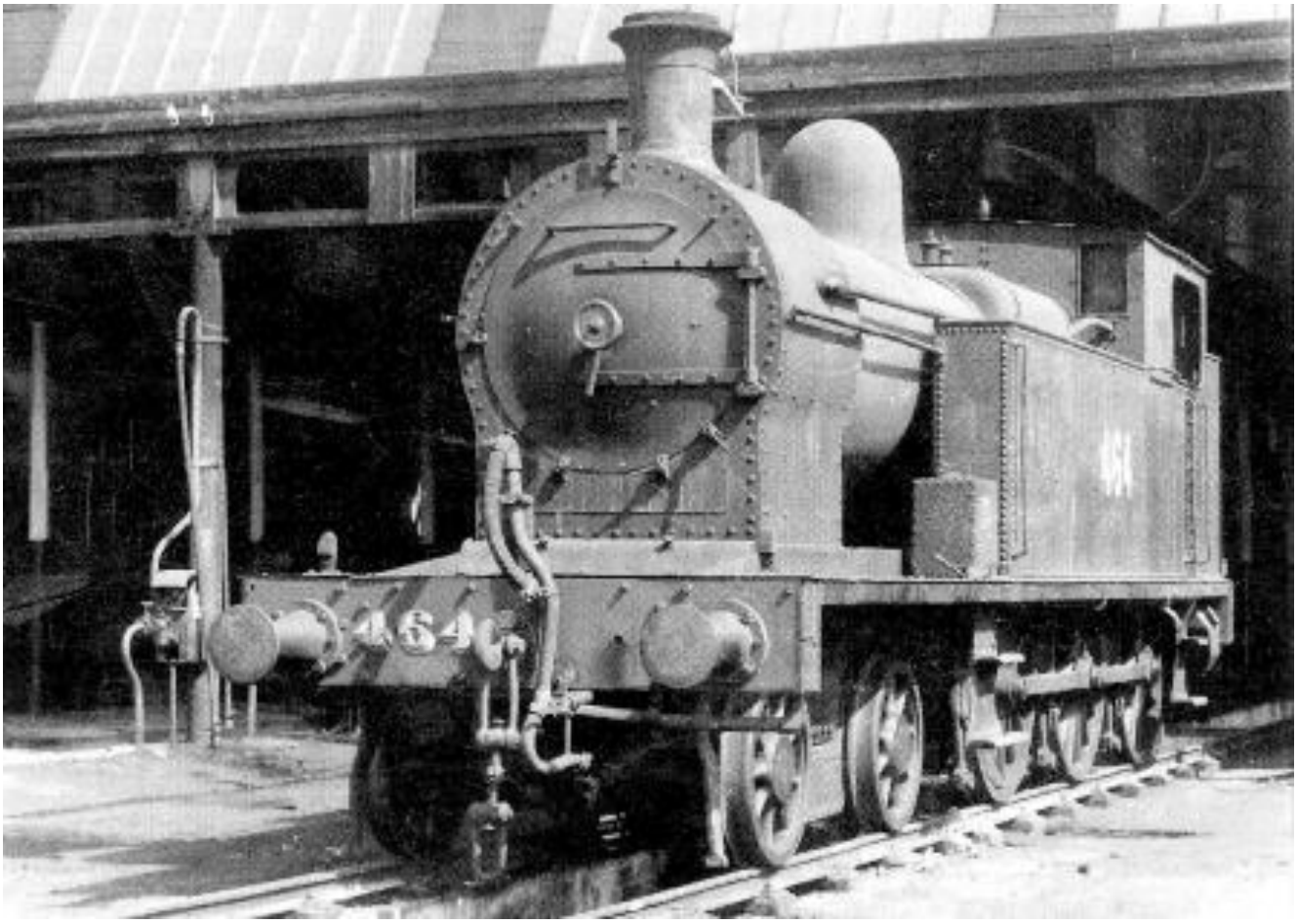
replaced by Glanmire in 1871, opened for business in 1868. Ten years later goods trains ceased to use the Summerhill line and passenger traffic ended 15 years after that, in February 1893. By then Water Street had replaced Grattan Hill Junction. To preserve the right of way, goodness knows why, a locomotive and van ventured up to Summerhill once a year until 1927. After that, nothing. Washing hung over the trackbed on the city side of the footbridge and, of course, Summerhill station has long gone - presumably there must exist photographs of it, but because the long strip of land to the south sandwiched between the steep hillside and Glanmire Road would have been unsuitable for any form of development, it remains today, overgrown certainly, but otherwise much as it must have looked when the track was lifted all those years ago.

Descending the iron steps, I headed down Glanmire Road and discovered another piece of trackbed, that of the much more recent Cork City Railways. This was the curving section which took the line down to St. Patrick's Quay and over the River Lee. It runs between buildings and is now a shortcut for pedestrians heading for the city centre from Glanmire Road. Cork City Railways closed some 25 years ago, in April 1976, and until then goods traffic was worked along it, over Brian Boru Bridge and then Clontarf Bridge to Albert Quay. The latter, the terminus of the Cork, Bandon & South Coast Railway, still stands, entrance gates included, an impressive, granite building, whilst behind it are the iron columns which supported the roof of the station, beneath which passengers boarded trains for Bantry and all points west. Although no regular passenger traffic had been carried since 1914 the line was the only link between West Cork and the rest of the railway system and the railcars and, earlier, steam-hauled passenger stock used it as necessary. I have a picture of a rake of CIÉ wagons being loaded with sacks of fertilizer at Albert Quay, which I took around 1970. Various quayside sidings served both banks of the River Lee and sections of these, embedded in the quay surface, can still be seen. The warehouses on Anderson's Quay are rather handsome and must date from at least the very early years of the 19th century, predating the railway.

Retracing my steps, in my handsome new Cork shoes, it was time to head for Cobh. There were scarcely half a dozen passengers spread amongst the four Cravens, heated by a Dutch Van and hauled by GM 147. Semaphores are a feature of the Cobh line, beginning with a fine selection on the approaches to Kent station. The first couple of miles are very industrial, served by several sidings, although one wonders how much longer these will remain in use if IR's extraordinarily negative attitude to freight, virtually unique worldwide at the beginning of this third millennium, is allowed to persist. The wayside stations on the Cobh line are mostly the original ones but generally well cared for and rather attractive; one of their most distinctive features being their cast iron footbridges, similar in style and, presumably date, to those over the onetime Summerhill line. Cobh Junction now glories in the title Glounthaune, something of a mouthful for an Anglo-Saxon; Fota, the next station down the line being distinctly less hazardous pronunciation-wise. The Youghal branch, although disused since 1988, is still officially in the land of the living and the track, signals and telegraph poles could be seen continuing in a more or less straight line whilst we swung through 90 degrees over Slatty Viaduct and on to Cobh.

All sorts of maritime features engage the interest from Fota onwards as the line runs along the edge of Cork Harbour; somewhere on the opposite shore being the trackbed of the Cork, Blackrock and Passage narrow gauge line, although whether anything of this can actually be seen I have never investigated. It closed down a long time ago, in 1932, but Albert Street station, the line's terminus in Cork, with its pitch roof remains, just across the road from Albert Quay, as do the buildings on either side. The Cork & Muskerry Light Railway had a rather similar terminus at Western Road, whilst the fifth central Cork city station or terminus was the Cork & Macroom's at Capwell. Whether anything of Western Road or Capwell survives is something waiting for me to discover on my next visit. Capwell ceased to be a station in 1935 when the GSR diverted trains to Albert Quay, and then became a bus garage. The CB&P's four Neilson Reid 2-4-2Ts were far from the usual perception of a narrow gauge

locomotive. They looked like scaled down standard gauge suburban tanks and were pretty speedy machines. They were transferred to the Cavan and Leitrim and two lasted there until the end of that line in 1959.



'Bandon tank' No.464 at Glanmire Road shed, Cork, September 1959. (M.H.C. Baker)

The return journey from Cobh was far better patronised, with shoppers and young people heading for the sales in Cork. Beside Kent station was the nowadays unusual sight of a fairly large passenger ship, belonging to a religious organisation, which was just casting off and heading for the open sea.

We now come to an issue which has taxed some of the greatest minds of the last 150 odd years. That is how to reconcile the priority of the railway enthusiast, who takes delight in the quaint, the quirky, the out-of-date, the uncompromisingly old-fashioned, with that of the traveller who merely requires efficiency, comfort and today's technology. Of course the enthusiast also, unless he lives totally in the past, when he becomes a traveller usually shares these requirements. Externally Kent, formerly Glanmire Road, station is not without architectural merit and provides plenty of interest for the enthusiast but rather less for the ordinary traveller.

The most historic item of rolling stock to be seen in Cork is, of course, No.36, the celebrated GSWR 2-2-2 of 1848. It is safe enough, I suppose, in the concourse of the station, if looking a little neglected, but surely it would be far more appropriate to give it a place of honour at Cultra? The refreshment rooms are famous for the heavily varnished mural of the even older 2-2-0 Hibernia and its train, and the crests of railway companies from all over the world. Again, these, whilst appealing to the enthusiast, do not do much to give the establishment a bright and up-to-date appeal.

The station's facilities are not good enough by present-day standards and it is in need of a pretty drastic makeover - the sort of thing which has so improved stations in Dublin and Belfast, with which, not surprisingly, comparisons have been drawn by TDs and other local Cork politicians. The Ove Arup report contains plans for upgrading, including not only a drastic rebuilding of Kent station but also opening stations at Kilbarry, Blarney, Tivoli and Ballynoe, as well as the Youghal line as far as Midleton. We shall see.

Class C4 4-4-2T No.30 at Albert Quay station, Cork. (H.C. Casserley)

BOOK REVIEWS

The Coey / Cowie Brothers, All Railwaymen, J.E. Chacksfield, Oakwood Press
176 pages, illustrated with photographs, maps and line drawings, ISBN 0-85361-605-1, £14.95

To date, Irish enthusiasts have had to be content with a Celtic interlude chapter in the biographies of men, like Aspinall and Robinson, who served part of their career in Ireland before moving on to more prestigious posts in England. Now, Mr Chacksfield, who has already dealt competently with the Inchicore phase of Maunsell's career, has produced a book devoted to three brothers, whose railway service was entirely spent in Ireland. Robert Coey, the eldest, is by name at least familiar as GS&WR CME but his brothers who both followed railway careers in the administration of the Belfast & Northern Counties Railway (after 1903, the Northern Counties Committee of the English MR/LMS) are little known even to Irish specialists.

Unlike mechanical engineers, railway managers are rarely remembered, except for a few really outstanding ones, such as Joseph Tatlow or Malcolm Spier. James Cowie used the Scottish spelling of the family name, whereas Henry used both variants, hence the title of the book!

Robert seems to have been a very capable engineer who, in an era when specialisation was not so rigid, managed to move himself from the civil to the mechanical field. The picture that emerges is of an austere but exceedingly conscientious man, patiently and thoroughly investigating serious technical issues like crank-axle failure. Robert Coey spent sixteen years learning how Inchicore worked, before succeeding to the post of locomotive superintendent in 1896. He formed an effective team with Maunsell as his works manager. However, the stress of the post told on his health, and he came to depend increasingly on his right-hand man. Luckily, he had sufficient wealth and wisdom to resign at the age of 60 in 1911, rather than wearing himself out. His constitution recovered sufficiently to allow him to enjoy twenty-three years of retirement and extensive tours of Switzerland and Italy.

For my money, the most interesting parts of the book are those describing the evolution of GSWR locomotive practice in the Edwardian period and the genesis of Maunsell's sole Irish passenger engine. There is a chapter on rolling stock, including photographs of several carriages of the period, but I for one would like to have seen more than one paragraph on the fascinating but neglected topic of wagon design. I feel that the author is handicapped by the lack of documents - all three brothers, even Henry, the less serious junior of the family, seem to have been men of few words, who left little in the way of personal records. So the second half of the book, devoted to the professional life of James and Henry, is largely a chronicle of the BNCR in the period 1869-1931, with some mention of their role in developments like the absorption of the Limavady & Dungiven Railway. The text is complemented by a well chosen selection of maps and diagrams, including good quality reproductions of nine line drawings of engines from The Locomotive magazine, family groups and some excellent locomotive portraits from the Jarvis collection. There are one or two minor errors, such as the photograph on page 63, which is actually of a special train run for the Papal Legate during the Eucharistic conference of 1932, not the 1950s. However, we should be grateful to Mr. Chacksfield for opening up a new area of Irish transport history, and I look forward to reading more of his researches into the men who ran the railways. **AJOR**

Diesel Dawn - Ireland's contribution to the development of the DMU 1931-1967, Colm Flanagan, Colourpoint Books
192 pages, illustrated with photographs and line drawings, ISBN 1-904242-08-1, £14.99

Well, here is a book about Irish railways, and not a steam engine in sight! Nevertheless a very good book, which brings home the point that in Ireland diesel propelled vehicles have been part of the revenue earning fleet for over seventy years and a dominant part for over forty. Also, as the author points out, this is one of Ireland's unsung engineering successes. Whereas British writers tended to regard railway engineering "across the water" as a sort of museum of mainland practice, between the wars the GNR(I) and the NCC were pioneers in the technology of building light self-propelled vehicles for secondary passenger services. Indeed, the LMS seemed content to let York Road do the spadework for its own streamlined articulated DMU of 1939. This book redresses the imbalance, with a chapter describing how Irish experience informed the post-war BR modernisation plan.

Taking the Castlederg & Victoria Bridge Tramway's "garden shed" as a starting point, the first chapter details the narrow gauge pioneers, although the West Clare vehicles receive scant coverage apart from a table in the appendix. The main part of the book is a detailed and comprehensive chronological review of how the GNR(I), SLNCR, NCC and their successors developed their fleets, from a variety of rapidly evolving one-off designs, through to the 70-class introduced in 1966, and also the CIÉ AEC fleet. There is a good balance between technical details of motors and transmissions, and an idea of what these various machines were like in service, down to the colour of the upholstery and the defects of the heating, and the book is clearly the result of thorough research, enlivened by personal recollections.

For the modeller, there is a good spread of drawings. Admittedly, to fit page size these are to rather small scales, but modern scanning and copying technology should allow enlargement without too much difficulty. Beware however of the old pitfalls of reading dimensions directly from such drawings. Also, as the author reminds us, even within classes, there was a lot of variety between these vehicles, especially the UTA specimens built on older under-frames.

So, it is good to see such a wide selection of photographs. Including such rarities as the NCC trailers, there are about 170 b&w pictures and 35 in colour to illustrate livery variants. The main text is also complemented by three appendices on technical details and lists of building and withdrawal dates for all the railcars. A single chapter covers the small fleet of UTA / GNR(I) diesel locomotives, including a

fascinating summary of the 1953 plan to fully dieselise the systems, with sketches of the sort of machines which, if this had come to fruition, might have worked mainline passenger and freight services.

Wisely, the author defines the scope of his book closely, and leaves the much larger CIÉ locomotive fleet and the latest generations of railcars for future books.

I have to admit that my opinion of railcars was always rather functional: a box on wheels enclosing a motor. However, having read this book, I am intrigued by the variety the design encompassed, and now I think I know my BUTs from my AECs and can distinguish an MED from an MPD. **AJOR**

The Farranfore to Valencia Harbour Railway, Patrick O'Sullivan, Oakwood Press
Vol. 1 Softback 152 pages, ISBN 0-85361-604-3 £10.95
Vol. 2 Softback 148 pages, ISBN 0-85361-610-8 £10.95
Both illustrated with photographs, maps and line drawings

The Valencia branch was one of Ireland's most romantic broad gauge lines, with its claim to reach Europe's most westerly railhead. If early plans had come to pass, Valencia would have become a major trans-Atlantic port, and terminus of one of Ireland's first trunk routes. As it was, another fifty years passed, before baronial guarantees and government grants brought a more modest railway to the area. This traversed remote but spectacular terrain, and somehow escaped closure under the Great Southern Railways (GSR), outliving the similar Achill and Clifden lines by twenty years. Sadly, it closed in 1960, at a time when the future of even mainlines in Ireland was doubtful, and before its full potential for tourism could be developed.

The author is a native of the area and this book includes the fruit of many years of research. Indeed, the title is maybe a little too restrictive, as in addition to what finally materialised as the Farranfore-Valencia branch, the text for volume one provides details of the ill fated Dublin-Valencia scheme of 1835, local history, transport in the area before the railway and the difficulties under which Irish rural railways in general laboured after the First World War. Specifically, this volume covers building the Killorglin and Valencia sections (including some fascinating detail of 19th century construction methods), engineering works along the line and the stations. In addition to over one hundred photographs, there are track plans of all the stations, a gradient profile, inset maps and scale drawings of the station buildings from Mountain Stage and Cahirciveen and the proposed pier for fish traffic at Valencia. Photographic reproduction is generally good, although, as usual, it is the more recent pictures that tend to come out a bit 'soft'. There is a good selection of previously unpublished prints from the Casserley collection, which, even in black and white, convey the splendour of the scenery along the route.

Volume two covers rolling stock, operation, staff and tourism in the area. Here the author brings his excellent local knowledge to the fore to document the various extra services like sporting excursions, livestock fair specials and wartime turf trains which added to the rather sparse regular timetable. There is detailed coverage of the locomotives and stock used on the branch, again some material not specific to the Valencia section, but providing a fascinating insight into the more general operation of minor lines under the GSR and CIÉ. This section is well illustrated with photographs, but I think the real gem is the picture and scale drawing of ballast brake van 8457, which looks like a conversion from an antediluvian outside framed coach. So far, very little has appeared in print about this fascinating line, so these two complementary volumes provide the Valencia line with the coverage it deserves, and complete another part in the jigsaw of Irish railway history. Considering the wealth of illustrations, they represent good value for money. **AJOR**

The Harcourt Line, Brian Mac Aonghusa, Currach Press
ISBN 1-85607-907-4, pp120, €19.99

This is both a lament for the old Harcourt Street railway line which served Dubliners so well for over a century, and a commendation of those whose foresight over the years urged the preservation of the trackbed for possible future use. Harcourt Street station had the distinction of being a capital city terminus with just one platform. The line ran south to connect with the Westland Row-Bray line at Shanganagh Junction. It was closed in 1958, just a few years before it could realise its potential as a commuter line (echoes of Belfast-Comber).

The narrative is a mixture of social history and railway facts and figures. The illustrations contain some fascinating then-and-now type photos, contrasting railway days and present day activity, though a large number seem to have been taken when there were no passengers about. The author has traced the history of the line through its closure, part of a wider reduction of the national network of railway lines, to its rebirth, using much of the old formation as the route of the Luas Line B.

Locomotives and Railcars of Bord na Mona, Stephen Johnson
48 pages, 7 colour photos, 37 black and white photos, £5.50

This book was published in 1996, when it was estimated that Bord na Mona (the Irish Peat Board) was operating 1,200 miles of track. The book lists every loco. and railcar then running, some of which had started life on conventional narrow gauge railways.

Great Northern Railway, an Irish Railway Pictorial, Tom Ferris, Midland Publishing
112 pages, 190 b&w photos, £14.99

The Great Northern Railway must qualify as one of the first cross-border bodies in the island of Ireland. Extending from Dublin to Belfast, Londonderry, Enniskillen and Armagh, the GNR(I) was the second largest railway company in Ireland, with more than 600 route miles of track. When partition occurred in 1921, the company found that the border cut across several of its lines. Lengthy customs stops added to journey times and undoubtedly hastened the demise of a number of branch lines. But the GNR(I) was nothing if not a survivor and the company managed to keep the network going until it was decimated by a closure programme in the 1950s.

As Ferris's lavishly illustrated book shows, the company's operations spanned everything from the Enterprise Express to the Fintona horse tram. The electrically powered Hill of Howth tram was ahead of its time, and had it survived longer, would have been a major tourist attraction. The Great Northern was a pioneer of diesel traction in the British Isles and began experimenting with gawky looking railbuses as early as 1934. While blue-liveried express engines stole the limelight with their exploits on the Belfast-Dublin line, the company also operated intensive commuter services based on Belfast and Dublin and carried a very substantial goods traffic.

No better person to tell the story than Ferris, a native of Omagh, who first made the acquaintance of the GNR from his push-chair in the 1950s. He vividly recalls the first time he stood as a boy on the footplate of one of the Omagh shunting engines, remembering the glow of the fire. In those days the train was the usual form of transport for people heading from Omagh to Belfast, as well as being an economic lifeline. Ferris is to be commended for the excellent selection of black and white photographs he has amassed, most of them remarkably sharp.

One quibble would be that it should have been possible to have sourced a clearer picture of Great Victoria Street station. And with three photographs crammed on to most pages, some of the portraits would have benefited from enlargement. But this is a marvellous pictorial record of the glorious days

of the GNR(I), gone but never to be forgotten. **ROM**

Streets Of Belfast by Mark Kennedy (Ian Allan)
80 pages, 85 colour photos, mostly 1950s & 60s, £14.99

Belfast's Lost Tramways by Mike Maybin (Stenlake Publishing), £7.50

It's all a bit like Citybus really. You wait ages for a book and then along come two albums, all at once. The first, and more comprehensive volume, is a hardback, the second a softback. The first book's author is a curator at the Ulster Folk & Transport Museum while Mike Maybin is a local transport enthusiast who has already produced two excellent books on Belfast's trams and trolleybuses respectively.

Both books are absorbing, made all the more so by the detailed captions and the street scenes of Belfast of yesteryear. Much has changed, but landmarks such as the Bank Buildings, Robinson & Cleaver's, the Black Man and the Albert Clock help set the scene. Both books contain an element of social history, with Kennedy allowing himself sufficient latitude to include shots of the shipyard in its heyday and Smithfield Market.

The photos in Maybin's book are monochrome, but Kennedy's relies exclusively on colour plates, which make a more vivid impression. While Maybin restricts himself to trams, Kennedy's brief extends to 1960s scenes of trolleybuses and buses. But it is the photos of the city centre that have the widest appeal, particularly the older black and white shots showing pavements crowded by gents sporting bowler hats and dunchers*. What is notable in both books is the proliferation of bicycles and the virtual absence of motor traffic, something that gave the trams a clear run.

[For the uninitiated - a flat cap, popular in the days before baseball caps took over the world. - Ed.]*

If there are criticisms to make, it would be that Kennedy's shots of various bus types are a little repetitive, while Maybin's captions are cramped and a few of the photos somewhat murky. Electric trams, which ran in Belfast from 1905 until 1954, were a revolution in their day, providing a fast and efficient link between the city centre and the suburbs. Trolleybuses survived until 1968 but they in turn were displaced by the more flexible and modern double-deck diesel buses. A surprising number of photographs of this bygone era survive, and both authors deserve credit for the endeavours they have made to obtain such a wide selection. The two books complement one another and would make an admirable brace for anyone who enjoys wallowing in nostalgia or who wants to learn more about Belfast and its history. Trams may be now part of Belfast's past but as traffic congestion worsens year by year, could they one day make a comeback, as is happening in Dublin? Time will tell. **ROM**

LETTERS

Dear Sir,

In reply to Neil Knowlden's letter in FFT 49: yes, the LSWR ballast plough brake vans and 4-wheel hoppers were direct copies of GWR designs. The idea of ballasting the track from hopper wagons and using a plough to spread the ballast was developed in New Zealand by the Ballasting Plant Co. It was first taken up in Britain by the GWR, and their designs of vehicles were supplied by contractors to a number of British railways. *[As related in FFT No.47, this process covered the rails with dust which, with the addition of moisture, could make up-hill progress very difficult. - Ed.]*

The first design of ballast hopper in 1893 was a low-sided 12T vehicle (Diagram P7), and the LSWR wagons were similar. In 1902 the GWR developed a larger 20T version, with deeper sides (Diagram P6). The two ballast hoppers at Downpatrick look very much like the GWR P6 design, suggesting a build date after 1902. This ties in with the building of the Rosslare-Waterford line, in which the GWR

had more than a passing interest. The GWR was building its new Fishguard line at the same time and, presumably, the GS&WR and GWR engineers would each have seen what the other was doing.

Peter Swift
Derby

Dear Sir,

How delighted I am to see Five Foot Three again. It must be more than a year since I saw a copy.

The back cover of the last issue shows 85 proceeding north over the Malahide viaduct. I think, however, that the telephoto lens has picked up the Hill of Howth and not Lambay Island!

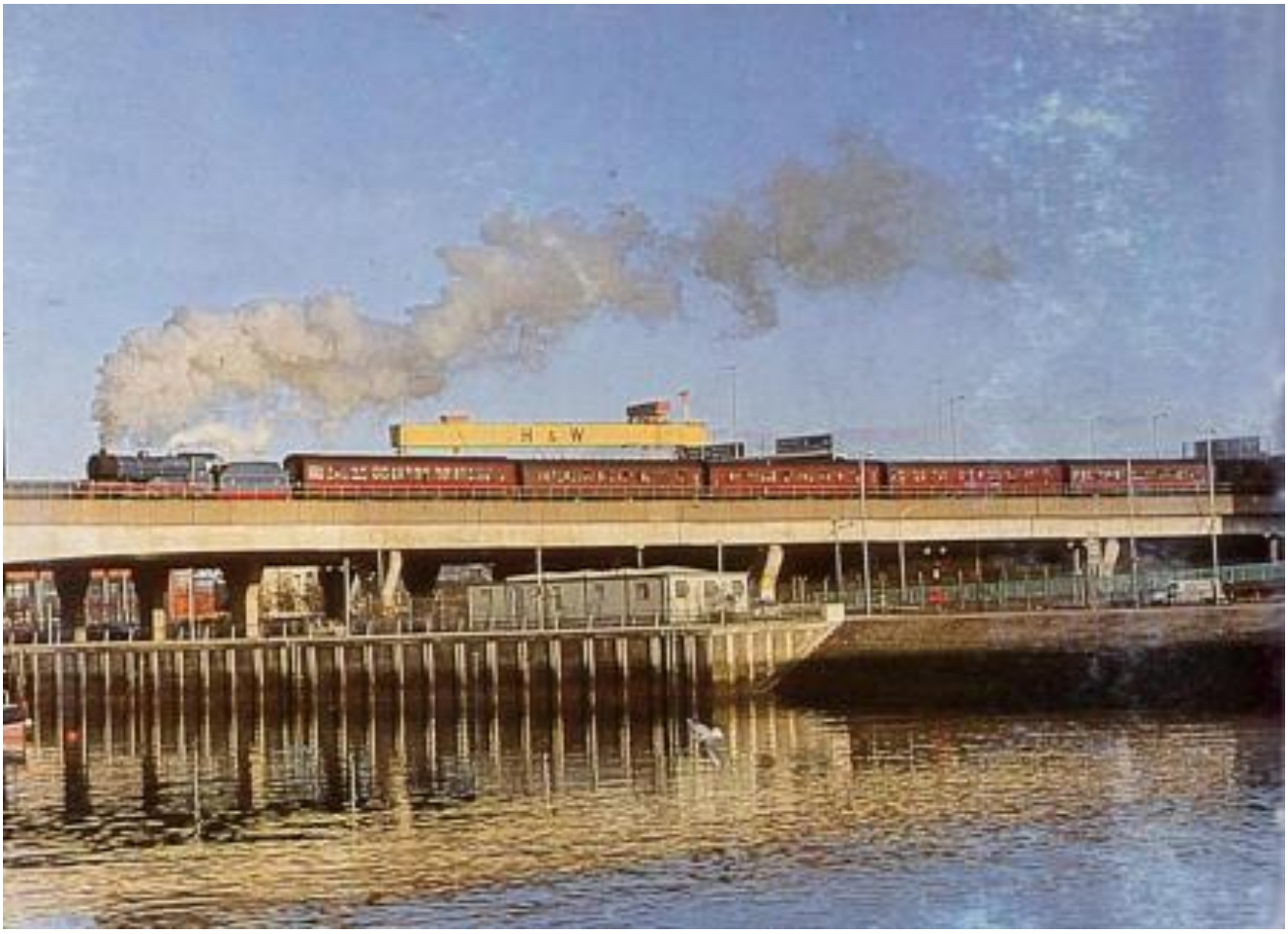
Noel Mulvin
Killiney

[It could be slightly over a year but not much as, for better or worse, FFT only appears once a year. The caption was supplied with the photo, which was presumably taken from the landward side of the lagoon. The angle of the piers suggests that the photographer was facing approximately north-east, in which case Howth Head seems unlikely. - Ed.]

No.4 at the top of Ballyboyland bank on 30th August 2003. (C.P. Friel)

At Drogheda with the return working of the Northern Enterprise on 18th October 2003, No.85 waits to be overtaken by its present-day counterpart. (C.P. Friel)

On another 'final day', No.4 leaves Portrush with the last Portrush Flyer to use wooden-bodied stock, 30th August 2003. (W.T. Scott)



With the difficult start out of Central behind her, No.85 accelerates her Santa train over the Lagan Bridge on 7th December 2003. (C.P. Friel)