

THE

# **IRISH RAILFANS' NEWS**

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## Managing Committee:

L. Hyland (Editor)  
B. MacAongusa  
D. Seymour

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**EDITORIAL**

The Editor and Committee of "The Irish Railfans' News" join in wishing all our readers the compliments of the season.

In this, the closing week of 1955, we are tempted to reflect on trends of railway policy which have become evident during the year just passed. The first point which stands out clearly, is the variance in outlook which has emerged from the authoritative pronouncements concerning the future of the major railway systems in Ireland.

Having been foreshadowed by the earlier closures of some GNR branches, together with a professed loss of confidence in the SL&NCR, the growing tendency of distrust in railways was finally revealed in early November by the Belfast Government. Lord Glentoran announced his intention to press for closure of three important cross-border lines. Earlier, he had termed the advancement of money towards the UTA rail system as "an attempt to fill a bottomless well" and a policy in which he saw no wisdom. In effect these statements amount to a renouncement of his Government's faith in railways.

Almost simultaneously, in November, the attitude of the Dublin Government towards railways was clarified. In addition to expressing disapproval of the Belfast railway policy, Mr Norton confirmed his Government's trust in railways by disclosing a comprehensive £12½ million development scheme to modernise and re-equip the railways of CIÉ. He also announced the experimental re-opening of eleven CIÉ branches, the construction of a new three mile branch and referred to a restoration of the former double track on part of the main line between Dublin and Galway.

In this island with a thinly populated agricultural South set in such contrast to the more densely populated and industrial North it is indeed peculiar to find the expected faith in railways so surprisingly reversed. Surely the disadvantage resultant from the Northern policy in abandoning assets of such value as their railways must in time manifest themselves.

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**News Section**

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**CIÉ DUBLIN AREA NEWS REPORT****Diesel-Electric Locomotives**

To the time of writing - December 19 - seventeen of the Metrovick diesel-electric Co-Co locomotives have arrived in Inchicore. During October delivery of the locos was temporarily suspended. It is believed that it was deemed desirable to carry out certain modifications to the remaining units before delivery was continued. Most of the locos which have arrived are already in traffic. Thus, all passenger trains between Dublin and Cork are operated either by these locos or by the AEC diesel-mechanical

railcars. On December 5 the Co-Cos were introduced on the passenger trains from Dublin to Limerick via Nenagh, but they have not yet appeared on other lines.

### **Annual Report**

The report for the year ended 31<sup>st</sup> March 1955, which is described as “a year of preparation for the changeover from steam to diesel traction”, reveals that losses on railway working were reduced by £150,627 to £723,540, while rail passenger traffic showed an increase of 84,369 journeys and £132,791 over the previous year. Goods traffic by rail decreased by 49,041 tons, but livestock traffic increased by 120,112 head over the year under review.

### **Transport Legislation**

During the recent Autumn session of the Dáil and Seanad, two bills relating to transport passed their second and final stages in both Houses. In the “Transport (Miscellaneous Provisions) Bill 1955”, a proposal is made to exempt CIÉ for three years from their obligation to restore rail services, reduced or discontinued under the “Emergency Powers Order” on branch lines in respect of which closure applications have not yet been dealt with by the Transport Tribunal. This provision is, of course, to facilitate CIÉ’s proposed experiments in the more economic operation of branch line services with lightweight diesel locomotives. The “Transport Bill 1955” is mainly intended to provide a sum of £12,150,000 towards a reorganisation programme for CIÉ. The scheme allots an amount of £5,300,000 for diesel locomotives, £5,500,000 for renewal of carriages and wagons, £350,000 for improvements to stations and goods yards and £1,000,000 for turf and oil-fired locomotives. In moving this latter Bill, the Minister for Industry & Commerce stated that possibly this amount would not see the end of the reorganisation programme and that he would probably have to approach both Houses again to ask for more money in order to give CIÉ the necessary funds to fully modernise and re-equip their railways.

### **Branch Line Locomotives**

The first lightweight diesel unit to be used in an experimental service on unremunerative branches arrived in Dublin by sea from Germany on October 21. The loco is a Deutz, four-wheel diesel-mechanical, chain-driven type, with an estimated maximum speed of 20 mph, and capacity for hauling about 10 wagons. Two more of these units have since arrived and when some slight modifications have been carried out, it is expected that they will be allotted to the branches mentioned in our Provincial News Report. The locos have been numbered G601-2-3.

### **Dun Laoghaire Improvements**

Preliminary test borings were carried out during October in preparation for the building of a new up platform at Dun Laoghaire and the doubling of the remaining 1/4-mile single track section of the Amiens Street - Bray suburban line between Dun Laoghaire and Sandycove stations. This long-overdue improvement scheme should greatly ease the rail traffic congestion at peak periods in the single-platformed through station at Dun Laoghaire and should obviate the appalling delays caused to the suburban service by the arrival and departure of boat trains to the Pier station occupying the single track section of the line. It is hoped that work will be commenced early in spring.

### **Railcars On Suburban Service**

Due to the gradual substitution of diesel railcars by diesel-electric locomotive-hauled trains on the main lines, some of the railcar sets have become available for service in the Dublin Suburban area since November 26. At the time of writing one such set is working regular links on the Amiens Street - Greystones line and a further two are running between Harcourt Street and Bray.

### **Steam-Heating Vans**

New steam-heating vans to work with trains hauled by diesel-electric locos were put in service in late

October. These four-wheel vans, which include a guard's compartment, weigh 21 tons and are constructed to a design similar to the 10'2" wide Park Royal coaches. At least seventeen of the twenty being constructed are already in service and are numbered from 3101. They present an unusual appearance due to their unpainted stainless steel finish, the only paintwork appearing on them being a narrow light green waistband, the word 'guard' on the doors and their numbers.

## **CIÉ PROVINCIAL NEWS REPORTS**

### **Branch Line Rejuvenation**

During the course of a debate on the "Transport (Miscellaneous Provisions) Bill 1955" in the Seanad on November 9, it was announced that CIÉ intend to conduct their experiments with light diesel units on the following 11 branch lines: Banteer - Newmarket; Portlaoighise - Mountmellick; Gortatlea - Castleisland; Mhuine Bheag - Palace East; Streamstown - Clara; Sallins - Tullow; Clara - Banagher; Clonsilla - Kingscourt; Ballinascarry - Courtmacsherry; Inny Junction - Cavan and Tralee - Fenit. It was further stated that if CIÉ were successful in their experiments to prove the economics of reopening these branches "they will go back on some of those branch lines which have already been closed and reopen them". Although three of the lightweight diesel units to be used on these experiments have, as reported elsewhere in this issue, already been delivered to CIÉ, none of them had gone into service up to December 17. It is expected, however, that a daily diesel goods train will be introduced on the Banteer - Newmarket branch early in the new year and that another unit will be allotted shortly afterwards to Tralee to operate goods services, as required, on the Castleisland and Fenit branch lines. The third branch under consideration is that from Portlaoighise to Mountmellick.

### **Park Royal Coaches To Cobh**

The Park Royal coaches which have up to this been confined to the Dublin Area have now been introduced on the Cork - Cobh suburban trains. There are two of these coaches engaged in this service.

### **Caravan For Matisa Tamper**

On October 20, the Rocksavage works of CIÉ in Cork completed a small four-wheel 'caravan' for use with the Matisa Ballast Tamper. The vehicle, which is painted yellow to match the tamper, has living accommodation for three men. An unusual feature is its lack of conventional buffing and drawgear.

### **Dublin - Galway Main Line**

Reference was made by the Minister for Industry & Commerce in Seanad Éireann, during the debate on the "Transport Bill 1955" on November 23 and 30, to a suggested doubling of portion of the railway line from Dublin to Galway. He stated that CIÉ had advised him that the singling of this line by the GSR in 1929 had harmed the efficient running of their services to the West of Ireland and that he was awaiting their proposals. These would be "sympathetically examined" in connection with the re-equipment and reorganisation plan for which provision was being made in the Bill. It was announced that it would cost approximately £500,000 to double the track for a portion of the way, and over £1,000,000 to restore it in full. The Minister said, however, that "it was essential to do something in the way of doubling parts of the line to provide a better service in the West". Application has been made by CIÉ to the Department of Industry & Commerce for a grant to enable them to double the line from Clonsilla to Athlone East Junction.

### **Cavan & Leitrim**

Due to the revised arrangements made by Comhlucht Siúicre Éireann whereby coal from Arigna is transported direct by road to their sugar beet factory at Tuam, rather than by rail via Mullingar, the unfortunate Cavan & Leitrim Section has once more lost most of its coal traffic. No coal specials have operated from the Derreenavoggy Sidings, Arigna, since early in October, as all the traffic now offering

is easily handled by the one daily mixed train on the tramway between Arigna and Ballinamore. Two of the locomotives on the section seem to have been withdrawn from active service, as they have been rusting peacefully in a siding at Ballinamore since last summer. They are locos 4T, a 2-6-0T ex Tralee & Dingle Railway, and 12L, formerly No.6 on the Cork, Blackrock and Passage Railway, a 2-4-2T.

### **West Clare Diesel Locos**

The three diesel locos went into service on the goods trains on October 24.

### **Castlemungret Branch**

Following consideration of the report of the public enquiry, referred to in our last issue, which was held to hear objections to this proposed line, the order was made by the Minister for Industry & Commerce early in November to enable CIÉ to construct a three-mile link railway connecting the cement factory at Castlemungret with the Limerick - Tralee line about a mile from Limerick station. This Order has now been confirmed by both Houses of the Oireachtas and became law on November 30. It is understood that CIÉ will commence work on the new railway early in the Spring. This will be the first new public railway to be constructed in Ireland since the completion of the mineral extensions to Castlecomer, Wolfhill and Arigna in 1917-21, undertaken by the British Government, with the sole exception of the short-lived Gortnagallon branch built in Co. Antrim as a wartime measure in 1942. Copies of the Order entitled the "Transport Act 1950 (Additional Powers Order 1955)" can be obtained from the Government Publications Office, GPO Arcade, Dublin @ 10½<sup>d</sup> post free.

### **Fenit Branch**

With the arrival on September 25 of the first ship at the port of Fenit since December 1940, the little-used Tralee - Fenit branch line has sprung to life again. The entire cargo of this ship, which was consigned to a Tralee merchant, was transported by rail from Fenit Pier. It was worked by the 0-6-0T loco 560, formerly on the Waterford & Tramore Section, which was transferred last September to Tralee to work this branch and not to Cork (Rocksavage) as erroneously stated in our last issue. A second ship called on October 24 and discharged coal which was similarly transported.

### **Loughrea Branch**

A station wagon service was introduced between Attymon Junction and Loughrea at the end of October, connecting with the 18:50 Westland Row - Galway train. This is supplementary to the connections already given by the branch train.

## **GNR GENERAL NEWS REPORT**

### **Cookstown Closure**

On November 18 the Northern Ireland Transport Tribunal granted the GNR permission to discontinue passenger services on the 14 mile branch line between Dungannon and Cookstown. There were no objections. Early in 1955 the withdrawal of passenger service was threatened, but owing to local activity the case had to be referred to the Stormont Government. The line was operating at a cost of £10,000 per annum and has had to face fierce road competition from the UTA - the lot of many lines in the North of Ireland. The UTA rail route to Cookstown was closed to passengers on 28<sup>th</sup> August 1950 and to all traffic on 30<sup>th</sup> April 1955. It is expected that the GNR line will have lost its passenger traffic by 31<sup>st</sup> December 1955.

### **Banbridge Closure**

The GNR has announced its decision to close to all traffic the line from Knockmore Junction to Banbridge. It is anticipated that this line will close about the end of March 1956, after the meeting of the Transport Tribunal.

## **Cootehill Closure**

The GNR has made application for authority to close to all traffic the line from Shantonagh Junction to Cootehill. This is a branch off the Dundalk - Clones line, 1½ miles beyond Ballybay - the junction station - and has one intermediate station at Rockcorry. Regular traffic has not run since April 1947, when it had three workings per day in each direction. Since then the only trains to operate on the line were the monthly cattle specials for Cootehill fair.

## **Oldcastle Innovation**

As forecast in our last issue Railcar 'A' has gone into traffic, after its overhaul, on the Drogheda - Oldcastle branch since mid-September. It works all but two services each way daily - the morning train to Oldcastle, which is steam, and the evening train to Kells, which is an AEC diesel railcar set.

## **Ministerial Talks On GNR**

On November 20, in Belfast, the Minister for Industry & Commerce of the Dublin Government, Mr Norton, met the Minister of Commerce of the Belfast Government, Lord Glentoran, to discuss the future of the GNR. Mr Norton travelled from Dublin on the 11:00 "Enterprise", which was stopped specially at Dundalk to permit a deputation from Newry to board. While travelling to Belfast they discussed with him the continuance of services on the Goraghwood - Newry - Warrenpoint branch. Subsequently it was announced that no part of this branch was being considered for closure yet. During the talks which followed, Lord Glentoran stated that he intends to close the following sections of the GNR:

Omagh - Enniskillen - Newtownbutler  
Bundoran Junction - Belleek  
Armagh - Tynan

All of these are part of cross-border lines which do not pay and are paralleled for most of their length by the road services of the UTA. It was stated that 17 buses and 15 lorries could replace the railways listed. Mr Norton said that he could not agree with this policy and expressed the opinion that the lines in question could be made self-supporting. In this he has the support of many who believe that there is a place for railways with modern methods and equipment in the area. The town councils of Omagh, Enniskillen and Bundoran, the Lord Mayor of Belfast and several Unionist Members of Parliament have stated their opposition to the measure.

## **Two Steam "Enterprises"**

Due to a defect in the diesel set 600/601, which normally works the 11:00 Down and 16:45 Up "Enterprise" services, these trains have been worked by a four-coach steam train from October 14 while the diesel was undergoing scrutiny. The diesel train has since resumed the link, but the cars now in use are 604/611.

## **UTA GENERAL NEWS REPORT**

### **Derry - Strabane**

The Abandonment Order for the narrow gauge line from Derry to Strabane was granted at the end of October. The line was closed on 31<sup>st</sup> December 1954.

### **Winter Timetable**

The winter timetable of the UTA was introduced on October 24, over a month later than in 1954. As always, the summer season trains have been withdrawn but an unwelcome note is struck by the cutting back of the 18:35 (Saturdays excepted) Belfast - Derry to Coleraine only, whence a bus connection is given to Derry. The 14:40 (Saturdays only) is similarly dealt with. Another disimprovement is the

replacement of the 20:25 and 23:00 Belfast - Ballymena by buses, on which rail tickets are valid, and the cutting back of the 22:00 Belfast - Coleraine to Ballymena with yet another bus connection onwards. These amendments reduce by half the number of trains after 18:00 on Mondays to Fridays between Belfast and Ballymena.

### **THE SLIGO, LEITRIM & NORTHERN COUNTIES RAILWAY**

A pleasant task which falls to this issue of “The Irish Railfans’ News” is to repeat the recent announcement to the effect that the SL&NCR has been reprieved and will remain open to all traffic for at least six months more. The Dublin Government have stated their intention of providing a grant of £10,000 to keep the line in operation. This short description is for the benefit of those who may wish to visit the system in this period.

The SL&NCR is the last private company to operate rail services in Ireland and, although it is of standard gauge and was not built under any of the Light Railway Acts, it holds for the railfan that light railway flavour which is fast disappearing from these islands. It was opened in sections from Enniskillen; to Belcoo on 18/3/1879; to Glenfarne on 1/1/1880; to Manorhamilton on 1/12/1880; to Collooney on 1/9/1881; and to a junction with the Midland Great Western at Carricknagat on 7/11/1882.

The railway commences at Enniskillen where connections are made with the GNRB, and where the Company’s offices are situated. Leaving the town, the line crosses the River Erne by an eight-span girder bridge known as Weir’s Bridge - the largest on the railway. Passing Florencecourt (MP 5½) and Abohill Halt (MP 8½) the line passes between the two Loughs Macnean at Belcoo (MP 12½). This is the Frontier Post for Northern Ireland, the border being crossed at the “Border Bridge” half a mile beyond. Some distance further is found an extraordinary signal with no less than three arms on one double bracket post to guard two level crossings. At Glenfarne (MP 17½), trains are allowed 5 minutes for the second Customs examination before ascending the steep Glenfarne Bank to Kilmakerrill Halt. 3½ downhill miles bring the line to the hub of the SL&NCR at Manorhamilton (MP 24¾). Here are found the principal loco sheds and works of the Company, where most loco or railcar repairs are carried out. Only heavy repairs are sent to the GNR at Dundalk.

Leaving Manorhamilton, the railway strikes southwest to pass a non-platform halt - Lisgorman - at MP 29¼, thence to follow the course of the River Bonet to Dromahair (MP 33¼). Another of the most unusual signals for which the line is noted is found just before it arrives at the latter place, and is a normal semaphore arm supported on ... a telegraph pole! On leaving Dromahair the railway passes through an avenue of trees - a most picturesque setting - to surmount a low ridge and pass through Ballintogher (MP 36½) and also Ballygawley (MP 39½) before running downhill to Collooney. This small town of some 500 inhabitants has no less than three stations - one on each of the lines to Claremorris, Mullingar and Enniskillen. A disused spur connects the SL&NCR with the Claremorris line. Until about 1923 there was a junction with the MGWR at Carricknagat but subsequently this was transferred to Ballisodare. The line has always been worked by the Company to Sligo by means of the running powers held over the CIÉ for the last 4½ miles. These powers also extend to the Sligo Quay branch. At Sligo the CIÉ and SL&NCR share both locomotive shed and turntable.

The Company has, at present, six locomotives which, as has always been the case, are known by name only. They are all 0-6-4Ts built by Peacock. “Hazelwood” (1899) is the oldest and is the only one left of the ‘Leitrim’ class, which comprised five locos. “Leitrim” and “Fermanagh” were scrapped in 1952, “Lurganboy” the following year. “Lissadell” is at present in Manorhamilton awaiting collection by scrap merchants. The ‘Sir Henry’ class is still complete with “Sir Henry” (1904), “Enniskillen” (1905) and “Lough Gill” (1907), although the newer ‘Lough’ class engines now bear the brunt of the traffic. These two, named “Lough Melvin” and “Lough Erne”, are on hire from the makers and were built in

1949 and delivered in 1951.

Passenger service consists of three trains down at 06:20, 13:45 and 19:20 ex Enniskillen, with two up at 06:20 and 16:00. All except the 19:20, which is a 'mixed' steam train, are worked by railcar of which there are three, numbered A, 2A and B. The two former are diesel railbuses with 28 and 32 seats respectively. Both were built from GNR road buses. 2A tows a small baggage trailer built in Dundalk by the GNR while A has a similar trailer built in Manorhamilton on the frame of a CIÉ Sentinel steam car. B is a duo-directional railcar seating 59, powered by a Gardner 6LW engine. There are two regular goods trains leaving Sligo at 06.30 and 11.15, returning from Enniskillen at 14:15 and as the 19:20 mixed. Traffic carried is mainly cattle from the West to Belfast or Derry for shipment and is of considerable volume although the passenger traffic is at times rather thin.

In concluding this brief description of the SL&NCR we feel that there is still a future for the line. This, to their credit, has been fully realised by the Dublin Government, although, regrettably, the Belfast Government has failed to see the wisdom of assisting a line which feeds the GNR at Enniskillen with over 46,000 head of cattle annually.

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## Feature Section

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### RECENT YEARS ON THE WEST CLARE RAILWAY

It is quite extraordinary how names once established are almost impossible to alter. Today, 32 years after amalgamation with the Great Southern Railways, it is still the "West Clare Railway", and still Percy French's derogatory song "Are ye right there, Michael" is repeated, although now the first all-diesel railway in Ireland can not be accused of the delays common in the times to which the song refers. The railway, of 3' gauge, was opened from Ennis to Miltown Malbay on 2<sup>nd</sup> July 1887 and was extended by the South Clare Railway to Moyasta on 23<sup>rd</sup> December 1892 - the Kilrush - Moyasta - Kilkee section having been previously opened by the same Company on 13<sup>th</sup> August 1892. In the early years the operation was haphazard and this phase earned it the reputation which gave rise to the song mentioned. However, the West Clare improved until it reached the hey-day of its steam operation about the time of the 1925 amalgamation. Thereafter, although a good service operated - usually three trains each way daily - traffic began to decline in face of road competition. So, although a brief spell of heavy traffic was experienced during the Second World War, the West Clare was in a state of collapse and it appeared in the Milne Report of 1948 as a "line which CIÉ is considering closing".

Hope for the continuance of services was low when in 1951, CIÉ announced that they intended to introduce diesel railcars to operate the passenger service. The cars, of which there are four, are of similar construction to railcars 19 and 20 of the County Donegal Railways which had been in service on that line since January 1950 and January 1951, respectively. The West Clare cars were likewise built by Walker Bros. of Wigan. They comprise a leading four-coupled bogie powered by a Gardner 6LW diesel engine enclosed in the full width driving cab. This is coupled to the 41 seat passenger coach by a spherical pivot cup to ensure that shocks will be absorbed by the cab without being transmitted to the coach. The coach is heated by water which has been passed through the engine cooling system, this being the first time a West Clare train has been heated. The first two cars went into service on 17<sup>th</sup> March 1952 and the remaining two on 5<sup>th</sup> May 1952. It is interesting to recall that they were first numbered 286-9 which was very shortly amended to 386-9 and, after they had been running a few months, again amended to 3386-9, which numbers the cars now carry. Three trailers were constructed in Inchicore of bus bodies on the frames of Tralee and Dingle coaches and these - numbered 66C-48C -

run with the railcars on the main line services, with, in addition, one of three four-wheel baggage vans built in Limerick on wagon frames bought from the Clogher Valley Railway after that line closed on 1<sup>st</sup> January 1942. They are numbered 200C-202C and still have "C.V.RLY" on their axle boxes.

Overnight, with the advent of these cars, the West Clare was transformed from a poorly supported line with but one mixed train each way to a well patronised branch. For the first three months, while there were only two cars, the schedules were unaltered but on 5<sup>th</sup> May 1952 the mixed train timing of 2 hours 50 minutes was cut to 2 hours 20 minutes and five request stops were brought into use at Lifford, Ruan, Rineen, Annagh and Shrugh. In addition to the regular weekday train at 16:55, two extra workings operated on Wednesday and Saturday only and proved so popular that they became weekday workings, one on June 29, and the other on July 21. A further halt was added at Monreal on 14<sup>th</sup> September 1952 when the service was reduced to its winter frequency of two trains each way per day. On the introduction of the summer timetable on 29<sup>th</sup> June 1953 a further halt was added at Workhouse and the following year another halt appeared at Clouna. Traffic continues good and we here have the extraordinary situation of a branch line with a better service than the line which it feeds.

Since March 1952 the goods trains have operated separately from the passenger trains and have been hauled by a dwindling stud of steam locomotives. In 1952 there were nine locos on the section, but in the latter part of the year five of these were withdrawn - Nos. 1C, 3C, 9C, 10C and 11C. To augment the four remaining - Nos. 2C, 5C, 6C and 7C - loco 6T was transferred to the West Clare on 1<sup>st</sup> January 1953 and was followed by 8T on 2<sup>nd</sup> November of the same year. These six have worked the two goods trains each day, one down, one up, but during 1955 considerable difficulties were experienced with them and not even all six were serviceable. The situation, indeed, harked back to the time of Percy French. CIÉ, however, had in 1954 ordered three diesel-mechanical locos for the section. These arrived in Inchicore early last year and went into traffic of October 24. The three machines have, like the railcars, gone through three phases of numbering already. First, when they arrived, they were 31-3, and almost at once these numbers were prefixed with the letter 'C'. Now, on their debut on their home metals, they have become 500-502. The locos have two engines, each of which is similar to a 6LW railcar engine, thus giving a high degree of inter-availability of parts between the two. They have a horsepower of 214 and are stated to be capable of a speed of 25 mph in top gear and even 32½ mph on the overdrive provided.

Thus, thanks to CIÉ, in the comparatively short time of five years, the West Clare has developed from a line existing under threat of imminent closure to one which promises of prosperity in an assured future.

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### **CDRJC**

#### **Notes**

On November 15, Mr B.L. Curran - Manager of the CDR - handed over to the Lord Mayor of Belfast Donegal Railways railcar No.1. It is to be preserved in the Transport Museum in Belfast. The car is petrol driven and was built by Allday and Onions in 1906. This vehicle was the first railcar ever to operate in Ireland.

### **CIÉ LATEST NEWS**

#### **Train Crash At Cahir**

The driver and fireman of a beet special from Waterford to Thurles (via Limerick Junction) were killed at 04:30 on December 21 when their train, apparently out of control, crashed through Cahir Viaduct and fell 40 feet into the River Suir. The signalman at Cahir, on hearing the continuous whistling of the

ill-fated special as it approached, realised that it was unable to stop. In order to avert a head-on collision with the 22:00 night mail train from Limerick to Waterford which was arriving in the station, over 2½ hours late, he switched the beet train on to a siding which ends just short of the Suir Viaduct. The train, hauled by a Woolwich 2-6-0, crashed through the buffer, ploughed on to the viaduct, completely destroying the floor of the first span and plunged headlong into the river. A fortunate break of coupling saved the last ten of the 32 wagons. As considerable damage was done to the superstructure of the bridge and to the permanent way the line at Cahir has since been blocked to all traffic. Alternative road transport has been provided between Limerick Junction and Clonmel in lieu. It is expected that the line will not be reopened for some weeks.

### **Mallow Collision**

Although no injury resulted, considerable damage to rolling stock was caused at Mallow station at 04:56 on December 21. The 20:10 goods train from Dublin to Cork, hauled by loco A14 failed to stop as it descended the bank into Mallow and ran into the rear of the 20:00 night mail from Dublin which was just about to depart from the station for Cork. The last four vehicles of the mail, the first four of the goods and one wagon of a train standing on the up main line were demolished and both lines through the station were blocked. Normal traffic has since been resumed although single line working on the up line was in force for a time.

### **Co-Cos To Youghal**

Since December 19, some of the diesel-electric locos on the Dublin Cork line have been working services to Youghal.

## **ARTICLES OF IRISH RAILWAY INTEREST DURING 1955**

### **Railway Magazine**

January	Sale of DN&GR Stations (P) End of an Era on BCDR (P)
February	Bridge Collapse in Dublin (P) Flood Damage on Irish Railways (P)
March	Reopening of Newmarket Branch (P)
May	The Cork - Cobh - Youghal Section of CIÉ The Shannonvale Mill line The Tralee & Dingle Railway (Brief Notes) GNR Branch Closures (P) Rosslare - Cork Boat train (P) Assistance for the SL&NCR (P) German Diesel for Trial (P)
May & June	An Irish Journey
June	Northern Ireland Branches Closed (P)
October	Main Line Diesel-Electric Locos
November	Closure of SL&NCR (P)

### **Trains Illustrated**

February	Resort for Railfans - Cork
March	Floods Wreck Drogheda Bridge Irish Column (Notes)

August	The Belfast - Larne Branch Busy Day at Larne
September	End of Railways in Donegal (P) New CIÉ Diesels (P)

### **Railway World**

March	Exit Steam on the BCDR
April	Bridge Collapse on the GNR
November	Cavan & Leitrim Railway Locos

### **IRRS Journal**

Spring	The BCDR - Its Decline and Fall Knock Pilgrimage Traffic to Claremorris Listowel & Ballybunion Railway (Notes)
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Note: (P) = Paragraph only.