

THE

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EDITORIAL

The reappearance of a 60 mph booking in the Irish timetables is an event of some importance, which, even in the railway enthusiast's eyes, lifts the new UTA diesels from the rank and file of commoners into the realm of aristocracy. In their "even time" 31 mile sprint from Belfast the four trains responsible have no level "galloping ground", but a gruelling gradient from MP 3 to Kingsbog Junction - 9 miles from Belfast - of which 3 miles is as steep as 1 in 76. Thus, despite the fall thence to Antrim the run to Ballymena is a quite formidable assignment, more difficult of achievement than the faster 61¼ mph from Castlerock to Limavady Junction which follows.

Steam enthusiasts will not, however, hesitate to remind us of the expresses of yore. On this same stretch between Ballymena and Belfast speed reached the same high level in 1938/9 when the 08:10 from Portrush was timed to cover the 31 miles in 31 minutes. The Moguls of 1933 et seq were of course responsible for the haulage of this train. On the GNR, in the all too brief "Indian Summer" of 1932, the retiming of the down 15:00 ex Dublin to 15:15 brought it into the 60 mph category over the 54¼ miles to Dundalk where it was due at 16:09 - an average of 60.3 mph. This train was invariably handled by a new V class compound and often loaded to 8/9 bogies the last of which - Brake Compo 65 - was slipped at Drogheda. In its day too the Great Southern and Western Railway produced its highlight of speed on the 11:00 Tourist Express from Kingsbridge to Killarney, which, with a portion for Cork, was a regular feature of the summer timetable before the First World War.

Nevertheless, despite these feats of days gone by, it is gratifying to find that in this post-war era the UTA, which suffered severely during the war, is able to introduce a service with such public appeal. We can from personal experience confirm the comfort of the cars which ride smoothly at the high speeds necessary to maintain the schedule and which accelerate rapidly without the feel, however slight, of gear changing to which we have become accustomed in other diesel railcars. It is indeed to be hoped that these units will set the NCC section of the UTA on the road to solvency and render unnecessary the "closure of further sections of railway" presaged in the recent report of the Authority.

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For the feature article in this issue we are indebted to Mr B. Pender.

News Section

CIÉ GENERAL NEWS REPORT**Diversions**

Derailment of an A class loco of the 14:05 Thurles - Cork goods train in Dundrum station on March 26

gave rise to interesting diversions. The 15:35 up Day Mail ex Cork was diverted at Limerick Junction to Limerick, whence it proceeded to Ballybrophy via Nenagh. This train was delayed considerably and did not reach Dublin until 00:05. The Dun Laoghaire Pier connection was correspondingly late and delayed the Holyhead sailing until 01:05. The 14:25 down and 18:00 up were, however, diverted via Clonmel and the latter, strangely, reached Kingsbridge some two hours before the Day Mail.

Limerick Signalling

The gantry of home signals which spanned the railway lines on the approach to Limerick at the Check Cabin was destroyed in a shunting accident on December 28 last. It has since been replaced by a number of single semaphore home signals on ground posts each of which relates to a single running line.

Disposal Of Steam Locomotives

Many of the redundant steam locomotives sold by public auction, as reported in our last issue, have been since shipped abroad from the North Wall. On January 27, the "ss Cymbria" left Dublin for Aviles in Spain with a cargo of locos and boilers in which the following were reported to have been included: Nos. 34, 41, 86, 107 and tender, 135 and tender, 158, 313 and tender, 445, 575, 576, 586 and tender, 595 and tender, another tank loco (possibly 36), two tenders and the boilers of locos 6C, 553 and 802. On January 31, the "mv Spora" sailed from Dublin bound for the same destination with a further cargo reported to have included GNR loco 141 and tender, CIÉ loco 391 (without cab), a consignment of boilers and the tenders of locos 445, 158 and 86. A third vessel the "mv Lough Fisher" left Dublin on March 5 and was reported to have taken GNR locos 25, 26, 39 and 90 and CIÉ locos 395, 397 and 502.

Dieselisation Progress

With deliveries of the A, B, F and G classes of diesel locos now complete the greater part of the plan for dieselisation has been implemented. Only one more of the 550 hp Metrovick locos of the C class remains to be delivered, while all of the nineteen 400 hp Maybach DH locos of the E class have now been put into traffic. All of the latter are engaged in shunting duties in the Dublin area except two which have been allotted to Cork (Glanmire). Loco C231 which was painted in a green livery at Inchicore, as reported in our last issue, was introduced to traffic on the Dublin Suburban lines on January 8 and has been working on these services ever since. Locomotives C232/3 which were delivered subsequently are, however, painted in the standard silver livery. No further lines have been handed over to diesel locomotion, although now that the Saturday market train from Waterford to Wexford is handled by a C class, the South Wexford line has ceased to have steam passenger trains. Greater use is being made of diesel locomotives on fair specials and on livestock shipping specials. As a contrast it may be of interest to report that on a number of occasions since January 4-4-0 loco 541 has been working the Portarlinton - Athlone passenger trains - formerly the province of a diesel railcar set.

Rugby International, March 15

On this date Ireland met Wales at Lansdowne Road and as such a game always attracts considerable support, train services were heavily taxed to deal with the crowds. Special trains were run from Limerick to Kingsbridge and Belfast to Amiens Street while ordinary services from these and other points were strengthened. Three "all-in" specials ran. The first, from Cork, was A28, LV, 7 bogies and HV, and passed Amiens Street at 13:44 overtaking in the platform the Belfast special, comprising 206 and ten bogies inclusive of kitchen cars 272 and 399. At Amiens Street the GNR loco was detached and replaced by 251 which took the train on to Lansdowne Road at 13:52 and thence to Dun Laoghaire, empty, for reversal. The last special, from Limerick, passed through at 13:57 with B109 at the head of a 6 coach and HV train. On the local services steam predominated and 122, 137, 151, 198, 251, 354 and 462 were among the performers, most of them with 5 bogie trains. In all some 2,000 passengers were

carried to Lansdowne Road from Amiens Street alone. The return specials were of similar formation to those arriving and Amiens Street again presented an animated scene. The 17:30 "Enterprise" left from Platform 4 and was an 8-coach diesel set, instead of the usual 6. At 17:57, A57 swept through Amiens Street Junction with the Cork special while at 18:00 the GNR "all-in" special departed from Platform 3, followed at 18:15 by 208 and 10 bogies on the ordinary special. In between, the 15:00 Belfast - Dublin - 85 and 7 bogies - glided to a halt in the Howth Bay - an interesting working. The Limerick special passed at 18:22 and the normal 18:25 to Belfast left soon after with 87 (recently out of Dundalk with ear-shattering safety valves) and 10 bogies. An interesting tailpiece was the arrival from Sligo of A45, 5 bogies TWO HVs, LV and a new 4-wheel TPO.

GNR GENERAL NEWS REPORT

Flexibility

Although the 700 class railcars are no strangers to the Dublin area the arrival of one such single unit forming a passenger special is worthy of remark. On February 3 a cross-channel flight to Dublin was diverted to Belfast on account of weather conditions and to convey the passengers to their destination, a single power car with second class accommodation only was run following the regular up 18:00 ex Belfast. The practice of using these railcars singly should, if developed, open an attractive field for small party private excursions where distance renders bus travel unsatisfactory for passenger comfort.

Repairs To Gormanston Viaduct

Preliminary work on Gormanston viaduct, which was responsible for the 30 mph speed restriction between MPs 23½ and 23¾ on the main line, was completed at the end of February. On and from Sunday March 2 single line working was introduced on the up road controlled by ETS instruments which had been installed in Balbriggan and Gormanston signal cabins and to obviate the reversal of trains the up line was slewed into the down line at Balbriggan. Thus, down trains merely swung to the up line a ¼ mile beyond Balbriggan, while up trains swung to the down side and regained their proper line by the crossover which was then facing to them. At Gormanston the south crossover served to bring down trains from the up to the down line. Work on the renewal of girders on the down side of the bridge has been completed and since Sunday March 23 the arrangements have been reversed so that all trains now use the down line while work is in progress on the up side. During the period of those operations all trains had to slow to receive and deliver the staff and to cross the viaduct, hence the late arrival in Dublin of many up trains.

Loco 93

In our January issue we reported loco 93 to be standing derelict in Dundalk. This was, of course, an error as the loco concerned is preserved in the Transport Museum, Belfast.

Navan Junction

With a view to more economic operation of Navan Junction extensive layout and signalling modifications were carried out early in February. The track layout is now considerably reduced and the CIÉ down platform line and its connection with the GNR have been removed. The impressive scissors crossing has been spiked preparatory to removal, while catch points have been placed in the Drogheda turnout of the up GNR loop and in the CIÉ running line south of its crossing of the GNR. Consequently, both Companies have only a single line through the Junction, Oldcastle trains using their former down line and Kingscourt trains their former up line. On the disused CIÉ down platform stands a reminder of more prosperous times - the vitrolite nameboard which reads "NAVAN : Change for Kells & Oldcastle". On and from February 10 the GNR staffs were altered from Navan - Navan Junction and Navan Junction - Kells to Navan - Kells, and Navan Junction is therefore no longer a block section on the Oldcastle branch. The CIÉ instrument permits Kilmessan - Wilkinstown trains to

cross the GNR line and the withdrawal of a staff from it prevents the removal of a staff from either Navan or Kells.

Derriaghy Bridge

Work is being carried out by the UTA, at the instigation of the Minister of Commerce, on the raising of GNR bridge No.291 which carries the main line over the Belfast - Lisburn road at the North end of Derriaghy Halt. The intention is to replace the stone arch bridge by a girder one to provide clearance for double-decked buses on the road beneath. Single line working is in force between Dunmurry and Lisburn on the down line on Sundays but double track is available for traffic on weekdays although with a severe speed restriction. Care is taken to avoid two trains being on the bridge simultaneously or the locomotive of a down train coming to a stand on it when stopping at Derriaghy Halt. It appears likely that work on this bridge will continue for some considerable time.

Oldcastle Closure

Following the Board's application for permission to terminate passenger services on the 39½ mile branch, the Transport Tribunal met in Dublin to hear objections raised by local authorities. It was stated at this inquiry that between 1930 and 1957 the line has lost a total of £58,620 (£45,320 excluding depreciation). For example, while in 1938, 8,923 single and 15,709 return tickets were issued, in 1957 these figures were reduced to 5,571 and 9,168 respectively and the average revenue per train was only 27/-. In the event of the application being granted the GNR undertook to provide a substitute service with three buses which, however, would still lose about £4,500 per annum. In addition it was stated that through ticket facilities would be withdrawn. GNR now announce that passenger services will cease after the last train on April 12 although the branch will still remain open for goods traffic for an experimental period.

Bundoran Express

To cater for the pilgrimage traffic to Lough Derg now that the former "Bundoran Express" route via Clones and Enniskillen to Pettigo and Bundoran is closed, the GNR have announced that they will run an express train from Dublin via Portadown to Omagh at 08:45 on weekdays during the season. The new route to Lough Derg is only 16 miles longer as although the rail mileage is reduced from 138½ to 129¼ the road mileage is increased from 6 to 31. Although no details are yet available it is likely that this train will be worked by one of the new railcar sets.

Railcars

Since our last issue three further railcars of the 700 series have emerged from Dundalk works. This makes a total of twelve such units in traffic, four of them on the "Enterprise" link, four more on the Belfast - Derry line, two on local trains out of Great Victoria Street and the remaining two, for the time being, acting as standby cars.

UTA GENERAL NEWS REPORT

New NCC Timetable

On February 3 a new timetable was introduced on the former NCC section of the UTA. As from this date two "Multi-purpose" diesel railcar sets were put in service on the principal Belfast - Derry trains. The two five coach sets between them now work all trains between the two cities except the down 05:55 and 15:40 (05:55 and 13:10 Saturdays) and the up 13:00 (13:05 Saturdays) and 15:15. The last mentioned is the "Stranraer Boat Train" which divides at Ballyclare Junction, one portion to Belfast and the other to Larne via the direct loop from Monkstown to Greenisland. Although the new timetable does not provide for any extra trains to Derry it retimes and accelerates those existing so much as to completely transform the service, as the diesel timing for the 94 miles has been standardised at 1 hour

50 minutes including six stops. Four times daily in the down direction the 31 miles to Ballymena is booked in 31 minutes, a welcome reintroduction to this country of 60 mph travel. The same trains also run the 12¼ miles from Castlerock to Limavady Junction in 12 minutes each way and there are other brilliant flashes of speed, notably the 21 minutes for the steeply graded 20 miles between Ballymena and Ballymoney. An innovation is the running of a Ballymena relief at 08:15 to the heavy 08:30 to Derry which now calls at Ballymena to pick up only. This train and all Ballymena trains except the 09:25 ex Belfast and the 07:17 and 17:30 ex Cullybackey, are worked by diesel sets of the Bangor line pattern. One of these sets works as far as Coleraine at 18:40, stables there and returns from Portrush at 07:10 the following day. This is the only through train from Portrush to Belfast as the branch is worked with this exception by a single unit railcar. A recent report puts No.5 - the Sentinel-Ganz car - as "owning" this turn since the new timetable although she had a short enforced absence following a collision with a car near Ballymoney on February 3. Both of the Sunday services in each direction between Belfast and Derry are steam-worked.

Derry Line Diesels

The new diesels mentioned briefly in our last issue are now in traffic and as a detailed account of them appeared in "Trains Illustrated" of March 1956 it is not proposed to re-describe them here. The eight new units are numbered 36-43 inclusive. They are normally marshalled in odd and even sets (i.e. 39/43/41/37 and 38/42/40/36) giving a driving brake second at each end with an open second and a compartment composite interposed. The fifth coach of each set - a buffet - can be included or omitted as desired as it is not used on certain Saturday evening services. Although not currently used as such, each unit is capable of hauling a 100 ton freight train, hence the designation "Multi-Purpose". It is learned that the UTA are seeking mechanical parts sufficient to complete a further ten trains and when these are in service it will mean an absolute eclipse of steam on the NCC. However, it is worth bearing in mind a report that on an occasion when a Multi-Purpose diesel failed a steam substitute - a 2-6-4T and 5 bogies - covered the 92¾ miles from Derry to Belfast inside diesel timing and would have arrived early but for a station delay en route.

Annual Report

The UTA report for the year ended 30th September 1957 shows a trading profit of £302,365. On the rail section of the undertaking there was, however, an estimated trading loss of £93,863. Of interest are the separate figures for the Bangor and NCC sections which on the former show an excess of receipts over expenses of £65,887 while on the latter there was an excess of expenses over receipts by £52,623. After allowances for renewals, depreciation, etc., the net results were: Bangor line £38,460 profit; NCC section £132,323 loss, these together making the trading loss mentioned. The report also reveals the Authority's figures for rolling stock at 30th September 1957 as: tender locos 23, tank locos 20, diesel locos 3, diesel railcars and trailers 66 and passenger coaches 187.

JOURNEY JOTTINGS

January 24/25: Dublin - Sligo - Galway - Loughrea - Dublin

Two railcars, 2646/2639, with intermediate buffet car 2405, was the composition of the 18:00 ex Westland Row. While this train awaited departure the one and only green C class loco - C231 - bound for Greystones with the 6-coach 17:37 set, passed. A blur of lights on the double line beyond Ashtown signified the passing of the up 14:25 from Sligo but at Enfield an almost 10 minute stop was required to cross the up "Mail" (15:30 Galway - Dublin) - an A with TPO, bogie van, 4 bogies, HV and LV. Despite this, a CR stop at Hill of Down and worsening snow conditions, Mullingar was reached inside the train's 83 minute allowance. At Carrick-on-Shannon the up Night Mail (19:25 ex Sligo) comprising an A class loco, HV, a bogie compo, LV and 4 wagons was crossed. At Carricknagat a melancholy

pang was aroused by the blanket of snow covering, undisturbed, the SL&NCR track which paralleled the CIÉ line to Ballisodare. A word of praise is due both for the exemplary timekeeping of the train and for the very high standard of food and service meted out by the buffet car staff.

On Saturday January 25, while C229 was at work on the Sligo Quay branch, railcars 2631 and 2636 towing 6-wheel van 116 made the 08:45 Sligo - Limerick train. A rapid thaw followed by rain had produced a very watery countryside and passenger traffic was light. At Claremorris the branch train - 590, bogie compo, 6-wheel van and 1 wagon - discharged a solitary passenger from Ballinrobe to join the 09:45 Westport - Dublin which was A55, 3 bogies and HV. At Tuam A15 was waiting with 14 wagons, 4 tank cars and van to cross the railcar which arrived in Athenry, dead on time, to connect into and out of the 08:40 Dublin - Galway "Day Mail" - A11, LV, TPO, 5 bogies and HV - which in turn crossed and connected into the Galway - Tuam local - C212, HV, 2 bogies and LV. As Athenry possesses but 2 platforms the Limerick railcar set had perforce to retire to the siding while all this was taking place. In Galway 554 was shunting and had transferred the TPO to the opposite end of the same set for its return at 15:30 with a good complement of passengers. Although small in number by comparison, the same might be said of the Loughrea branch train which with 18 passengers was one of the 1935 compos and a brake 2nd, hauled by 654. A stop at Dunsandle produced 4 more passengers for Loughrea. The Road Motor service - a 14 seat one-man operated Bedford bus - was used to return to Attymon for the up Night Mail - A42, TPO, 2 bogies, HV, bogie van and 4 wagons. At Ballinasloe this latter crossed the 18:50 down "Galway Flyer" which, as always, was a 3-coach diesel, the leading unit being 2664 - one of the 1957 cars with Inchicore-built bodies. At Moate a very similar down Night Mail was crossed and only a 4 minute early arrival remains to be recorded.

February 28: Dublin - Limerick Via Nenagh

A 9¾ minute late start from Kingsbridge gave A35 on the 17:40 to Limerick the required fillip for a fast run to Portarlinton - 41¾ miles in 46 minutes. The train was working additional coaches to Limerick for an up special to Lansdowne Road the following day and hence comprised: HV, Kitchen Car 29D, Buffet 2406, all empty and HV and 5 bogies of train proper. At Portarlinton 541 with LV and bogie compo was waiting to form the Athlone train while at Ballybrophy, where A35 ran round her train on account of the trailing junction, 307 and 3 bogies were in the bay on the Thurles and Clonmel connection. At Roscrea 119, LV, bogie compo, 3 wagons and a goods brake van formed the Birr branch train - our third steam connection! Despite some further odd minutes lost at stations en route the running of the 17:40 was such as to bring it to a stand in Limerick at 20:53, 2 minutes early.

March 1: Ennis - Kilrush - Kilkee - Ennis

On the date in question railcar 3389, trailer 46C and baggage van 201C made up the 11:00 Ennis - Kilrush. At Corofin Halt - the first block post - the train passed the down goods - 17 wagons and van headed by F502 - and at Ennistymon passenger traffic, which had been light from Ennis, brightened considerably. F503 with 7 wagons and van was awaiting crossing at Miltown Malbay and traffic improved from here until at Moyasta Junction there were 51 aboard. Request stops were made at Willbrook, Monreal, Rineen and all halts thereafter. At Moyasta, railcar 3388 with 51C, the ex-T&D bogie van, was on the Kilkee connection. The latter train also made the 16:00 Kilrush - Kilkee which, having unloaded passengers at the Moyasta loop platform, backed into the Kilkee line platform to attach one wagon for Kilkee off the down goods. This working permitted the goods to proceed direct into Kilrush instead of having to work the branch. The same train made the return journey from Kilkee to connect into the 16:45 ex Kilrush - the up working of the 11:00. Passenger traffic was again heavy - 25 off at Shragh siding halt - as far as Miltown Malbay where 3386, 48C and 200C on the 16:20 down were crossed and, following some brisk ruining, Ennis was reached on time at 18:51.

March 17: Dublin - Oldcastle & Back

A bright and sunny St. Patrick's greeted the heavy traffic to Belfast on the Bank Holiday excursions. Belfast specials left Amiens Street at 08:30 (207 and 9 bogies), 08:45 (206 and 6 bogies) - a private party, 09:00 (due 08:55, 208 and 6 bogies) while the regular 09:00 - 85 and 10 bogies - left five minutes late. In view of the Balbriggan and Gormanston slacks it is not surprising that 85 suffered checks from the preceding specials particularly as the up 08:15 and 08:50 railcars from Dundalk had to pass through the single line section. As a result of this the 09:55 Drogheda - Oldcastle was 10½ minutes late away and instead of the usual steam train was worked by Railbus 1. This tiny vehicle, in fact, logged almost 320 miles on the branch on this date and worked the entire passenger service except the early morning trip to Navan which was crossed at Beauparc made up of loco 17 and one bogie. The railbus returned from Oldcastle at 12:20 and connected into the 11:40 Belfast - Dublin.

Feature Section

OUTPOSTS OF STEAM

As the evenings lengthen perceptibly the railway enthusiast is stirred to consider forthcoming Summer wanderings. Many find the lure of the steam train difficult to resist and the ever-growing paucity serves only to whet the appetite for the chase. On CIÉ all the railcars and practically all diesel locomotives on order have been delivered and are in service. This company now has the smallest steam operated passenger train mileage in the country. On the GNR and UTA diesel railcars are taking over many of the principal passenger train workings. On the former the Enterprise expresses in both directions are diesel railcar worked while on the latter's main line to Derry the introduction of new diesel units has considerably reduced the steam mileage.

Taking first CIÉ - the most dieselised of the three principal railways in the country - we find the narrow gauge Cavan & Leitrim section still entirely steam both for passengers and goods and this line, together with the Ballinrobe, Ballaghaderreen and Loughrea branches are the last outposts of steam in the former MGWR area of the country. Further south the 11 mile Roscrea - Birr branch is still steam worked while from Limerick there is now only one steam passenger departure per day - the Foynes branch train - at 11:15 and its return working at 16:15 from Foynes. One of the longest remaining steam operated branches on the CIÉ system is the Thurles - Clonmel branch - 23¾ miles. The two workings in each direction per day connecting with the trains to and from Limerick at Ballybrophy are operated by steam locos often a D12 class 4-4-0, unlike those mentioned previously which are all normally J class 0-6-0s. While the lengthy Farranfore - Valentia Harbour branch has been dieselised, the nearby Headford Junction - Kenmare line is still steam operated almost invariably by locos of the J15 class. On the Waterford - Macmine Junction line the two passenger trains in each direction are worked by D class 4-4-0s although, strangely, the goods trains on this line are hauled by a B class DE loco. The only other steam trains on CIÉ now are on the Dublin Suburban section where the 08:20 and 08:52 Dun Laoghaire to Amiens Street and the 17:23 and 17:48 to Dun Laoghaire remain as the only steam local trains. The 07:10 and 07:30 Dun Laoghaire Pier trains to Westland Row and the 19:10 and 19:50 from Westland Row to Dun Laoghaire are steam hauled as also is the 07:37 Dun Laoghaire Pier to Kingsbridge although its return working at 19:35 is DE hauled. Kingsbridge is now therefore in the curious position of having one steam arrival but no steam departure! All the steam locomotives for the above local trains are shedded in Broadstone. On CIÉ practically all main and secondary line goods trains are diesel, although on the majority of the lines mentioned above goods trains are still steam

operated. Goods trains between North Wall and Kingscourt and between Limerick and Tralee are also steam.

The Great Northern Railway is now the operator of the greatest number of steam trains in the country. With the introduction of further railcars, however, the number of steam trains will continue to diminish. In each direction on the Dublin - Belfast main line three of the principal trains of the day - 09:00, 14:30 and 18:25 ex Dublin and 08:20, 11:40 and 18:00 ex Belfast - are still steam hauled as also are the 10:20 and 18:00 down and 09:15 and 18:40 up on Sundays. On the GNR Belfast - Derry line all passenger trains between the two cities are now worked by diesel railcars. The only passenger steam trains in the area, with the exception of the local service to Portadown, are a few workings between Belfast and Dungannon and between Strabane and Derry. The following trains from Belfast to Dungannon are steam: 07:45, 13:50 SO, 21:40 WSO and also the 12:31 Portadown - Dungannon. In the reverse direction the 07:55, 10:15, 12:40 SO and 18:35 ex Dungannon are steam. Of the Strabane - Derry workings the 11:05 SO, 11:20 SX, 13:30 SO and 23:10 SO ex Derry and the 13:35 SO and 21:15 ex Strabane are steam. Most of the trains between Belfast and Antrim are diesel railcar operated, the only remaining steam workings being the 13:30 SO and the 17:43 SX from Belfast and the 07:25 from Antrim. On the Belfast - Lisburn - Portadown local train service about half the total number of weekday trains are steam but on Sundays almost all are diesel. Between Belfast and Warrenpoint there are still three steam trains per day in each direction - the 09:30, 13:30 and 17:35 ex Belfast and the 07:24, 14:10 and 18:35 ex Warrenpoint. In addition to these there are also a few short steam workings between Warrenpoint, Newry and Goraghwood and one even extends to Tanderagee. In the Dublin area steam trains still operate a number of the services to Howth and Drogheda. On the Howth branch they are the 06:55, 07:50, 08:20, 13:00, 14:00, 17:15, 17:45 and 18:05 from Dublin and their respective return workings from Howth. Between Dublin and Drogheda the 13:25 SO, 15:20, 17:55 SX and 18:30 down and, in the opposite direction, the 07:25, 07:55 and 19:00 are steam as also is the 15:00 WO train from Balbriggan to Dublin. Apart from the few trains hauled by the MAK diesel-hydraulic loco, goods trains on the GNR are entirely steam worked as is all the shunting work in goods and passenger yards.

With the introduction of the new "Multi-Purpose" diesel railcars on the Ulster Transport Authority's system the number of remaining steam trains has been greatly reduced and the daily mileage is now just over 700. The trains worked by the "Multi-Purpose" and multi-engined diesels are detailed elsewhere in this issue while between Belfast and Larne the following trains are steam operated: 08:00, 09:20, 16:55, 17:00 SO, 17:55 and 18:07 SX down and 06:30, 07:20, 08:00, 09:30 and 14:00 up with an additional train on Saturdays (18:37 from Larne Town) also steam. All trains between Belfast and Bangor are diesel operated.

In conclusion it is hoped that the above will present a current picture of steam operation in Ireland although it must be remembered that the position is still liable to alterations and will quite definitely undergo a revision with the advent of the summer timetables towards the end of June.