

THE

# **IRISH RAILFANS' NEWS**

Volume 4

July 1958

No.3

## THE IRISH RAILFANS' NEWS

Volume 4

July 1958

No.3

---

### Managing Committee:

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

---

### EDITORIAL

The fine summer weather, albeit late in its appearance, brings to mind once more the traffic trends on our railways. Ordinary traffic for the most part this year appears to be holding its own except on the GNR main line where the decline of last year following the closure of the secondary lines still leaves its mark. Last summer few would have believed that the 09:00 ex Amiens Street could ever regularly remain only a nine bogie train with a gap of two bogie lengths on platform 2 between the tail lamp and the buffers - perhaps a melancholy tribute to the "Enniskillen portion" now, alas, no more.

In excursion traffic, however, appearances are much more prosperous. Pilgrimage traffic to Claremorris (for Knock Shrine) and to Omagh - instead of Pettigo - for Lough Derg shows an increase and although the new arrangement for the latter pilgrimage involves a longer road journey it appears to be functioning without difficulty. Claremorris too has been busy and already on May 11 there were as many as eleven specials in the one day. A feature of these workings is the frequent use made by them of the Cork & Limerick Direct line from Rathluirc to Patrickswell via Croom, as well as the occasional 'closed' branch departures such as Edenderry and Tullow. GAA matches, as always, are producing many specials some of which bring a breath of life to minor branches. June 1 brought a total of 12 specials to a Munster Championship match in Cork - quite an impressive passenger movement. Minor events too appear with greater frequency than ever this summer. A festival of Church Music at Ennis produced for the West Clare Section, on May 7, specials from Miltown Malbay and Kilrush. On this day, as a result, that rara avis of the WCR - a locomotive hauled train - was in service between Kilrush and Kilkee due to the indisposition of one of the railcars. School excursions to Bangor have also been in evidence. On June 14 alone six of these ran, one from as far away as Omagh, while on Thursday June 5 a Presbyterian Congress in Dublin brought specials from Bangor, Belfast and Ballymena. The last mentioned was of particular interest being the only complete UTA passenger train in Dublin of recent years.

Excursion traffic, however, ever so sensitive to fluctuations can not alone of its very nature support the railways and it is the trend and volume of ordinary passenger and freight traffic which will, ultimately, determine their future. It is yet, perhaps, too soon this summer to draw comparisons of such traffic with previous years but, at least, it may be asserted with all credit to the transport undertakings that the rail services provided this season fully equal and, in many cases, excel those of other years. Therefore, on public support, above all, rests the destiny of the railways. Excellent services are now placed at our disposal and their continuance - as the Minister for Industry & Commerce in Dublin recently stated - depends solely on the measure of support they are to receive. It is our hope that the public will realise the value of railways and will grant them full support and an ever increasing traffic. Only such a progressive trend will assure the future of Irish railways and avert possible further closures of lines and stations.

-o-O-o-o-O-o-

We regret that due to the volume of news for inclusion in this issue our usual feature article has had to be omitted.

### **BOOK REVIEW**

It is with pleasure that "The Irish Railfans' News" now records the appearance of a book devoted entirely to one small yet most interesting Irish line, "The Tralee & Dingle Light Railway". We must compliment Mr P.B. Whitehouse - whose "Narrow Gauge Album" we enjoyed but a year ago - on this fine well balanced work, in which the reader is granted an informed insight to the history, development and working of the line from its beginnings to its final closure and abandonment in 1953. We must commend in particular the manner in which locomotive, carriage and wagon details are collated in an appendix. The book - published by the Locomotive Publishing Co. Ltd - was written in collaboration with Mr A.J. Powell BSc., whose meticulous drawings, plans and profiles greatly enhance its value to the enthusiast. The book is most modest in price - a good 6/- worth.

---

## **News Section**

---

### **CIÉ GENERAL NEWS REPORT**

#### **Repairs at Inchicore**

An unexpected but not unwelcome report is that a few steam locos are being given general repairs in Inchicore. Since dieselisation, steam repairs have been concentrated in Limerick Works and recent repairs there have included 101, 157, 161, 186, 190 and 193. It is now learned, however, that Inchicore are working on locos 625 and 626 and that 628, 636, 638, 639 and others are likely to follow them. We also understand that work has commenced on the repair of locos A14 - involved in the Mallow collision of 21/12/1955 - and A44 - damaged at Kilfree Junction on 15/6/1956. As both of these locos suffered extensive damage to bodywork and machinery it may be some time before they are again in traffic. Yet another noteworthy project in hand at Inchicore is the general overhaul of railcar 3387 of the West Clare section - the first instance of a WCR diesel vehicle leaving the section for repair.

#### **Railway Exhibition**

On the occasion of the British Institute of Transport Congress in Dublin early in June, CIÉ - for the first time in its history - staged a unique exhibition of railway locomotives and rolling stock at their works in Inchicore. The display, consisting of 23 exhibits, was magnificently presented and represented rail transport in Ireland from 1848 to 1958. Almost every class of motive power at present in use on the CIÉ system was on display, including the recently completed prototype turf burning loco - CC1 - resplendent in a gleaming green livery with a yellow zigzag diagonal stripe adorning each end. The veteran locomotive of the exhibition was the former GS&WR Bury 2-2-2 loco No.36 which hauled main line trains between Dublin and Cork from 1848 to 1874. Other steam locos on view included J15 class No.184 spotless in the old GS&WR livery and the majestic B1 class No.800 "Maedbh", immaculate in CIÉ green livery. Diesel-electric locos A46, B112, B113, C233 and D303, diesel-hydraulic loco E419 and G602 were also on show. In the rolling stock section pride of place was held by the "Dargan Saloon" built in 1844 to an old stage coach design and presented to the MGWR by William Dargan, the well-known railway builder, on the completion of the line from Athlone to Galway in 1851. Other exhibits included an AEC diesel mechanical railcar, a new bogie travelling post office van, a buffet car of the latest type, a new all second class main line coach, a heating van and a selection of four new goods wagons. Dublin's first double deck bus - R1 - built in 1937, and a

Guinness narrow gauge steam loco No.15, built in 1895, were also on display. The exhibition was open to public inspection from Thursday June 5 to Sunday June 8 inclusive and attracted quite a large number of visitors despite inclement weather.

### **Transport Bill**

The text of this Bill to implement the Government's new policy for transport, as announced in November last and reported fully in our January issue, was published at the end of April. As already forecast extensive powers are being granted to the Board of CIÉ to reorganise the undertaking on a self-supporting basis within five years and to preserve the railways as an integral part of the national transport system. Full autonomy as regards the provision of services, the closure of lines or stations and the fixing of charges is to be granted to CIÉ subject only to the general statutory obligations that the Board must "provide reasonable transport services" and eliminate its losses by 31<sup>st</sup> March 1964. Under the provisions of this Bill, CIÉ will, in future, be empowered to: 1) withdraw any uneconomic rail service on giving at least two months' notice to the public; 2) close any station to traffic on giving similar notice; 3) charge preferential rates for any particular traffic; 4) abandon any line over which all services have been terminated; 5) sell any abandoned railway site to a local authority or public utility undertaking; and 6) withdraw any canal service or close any canal to navigation on giving at least one month's notice to the public. CIÉ will not, in future, be obliged to: a) provide alternative road services in substitution for any rail service withdrawn; b) carry all traffic offered to it; or c) comply with old statutory regulations governing level crossings. Financial adjustments provided for in the Bill will relieve CIÉ of £11.7 million in capital liability and £631,835 in annual interest charges and make available a total of £5 million in State assistance to the Board during the five years from 1959/60 to 1963/64, while the undertaking is being reorganised and provided with the maximum commercial adaptability. The Bill also provides for: 1) increased fines for illegal haulage; and 2) compensation payable by the Exchequer for staff who suffer a worsening of their conditions or loss of their employment due to the reorganisation.

### **Dieselisation Progress**

With the arrival on June 24 of C234, the one remaining 550 hp Metrovick C class loco, the delivery of diesel locos to CIÉ under their modernisation plan has now been completed. As previously reported all of these new locomotives have been classified in letter groups corresponding to their horse power and since our last issue assimilation has begun of the older DE locos of the 1000 and 1100 classes to this standard letter group classification. A 487 hp Mirrlees shunter which has been numbered 1003 since built in 1948 has recently appeared from Inchicore Works in fresh green livery renumbered D303. A 950 hp Sulzer mixed traffic locomotive, numbered 1100 since built in 1950, has also appeared freshly painted from Inchicore renumbered B113. It is now, therefore, apparent that the former 1000 class DE shunters are to form the D class while the two locos of the 1100 class are being added to the B class as B113 and B114. In addition to the locos mentioned above as being in the new green livery A24, A36, A46, B112 and C231 have been similarly treated. Railcar 2633 has been observed in traffic with one of the two exhaust ducts carried up the front of the driving cab at the platform side. Although doubtless utilitarian this fitting detracts from the otherwise handsome appearance of the railcar. Since our last issue diesel has superseded steam traction on yet another branch line working - that to Courtmacsherry. The first of this summer's Sunday excursions from Cork to Courtmacsherry on Whit Sunday May 26, was hauled by loco C232. Trials with diesel locos have also been made recently on other lines. On May 7 and June 21, loco E418 made a number of trial runs with five bogie coaches on both the Amiens Street and Harcourt Street to Bray lines, while on June 12 loco A25 hauling 2 bogie coaches, a heating van and an open truck made a trial run from Cork Albert Quay to Skibbereen and back.

### **Railcar Destroyed**

On Sunday June 1, between Tullamore and Geashill stations on the Portarlington-Athlone line, a fire

broke out in railcar 2656 while forming the rear unit of an 8-coach diesel football special from Banagher to Portlaoighise. The fire completely destroyed the unit which was evacuated when the outbreak occurred and, fortunately, was detached from the rest of the train before any further rolling stock was affected. The lack of water supplies, however, severely hampered the efforts made to save the railcar and it was completely gutted within a short space of time. As the wreckage blocked the line a following special from Athlone was unable to proceed beyond Tullamore. This has been the sixth railcar accidentally destroyed on the CIÉ system and the third to be destroyed by fire within the past twelve months.

### **Liffey Viaduct Renewal**

The cross-girders and floor of one span of this viaduct near Tara Street Station, Dublin, were renewed on Sundays during April and May last. This major operation, which required the attendance of two breakdown cranes, necessitated the closure of the Amiens Street - Westland Row section to all traffic on the Sundays. Therefore, pilgrimage specials from Dublin to Claremorris, for Knock, on Sundays April 27 and May 4 departed from Amiens Street instead of from Westland Row. Since access to the CIÉ station at Amiens Street is impossible for vehicular traffic, specials conveying invalids on these days utilised the GNR station. One such special on April 27 and two on May 4 departed in this manner, which required the reversal of each train from the GNR main line into the CIÉ station and its subsequent re-departure from there. Work on the Liffey Viaduct was sufficiently advanced by Whit Sunday, May 25, to enable the Amiens Street - Westland Row section be opened to Sunday trains.

### **Summer Timetable**

The new timetable which has been in operation since June 23 includes a noteworthy innovation on the Dublin-Limerick (via Nenagh) route. An extra, fast, midday train with buffet car has been provided in each direction thus increasing to three trains each way daily the service on this line. The up service at 11:50 ex Limerick together with the corresponding down train at 14:00 ex Kingsbridge calls only at Nenagh, Roscrea and Ballybrophy en route and completes the journey between the two cities in 2 $\frac{3}{4}$  hours. Elsewhere on the system the pattern of last year's summer services is generally retained.

### **Rolling Stock Developments**

With the completion of the ten 30' 4-wheel TPOs at Inchicore Works, construction commenced on seven 61'6" bogie TPO vans fitted with apparatus for lineside exchange. These vans, numbered from 2672-2678, are finished in unpainted stainless steel and, like the 30' TPOs, bear the bilingual TPO postage notice on each side in yellow on a grey enamel plate. The seven vans have been completed and are now in traffic on the Dublin-Cork and Dublin-Galway main lines. Five additional 61'6" bogie centre corridor second class stainless steel coaches are also under construction at Inchicore. They are numbered from 1444 and to date up to 1446 has been observed in traffic. Since our last issue a number of new four-wheeled flat container trucks have emerged from Limerick works. They are numbered in the 234xx series.

## **GNR GENERAL NEWS REPORT**

### **New Railcars**

At the time of writing cars 700-716 inclusive are in traffic and it is reported that the first of the new composite cars is almost complete and should be on trials in a week or so. With the increase in numbers the 700 class cars have found their way on to many new workings including suburban and Sunday Warrenpoint trains.

### **Summer Timetable**

What can be described as the last GNR timetable in its present form came into operation on June 2.

Apart from the fact that the usual tables for lines west of Dundalk and Drogheda are now shown as rail/road connections the pattern is much the same as in previous years. On the main line from Dublin to Belfast the 07:30 down and the 15:00 up trains are steam-hauled from June 21 to August 30 inclusive and on Sundays an extra diesel railcar service is provided from Belfast to Dublin at 15:45 returning at 19:30. In former years a steam train left Belfast at midday on Sundays but this year the working is the province of a railcar set. In the Dublin-Drogheda local tables Mosney Halt appears for the first time in print and on Saturdays during July and August a non-stop steam train runs thence from Dublin at 08:15 returning, again without stopping, at 09:25. In addition to the normal summer trains which call at Mosney two new return trips are made from Drogheda on Monday to Friday. The operation of the Derry line is this year of interest although the basic service is but little altered from that of last summer. The four down trains - the 11:15, 14:20, 16:55 and 20:05 - and their corresponding up workings - at 07:15, 10:00, 16:10 and 19:50 - are quite straightforward but a rather less obvious roster applies to the 08:25 Belfast-Derry and the 08:45 Dublin-Derry which up to June 28 were worked as follows. Both trains were "double" 700 class diesels on departure and the 08:45 ran as such from Dublin to Omagh where the rear set, which included a restaurant car, was detached. The leading set continued to Strabane where it gave connection into a steam train for Derry. Earlier, the 08:25 Belfast-Derry had dropped its rear set at Strabane and this, with that from the 08:45, combined to make the 13:38 thence to Belfast into which a steam train from Derry connected. Meanwhile, the leading set of the down 08:25 had commenced its return from Derry at 11:55 and it combined with the rear of the 08:45 at Omagh and ran thence "double" to Dublin. It will thus be seen that a Dublin and a Belfast railcar set exchanged places each day while this timetable was in force. At the present time, since June 30, an extra service leaves Derry for Dublin at 15:50. From this date the 08:45 ex Dublin ceased to terminate at Strabane but continues to Derry to form the 15:50 for Dublin. Similarly the 08:25 ex Belfast runs complete to Derry where one portion returns as before on the 11:55 to Dublin while the remainder forms the 13:10 to Belfast in lieu of the steam working to Strabane. On arrival at Dublin the 11:55 set works a local service before it is divided and one portion returns to Belfast on the 02:15 News train the following morning to take up its place on the 08:25. The reason for these workings is the necessity for providing a through service from Dublin to Omagh for pilgrims to Lough Derg who formerly would have patronised the "Bundoran Express" to Pettigo.

### **Cavan Branch**

Prior to the closure of the Clones-Cavan section to passenger traffic last October the South cabin at Ballyhaise was closed and the extensive yard layout reduced considerably. As the daily goods to Belturbet is now handled by the Cavan branch engine, two trains no longer require to cross at Ballyhaise so, to economise further, the North cabin was, on June 2, replaced by a ground frame. The block post has been dispensed with and the section is now Clones - Cavan. The Belturbet branch is treated as a siding, being worked by an Annett's key on the Cavan staff. Subsidiary instruments at Cavan and at Ballyhaise enable a train to be locked in on the branch and yet leave the Clones - Cavan section clear for traffic. Thus at Ballyhaise with its two cabins, three platforms, sprawling loops and sidings the extravagant layout has given place to a simple one more in keeping with traffic requirements.

### **Suburban Railcars**

While Railcar D is working daily services on the Portadown-Warrenpoint section and E lies semi-derelict at Dundalk, F and G have returned to face the heavier Dublin suburban traffic. First to recommence working from Dublin was G on April 21 having undergone a general overhaul and repaint in Dundalk. Seating capacity has been increased by 2 to 166 by moving forward the partition between the former eight-seat first class compartment to make a new 30 seat first class section next the driver. The remaining space has been devoted to second class. Some of the original second class seats have

been re-upholstered in red and are in use as firsts while the remainder retain their blue covering and are used as second. Railcar F left Dundalk shortly after G, having been fitted with a new engine and completely repainted but its seating has not been altered.

### **Station Closures**

Following the withdrawal of the passenger services from the Dundalk-Cavan, Clones-Glaslough and Drogheda-Oldcastle sections the following stations were closed to all traffic on and from Monday June 2: Duleek, Beauparc, Ballybeg, Virginia Road, Cullovile, Monaghan Road, Redhills, Smithboro and Glaslough. The closures are not altogether unexpected as the stations have mainly handled passenger traffic in recent years, Monaghan Road and Virginia Road being but interchange points for road services to Cootehill and Virginia respectively. Freight traffic in the areas concerned is quite light and is being dealt with by lorry services, in most cases once weekly from the nearest railhead station; Cullovile, for example, being served from Carrickmacross and Monaghan Road from Ballybay. Rates have been increased to cover the extra mileage to the railhead. It is likely that the block posts at Beauparc, Cullovile and Smithboro will be closed as they are now no longer required. With the closure of Glaslough station the stub of the former Clones-Portadown section is cut back to Monaghan thus reducing the system route mileage by 5 $\frac{3}{4}$ .

### **Dissolution Of The GNR**

Following the Belfast Government's decision to terminate the agreement for the joint operation of the system as from September 30 next, a Bill has been issued by both the Dublin and Belfast Governments to provide for the dissolution of the GNR. The Bill introduced in Dublin provides for the amalgamation of that part of the system within the State, including all road services, with CIÉ. It also provides for the definitive transfer of the Dundalk Works to Dundalk Engineering Works Ltd, the Government sponsored Company recently formed. The Bill presented in Belfast provides in turn for the integration of the rail system in Northern Ireland with the UTA. Rolling stock and materials are to be apportioned equally but the GNR interest in the CDRJC is to be the subject of a separate agreement between the two Governments. In addition, the UTA is being granted powers to make proposals to the Belfast Government for the termination of uneconomic rail services and it has been forecast as inevitable that the line from Portadown to Derry will be closed by 1960.

### **Derriaghy Bridge**

Work on underbridge 291 which carries the main line across the Belfast - Lisburn road at Derriaghy is now nearing completion. The former bridge, consisting of two stone arches spanning road and footpath respectively, has been replaced by a girder bridge which was formerly in use on the Belfast & County Down Railway at Newtownards. The main arch has been removed and a new concrete abutment constructed at the South side, adjoining Derriaghy platforms, forming one support while the centre pier of the old bridge forms the other. Thus there is a slight hump on the track which has necessitated the raising of the two timber platforms at the Halt. Double deck buses are already making use of the increased headroom under the bridge to work on services to Lisburn.

## **UTA GENERAL NEWS REPORT**

### **Summer Timetable**

A complete new timetable has been issued and in operation from June 2. The rail tables replace those which were issued on February 3 following the introduction of multi-purpose railcars on the principal main line trains. On the Bangor and Larne branches few changes are to be noted apart from the usual additional summer trains. While the former retains its all diesel existence, occasional steam workings are to be found on the Larne branch at peak hours in addition to the boat trains for the Stranraer steamer. The main line tables appear, along with the Portrush branch, in two sections, one for the

period June 30 - August 31, and one for the period outside these dates. While the Monday-Friday service shows little change the 60 mph schedules to Ballymena have disappeared altogether, 3 to 5 minutes having been added to the former 31 minute bookings. An innovation is the extension of the 08:15 Belfast-Ballymena to Portrush giving the 08:35 down a non-stop run to Ballymoney thus reaching Derry at 10:25 - the fastest timing between the two cities. In this pre-summer period the 05:55 and 15:40 (12:50 Saturdays) to Derry and the 09:50 (09:25 Saturdays) to Portrush and in addition, a few short workings are steam hauled, as also are all Sunday trains to and from Derry. During July and August Portstewart station will be reopened and the connecting bus service will ply to and from the town. Saturday is, as always, the busiest day of the week with nine through trains from Belfast to Derry. These include one train shown in the public timetable as non-stop for the entire distance but in view of stops for crossing purposes it is still allowed 1 hour 50 minutes. On summer Saturdays 11 main line steam trains leave York Road, 6 to Portrush, 4 to Derry and 1 to Coleraine. Steam traction is, however, also employed on a number of the minor workings on the main line as well.

### **Ballyboylan**

To obviate crossing delays on the 7½ mile Dunloy - Ballymoney section a new block post has been opened almost in mid section at Ballyboylan. This new signal cabin and crossing loop at MP 50 came into use at the end of March. The cabin is a concrete block structure situated on the down side about midway between the points of a long loop on the up side. Tablet exchange apparatus is fitted on the through line which is perfectly straight.

### **Killagan Loop**

Almost 6¾ miles south of the new loop at Ballyboylan the block post at Killagan has been dispensed with. The loop has already been lifted and the signals apply only to the level crossing at the station. The signal cabin, formerly on the down platform, was blown up on 1<sup>st</sup> May 1957 and was later replaced by a temporary ground frame which has now been removed.

### **Railcar Development**

The UTA have recently introduced to their diesel railcar fleet the first of a series of control trailers for use with their multi-engined diesel cars working both on the Bangor branch and on the NCC section. These control trailers - Nos. 205, 206, 207, 209 are reported already in service - are converted from light weight trailers already in use as intermediate coaches in the Bangor line sets.

## **CDRJC**

### **Railcar Repairs**

Railcar 12 has just emerged from Stranorlar works having undergone complete overhaul and painting. An interesting side line on this is the use in traffic of the power bogie of car 12 with the body of car 14 for a short period in early June as both the former's body painting was incomplete and the latter's power bogie required attention.

### **Ballyshannon Branch**

As reported in our January issue the CDRJC has applied to the Transport tribunal for permission to close their Donegal-Ballyshannon branch and on April 18 the Tribunal met in Dublin to inquire into the application. As yet their findings have not been announced but it is expected that even if permission for closure is granted, it will not take effect while the summer services are in operation as the usual excursion traffic to Rossnowlagh is being catered for. Friday, August 15 is expected to be one of the busiest days on the branch in recent years as, in addition to the ordinary service, special trains are being run to Rossnowlagh in connection with an AOH demonstration there.

## **BORD NA MONA**

### **Ferbane Developments**

Completion of the first stage in development of the power station at Ferbane, Co. Offaly, has brought about considerable expansion of the 3' gauge railways of Bord na Mona. As the bogs which supply the power station are on either side of the CIÉ Banagher branch, a Bord na Mona line is being laid to cross the latter line between Clara and Ferbane close to MP 6 $\frac{3}{4}$  (measured from Banagher Junction at Clara). The formation of the new line is already discernible and its completion should not be long delayed. The method of working is not yet known but if in conjunction with the present ETS, it will be of interest as the withdrawal of a Clara-Ferbane staff puts the Clara-Ballycumber section out of phase on account of the remote controlled Banagher Junction in this section. Another work not long completed is the overbridge by which the narrow gauge passes under the Cloghan-Tullamore road. This bridge is similar to that - completed in 1953 - by which the Clonsast (Portarlington) - Garryhinch narrow gauge line is carried under the CIÉ Athlone line at MP 45 $\frac{3}{4}$  between Portarlington and Geashill.

## **JOURNEY JOTTINGS**

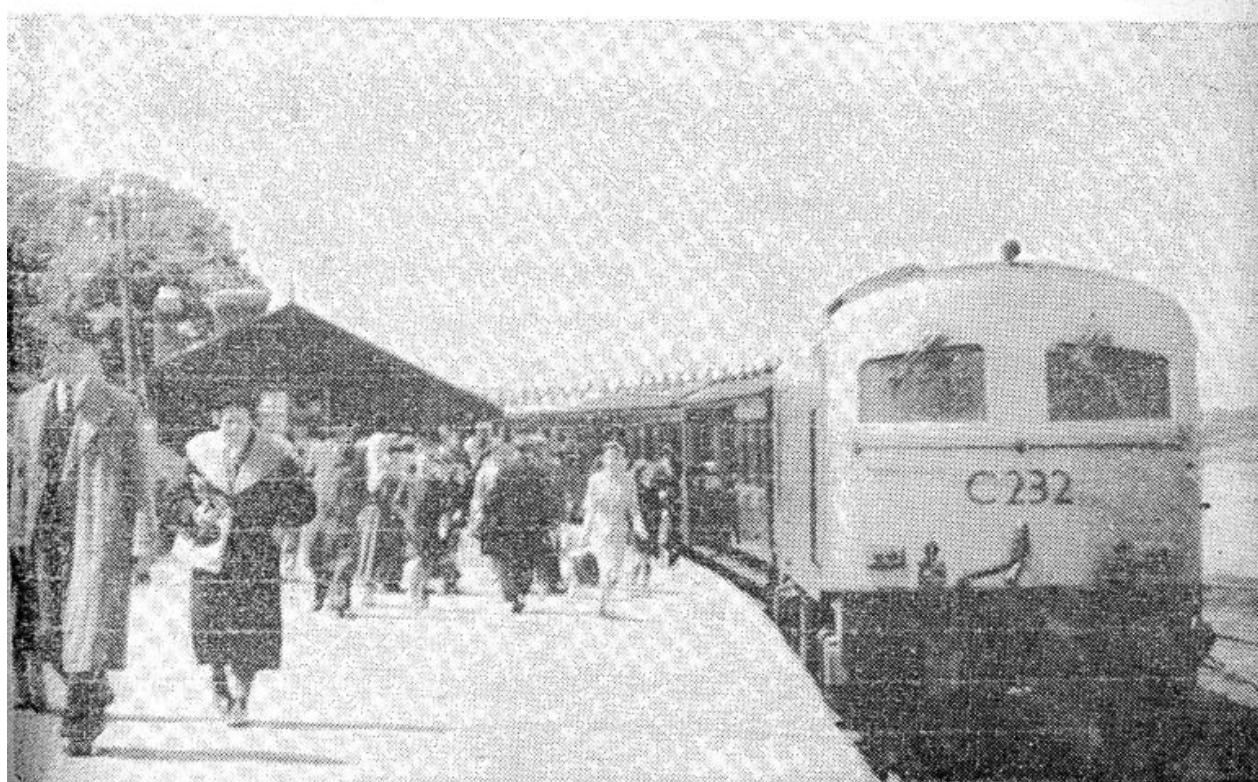
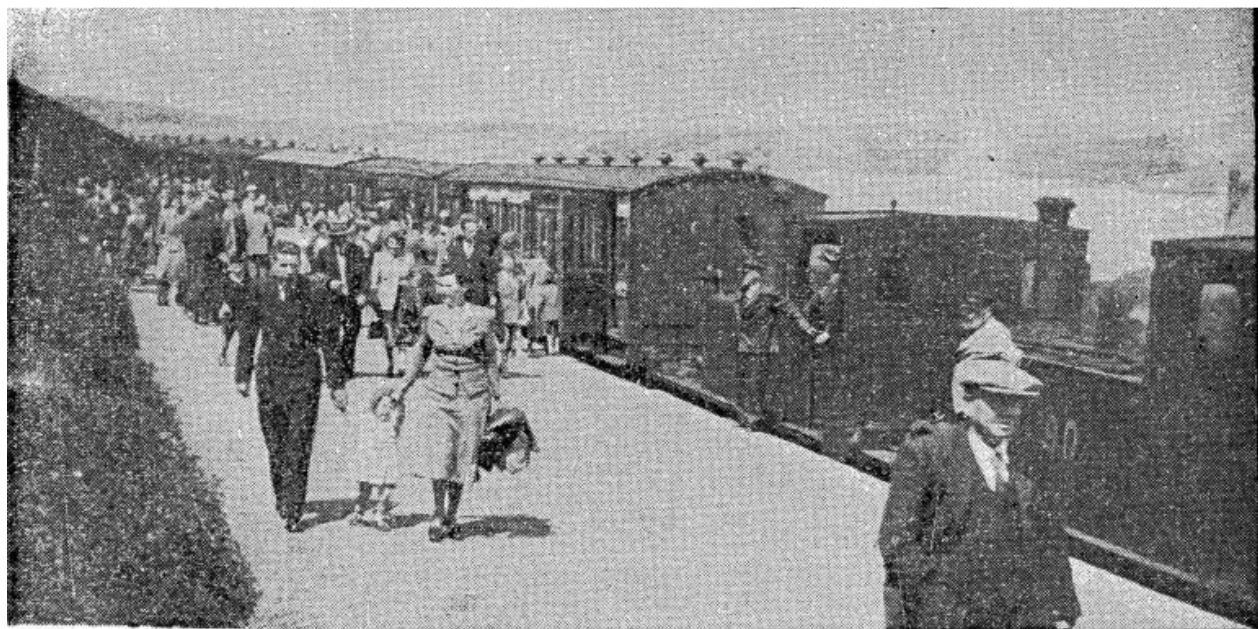
### **April 7: A Day Trip From Dublin To The Cavan & Leitrim Railway**

Easter Monday saw A43 at the head of the HV, 6 bogies, LV and 2 wagons to make the 09:25 to Sligo. At Ashtown three veterans - 532, 660 and 62 - were observed awaiting scrapping. At Mullingar an 8-coach diesel railcar was on the 08:00 ex Sligo instead of the 4-coach which usually suffices for this train. The tantalising 'broken connection' between the up 08:25 ex Galway and our down Sligo train was, for this once, made feasible by a late start of 9 minutes although three of these were won back by Dromod where loco 12L was simmering in the sun. Behind her was 4-wheel van 1L and coach 7L complete with 5 passengers. At Mohill the ritual of detaching the loco, shunting the yard and taking water was performed as always and 12L made good time to Ballinamore stopping at Adoon en route, but not at Fenagh or Lawderdale. During the stop at Ballinamore - where all passengers detrained - it was noticed that only 5T and 6T were in steam. While 3L, 4L and 8L languished outside the shed, 3T and 10L were inside - the latter undergoing repairs. 2L was looking very abandoned in the 'wilderness' behind the wagon shop. After a change of crew and watering, loco 12L pulled her train up to the north end of the yard where 2 wagons of chips were collected before a departure, passenger-less but for the writer. The dropping of one wagon at Bawnboy Road lost some 6 minutes but time was regained at Ballyconnell where in the 20 minutes allowed another wagon was dropped and water again taken. The remaining 6 $\frac{1}{4}$  miles were uneventful but as the GNR connection was lacking due to the withdrawal of passenger services, Belturbet had a deserted air. On the return journey two passengers necessitated a call at Tomkin Road and both of them travelled to Ballyconnell. The Journey to Ballinamore was otherwise unremarkable although one passenger joined at Bawnboy Road. On the branch 6T with compo 6L was somewhat late leaving, due to a defective wagon brake which meant reducing the load to 7 wagons. Apart from the writer no passengers whatever used this train in either direction and consequently Drumshanbo was the only intermediate station stop. Return load was 1 C&L wagon and 7 wagons ex CB&PR "block" laden with coal. Arrival in Ballinamore at 17:30 almost coincided with that of 12L from Belturbet, while, shortly after, 5T arrived from Dromod on the 16:00 train with 21L and 22L - the ex T&DR compo and van. Return to Dromod was on the 19:00 - 12L and her train again - while A19, HV, 2 bogies, LV and a 4-wheel TPO made up the night mail train thence to Dublin.

### **June 5: Dublin - Derry - Belfast - Dublin**

A poorly filled 07:30 - 611/Buffet 97/614 - left platform 2 of Amiens Street 1 $\frac{1}{2}$  minutes late and an unexpected stop to load bulbs at Rush & Lusk cost a further 1 $\frac{1}{2}$  minutes. The call at Balbriggan yielded 4 passengers while a similar pause at Gormanston was fruitless. Loco 200 and 6 bogies was seen on the

07:55 local from Drogheda awaiting entry into Mosney loop. Quick station work at Drogheda and Dunleer reduced the arrears to 50 seconds on arrival at Dundalk, despite a 12 mph slack near Dundalk South Junction. At Goraghwood, Railcar D arrived from Newry on the 09:10 with some two dozen passengers, most of whom were south-bound, passengers for Belfast direction having made use of the preceding 09:00 ex Newry. Shortly after departure from Goraghwood, Loco 83 and 10 bogies passed on the 08:15 ex Belfast followed by 208 and 10 UTA bogies on a Ballymena-Dublin special. Locos 122 and 127 were noted in steam at Portadown. In spite of a  $\frac{1}{4}$  mile PW slack at Damhead and the slack for Derriaghy bridge, Belfast was reached on time. Heavy parcels traffic being loaded delayed by 4 minutes departure of the 6-coach and 3-van diesel set making the 11:15 to Derry, while loco 125 was on station pilot duties. At Lisburn loco 30 shunting was the only item of interest, although 87 was observed making heavy weather of a down 10 bogie excursion at Damhead. The regular 09:00 down - deferred 10 minutes - arrived at Portadown with 171 and 5 bogies just after midday and the 10:00 ex Derry was crossed on the double line near MP 1 and was but a 3-car diesel. At Dungannon, while a Y van was being detached from the 11:15, loco 44, making the 13:25 goods to Cookstown, stood simmering behind the down platform. Railcar A was crossed at Pomeroy on the 12:10 Omagh-Portadown, and at Beragh a stop was made to cross the up 11:55 passenger from Derry and Omagh to Dublin - a 7-car diesel. Wrong road running was in force in Omagh where the 13:35 to Belfast - 173 and 4 bogies - was awaiting departure. Now 10 minutes late - a state of affairs maintained to Derry - the diesel set crossed the 13:10 at Victoria Bridge - another 7-coach diesel - while loco 74 was busy shunting at Strabane and loco 155 was overtaken on a local goods at St. Johnston. At Derry (Waterside) multi-purpose set 37/41/43/39 with diner 87 and 2 4-wheel vans formed the 15:05 Londonderry - Belfast. A 2 minute stop at Castlerock paid dividends in terms of passengers and Coleraine was reached at 15:41 where locos 5, 54 and 78 were noted in steam. At Ballymoney a down 6-coach diesel and van was crossed on the 14:45 to Derry. The up train made a lively run to Ballymena, the tablet being exchanged at Glarryford at no less than 70 mph. Belfast was reached dead on time. The return to Dublin was on the 18:00 from Great Victoria Street - loco 171 and 9 bogies. At Portadown while 3 bogies were being detached loco 87 and 10 bogies passed on the 18:10 non-stop special to Dublin.



*“The Old Order Changeth”: The familiar sight of No.90 and No.100 with a Sunday excursion from Cork on arrival at Courtmacsherry has now given place to that of C232 which hauled the first excursion of 1958 on Whit Sunday.*