

THE

# IRISH RAILFANS' NEWS

Volume 4

October 1958

No.4

## Managing Committee:

L. Hyland (Editor)

B. MacAongusa

D. Seymour

B. Pender

---

**EDITORIAL**

This issue of "The Irish Railfans' News" has been intentionally delayed in order to include some details of the changes taking place consequent on the dissolution of the GNR. Even a year ago when our October issue was delayed to cover the closure of the GNR secondary lines in the North-West we little dreamt that twelve months later we would be reporting the demise of the GNR itself.

Although the decision to divide the GNR was announced late last year the arrangements being made are only just emerging and details of these are included elsewhere in this issue. CIÉ are reported as having declared that there would be "no change merely for the sake of change". It was further stated that vehicles will be painted in the livery of their new owners as they pass through the works, and uniforms, crests and other insignia will only alter as they become due for replacement. How faithfully this dictum will be adhered to remains to be seen, but already the removal of the lettering "Great Northern Railway" on the archway over the gate to Amiens Street carriage ramp is one transgression.

Apart from the inclusion of the relevant sectors of the GNR in the CIÉ and UTA public timetables respectively no revolutionary changes have taken place in the services provided. Train working has been complicated by the change of engines at Dundalk but railcars still work through. In Dublin a further indication of change is the numbering of the GNR bus routes such as: 33, Skerries; 32, Portmarnock; and - appropriately reverting to tram days - 31, Howth. At the same time no little speculation has taken place in the newspapers as to the fate of the Hill of Howth tramway and CIÉ announce that they "see no likelihood of reversing the GNR decision to close the line as soon as the roads are improved to take substitute bus services".

Nevertheless one innovation believed to be "under consideration" by CIÉ has considerable potential advantages. This is the scheme to convert Amiens Street into a "Dublin Central" station, which will handle all main line traffic to the North and West and, possibly, to the South also. How this is to be achieved and what is to become of suburban services which at present use the main line station is not clear, but it is certain that, if CIÉ decide to expend the huge sum necessary for the project, Amiens Street will undergo a greater transformation than has previously taken place in any Dublin terminal.

"The Old Order Changeth" is a hackneyed phrase oft-quoted at times such as these. It is none the less applicable and even those enthusiasts who are least affected by sentiment must feel that in the loss of the GNR there has passed an old and valued friend. Those who can picture in their mind's eye either the branch train simmering at Bundoran Junction or the scream of the "Enterprise" speeding through Goraghwood or any one of a thousand such vignettes will undoubtedly say in years to come "I remember the GNR ..."

**-o-O-o-o-O-o-**

For the feature article in this issue we are indebted to Mr W. McGrath and to those mentioned who assisted him. Thanks are also due to the "Cork Examiner" for the loan of the block for our illustration.

## Questionnaire

As always the October issue of "The Irish Railfans' News" contains a subscription form for the following year. This year, however, we are taking the opportunity to ask for your preferences and suggestions regarding the contents of our magazine. It is hoped that the completion of the enclosed questionnaire by our readers will enable us to plan next year's issues to the taste of the majority. Order form and questionnaire - together please - should be returned before the end of November, if possible.

---

# News Section

---

## CIÉ GENERAL NEWS REPORT

### Winter Timetable

The winter timetable, introduced on September 15, differs but slightly from that in operation in recent winters. All of the extra summer trains including the mid-day express in each direction between Dublin and Limerick via Nenagh have been withdrawn. The only alterations of note in the new timetable are the earlier arrival at Galway of the 08:40 Day Mail from Westland Row (due to the reduction by 5 minutes of the station time at Athlone) and the extension to Bray of the 13:10 from Harcourt Street and its return working, which formerly ran only to and from Foxrock. This latter alteration brings to an end an era on the Harcourt Street - Bray line, for the train mentioned was the last regular short working on this suburban route. All daily trains in each direction now operate over the entire line between Harcourt Street and Bray. A feature of the new winter timetable is the inclusion in the booklet for the first time of the full rail services formerly operated by the GNRB within the 26 counties, with connections shown to principal points in the 6 counties and Donegal. Railhead bus services formerly operated by the GNRB are now also included in the new CIÉ timetable. The customary CIÉ sheet timetables are supplemented by a fourth sheet headed "Northern Route".

### Rolling Stock Developments

The first of a new series of twelve new open 2<sup>nd</sup> class coaches for main line service was put in traffic on October 4. This coach, numbered 1449, differs from the preceding series (1444-1448) in that its seating, arranged two on either side of a centre passage, accommodates only 64 passengers and that the two toilets are situated at one end of the coach. Unlike most new coaches which have recently emerged from Inchicore Works, 1449 has appeared in the standard green livery. A number of the steam heating vans, hitherto unpainted, are also at present being painted in the standard green livery. It therefore appears likely that the other vehicles in unpainted aluminium finish will also be similarly treated.

### New Board

Under the provisions of the recently-enacted Transport Act 1958, the Minister for Industry & Commerce appointed a new Board to administer CIÉ for a period of five years as from September 1. This new Board will also assume responsibility for operating the remaining sections of the former GNR within the Republic of Ireland as from October 1, although the GNR Board will continue to exist for the present until that concern is wound up. The new CIÉ Board will be obliged to eliminate losses within five years and to make the undertaking self-supporting by 31<sup>st</sup> March 1964. To enable this objective to be achieved extensive powers regarding the fixing of charges and the operation of services have been granted to the Board under the recent legislation described in our last issue. Dr C.S. Andrews, who has already proved his administrative ability as Managing Director of Bord na Mona,

has been appointed Chairman of the new Board. The former Chairman of CIÉ - Mr T.C. Courtney - continues to serve on the new Board in a part time capacity.

### **Athboy Branch**

Lifting of the branch line from Kilmessan Junction (MP 24¼) to Athboy (MP 36) commenced during August and to date of writing - October 6 - the rails and sleepers have been removed between Athboy and MP 31 - just west of the one intermediate station at Trim. Although the Athboy branch has been closed to regular traffic since 1947 a weekly cattle special ran between Athboy and Liffey Junction as recently as 1953.

### **DE To Howth**

On Sunday September 14 Loco A45 headed a special 8 bogie and 2 LV Radio train from Howth to Claremorris. This is the first occasion that a DE loco has worked on to the GNR system other than for short periods shunting or transferring coaches or wagons at Amiens Street. On the return trip the same special was worked through by the CIÉ loco - this time A16.

## **GNR GENERAL NEWS REPORT**

### **Football Final 28/9/1958**

Sunday September 28 saw the last mass passenger movement to be handled by the GNR when ten specials were worked into Dublin for the All Ireland Football Final: Derry v Dublin. On this date the 10:25 Drogheda-Dublin local was altered to leave at 09:05 and it, comprising 199 and 6 bogies and calling at all stations, headed the procession. On its heels was 206 and 10 bogies from Belfast which passed Rush & Lusk at 10:00 - 2 minutes late - but then a delay occurred and the Cookstown special - 135 and 8 bogies - was 16 minutes behind time. A second special from Belfast and certain intermediate stations was next hauled by 83 with no less than 11 bogies. Two Derry specials followed, 173 and 9 bogies at 11:14 preceding 156 and 7 bogies by 14 minutes. 86 and 8 bogies, including kitchen car, again from Belfast, was next with an organised party. The Clones special which should have preceded the Derry specials did not pass Skerries until 11:54 while the remaining two specials, 85 and 7 bogies from Dundalk and 186 and 8 bogies from Drogheda, came respectively before and after the ordinary 09:15 ex Belfast which was 87 with 10 bogies.

### **Dissolution Of The GNR**

While much of the administrative work in bringing about the division of the GNR has now been completed no sign of the change over became visible to the public eye until recently. Briefly the lines in the Republic of Ireland have been vested in CIÉ and those north of the Border in the UTA. The movable assets of the Board are being shared equally between the two undertakings and the first visible sign of this became apparent on September 13 when the marking of all locos, railcars, coaches and wagons commenced. Details of the locomotive and railcar disposition are included elsewhere in this issue. The letters "U.T." or "C.I.E." were painted on each locomotive buffer beam, carriage end or wagon side according to their allocation. Railcars, in addition, had a slip gummed to their cab windows with the same designation. Wholesale repainting of stock is not anticipated but we learn that at least one set of railcars has been painted in CIÉ livery and should shortly be in service in that condition. Already a small number of green GNR buses have appeared in the Drogheda area. Through services on the main line are nominally joint but in practice CIÉ operate the 3 morning trains from Dublin and their corresponding return workings, while the UTA are similarly responsible for the 3 Belfast-based trains. Steam hauled trains change locomotives at Dundalk but their coaches and all railcars work through as heretofore. In Dublin the passenger office in O'Connell Street was closed on September 30 but it is expected to be reopened as a CIÉ booking office after renovation. Certain other facilities, formerly provided by the GNR, including the Hotel at Bundoran, the lost property office and telephone enquiry

service in Dublin will now be administered by CIÉ. In Belfast it is learned that a number of UTA tank locos have been allocated to Adelaide shed. Already Nos. 9 and 51 have been reported in traffic on the main line.

### **Locomotive Allocation**

Consequent upon the division of the GNR the locomotive stock has been equally divided between CIÉ and UTA, 82 locos being assigned to each undertaking. Those allocated to the UTA are numbers:

2	16	39	64	86	109	146	167	189
4	17	40	66	87	110	149	172	190
5	18	41	69	97	111	151	173	192
6	20	42	74	100	119	156	175	196
7	21	43	76	101	121	157	182	200
9	22	46	78	102	122	160	183	201
10	23	49	79	103	125	162	185	202
11	30	50	82	107	135	165	186	205
13	32	56	83	108	142	166	187	208
								210

CIÉ have been allotted numbers:

1	33	59	75	112	136	153	171	188
3	35	60	80	115	139	154	174	191
8	38	62	81	116	143	155	176	197
12	44	63	84	117	144	158	177	198
14	47	65	85	118	145	159	178	199
15	48	67	91	123	147	161	179	203
19	55	71	96	130	148	163	180	204
27	57	72	99	131	150	164	181	206
29	58	73	105	132	152	170	184	207
								209

In addition the MAK diesel-hydraulic loco (No.800) which has been working for some time on Drogheda-Dundalk goods trains has become CIÉ property.

### **Railcar Allocation**

As in the case of the locomotives the railcars have been divided equally. In the division of the pre-war cars the UTA received A, C3, D and F while CIÉ received C1, C2, E and G. Of the 20 AEC 600 class units CIÉ were allotted 600/1, 604/5, 608/9, 612/3 and 616/7, the remainder going to UTA. Of the new BUT cars the even numbers were allocated to CIÉ and the odd numbers to UTA in both the 700 and 900 series.

### **Winter Timetable**

Due to the changeover the summer timetables were allowed to continue in operation until September 30, with the assistance of certain alteration sheets, and the new Winter timetable was introduced on October 1. While the new Working Timetable for the system has been produced in the old format headed "Córás Iompair Éireann & Ulster Transport Authority; Covering the services of the former G.N.R.B." the services north and south of Dundalk respectively appear in the public timetables of the appropriate concern, the main line being the only common feature. Few changes are to be found apart from cancellation of the "Summer only" trains. A notable feature, however, is the acceleration of the 11:00 down (but not the 16:45 up) Enterprise working by 5 minutes bringing the overall time to 2 hours 10 minutes, as in the case of the Belfast-based Enterprise. As from October 1 a multiple unit railcar set

has taken over the 09:00 down - in a path unaltered from the steam working - and the 18:10 up which replaces the former 18:00 but omits its Lisburn and Lurgan stops. On October 1 the formation of this train was 710/712/Brake 1<sup>st</sup> 232/Diner 267/716/706 and 3 bogie vans.

### **Goragwood Signalling**

On September 28, Bessbrook signal cabin on the Dublin - Belfast main line was closed completely and the block section is now Adavoyle-Goragwood. As a result certain alterations have been made in the layout and signalling of Goragwood. A new trailing crossover which had been put in position at the Dundalk end of the station on May 18 has been brought into use and the existing down home has been moved out to protect it. An outer home has been provided outside this and the former semaphore distant signal has been replaced by a single aspect colour light signal. This is the first application of colour light signalling on the GNR.

### **New Railcars In Service**

As reported in our last issue, the sixteen 700 class railcars - numbered 700-715 (not 716 as shown) - are in service. These have now been joined by the first of the eight composite cars, numbered in the 900 series, of which six - Nos. 900-905 - are in traffic up to the time of writing. On July 10 one of the leading 700 class units forming the 10:30 up and 17:30 down Enterprise Expresses was replaced by one of these new cars. This was No.901, which was joined two days later by 902 at the opposite end of the same set. These new cars, unlike the 700 class, are single ended and at first sight appear outwardly similar to the earlier 600 class AEC railcars. Directly behind the driver's compartment and all facing forward are 12 first class seats which are tiered to give each passenger a view ahead, at the expense of headrests on the seats. The armrests are designed to fit in with the tray service of meals introduced with the 700 class sets but since discontinued. The remainder of the car includes a toilet and 36 "700 type" second class seats. While finished in bright interior colours these units are somewhat less comfortable than the 600 class cars in both first and second class and present a rather 'cold' appearance although their heating arrangements are often even more than adequate. The BUT 150 hp underfloor engines are the same as those fitted to the 700 type multiple unit railcars. On September 8 two similar units replaced the 600 class set which has been operating on the 11:00 down and 16:40 up Enterprise.

### **New Board**

Although the GNR is now divided between CIÉ and UTA it has been found expedient to retain a Great Northern Railway Board for the time being. The five member board has, however, been reconstituted with Dr C.S. Andrews at its head. This body is required for formalities in the winding up of the GNR.

## **CDRJC**

### **Ballyshannon Branch**

The Report of the Transport Tribunal on the recent Public Inquiry in connection with the proposed closure to all traffic of the Donegal-Ballyshannon branch was published in July. At the Inquiry the CDRJC pointed out that while receipts were falling off over the whole system expenditure continued to rise making an overall loss of £8,189 in 1953 and reaching a record of £30,074 in 1957. Of this total, the Ballyshannon line was responsible for a deficit of £3,435. While passenger carriage had increased slightly during the last six years, mainly due to additional school traffic, goods receipts had fallen to an average of 14 tons daily in 1956. Livestock traffic had also fallen from 4,000 head in 1938 to 132 in 1956. In this latter year the branch line's expenditure was £7,935 against receipts of only £4,500. This, however, allowed for only the minimum of maintenance and it was stated that most of the sleepers required renewal in addition to a large percentage of the rails and fishplates. Renewal was estimated at £2,700 per mile. It was also stated that replacement road services would not require any additional vehicles to those already allocated to the area. Passenger services would be provided by buses leased

from the GNR and would run in addition to the current Donegal-Ballyshannon service. An extra service would be introduced to serve Rosstown, which is not on the main road. The present road freight service would be extended without additional equipment to serve the area. Donegal County Council objected to the closure on the grounds that it would be harmful to the tourist industry - in particular at Rosstown - that the replacement road services would be inadequate and that in any event the roads, particularly between Ballintra, Rosstown and Ballyshannon were not in a condition to handle such services. The Transport Tribunal in its report admitted the validity of the latter objection while agreeing with the CDR that, from an economic standpoint, the retention of the branch was unjustified. The Tribunal, therefore, recommended that rail services should be retained until the roads were sufficiently improved to permit operation of adequate substitute services. The 38 page duplicated report can be obtained from the Government Publications Sale Office, GPO Arcade, Dublin and is priced at 2/6<sup>d</sup>.

## **SL&NCR**

### **Abandonment**

Less than twelve months after the last train had run, the Company - now a Limited one for the purpose of liquidation - was granted powers to abandon its section of line within the Republic. The Order conferring these powers was made by the Minister for Industry & Commerce on August 25, a similar Order having previously been made by the Belfast Minister of Commerce to cover the remainder of the line situated in Northern Ireland. The first stage in the disposal of the Company's assets took place in Enniskillen on October 1 when some of the property in Northern Ireland was disposed of by public auction. The principal items included the rails as far as the Border together with sleepers, telegraph poles and signals, Locomotives "Lough Melvin", "Lough Erne" and "Enniskillen", a railbus and the 467 ft long "Weir's Bridge". The principal buyer had come from Pakistan and purchased, inter alia, the loco "Enniskillen" and almost a mile of track. He also bid £1,075 each for the two Lough class locos but this offer awaits the acceptance of the owners, Beyer Peacock & Co., from whom they were on hire-purchase to the SL&NCR. Smaller items, including a stationmaster's uniform and two caps, completed the sale which realised more than £16,000. The remaining stock and locomotives to be sold are situated in either Manorhamilton or Collooney but as yet the date of the auction has not been announced. It is understood that the Company have been approached by CIÉ with a view to the purchase of Railcar B.

## **JOURNEY JOTTINGS**

### **August 30: Dublin - Waterford - Wexford - Waterford**

The 3-coach railcar - 2649/1300/2630 - was, as befitted the hour, sparsely filled on its departure from Westland Row at 07:20 for Wexford. Four steam locos (172, 261, 322 and 657) were in the station or the Boston Yard as the railcar gathered speed for a fast run to Dun Laoghaire where some 19 passengers off the Mail boat joined. At Bray a 3-coach diesel (07:40 ex Greystones) arrived punctually to clear the section for the down train which crossed the up 08:10 and 08:37 - both similar 3-coach diesels - in Greystones. At Woodenbridge A48 was waiting with the up "Boat Train" ex Rosslare Harbour made up of LV, 7 bogies and van. A56 with 12 wagons and van was on the down "Day Goods" in the sidings. A6 was crossed light at Ferns returning from working a pigeon special. By this time passenger traffic was quite brisk. The railcar ran into the up loop platform at Macmine and 183 backed in "on its tail" with the 2 bogie and van train for Waterford via New Ross which, at 10:31 barked out of the station up the steep grades to Sparrowsland siding, Chapel and Palace East. Having been checked at New Ross Home signal the train glided into the station to cross the 10:40 ex Waterford - 114, a "VacBrake" cattle wagon, 6-wheel 2<sup>nd</sup>, bogie compo and LV. Waterford was reached at 11:53 with a load of about 35 passengers, mainly Saturday shoppers. Loco 186 worked the same stock and most of the same passengers back on the 14:45 to Macmine where one found 134 on the 15:45

Enniscorthy-Wexford mixed on which 6-wheel first (3M) was the only passenger accommodation with one wagon and a guard's brake in tow. The up "Mail", crossed here, comprised A6, 4-wheel TPO, LV, 5 bogies and LV. The Saturday market train left Wexford North at 17:12, trundled along the quays to Wexford South and then set off at high speed for Rosslare Strand, where the loco - A8 - had to run around its train of 1 bogie compo, 6-wheel compo and LV. At Killinick it was discovered that A8 was losing fuel oil from a fractured oil pipe so she was detached and replaced by B106 which was awaiting crossing with the 15:20 goods ex Waterford. The good fortune of the goods loco being immediately available - crossing is scheduled for Bridgetown - cut the delay to 23 minutes. The 13:15 Cork-Rosslare was crossed at Wellington Bridge instead of Ballycullane and Waterford was reached at 19:23½. Traffic was quite good and mainly comprised shoppers returning from Wexford to the nearer South Wexford line stations.

#### **August 2: Cork - Youghal - Cobh - Cork**

With its number emblazoned in green on its buffer beam, 128 steamed out of Glanmire Road at 18:22 with the relief to the 18:15 to Youghal made up of 4 6-wheelers, 1 bogie, 4 more 6-wheelers and a 6-wheel van. This train was run non-stop in advance of the regular 18:15 hauled by A40. At Midleton 139 was waiting in the yard with the up goods. A40 worked back to Cork with the 19:45, crossing 156 and 7 crowded bogies at Killeagh on the down "Showboat Special" run for a dance in Youghal. At Cobh Junction a J15 was waiting with 4 bogies on the 20:15 Cork-Cobh. The same train returned at 21:35 (5 minutes late) with 14 wagons and van in rear of the passenger coaches as there are no separate goods trains on the Cobh line.

#### **September 2: Strabane - Ballyshannon - Strabane**

At 11:00, on the arrival of the 08:25 diesel set from Belfast, a large number of passengers crossed the footbridge to board railcars 15 and 19 which were standing at the Letterkenny and Stranorlar platforms respectively. Both railcars left simultaneously at 11:13. Railcar 19 with red wagons 21 and 13 crossed the up goods (11:10 ex Stranorlar) at Castlefin. This was headed by Loco 5 with 14 vehicles and passenger brake No.23. At Stranorlar the rear red wagon was exchanged for goods wagon 57 and, having crossed Railcar 10 with 2 wagons on the 10:10 up from Killybegs, No.19 set off at 12:11. At Lough Eske Railcar 18 was in the siding undergoing repairs. Donegal was reached at 13:03 where Railcar 16 was shunting preparatory to its departure for Ballyshannon with wagons 26 and 57 at 13:27. On the 16:00 up the same car departed 5 minutes late with goods wagons 271 and 209 and a capacity load of schoolgirls, although trailer 2 which was in the siding was not attached. Arrival at Donegal at 16:57 preceded by 8 minutes that of Railcar 14 from Killybegs with cattle wagon 37 and open wagon 119. This same car took two red wagons (14 and 15) "over the gap" passing the still immobile 18 in Lough Eske where the down goods was crossed - Loco 5, 7 wagons and Brake 23. At Castlefin Railcar 19 which had returned on the 14:30 ex Killybegs was crossed on the 18:10 Strabane - Killybegs. Coach 58 was attached as a trailer - a recent innovation - and has been wired for lighting from the railcar supply. Arrival in Strabane was at 18:47 - 3 minutes early.

For notes from which the above is compiled we have to thank Mr M.E. Bunch.

#### **August 24: Belfast - Portrush - Belfast**

2-6-4T loco 10 with 8 bogies was delayed 3 minutes starting from York Road on the Summer Sunday 09:25 to Portrush and a rather slow climb to Kingsbog Junction lost a minute despite a fast sprint down to Antrim. By Coleraine the train was on time again to cross loco 6 and 5 bogies on the 10:00 Derry-Belfast. On arrival at Portrush, at 11:18, where an almost capacity crowd detrained, Loco 10, bunker foremost, took the last 3 bogies to Coleraine as the 11:23 local to take connection there out of the 10:00 Belfast-Derry. Returning on the 15:05 ex Portrush the same loco took 6 bogies swelled to 12 at Coleraine on the addition of the Derry portion which arrived there behind loco 104. Consistent running



which was maintained despite the heavy load reduced a 7½ minute late departure from Coleraine to a five minute late arrival in Belfast York Road.

---

## Feature Section

---

### THE ANAGHMORE TURF RAILWAY

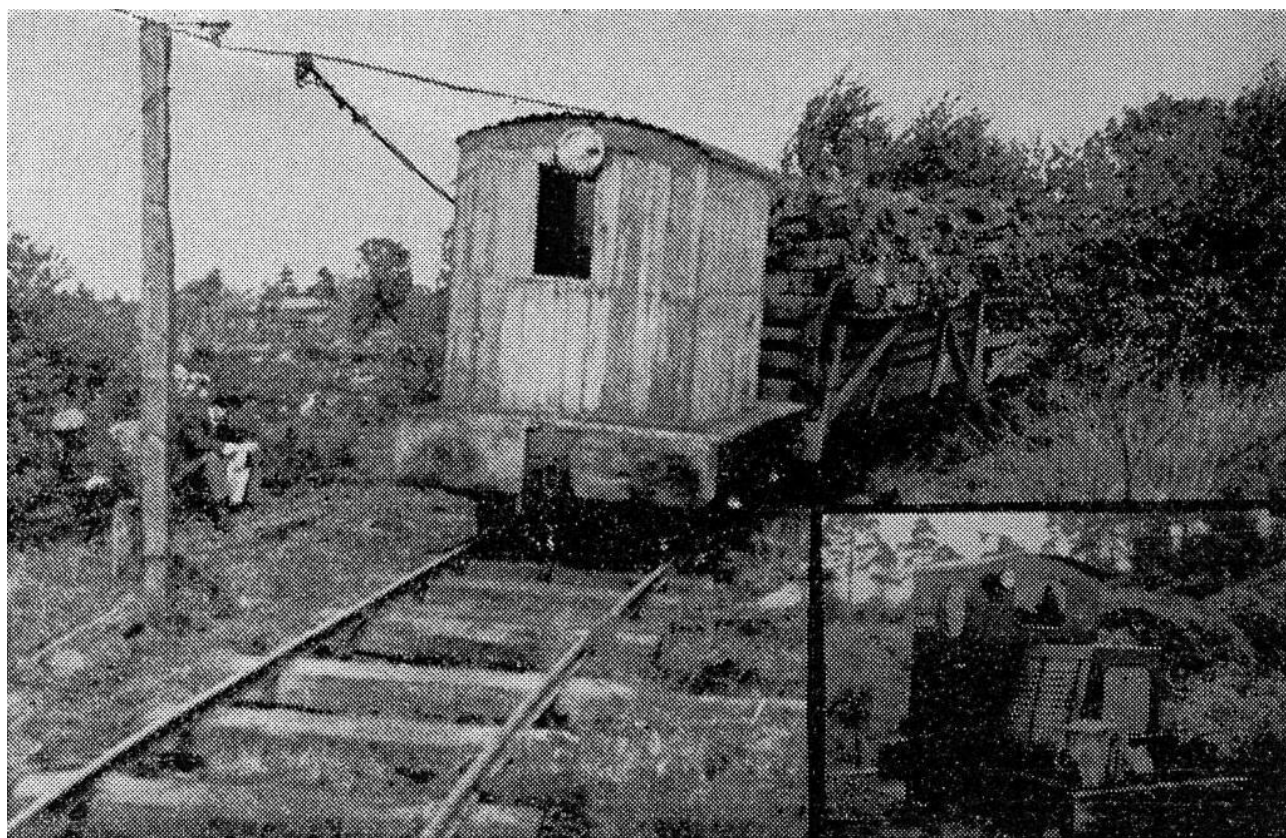
In a rather remote part of Co. Armagh not far from the southern shore of Lough Neagh and a little north of the Portadown-Dungannon section of the former GNR is situated a most interesting three foot gauge railway. It has between six and seven miles of permanent track and its rolling stock consists of two electric locomotives, two diesel locomotives and twelve large turf wagons. An overhead electric cable is in place on about four miles of the system but those interested in electric traction will be disappointed to learn that most of the working is nowadays carried out by the diesels and the electrics, after almost half a century of excellent service, have been relegated to the status of reserves.

The railway and the large tract of bogland on which it operates is the property of the Irish Peat Development Company. This concern, unlike Bord na Mona, does not cut turf to serve as fuel but to be ground into peat litter for use as animal bedding, etc., for which there is a keen demand in Northern Ireland and abroad. The Company's grinding and packing factory is near the village of Maghery. It is to this factory that the railway brings the turf and as the line approaches it a fan of reception sidings is found. The grinding machinery within the factory was for years worked by a turf burning steam engine but is now powered by electricity. In the early years of the century a horse-worked railway ran from this factory northwards to Lough Neagh and the peat was carried thus to the water's edge, transferred to the Company's own barges and then hauled via the Lagan Navigation to Belfast. Portions of the old track, which is of much heavier section than the bog line, are still visible but this method of distribution has been long abandoned and the peat consignments are now taken from the factory by road.

The railway differs from the majority of Irish bog lines in that it runs, not through monotonous terrain, but through very pretty countryside. There are lengthy stretches of track winding along by heather-covered banks, by little groves, by an orchard and, for a short way, by the side of a public road. On the last mentioned section it crosses a long low bridge, built on concrete piles. One line goes quite close to Annaghmore station but there is no connection. Tracks cross public roads in four places. As far as can be ascertained the railway was never marked on any editions of the Ordnance Survey and the only known published illustration of the line was in the "Belfast Telegraph" in 1926.

On the electrified section - 500 volts DC - overhead cable is supported by timber poles and is about 10 feet from the ground. In one place where it crosses a public road on the level and the cable would not ordinarily allow sufficient clearance for road traffic a simple but ingenious system has been introduced. At the crossing one pole carries a pivoted crosspiece one end of which supports the wire cable and the other of which is weighted. Normally therefore the cable is held some four feet higher than usual by the weight. When an electric locomotive has to pass, the weight is removed and the crosspiece falls to a horizontal position bringing the cable to the correct height. Formerly the crossbar was on a tree which served as a natural 'pole' but this was removed two years ago in a road widening scheme.

Laden wagons are usually propelled - not hauled - to the factory and from 1907 until 1954 or so this work was the province of the electrics. A Planet diesel loco was then procured and was followed two years later by a "Schoema" from Essen, Germany. Mr J.H. McGuigan, a Belfast railway enthusiast, has been a constant visitor to the line for 30 years and hopes to publish a history of it.



*The photo depicts an electric loco at work. (D.G. Coakham)*

*Inset is a picture of the “Schoema” diesel loco. (W.G. McGrath)*