

THE

IRISH RAILFANS' NEWS

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EDITORIAL

In our last Editorial we briefly mentioned the stimulus apparent on the CIÉ system since Dr Andrews and his new administration took office. Even since then, the “New” CIÉ has made further strides forward in its task of putting the undertaking on its feet again.

The brightening of stations has continued apace and among those refurbished are Cork Glanmire, Limerick, Galway, Dublin Tara Street and Castlerea. In many cases in addition to being repainted in their own colour schemes a considerable amount of modernisation has taken place and, in particular, the reappointment of outdated booking halls and offices is highly to be commended. The camping coach experiment is in progress and appears to be meeting with a fair degree of success. The commercial charging or “package deals” has provided the rail section with considerably increased goods traffic while a revival of the “Mystery Trains” of the 1930s has fired the public imagination and brought forth overwhelming public support.

Most important of all, however, is the wonderful improvement in CIÉ advertising, both general and specific. One instance alone - the advertising in an attractive manner of GAA specials for Sunday June 28 in the daily papers of June 19 - amply demonstrates the improvement in this sphere.

These are heartening signs and will, we hope, go far towards confounding the critics who deprecate our public transport system - probably more because it is a ‘public’ transport system than for any other reason. Nevertheless, CIÉ still wants your help with its public relations!

Walter McGrath’s book “Some Industrial Railways of Ireland” of which advance notice was given in our last issue is now available, price 7/- post free, from the author. It is attractively produced on art paper throughout and, considering the difficulties in a work of its kind, its 42 illustrations cover the 22 minor lines described remarkably well. As most of the railways mentioned are practically unknown outside their own immediate area, even to many of our most ardent enthusiast acquaintances, the author has performed admirably the task of describing them in such a manner as to portray the “atmosphere” of each line and this makes the whole a most readable publication. In its field this book is, in every way, “out on its own”.

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We must apologise to readers for the lateness of this issue due to pressure of work on the Editorial Committee.

For the “Journey Jottings” in this issue we are indebted to Mr G.J. Child (Dublin-Athlone) and Mr D. Kennedy (Mystery Trip).

SOME ARTICLES OF IRISH RAILWAY INTEREST

Railway Magazine

May	The Great Northern Railway The Harcourt Street Line
May/June	A Railway Holiday in Ireland
June	Listowel & Ballybunion Loco (Photograph)

Railway World

June	The Auction Sale at Enniskillen
July	The CIÉ

IRRS Journal

Spring	GNR Locomotive Development GNR Restaurant Cars and Services Dundalk and the GNR in 1906
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News Section

CIÉ GENERAL NEWS REPORTS

Summer Timetable

The CIÉ summer timetable, effective from June 15 to September 13 inclusive (except on the former GNR section where it operates from June 1 to October 4 inclusive), has several innovations of note in addition, of course, to the customary extra summer trains, provided in previous years. The most important of these is the provision of a train from Dublin to Galway at 10:45 returning at 19:30 on each Sunday in July and August. As the line is almost invariably open on Sundays for Knock pilgrimage trains, it is surprising that such a regular train has never been tried before to encourage weekend travel to the West of Ireland. In the same area an additional train between Tuam and Athenry and vice versa takes a connection out of the 18:50 fast Dublin-Galway service and permits of day trips from Tuam to Dublin. On the Dublin-Cork main line a useful alteration is that of the former 18:10 ex Cork to 17:10. This train still calls at all stations to Limerick Junction but now connects into the up 18:00 Cork-Dublin express there. Slightly accelerated services are provided on the Thurles-Clonmel, Headford-Kenmare and Dublin-Wexford lines. On the latter, in fact, the 06:40 Rosslare-Westland Row has had 30 minutes lopped of its schedule and has been extended to Amiens Street. In the opposite direction Amiens Street has become the departure point for the 18:07 to Arklow, 19:15 to Rosslare Harbour and "Sea Breeze" trains to Arklow, all of which ran from Harcourt Street in previous summers. The timetable follows its familiar format but is in three parts, Northern Section (mainline and local), Dublin-Bray local trains and the general booklet, which last mentioned does not, however, include the local services shown in either of the first two. It is to be hoped that this confusing and complicated system will be short-lived.

£3,000,000 For CIÉ

On May 21 it was announced that CIÉ were to float a loan of £3,000,000 to be available for public subscription. The principal purposes for which the loan is being provided is to enable CIÉ to purchase additional diesel locomotives, build passenger coaches to replace obsolete GNR stock, improve and extend stations and premises and provide up-to-date methods of goods traffic handling - including the

increase in use of containers. The additional locomotives are to permit CIÉ to extend its dieselisation programme to the former GNR section and thus achieve substantial economies.

Rolling Stock Developments

Work is still continuing at Inchicore on the construction of further open centre second class coaches and to date of writing up to 1479 has been completed - 31 of the total of 32 being built. Work is also in progress on six further heating vans for the coming winter services and these will be followed by a series of open centre second brakes on three of which work is already commenced. A feature of the coaches appearing repainted from the works in recent months has been the CIÉ emblem emblazoned on each side - a reversion to pre-1950 practice. It has been decided that the former MGWR Royal Saloon - 346 - will not continue her career as a semi-invalid coach and consequently coach 1097 has undergone modification as a replacement. Provision has been made for the accommodation of stretchers and the coach has been mounted on Commonwealth bogies. Coach 346 has been returned to her original six-wheel bogies.

Mystery Trains

Although mystery rail trips are no innovation, as they were run by the GSR in the 1930s, they are indeed a welcome revival. This is borne out by the support accorded to CIÉ's first Mystery Train on Wednesday June 10 when A59 with 8 bogies and 2 vans (including buffet car 2416) left Amiens Street at 14:00 for an unknown destination. This was kept a close secret - the train did not even figure in the weekly traffic circular, we are told - and few of the 380 odd passengers can have guessed that for the extraordinary low fare of 5/- they would visit Kilkenny, outward via Carlow returning via Abbeyleix. By the following Wednesday - June 17 - word had spread and over 600 passengers arrived at Amiens Street whence A60, LV, 10 bogies and LV left for Athlone, via Portarlinton and back via Mullingar - also for 5/-, and again as in all these mystery trains a buffet car was included in the formation. On Wednesdays since then further mystery trains have run to Enniscorthy (June 24), Carlow, returning via Kilkenny (July 1) and Longford (July 8). Despite the counter-attraction of the Sea Breeze trains on Wednesdays since the beginning of July the mystery trains have continued to meet with outstanding support. On the last-mentioned above the train was fully booked 25 minutes before departure - and it is apparent that many are making repeat trips. For this enterprising move CIÉ are to be highly commended as it has attracted the public to rail travel for its own sake.

Lifting

Work has commenced on the dismantling of the two sections closed during March last: the Cavan & Leitrim and Tullow branch. On the former, considerable progress has already been made and in late May the Arigna line had been lifted between Ballinamore (Main Street Gates) and MP 3½, on a few short isolated stretches thence to Creagh, and between Creagh and Arigna Station (except for the non-roadside stretch into Drumshanbo and the yard there). At Mahanagh Bridge, where the line crossed the Shannon, a 100 yard length has been left in situ to aid removal of the girders while the entire Derreenavoggy extension remains intact. On the Dromod - Ballinamore main line only the sidings at Mohill and a siding in Dromod have been lifted but between Ballinamore and Belturbet the track is being removed working out from Ballinamore. At the time of writing, some 2½ miles have been removed and as the lifting is being done by rail, locos 3T, 4T and 10L have been isolated beyond the rail break. The locomotives stable overnight in Ballyconnell; one is in use for the lifting train, one on material removal trains and the third spare. The lifting train includes six ex CB&PR open wagons, bereft of sides, in use as rail wagons. Work has also commenced on the lifting of the Sallins-Tullow branch line and to date the line has been lifted to a point just south of Baltinglass. Work has continued on the lifting of the Harcourt Street - Shanganagh Junction line and at date of writing the following sections have been lifted: the down line between MP ¾ and Dundrum station, the siding at Dundrum, those at the Dublin end of Foxrock station and the up line between Foxrock and Shanganagh. Work is

now in progress on the down line between Dundrum and Foxrock. Following the sale of Harcourt Street Station on June 12 for £67,500, work has started on the removal of Adelaide Road Bridge and for this purpose use is being made of the Broadstone steam crane.

CIÉ LOCAL NEWS REPORTS

MAK

On June 30, the MAK 58 ton DH locomotive, which had been undergoing repairs at Inchicore for some time, emerged in a new unlined green livery and with its former GNR number (800) altered to K801. The locomotive was seen at work in the Dublin suburban section during the day but has since July 2 been worked to Cork where it has been in traffic on trains to Cobh.

Courtmacsherry Excursions

In addition to the two trains which have already been run, it is learned that the Sunday excursion trains from Cork to Courtmacsherry will this year operate on July 12, August 2, August 16 and August 30. These trains offer the railway enthusiast his only opportunity - since the closure of the Cavan & Leitrim line to Arigna - of travelling on a roadside tramway line as the 2½ mile stretch from Timoleague to Courtmacsherry is the last remaining line of this nature.

Fenit Branch Reopened

The 8 mile branch line from Tralee to Fenit has been provided with regular Sunday seaside services from June 21 to August 30 this year. Since the last regular passenger services ran on 31st December 1934 the line has been worked as a goods line only and in recent years this has dwindled to a goods train "as required" although a regular daily special runs during the beet season. That the reopening is popular with the people of Tralee was amply demonstrated on June 21 when almost 1,200 passengers were carried. The train - formed by the stock of the 10:30 from Cork to Tralee - had to make three trips in each direction to deal with the crowds. Through fares are quoted from Cork and all intermediate stations between there and Tralee to Fenit. The fine weather which has so far prevailed this summer has kept the traffic on these Fenit excursions at high level.

SL&NCR Railcar

Railcar B of the erstwhile SL&NCR which has been undergoing a complete overhaul in Inchicore Works, as reported in our last issue, has been repainted in green with light green waist band and black roof. The interior arrangements are, however, unaltered. It has been renumbered into coaching stock as 2509 - in the same series as the Drumm trains (2500-2507) and the railbus (2508). We learn that the car which has been on trials from Inchicore since mid-June is to go into traffic on the local service from Nenagh to Limerick and back - a leisurely existence of 55 miles per day. This arrangement allows of the extension of the Dublin-Nenagh goods train to Limerick and vice versa as the locomotive is freed from the necessity of working these local passenger train duties.

Single Track Into Sligo

The removal of the former up line between Sligo and Ballisodare, mentioned in our last issue, has been completed. An error occurred in our diagram of the Collooney area in our April issue in that the line between Carricknagat Junction and Collooney MGWR was shown as double throughout. In fact, a single track section existed between Carricknagat and Collooney North Junction both of which were block posts.

Cavan & Leitrim Section

Lifting operations have commenced as mentioned elsewhere in this issue. Locomotive 8L has been cut up and the remains removed from Ballinamore. It is expected that the three locomotives isolated in the

Belturbet section will be cut up at Belturbet when the lifting is complete. Loco 3L - formerly named "Lady Edith" - and the ex Tralee & Dingle coach 21L have been purchased by an American for preservation in working order near New York. Accordingly these two vehicles were despatched from Dublin by boat consigned to "The Lady Edith Society". Coaches 1L and 7L together with a variety of wagons are in Dromod marked "for West Clare" but there is now no indication of the transfer of a locomotive to that section. Coaches 5L and 6L have been sold to a local sports association but the remainder of the locos and rolling stock are in Ballinamore where demolition of wagons is proceeding.

Hill Of Howth Tramway Closure

The oft-threatened closure of the Hill of Howth tramway - subject of the feature article in our April issue - has taken place quite suddenly. The announcement of the closure by CIÉ was made on May 14 although not advertised until May 29. During the last few weeks of its life the line carried a volume of traffic probably unequalled in its 58 year history and as the end drew near ever increasing numbers of passengers made last trip journeys around the hill. On Saturday May 30 the combination of a special excursion party to Dungriffan Road (Cars 7, 9, 4 and 10), an IRRS special farewell trip (Car 9), and exceptional ordinary traffic taxed the tramway almost to its limit and provided such unusual scenes as five trams together in Howth (Cars 3, 10, 9, 1 and 6), the two "brown" (varnished mahogany) cars crossing each other at the summit and elsewhere and, most unusual of all, these two cars running together in a section under the "car to follow" arrangement.

The last day, Sunday May 31, was even more crowded still and for a time all eight serviceable trams were in use. No.3 started the service on the 07:42 from Sutton and was joined by No.7 at 10:17. Between them these two worked the normal service until shortly after noon when the size of the queue at Sutton made timetable working impossible and trams departed as fast as they could be loaded. At first, cars 1 and 3 maintained a Howth - Summit shuttle while Nos. 4, 6 and 7 were deployed on the Sutton side but soon cars 9 and 10 were brought into service to assist them and even the last line of defence - Car 2, which has been but rarely in traffic recently - was used as a reinforcement. This intensive service was maintained into the evening when car 10 was forced to retire with brake trouble.

Although by 22:00 many of the city dwellers had left the hill, a large crowd remained in a drizzle of rain to see the finale. At 22:04 Car 1 departed from the Summit for Howth and returned at 22:45 being thus the last car to and from that terminus. From Howth atop the car the St. Laurence's Pipe Band played tunes at times drowned by the explosion of detonators. At the summit Car 6 was waiting in the loop and followed one section behind No.1 to Sutton. In doing so it unwittingly became the last tram to leave the Summit for, although the "last tram", Car 9, then on its way up from Sutton, crossed No.1 at Barren Hill and No.6 at Baily Post Office it was not, however, destined to reach its goal as, just beyond Stella Maris loop - within sight of the Summit - it was found that a fishplate had been removed and the track was out of alignment. After a delay, it was decided not to risk proceeding further and No.9 returned to Sutton escorted by convoy of hooting cars on the road alongside. At Sutton Cross crowds awaited and anyone who could find a foothold on an already crowded tram climbed aboard for the last short stretch into Sutton Station. At 01:10 on June 1, No. 9 trundled into the shed to a salute of detonators. The door slammed shut and the Hill of Howth tramway was closed.

On June 1 two replacement bus services started running: route 87 from Sutton Station to Ceanchor Road (near Baily Post Office loop) and route 88 from Howth to Windgate Road (near Stella Maris viaduct). These services have been worked by two double-decked buses (R438/9) based in Clontarf garage. It is worth noting, however, that there is now neither a service from Sutton to the Summit nor through booking facilities with the connecting train services. The underground power cable is being removed and the maintenance tram No.11 has been in use for this purpose since mid-June.

Dieselisation Of The Northern Section

A further stage of the CIÉ dieselisation programme began on May 17 with the working of the first DE hauled train to Belfast on an all-in "Glens of Antrim" day excursion. During the previous week an A class DE made a trial run to Cavan and subsequent trials were made to Belfast and Omagh for clearance tests. Commencing on May 18 the 08:15 ex Belfast and the 14:30 ex Dublin, together with a number of goods trains, were worked by A class DE locos as between Dublin and Dundalk. On Monday June 1, with the advent of the summer timetable, practically all the remaining steam locomotives operating from Dublin were replaced by A class DEs and at the time of writing the 17:45 to Howth and 18:30 to Drogheda on Mondays to Fridays and the 15:05 to Balbriggan and 17:45 to Howth on Saturdays are the only remaining steam worked passenger trains northward out of Amiens Street. Goods trains on the Ardee and Oldcastle branches have remained steam-hauled but almost all other goods workings are DE. The 07:30 and 09:00 passenger trains to Belfast and their corresponding return workings at 15:00 and 18:00 are now hauled throughout by A class DE locos - the first regular "foreign" workings to appear in the timetable. All DE locos for Northern section trains are being serviced at Grand Canal Street depot, Fairview shed being reserved for the railcar trains only.

Broadstone Shed

Despite the dieselisation of the CIÉ Northern section mentioned above, none of the former GNR steam locomotives has yet strayed from its own metals. This was confirmed by a visit to Broadstone Shed on June 6 where locomotives: 171, 196, 198, 200, 258, 322, 329, 376, 377, 462, 626, 638, 704 and 716 were "on shed". Locos observed but not in use comprised: 89, 151, 254, 257, 327, 332, 346, 378, 379, 562, 591, 657, 673, 703 and 718, while on the scrap lines: 332, 357, 383, 396, 630, 634 and 671 were reposing in a rather rusty state. The only other loco in evidence was 635 which was acting as a stationary boiler.

Sandycove Renamed

On April 24 Sandycove Station - next beyond Dun Laoghaire on the Amiens Street-Bray line - had its name changed by the replacement of the former bilingual "Sandycove" nameboard with one reading "Glasthule & Sandycove" in both Irish and English. Notwithstanding, the timetables still refer to Sandycove alone and the legend above the entrance remains "Sandycove Railway Station".

UTA GENERAL NEWS REPORT

Annual Report

The report of the Authority up to 30th September 1958 shows a trading balance of £147,479, a decrease of £154,886 on the previous year. Excluding interest and other charges, the deficit is £61,330 compared with a net surplus of £93,772 during the previous year. While all of the Authority's activities showed a reduced net turnover, the rail section came as the worst with a trading deficit of £215,229, £121,336 more than the year before. Receipts were down on both sections and the Bangor line had a trading balance of £15,751 while the NCC had a deficiency of £230,980. The latter is due, in addition to increased expenditure and renewal costs, to a decrease of 22½% in receipts on the 64,122 tons of freight traffic handled. The Authority "viewed with concern" the prospect of taking over the remaining portions of the GNR in Northern Ireland and gave a forecast of further closures which were "yet to be decided". In recording the "successful replacement of the GNR rail services by the Authority's road services", the report states that much of the traffic has been "wholly lost to public transport".

Excursion Traffic

In connection with the "North West 200" motor races on May 9 three special trains, in addition to the regular services, ran to Portrush. Two of the specials were from Belfast and the third from Derry. From

Belfast the 09:15 special was a well filled 4-car railcar, followed by the regular 09:25 - an eight-coach railcar. The 10:15 special consisted of nine bogies hauled by loco 53. As might be expected, Portstewart station came out of hibernation for the day although it was not required to cross trains. It was two weeks later that the usual summer excursion traffic got into its stride when on May 23 three trains ran to Bangor from ex GNR stations. On the following Saturday, May 30, five specials ran to Bangor and of these, four were steam-hauled and originated in Portadown while the remaining train, a six-car ME railcar, came from Lisburn. The locomotive power on the steam specials was of interest in that instead of the 0-6-0 goods locos which have done duty in previous years to the exclusion of all other types, these specials were handled by locos 201, 205, 149 and 200, each with a load of 8 bogies. On June 6 the first through train from Belfast Great Victoria Street to Portrush via the Antrim branch was run in connection with a School excursion. The train was made up of loco 97 with 8 bogies.

Donaghmore Station

It was announced by the UTA that on and from May 1, Donaghmore station would be closed to goods and livestock traffic and an alternative road service provided from Dungannon. The station - a block post - will, however, remain open for passenger traffic.

Renumbering

As mentioned in our last issue, the entire UTA locomotive, coaching and railcar stock, including that of the former GNR, is being renumbered. The locomotive stock is now included between the numbers 1 and 104 and this is detailed in the table below. The remaining 49 of the 83 locos taken over from the GNR are to be scrapped as they become due for repairs. Thus 14 locomotives are to be scrapped at once, viz: 21, 22, 46, 69, 76, 107, 108, 109, 119, 121, 125, 157, 160 and 162, and those which have a mileage to run before scrapping are being marked 'X' and are as follows: 42, 43, 50, 56, 64, 66, 74, 83, 86, 87, 100, 101, 102, 103, 110, 122, 127, 135, 142, 151, 156, 165, 185, 186, 187 and 189. These complete lists include the partial ones in our last issue. It should, however, be noted that loco 6 is not being scrapped but retained and renumbered. Railcar renumberings are detailed in tabular form but it is impossible in the space at our disposal to detail the carriage stock renumbering. Basically, the system is as follows:

Locomotive-hauled stock

150-152	First Class Saloons	160-166	Dining Cars
170-174	Tea Cars	180-182	Firsts
190-198	Brake Firsts	200-258	Brake Compos
270-293	Compos	300-422	Seconds
450-487	Brake Seconds		

Coaches with even numbers are corridor fitted. Those with odd numbers are non-corridor.

Railcar train stock (unmotored trailers)

501-525	ME Second
528	AEC Second (Railcars 6/7)
526-527, 529-543, 549-550	MP (under construction)
544-545	Single Unit Railcar Second
N551-2, 553, 556	BUT Buffet Car
N554-555	AEC Buffet Car
N561-562	BUT Brake First
N571-573	BUT Compo
N581-582, 585-586	AEC Second
N583-584	BUT Second

N591-592, 594-595
N593

BUT Brake Second
AEC Brake Second

All ex GNR coaches - both in railcar and locomotive-hauled stock lists - are being prefixed 'N'.

UTA RENUMBERING

Locomotives

UTA	Class		GNR	UTA	Class		GNR
1	2-6-4T	WT	-	46	0-6-0	UG	79
2	"	WT	-	47	"	UG	82
3	"	WT	-	48	"	UG	146
4	"	WT	-	49	"	UG	149
5	"	WT	-	50	2-6-4T	WT	-
6	"	WT	-	51	"	WT	-
7	"	WT	-	52	"	WT	-
8	"	WT	-	53	"	WT	-
9	"	WT	-	54	"	WT	-
10	"	WT	-	55	"	WT	-
13	0-6-0	V	-	56	"	WT	-
14	"	V	-	57	"	WT	-
15	"	V	-	58	4-4-0	VS	208
16	Diesel	-	-	59	"	VS	210
17	Diesel	-	-	60	4-4-0	S	172
18	0-6-0T	Y	-	61	"	S	173
19	"	Y	-	62	4-4-0	S2	190
22	Diesel	-	-	63	"	S2	192
23	0-6-0	RT	23	64	4-4-0	U	196
24	"	RT	166	65	"	U	200
25	"	RT	167	66	"	U	201
28	Diesel	-	-	67	"	U	202
30	0-6-0	SG3	6	68	"	U	205
31	"	SG3	7	72	4-4-0	U2	-
32	"	SG3	13	74	"	U2	-
33	"	SG3	20	78	"	U2	-
34	"	SG3	40	80	"	U2	-
35	"	SG3	41	84	"	U2	-
36	"	SG3	49	91	2-6-0	W	-
37	"	SG3	97	93	"	W	-
38	0-6-0	SG2	16	94	"	W	-
39	"	SG2	17	95	"	W	-
40	"	SG2	18	97	"	W	-
41	"	SG2	182	99	"	W	-
42	"	SG2	183	101	"	W	-
43	"	SG	175	104	"	W	-
44	"	SG	176				
45	0-6-0	UG	78				

Railcars

UTA	Engine	Type	GNR
1	Leyland	Single unit	-
2	"	"	-
4	"	"	-
5	Ganz	"	-
6-7	AEC	Twin set	-
8-35	Leyland	Multi-engine	-
36-	"	Multi-purpose	-
101	Gardner	Single unit	A
102	"	"	C3
103	"	Triple unit	D
104	"	"	F
111	AEC	Twin set	603
112	"	"	602
113	"	"	607
114	"	"	606
115	"	"	611
116	"	"	610
117	"	"	615
118	"	"	614
119	"	"	619
120	"	"	618
121	BUT	Multiple unit	701
122	"	"	702
123	"	"	703
124	"	"	705
125	"	"	707
126	"	"	709
127	"	"	711
128	"	"	713
129	"	"	715
131	"	"	901
132	"	"	902
133	"	"	903
134	"	"	905
135	"	"	907

Repainting

During May, York Road station received a much-needed coat of paint and with the upper walls light grey and lower walls medium green the station concourse now presents a very CIÉ appearance, except for the scarlet poster and nameboards.

SL&NCR

Auction At Manorhamilton

One of the final stages in the winding up of the company took place in Manorhamilton on April 28 and 29 when all the moveable equipment on the Republic of Ireland section was auctioned. This included

almost 32 miles of track, sleepers, signal and telegraph posts, level crossing gates and 12 girder bridges. Rolling stock items included the locos "Sir Henry", "Lough Gill" and "Hazelwood" and railbus 2A complete with luggage trailer. There were also 121 wagons and nine coaching vehicles while road vehicles, station furniture and sundry stores completed the sale. The buildings and remaining property will be disposed of later.

CDRJC

Closure Forecast

At the end of May the CDRJC submitted an application for permission to close to all traffic the line from Strabane to Killybegs and the Strabane & Letterkenny Railway. In a report to the Donegal County Council the Manager, Mr B.L. Curran, explained that the permanent way was long overdue for renewal and that the Company was unable to meet its day-to-day expenses. Objections to the closure proposal had to be made on or before July 1, but no date has yet been given for the cessation of operations. It will be recalled that the Donegal-Ballyshannon branch is to close as soon as road improvements have been made to enable the alternative bus service to run between Rossnowlagh and Ballintra. It is also learned that the seaside excursions to Rossnowlagh will not be run this year unless special parties offer. The chances of steam passenger operations this summer seem, therefore, remote.

JOURNEY JOTTINGS

May 27: Dublin - Portarlinton - Athlone - Mullingar - Dublin

The 09:35 to Waterford via Abbeyleix departed from Kingsbridge promptly with 4 bogies and van and ran easily to Portarlinton behind the green-liveried A54. Here C233 was waiting in a siding with 2 bogies and van and having pulled into the platform to load it retreated to allow the 10:05 Kingsbridge - Limerick to pass behind A24. Two up train also passed - the 08:15 from Limerick and the 07:55 from Cork behind A35 and B101 respectively. At Geashill the up "Galway Flyer" was crossed (2637/18 with buffet car), while at Clara loco 613 was shunting, in the absence of G603 at Inchicore. Athlone Shed contained the following: 136, 541, 542, 574, 587, 588, 589, 598, 607, 633, 639 and 653 (136, 588 and 639 were in steam). On a siding on the Dublin side of the Shannon 582, 663 and 668 were dumped and 666 was in a similar state in the station. Four trains were noted during the afternoon: A13, 4 bogies and 3 vans on the 09:45 ex Westport; A43, 4 bogies and van on the 13:30 ex Westport; A8 on the 14:30 Westland Row - Westport and railcars 2604/2635 (the Westport portion of the up Galway Flyer, which did not work through) on the 16:20 Athlone - Portarlinton. The return journey to Dublin was behind A43 on the 15:35 Galway - Dublin. At Mullingar locos 593, 596 and 597 were observed derelict near the loco shed while 592 was station pilot. At Leixlip a delay of several minutes was suffered waiting to cross the down 18:00 to Sligo headed by A26. Arrival at Amiens Street was on time.

June 10: Dublin - ??

Platform 5 on this date saw the first post-war "Mystery Train" in Ireland. At 14:04 - 4 minutes late - A59 with her train of 8 bogies, HV and LV and 386 passengers headed down the erstwhile GS&WR line connecting Amiens Street with the main Cork line. Islandbridge Junction was reached at 14:14 and A59 then proceeded to take it easy to Kildare with a top speed of 65 mph at MP 22½. At Cherryville Junction the train branched off on to the Carlow line and at Athy loco 196 (0-6-0) was observed on shunting duties. There was nothing worthy of note until Kilkenny - the mystery destination - was reached sharp on time at 15:55. At 16:44 the 15:45 from Waterford to Kingsbridge via Abbeyleix arrived hauled by an A class loco with four bogies, HV and LV. At 18:25 the up Castlecomer goods arrived behind C202 which then took up pilot duties. After the departure of the 17:00 Kingsbridge - Waterford via Carlow, at 19:06 - a three coach railcar set - A59 backed her train into the station and

departed on time at 20:00. The return journey was made by way of Port Laoighise. There was some smart running on the main line and the Port Laoighise - Clondalkin sector was covered in even time, 70 being attained. Two heavy down goods trains were noticed en route, one of them double headed by an A and a C class DE - an unusual combination. Amiens Street was reached 3½ minutes ahead of schedule at 21:46½.

STATION SURVEY

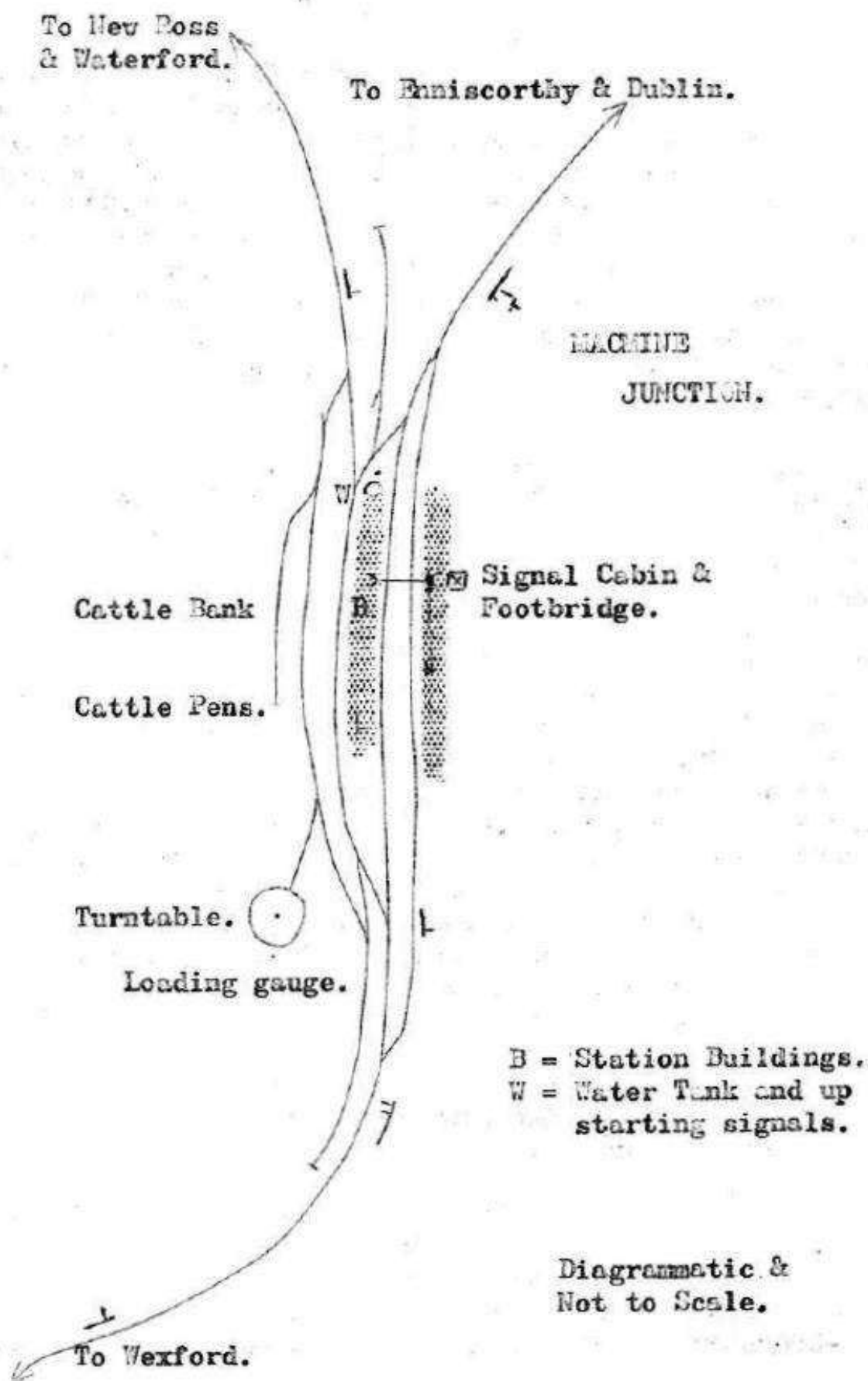
Macmine Junction

As both the Shillelagh branch and now the Harcourt Street line are closed the only remaining junction on the main line of the former D&SER is Macmine, at MP 83¼ (measured from Harcourt Street), where the branch to Waterford diverges. The D&SER opened their line from Enniscorthy to Wexford on 17th August 1872 and thus won the race with the Bagenalstown & Wexford Railway for the traffic to that town. On April 1, 1873 the B&WR made a junction with the D&SER at Ballyhoge - Macmine Junction as we know it today - but the line through to Waterford was not completed until 27th April 1904.

Reference to the sketch plan reproduced will show that the junction faces Wexford and that branch trains are accommodated at the back face of the up platform which is an island. Crossovers are provided to enable either up or down main line trains to use this "New Ross" loop if required and it is customary to bring the down mail (07:30 from Westland Row) in in this fashion. The Wexford - Waterford train which makes a connection has previously arrived in the loop and shunted forward on to the branch. It then backs up behind the mail to facilitate transfers. Other trains, however, rarely vary from their appropriate platforms.

Macmine handles - in the current summer timetable - 12 passenger trains each weekday (3 main line, the Enniscorthy - Wexford "Mixed" train and two branch trains, in each direction). Of the main line trains the up 06:40 Rosslare-Amiens Street does not stop while the reverse working of the same train only calls if required. The morning branch trains run through to and from Wexford but the 14:45 from Waterford turns at Macmine as the "Mixed" from Enniscorthy acts as a connection to Wexford. Passengers from Wexford to New Ross line stations can travel by the up mail (16:00 ex Wexford) and change at Macmine. All the branch trains are still steam operated although goods trains on the line are normally worked by B class DE locos. Three main line goods trains pass through Macmine and one light engine working from Enniscorthy to Wexford off the down day goods.

The signal cabin which is alongside the end of the footbridge - a feature of so many stations on the D&SER has 31 levers, 6 of which are spare.



Feature Section

PIONEER SUNDAY

The greatest mass movement by rail since the Eucharistic Congress of 1932 took place on Sunday June 14, when members of the Pioneer Total Abstinence Association gathered in Croke Park, Dublin, to celebrate the Diamond Jubilee of the foundation of their movement. Of the total present, over 25,000 were brought into Dublin by rail and this posed a problem of the first magnitude to the Operating Department of CIÉ. It is therefore all the more pleasant to record the fact that the arrangements were carried out almost without a hitch - one train from Fiddown to Kingsbridge was delayed by an engine failure.

Excluding provincial connections, of which there were 14, this event called for the provision of no less than 53 special trains into Dublin stations and the progress of the CIÉ dieselisation was apparent from the fact that only 5 of the specials were worked by steam and these came from the former GNR section of the UTA. Needless to say, the great majority of trains were hauled by A class DE locomotives. Indeed 40 A class - one of which worked two specials - were observed in traffic, against 5 B class, 1 C class and one diesel railcar train. In addition eight pilot engines (7 A class and 1 B class) were stationed at strategic points - Port Laoighise, Limerick Junction, Mallow, Cork, Mullingar, Athlone, Woodenbridge and Limerick - to guard against breakdowns; a wise precaution as both the Mullingar and Limerick Junction ones were brought into use - the former on the second up special from Sligo and the latter on the ill-fated Fiddown special. The movement assumes even larger proportions in terms of coaching vehicles in use as the following were accounted for in trains into the capital:

315 CIÉ coaches	57 CIÉ (ex GNR) coaches
40 UTA coaches	12 Dining buffet cars
30 Luggage vans	20 Heating vans
2 Six-wheel guard's vans	

It was in a way unfortunate that the Sunday in question was one of the hottest of the year as in order to provide siding accommodation for trains arriving at Westland Row, it was deemed necessary to suspend suburban services in the Amiens Street - Bray - Greystones section. As a result some 13,000 seaside trippers flocked to the North Dublin coastal resorts and heavily taxed the services from Amiens Street. At points on the up line between Westland Row and Dalkey special trains were lined up in departure order. They had been, on arrival, first run to Bray to be turned and sorted and had their carriage water tanks replenished in Dun Laoghaire on the way. At Amiens Street empty stock off Northern section arrivals was shunted into Sherriff Street goods yard which had been cleared of wagons the night before. Except those from Dungannon and Drogheda, which arrived at Platform 5, all Northern specials arrived at Platform 2 for ease of shunting. Similarly in Kingsbridge the goods yard was used for carriage storage and it is interesting to remark that all evening departures without exception from this station took place from the arrival platform, No.2. For each of the recent previous National Pioneer gatherings, in Dublin in 1949 and in Cork in 1956, the same technique was employed to enable the large number of specials which ran on each of these two occasions to be stored and serviced. In each case this necessitated the curtailment of suburban services in the Dublin and Cork areas respectively although in 1949 the Harcourt Street - Bray line was open and a frequent service was provided in substitution for the Amiens Street - Bray trains.

With but a few exceptions the trains observed were fairly well filled, but none was overcrowded. An ingenious system was devised for handling returning passengers at the Dublin termini which, although new to Dublin, is in constant use at Claremorris for returning Knock pilgrimage trains. Each departing

special was numbered by means of window stickers in departure order and on the up specials, passengers were given printed cards showing the number and departure time of their return train. These cards also advised passengers not to arrive at the termini for their train home more than 20 minutes before its departure time in order to avoid congestion of platforms.

The highest credit is due CIÉ for their handling of the traffic for this event and the letter received conveying the thanks of the PTAA for the efficient arrangements made it a fitting conclusion to a memorable day in Irish Railway annals. Details of the specials into and out of Dublin are tabulated below.

PIONEER SUNDAY 14th JUNE 1959

Northern Section Arrivals (Amiens Street)

From	Due	Actual	Loco	Train
Dundalk	09:30	09:34	197	5 bogies *
Dundalk	09:40	09:40	A5	5 bogies
Monaghan	09:50	09:50	A24	6 bogies
Antrim	10:25	10:29	87	10 bogies
Oldcastle	10:55	10:57	A11	6 bogies
Dungannon	11:05	11:11	58	10 bogies
Belfast	11:25	11:30	86	10 bogies
Derry	11:40	11:44	59	10 bogies
Drogheda	11:55	11:57	A8	7 bogies
Dundalk	12:15	12:10	A12	10 bogies
Belfast	12:25	12:22	-	8 coach railcar **
Balbriggan	12:45	12:47	A38	8 bogies
Warrenpoint	12:55	13:03	172	8 bogies

* Normal 09:50 arrival retimed.

** Normal 12:20 arrival retimed.

South-Eastern Section Arrivals (Westland Row)

Gorey	10:25	10:15	A53	6 bogies	1 van
Glenmore	10:45	10:37	A?	7 bogies	2 vans
Enniscorthy	11:10	11:07	B112	7 bogies	2 vans
Rosslare Harbour	11:35	11:24	A40	6 bogies	2 vans
Arklow	12:00	11:56	A36	5 bogies	1 van

Midland Section Arrivals (Westland Row)

Loughrea	09:10	09:07	A9	9 bogies	2 vans
Ballinasloe	09:25	09:21	A25	7 bogies	2 vans
Sligo	09:45	09:45	A2	9 bogies	2 vans
Castlerea	10:15	10:05	A31	7 bogies	1 vans
Sligo	10:00	10:21	A26	10 bogies	
Castlebar	10:30	10:30	A13	10 bogies	3 vans
Westport	10:50	10:47	A56	7 bogies	2 vans
Ballindine *	11:00	10:53	A52	11 bogies	1 van
Ennis	11:20	11:17	A23	8 bogies	2 vans
Ballina	11:35	11:27	A59	11 bogies	2 vans
Cavan	11:55	11:52	C204	5 bogies	2 vans
Galway	12:05	11:58	A49	10 bogies	

Edenderry	12:20	12:11	A30	7 bogies
Longford	12:30	12:35	A34	7 bogies

* Via Athenry.

Southern Section Departures (Kingsbridge)

To	Due	Actual	Loco	Train
Cork	18:15	18:15	-	4 coach railcar
Carlow	18:25	18:26	A60	7 bogies 3 vans
Port Laoighise	18:40	18:41	A45	8 bogies 1 van
Portarlington	18:55	18:56	A47	9 bogies
Cork	19:15	19:15	A35	10 bogies
Cork	19:25	19:27	B101	9 bogies 1 van
Cork	19:35	19:39	A19	11 bogies 2 vans
Cahirciveen	19:50	19:50	A22	7 bogies 2 vans
Tralee	20:05	20:06	A41	7 bogies 1 van
Kenmare	20:15	20:16	-	6 coach railcar
Ardfert	20:30	20:30	A28	7 bogies 2 vans
Dungarvan	20:45	20:46	A3	9 bogies 2 vans
Ennis	20:55	20:57	A18	11 bogies 2 vans
Cork	21:10	21:10	A10	9 bogies 2 vans
Limerick	21:20	21:21	B111	9 bogies 1 van
Knocklong	21:35	21:36	A6	11 bogies 1 van
Castleconnell	21:45	21:46	B108	6 bogies 2 vans
Birr	22:00	22:01	A47	9 bogies
Bridgetown	22:10	22:12	A50	10 bogies 2 vans
Clonmel	22:20	22:21	A45	8 bogies 1 van
Kilmacow	22:35	22:36	B110	8 bogies 2 vans
Fiddown	22:45	22:46	A54	7 bogies 2 vans
Ballywilliam	23:00	23:00	A29	7 bogies 2 vans
Ballycumber	23:15	23:15	A60	7 bogies 3 vans

Routings:

Cahirciveen, Tralee, Kenmare and Dungarvan: via Mallow

Ardfert: via Limerick and Newcastle West

Bridgetown: via Waterford

Fiddown: via Limerick Junction

LATE NEWS

Inchydoney Excursion

As we go to press we learn that CIÉ has acceded to a request from Clonakilty Urban District Council for an excursion from Cork to Inchydoney - by rail from Cork to Clonakilty and thence by bus to the strand. This service will be run on Sunday July 19 as a trial to see whether the support forthcoming warrants its operation on a regular basis.