

THE

# IRISH RAILFANS' NEWS

Volume 5

October 1959

No.4

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**EDITORIAL**

In concluding the Editorial of our issue of April 1957 we remarked that the Cavan & Leitrim Section would most probably become CIÉ's last outpost of steam. Regrettably its life has since been abruptly terminated and now the last steam stronghold is destined to be on the standard gauge - where exactly, it is as yet impossible to forecast. At that time in 1957 we suggested that steam would linger but little longer on the branches than so worked. This, however, has not been the case. The acquisition by CIÉ of the former GNR has made unexpected demands on the existing diesel fleet the result that many of the minor lines continue to exist in their normal element of steam. At the time of writing the three "Midland" branches - Loughrea, Ballinrobe and Ballaghaderreen - the Kenmare, Birr and Foynes branches together with goods trains on the North Kerry line and the passenger trains on the Macmine - Waterford branch are entirely steam operated, while some steam workings are still found between Wexford and Rosslare, in the Dublin Suburban area, on some local goods trains and on ballast and weed-spraying trains. Furthermore, considerable use will be made of steam locos during the coming winter on specials for the beet factories at Carlow, Thurles, Mallow and Tuam. Thus, in many parts, steam still survives in spite of extensive dieselisation.

The unexpected reprieve for steam traction may not, however, be of long duration. By means of the £3,000,000 loan mentioned briefly in our July issue CIÉ is now to increase its diesel fleet. Although the form of this additional diesel motive power is yet to be announced it is certain that its advent will oust most of the remaining steam locos from the outposts where they have for so long reigned supreme. This ultimate substitution by diesels will doubtless be regretted many enthusiasts for whom the steam locomotive holds such a particular fascination, yet most will agree that while a steam railway may be more preferable to the enthusiast, a diesel railway is surely preferable to no railway at all.

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

For the "Journey Jottings" in this issue we are indebted to Mr M.K. Belshaw.

**SOME ARTICLES OF IRISH RAILWAY INTEREST****Trains Illustrated**

September     The End of the Cavan & Leitrim

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# News Section

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## CIE GENERAL NEWS REPORT

### **Rolling Stock Developments**

Work has been completed at Inchicore on the open centre second class coaches mentioned in our last issue. They are numbered 1449 to 1482 - a total of 34 and not 32 as previously stated. The six heating vans mentioned have also gone into traffic. They are numbered 3142-3147 and differ from the previous series only in having straight recessed doors as in the luggage vans. Work subsequently started and is indeed well advanced on a series of five second brake coaches numbers 1909-1913. It is understood that when these are finished, construction of a series of bogie parcel vans will commence. Coach 1097, mentioned in our last issue, has been in traffic during the summer on pilgrimage trains to Claremorris (for Knock). The present interior layout of the coach is as follows: lavatory, two second class compartments, one compartment converted into a kitchen, a second class compartment and an open saloon section in which have been fitted AEC railcar type seats to accommodate 10 passengers.

### **Locos Transferred**

On Thursday August 6, ex GNR locos 199 (4-4-0) and 203 (4-4-0) were transferred to Broadstone shed. During the following weeks both locos were observed working pier trains between Westland Row and Dun Laoghaire, and were later joined by loco 143 (4-4 2T) which performed similar duties. Locos 199 and 203 have since been returned to Amiens Street shed but 143 is still operating from Broadstone.

### **Winter Timetable**

As far as timetables are concerned, the former GNR still retains its autonomy from the rest of the CIE system as the former's new winter timetable is effective from 5<sup>th</sup> October 1959 to 5<sup>th</sup> June 1960, while the latter's is from 14<sup>th</sup> September 1959 to 12<sup>th</sup> June 1960. The reason for the policy of "non-alignment" is hard to see. The provisions of the GNR section timetable are, however, nothing short of astounding. Of the normal 8 trains each weekday from Dublin to Belfast and vice versa, four down: 09:15, 11:00, 14:45 and 17:30, and five up: 08:15, 10:30, 14:15, 16:45 and 18:00 remain. The balance of the odd working is, presumably, the 02:15 news diesel from Dublin, while a significant fact is that all the trains are to be worked by diesel railcars. In view of the unbalanced working, one up train is left unprovided with refreshment facilities but it is almost incredible that the 18:00 should be the train in question. The operation of restaurant cars on the principal down morning and up evening trains has been a time-honoured practice almost since such vehicles first operated. It is true that the former 07:30 and 18:25 down still exist as Dundalk trains - the latter, in fact, gives a cumbersome connection to Belfast on Saturdays via Portadown and the 18:50 Derry-Belfast - but their demotion, against the GNR policy of "more trains, shorter trains", is hardly likely to improve traffic on a line where traffic has fallen of considerably. On the brighter side is the acceleration of these trains which remain - the 09:15 by 10 minutes and the 14:45 by 40 minutes. The Enterprise trains are unaltered except the 17:30 down which - in the absence of the 18:25 - "calls to pick up" at Dundalk without extra time allowance. The improvements have been achieved both by acceleration in running - sectional running times are: 34 minutes to Drogheda, 26 to Dundalk and 25 to Goragewood - and, on the 14:45 in particular, by reductions in station time. On the remaining sections of CIE there is little difference from the winter timetable of previous years. On the main line the Sunday 18:15 to Cork calls additionally at Portarlinton and Port Laoighise, without extra time allowance. A new weekday connection is provided by deferring the 16:25 Athlone-Portarlinton to 16:45 thus taking a connection out of the 13:30 from

Westport and providing passengers from the West to stations south of Portarlinton with a useful cross-country service. As a consequence of this alteration the 15:45 Waterford-Dublin runs 15 minutes later than heretofore, as it is the Dublin connection of the 16:45 from Athlone. The late evening Tuam-Athenry train which ran this summer has not been retained in the winter. On the Eastern section the 11:35 down is now 10:15 and runs through to Rosslare Harbour returning at 15:05. All trains on this section revert to the normal winter practice of using Westland Row as Dublin terminus except the 06:40 from Rosslare which still continues to Amiens Street to connect with the 11:00 Enterprise to Belfast. An extra evening train has been provided at 20:00 from Amiens Street to Bray, thus increasing from two to four trains the former visitor suburban service after 19:00.

### **Train-Naming Competition**

The result of the "Name the Trains" competition run during May and June last was announced at the end of August. Of the 5,757 suggestions received for the principal express trains between Dublin and Cork, Killarney and Galway, CIÉ declared the following to be the winning entries: "Fáilte", "Sláinte" and "Cu na Mara". The trains which are to bear these names are to be announced later.

### **"Strayed"**

While the former GNR is now an integral part of CIÉ, one often still registers surprise at signs of the integration in day to day working. Of these may we just mention four examples. Firstly, the operation of a BUT set on the 18:07 Amiens Street-Arklow and its return working at 21:00 throughout the summer. In the winter timetable an ex GNR AEC set works the 07:25 to Wexford and its return at 11:45 and car 616 in blue and cream looks odd when paired with car C609N which has been repainted in green. Secondly, the Loughrea branch train comprising loco 574 (0-6-0), GNR clerestory roofed composite No.61 (not repainted) and six-wheel brake second 9M brought us up with a start. Thirdly, the sight of a C class loco hauling a "silver" compo, a green Park Royal second and three ex GNR coaches - a compo and 2 vans - in their original livery provided a varied sight leaving Cork Albert Quay for Bantry on September 18, and lastly the discovery of a GNR lever frame - thought to be that from Monaghan - in the new Cobh signal cabin shows us a sign of the times.

### **Camping Coaches**

CIÉ has announced that its camping coach experiment has proved successful and that next year at least two additional coaches will be provided at another site.

## **CIÉ LOCAL NEWS REPORTS**

### **Liftings**

The dismantling of the closed sections of CIÉ has continued since our last issue and the current position in each case is as follows:

*Cavan & Leitrim Section:* The branch from Ballinamore station to Arigna station is now lifted completely but the extension thence to Derreenavoggy is still intact and no effort has been made to remove it. The bridge over the Shannon at Mahanagh has not been dismantled as expected but it is fenced off at each end and the track to it removed. Almost all the track from the Arigna line has been purchased by Comlucht Siúicre Éireann for use on their lines under construction on Gowla Bog. A few of the best sections have, however, been sent to the West Clare for renewals there. On the Ballinamore - Belturbet line work is complete to within two miles of Belturbet. Of the locos isolated on the section, 3T has been cut up but 4T and 10L remain at work. Rails and sleepers are still being loaded into standard gauge wagons at Belturbet but when work on the narrow gauge is completed the four mile branch of the former GNR thence to Ballyhaise will be removed. Already the ETS and the signals at Belturbet are out of use. On Thursday September 3 the Ballinamore - Dromod lifting train commenced

operations by breaking the track at Ballinamore and is now working towards Dromod. Three locomotives (2L, 4L and 6T) are thus stabled at Mohill although the last mentioned is likely to bear the brunt of the work. Loco 12L is disabled at Dromod close to coach 7L which, contrary to expectations, does not seem to be destined for West Clare as its seats have been removed and it is in a poor state of repair both internally and externally. Coach 1L has already been transferred to that section as mentioned elsewhere in this issue. At Ballinamore coach 6L, 8 open wagons and four cattle wagons have been isolated, while coach 5L and van 16L have been moved to Mohill with other wagons in use on the lifting trains.

*Tullov Branch:* Trackwork has been removed between Tullov and Dunlavin and the lifting train is progressing northwards. As an economy measure the siding at Harristown has been made into a loop to enable the loco to run round its train there instead of running to Naas to do so. On July 21 the station houses and other property on the line were sold by auction. At the time of writing there are still quite a few coaching vehicles stored in the sidings at Naas.

*Cashel Branch:* The removal of this branch, commenced as reported in our January 1959 issue, has not, however, been completed beyond a point some 2½ miles from Cashel. Ardmayle Halt, strewn with debris and exceedingly overgrown, yet remains intact and further operations have ceased for the present.

*Harcourt Street Line:* The pace of lifting has slowed considerably with the difficult task of removing Adelaide Road underline bridge which was completed in August. Work on other bridges is in progress but to date no further track has been removed.

### **Passenger Trains To Castleisland**

The Tralee - Fenit excursions mentioned in our last issue have proved an outstanding success and on August 9 a six-coach diesel railcar from Listowel supplemented the normal Cork - Tralee - Fenit train. On August 16 an even more surprising development took place when a six-coach diesel railcar was run from Castleisland to Fenit and back carrying some 230 passengers. The Castleisland branch was closed to regular passenger and goods traffic on 25<sup>th</sup> January 1947 but was re-opened to goods trains - worked by Deutz loco G602 - on 7<sup>th</sup> January 1957. Only very occasional passenger trains have run in the last 11 years so a repetition of this first successful excursion on the two following Sundays, August 23 and 30, is all the more remarkable. On August 23 there was also an excursion into Castleisland for a GAA game - two trains in one day on the branch. In all cases railcars were used.

### **West Clare Coaches**

It is learned that the provision of additional passenger rolling stock for the West Clare section is being considered in view of the inability of the present stock to cope adequately with summer traffic such as was experienced this year. Coach 1L arrived at Ennis on June 29 from the Cavan & Leitrim and has been in constant use since. The present passenger rolling stock is therefore: Railcars 3386, 3387, 3388, 3389; Trailers 46C, 47C, 48C; Coaches 49C (out of traffic) and 1L. There are 25 various wagons from the C&L now on the WCR and they include some from the Clogher Valley and Cork, Blackrock & Passage Railways as well as genuine C&L vehicles.

### **Trial Trip**

An E class DH loco was run on trial on the Courtmacsherry branch on September 18. Such locos will probably therefore work beet trains on this section during the winter.

### **Limerick Junction Accident**

On Sunday August 9 a minor accident befell a special all-in Radio Train returning from Killarney to Carrick-on-Suir. The accident occurred at about 22:40 at Limerick Junction when, in backing on to its train after running round, loco B108 collided with the rear luggage van (No.2747) and broke two

windows. The next two coaches - Radio studio coach 875 and buffet car 2410 - also suffered broken windows and broken crockery from the concussion and a number of passengers were treated for injuries caused thereby, four of them in hospital. The train continued its journey after a considerable delay. The affair, while serious enough, hardly merited the sensationalist headlines "Panic-stricken end to day for happy excursionists" which appeared in the following evening's newspapers.

### **Hill Of Howth Tramway**

Work has commenced on the dismantling of the tramway which closed, as reported in our last issue, on May 31. Much of the underground power cable has been lifted and where two trolley wires existed one has been removed. On September 17 the first rails were lifted at the Summit loop and tram No.11 is at present working towards Sutton lifting the line behind her.

## **UTA GENERAL NEWS REPORT**

### **Locomotives Auctioned**

At an auction held at Queen's Quay station on August 5 a number of ex GNR locos were sold for scrap. The engines auctioned were numbers 46, 76 (4-4-0), 107 (0-6-0), 21, 69 (4-4-2T) and 22 (0-6-4T). All of these locomotives had been cut up by mid-September. Some 30 passenger coaches (ex GNR, NCC and BCDR) were also sold.

### **New UTA Railcars**

Since our last issue Duncrue Street works has been engaged in the construction of further multi-purpose railcars and at the end of September up to No.62 had been completed and on trials. These railcars, which are being built from existing coaches, are now being painted in a light blue-green livery, the roofs being left aluminium.

### **Carrickmore Station**

The UTA have announced that as from October 5 Carrickmore station - between Pomeroy and Sixmilecross on the Portadown-Derry line - will be closed to both passenger and goods traffic. Substitute road services will be operated.

### **Accident At Castlerock**

On Saturday July 18 a serious accident - fortunately unattended with fatalities - occurred on the UTA main line from Belfast to Derry at Heard's Crossing, approximately two miles on the Derry side of Castlerock station. The 14:55 train from Belfast to Derry, which consisted of six power cars, refreshment car, one trailing coach and a 4-wheel van, collided with a private motor car at an accommodation crossing. The front power car (No.58) was totally wrecked while the following two cars (Nos. 45 and 36) were seriously damaged. All of the remaining coaches on the train were derailed. The driver, guard and a number of passengers received minor injuries. That but few passengers were injured was fortunate and was due to the fact that a large party occupying the leading coach had detrained at Castlerock. To enable traffic to be resumed the line was deflected around the disabled train pending its removal. During this operation the second power car was damaged by fire caused by sparks from an oxy-acetylene cutter being used to free some of the wreckage.

### **The Case For The UTA**

In mid-September, a 27 page pamphlet was published by the UTA with a view to winning wider public appreciation of its difficulties in operating an integrated system of public transport without financial loss. The booklet, intended mainly to cover the present "substantial volume of unsympathetic public opinion" is entitled "Aspects of relations between the Public and the Authority". The various criticisms of being incompetent, dictatorial, extravagant and indifferent to the wishes of the public as regards

services, rates and fares have been repudiated at length by the UTA in a manner which merits careful, although critical, consideration.

### **Kilrea Branch Closure**

The daily goods service operating on the line from Cookstown Junction to Kilrea was discontinued on October 1, on and from which date the line was closed to all traffic. The branch carried two passenger specials in the last week of its existence, the first on September 24 consisting of 2-6-4T No.2, brake first 224, dining car 160 and saloon coach 150. This train was run to convey members of the board of the UTA to Upperlands and Kilrea, and was followed on September 26 by railcar 4 conveying 54 members of the IRRS on a farewell journey over this last remaining section of the Derry Central line.

### **Abandonment Of Former GNR Lines**

On July 3, an abandonment order was made in respect of the following sections of the former GNR lines within the Six Counties: Portadown-Tynan; Armagh-Keady; Omagh-Newtownbutler; Bundoran Junction-Pettigo; Letter Bridge-Belleek; Fintona Junction-Fintona. All services on these lines had been discontinued by the GNR since 1<sup>st</sup> October 1957. Lifting of the Armagh-Keady branch has already been completed while the Portadown-Tynan section has been lifted from the Border near Tynan as far as Richhill. It is understood that demolition will shortly commence from the Border near Newtownbutler towards Omagh.

### **Markethill Branch**

The 8¾ mile branch line from Goraghwood to Markethill, which was closed to passenger and goods traffic as long ago as February 1933, and lost even its occasional fair train in 1955, is now being lifted. During the period since the closure the track had deteriorated badly and small trees were to be found growing between the rails. Consequently, before the lifting train commenced operation, track and sleeper repairs and clearance work had to be undertaken to enable it to reach Markethill!

### **Coalisland - Cookstown Closure**

It was announced by the UTA on August 14 that it was proposed to withdraw the goods train services between Coalisland and Cookstown from October 1. The line from Dungannon to Coalisland is being kept as a siding, a speed limit of 5 mph having been imposed on the four mile section from Dungannon Junction to Coalisland. Passenger services on the entire branch were withdrawn on 15<sup>th</sup> January 1956. Work has almost been completed on the removal of the branch junction - Dungannon Junction - and when finished the present one mile double section thence from Dungannon will become Derry line (down line) and Branch (up line) respectively. Dungannon Junction signal cabin has been dispensed with as from October 1.

## **CDRJC**

### **Developments**

Railcar 18 was overhauled and repainted at Stranorlar works and returned to traffic in June. Due to an increase in the container traffic two underframes of Irish Shell petrol tank wagons have been adapted to carry containers. They are numbered 337 and 341.

### **AOH Demonstration**

No formal announcement has yet been made regarding the future of the CDR and no closure date has yet been forecast. Despite the threat of closure hanging like the Damoclean sword over the line, very heavy traffic is being handled. The peak of passenger traffic was reached on August 15 when the Ancient Order of Hibernians held a demonstration in Killybegs. For this event the ordinary services were strengthened and augmented as follows. The 09:30 from Strabane to Stranorlar was worked by

railcars 15 and 19 with coaches 57, 59 and van 53 to Stranorlar where the coaches were attached to the 10:25 steam special for Killybegs. This special comprised loco 4 "Meenglass" (2-6-4T) with coaches 14, 16, 17, 57, 59 and van 53 and had coaches 12, 56 and van 47 added at Donegal. A connection from Ballyshannon - railcar 18 and coach 15 - was provided. The regular 11:05 from Strabane comprised railcar 12 with coach 58 and railcar trailer 3, but the last mentioned only went to Stranorlar where the train was made up to two cars (12 and 19) and two coaches (58 and 13). The return steam special from Killybegs at 18:45 was made up to 9 coaches, 3 of which were worked from Stranorlar to Strabane by two railcars.

## **SL&NCR**

### **Lifting**

The lifting of the SL&NCR, commenced in May last, is now almost complete. Apart from a few short lengths, all rails have been removed and only the sleepers await recovery. The CIÉ line from Ballisodare is intact to the site of Carricknagat Junction where it ends abruptly at the "end on" junction marked by the painting on each rail of the letters "CIÉ". Notwithstanding lifting, most of the signals remain in situ and present an even more incongruous appearance than ever as they protect level crossings which, lacking track, no longer require protection. The two locomotives "Lough Erne" and "Lough Melvin" are still in Enniskillen but will probably be removed in the near future in view of the expected commencement of lifting operations on the former GNR lines. All the remaining SL&NCR rolling stock has been either broken up or removed. The speed with which these operations have been carried out is due to the fact that gangs have been at work simultaneously at many points en route. It is of interest to note that the link line from Collooney (SL&NCR) to Collooney (WL&WR) which was not SL&NCR but CIÉ property has also been lifted.

## **JOURNEY JOTTINGS**

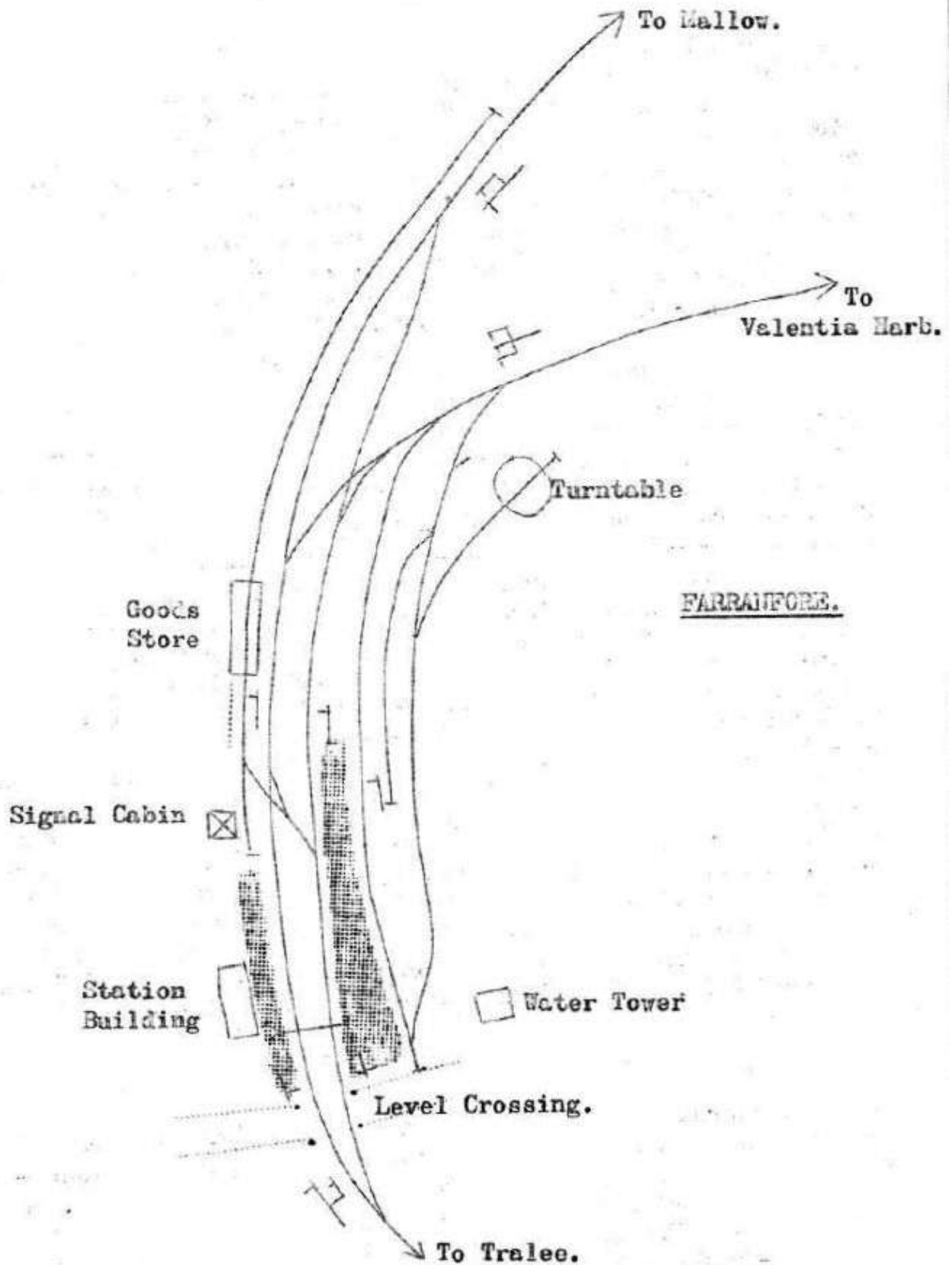
### **June 18: Belfast - Portadown - Newry & Back**

The three-coach Newry and Warrenpoint railcar (two 700 class and first brake trailer) left Great Victoria Street at 09:35 having arrived from Lisburn only 10 minutes earlier with a local. Halts were made at all stations after Lisburn, except Damhead, and each yielded some traffic with the exception of Maze, Tanderagee and Scarva. Goraghwood was reached 2 minutes early at 10:51 where CIÉ (ex GNR) compound 4-4-0 No:85 "Merlin" was passed with a special nine-bogie Dublin - Belfast excursion of CIÉ stock. After a short halt, the train continued to Newry, reached on time at 11:01. Most passengers including the writer detrained and only half a dozen continued to Warrenpoint. Newry Edward Street presented some interesting train movements during this day. Ex GNR loco 151 (0-6-0) marked with the ominous 'X' took the 13:00 Newry-Warrenpoint - 2 bogies, 1 wagon and brake van - while at 14:10 the diesel returned from Warrenpoint well-filled with shoppers. Newry shed contained 4-4-2T 187X and 4-4-0 42X while 0-6-0 11X, which was shunting in the yard, worked the 14:35 goods to Goraghwood. Articulated railcar "F", renumbered 104, was working local trips between Newry and Goraghwood. The writer returned on the 15:35 Newry-Portadown which was another 3 coach railcar set - a 900, a 700 and brake second trailer - carrying many schoolchildren. At Goraghwood CIÉ (ex GNR) 0-6-0 No.33 and UTA (ex NCC) 2-6-4T No.9 with Portadown and Dundalk goods respectively were crossed. At Portadown the few remaining passengers changed and continued their journey to Belfast behind loco 64 "Lough Gill" (formerly 196) and three bogies on the 16:35 all stations local. Lethargic running made arrival at Lisburn 5 minutes late although some time was regained to Belfast due to poor traffic. A signal check delayed arrival until 17:38 where the terminus presented a lively scene with locos A57 (CIÉ DE), 85 "Merlin", 30X (4-4-2T), 64, 68 "Down" (ex 205, 4-4-0) and 43X (4-4-0).



## STATION SURVEY

Farranfore



It is perhaps appropriate that our last "Station Survey" of 1959 should deal with a junction station opened in 1859 - on July 18 to passenger and parcels traffic, and on August 28 to goods. It was not then, however, a junction but a wayside station on the Tralee & Killarney Railway which opened its Killarney-Tralee line on the dates mentioned. The opening is commemorated by the figures 1859 in the stone work of the station building. The branch from Farranfore to, first, Killorglin and, later, Valentia Harbour was opened on 15<sup>th</sup> January 1885 and 12<sup>th</sup> September 1893 respectively. It is interesting to remark that this was the first line in Ireland to have an electric tablet for single line working.

Farranfore is at MP 50½ (measured from Killarney Junction - 1 mile south of Mallow) on the Mallow - Tralee line and the branch to Valentia makes a trailing junction with this line at the Killarney end of the station. From the sketch plan it will be seen that there are three platform faces, up main, down main and branch bay. Although the Valentia branch trains run through to and from Tralee it is normal for them to use the bay platform to permit cross-platform interchange of passengers and their luggage. The usual sequence of operations is that the Tralee-Valentia train arrives at the up main and sets down local passengers. It then crosses to the branch and shunts into the bay to await the connection from Dublin and Mallow direction. In the opposite direction it is customary to bring the up main line train into the down platform for the same reasons. Outer home signals are provided on each line - from Ballybrack, Gortalea and Castlemaine - which allow shunting movements in the station while trains are approaching from other directions. The signal cabin has 15 levers, none of which is spare.

The regular winter train service provides eight trains in each direction through Farranfore. On the Mallow-Tralee line in each direction there are three passenger trains - two DE hauled and one railcar - two goods trains - a pick-up and a semi-fast - both of which are worked by DE locos. In the down direction only, an additional semi-fast connection from the Dublin-Cork night mail runs conveying mails and goods. This train works empty coaches which return on the 18:20 Tralee-Mallow Mail. On the branch there are two trains per day, both of which run through to Tralee. The 04:15 from Tralee is a mixed train although the passenger facilities are only advertised between Killorglin and Cahirciveen at which latter point the train terminates. The evening train at 15:00 ex Tralee is a passenger train as is the 07:50 from Valentia but the up 14:30 from Valentia is the return working of the 04:15 goods although in this case it is advertised as mixed throughout. All the branch trains are worked by C class DE locomotives.

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## Feature Section

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### SUMMER EXCURSION TRAFFIC

The summer which has just drawn to a close has been, according to meteorologists, the finest on record. It has also been the finest summer for excursion traffic on Irish railways - CIÉ in particular - and many Sundays have produced special trains in greater number than last year's record totals, even excluding "Pioneer Sunday" which was reported in detail in our last issue. This welcome trend can not but produce an increase in passenger revenue even although fares were, for many of the journeys, at attractive low rates. The railway enthusiast has been provided with many thrills whether he admires diverse and unusual train workings or sheer weight of traffic.

Pride of place goes, of course, to the "Mystery Trains", which since their inception have been a boundless success. Since our last issue these 5/- trips have continued most Wednesdays and on July 19 the experiment of a Sunday "Mystery Trip" was tried with the result that three trains had to run. From August 5 there has been a regular pattern of two trains each Wednesday and three trains each Sunday

from Dublin. On Sunday September 13 - the penultimate Sunday trip - six trains were arranged, two each to three different destinations (Tipperary, Loughrea and Boyle) and on Sunday September 20 the climax was reached as no less than eight trains - five to Wexford and three to Roscrea - were operated from Dublin. Details of the mystery destinations from Dublin are set out in the table at the end of this article. Nor were Dubliners alone catered for by the mystery trains. Inter alia, trains ran from Drogheda and Dundalk to Bray, Killiney, Carlow and Arklow; Cork to Killarney, Cahir, Dungarvan, Clonmel, Tipperary and Limerick; Limerick to Killarney (via Croom and Mallow), Youghal and Loughrea; Waterford to Arklow, Killarney, Cahir and Ennis and, perhaps most unusual of all, Ardee to Howth (reversing at Howth Junction) which produced over 500 passengers and had to be duplicated on the return journey. It is almost incredible that such a simple development could have evoked such public support and CIÉ deserve credit in the highest measure both for the idea and the enterprising way in which the programme was built up to its climax. In particular the staff who carefully maintained the mystery atmosphere deserve more than a word of praise. It is to be hoped that the mystery trains have come to stay and will reappear in the 1960 summer season.

An increase has also been evident in the number of trains for football and GAA games this summer. Although the increase is partly due to replays of drawn games, the number of trains required for many matches was higher than in previous years. On July 5 thirteen trains ran to Navan for a Dublin v Louth game - seven from Dublin via Clonsilla and Drumree (with over 4,000 passengers), two from Dundalk, and one each from Killester, Ardee, Drogheda and Oldcastle. The match was drawn and on July 26 the replay required similar specials except that from Oldcastle. On July 19 a match at Clones brought specials from Mullingar, Monaghan, Dundalk and Dublin via Dundalk, and on August 9 specials from Monaghan, Dundalk, Warrenpoint and Dublin via Dundalk served the same venue. On August 2 there were 16 trains into Killarney and 11 into Tullamore while the Munster Final on July 26 in Thurles required 25 specials from Cork (6), Waterford (3), Dublin (2), Clonmel (2) and one each from Annacotty, Dungarvan via Waterford, Wexford via Campile, Grange, Carrick-on-Suir, Blarney, Mallow, Limerick Junction, Tralee via Mallow, Cahir, Newcastle West via Limerick, and Cappagh via Mallow. At the culmination of the GAA year are, of course, the Croke Park finals. The hurling final on September 6 brought 27 specials into Dublin stations and for the replay on October 4, 26 are scheduled. The football final on September 26 had 30 specials to its credit.

Seaside excursions have, of course, been heavily taxed. The 5/- "Sea Breeze" half-day excursions from Amiens Street to Arklow, in particular, had to be duplicated frequently and even triplicated or quadruplicated. This was due in many cases to the overflow from the mystery trains although soon the public realised that advance booking was necessary for the latter, sometimes as much as three days beforehand. Other traditional seaside trips with capacity loads were run. They included: Ennis-Lahinch, Drogheda-Laytown, Cork-Courtmacsherry, Loughrea-Galway, Tuam-Galway, Ballaghaderreen-Sligo and Thurles-Waterford (for Tramore) as well as the loads carried by the suburban lines in the Dublin and Cork areas. In addition, the Sunday trains to Fenit proved an outstanding success - often overcrowded - and additional trains were run. A surprise was the re-opening of the Gortalea-Castleisland branch on August 16 for a seaside train to Fenit. Then, too, there were specials from Cork to Bantry, Baltimore and on August 23 to Clonakilty (for Inchydoney). The intended trip on July 19 mentioned in our last issue did not take place but ran instead as above and was pronounced a success.

Added to the Mystery, GAA and seaside trains which covered the majority of the special workings on any given Sunday there were a few trains for minor events varying from two between Limerick and Castleconnell on August 2 for a Motor Rally to a special from Newmarket to Banteer for the parish sports on June 28 or even, on Saturday July 25, an IRRS special to Ardee. An added facility was the issue of cheap day excursion tickets on the regular Sunday trains - the new Dublin-Galway working was continued up to September 13 due to its popularity - and also between intermediate stations on GAA and Sunday seaside excursions. In the realm of day outings for private parties it is of interest to

note that that organised by Messrs W. & R. Jacob & Co. Ltd. from Dublin to Killarney on Saturday September 19 was the largest such ever handled by CIÉ and necessitated the running of three all-in Radio trains to convey the 1,500 participants.

In Northern Ireland too, summer excursion traffic has been heavy. As an illustration, on August 29 Orange demonstrations were held at Lisburn and Carrickfergus and resulted in a remarkable steam day on the NCC. For the Lisburn demonstration specials were run from Ballymoney, Ballymena, Cullybackey, Ballyclare Junction and even Randalstown on the recently closed branch from Cookstown Junction to Kilrea. Most of these were operated by GNR locomotives and stock. On the same date on the "Shore Line" an intensive service - in addition to a revised Larne service - was provided from Belfast to Carrickfergus between 09:00 and 10:20 and in the reverse direction between 17:05 and 19:25. A pilot engine was stationed at Carrickfergus to expedite return of empty stock off the eight steam specials, all of which were worked by class WT 2-6-4Ts. The Belfast-Bangor line has also had its measure of excursion trains. Steam has been in evidence on through workings from the former GNR section via the Belfast Central Railway. Both 0-6-0 goods and 4-4-0 passenger locomotives have been used, usually with a load of seven or eight bogie coaches. A feature of these trains is that in almost all cases they were organised Sunday School excursions.

Regrettably space does not permit writing further or in more detail on this topic which is worthy of a complete issue in itself. It is hoped that enough has been said to spotlight a summer memorable in the Irish railway sphere.

#### **Destinations Served By Mystery Trains From Dublin**

Wed	June	10	Kilkenny	via Carlow, return via Abbeyleix
"	"	17	Athlone	via Clara, return via Mullingar
"	"	24	Enniscorthy	
"	July	1	Carlow	return via Kilkenny
"	"	8	Longford	
"	"	15	Dundalk and Drogheda	
Sun	"	19	Thurles (3 trains)	
Fri	"	24	Tullamore	return via Athlone/Mullingar
Wed	"	29	Athy	return via Kilkenny
"	Aug	5	Port Laoighise (2)	return via Kilkenny
Sun	"	9	Athlone (3)	via Mullingar, return via Clara
Wed	"	12	Ballinasloe (2)	
Sun	"	16	Kilkenny (3)	via Carlow, return via Abbeyleix
Wed	"	19	Roscommon (2)	
Sun	"	23	Clonmel (3)	via Fethard
Wed	"	26	Navan (2)	via Drogheda
Sun	"	30	Cahir (3)	via Limerick Junction, return via Fethard
Wed	Sep	2	Longford (2)	
"	"	9	Arklow	
Sun	"	13	Loughrea (2)	
			Tipperary (2)	via Limerick Junction
			Boyle (2)	
Wed	"	16	Kilkenny	via Carlow, return via Abbeyleix
Sun	"	20	Wexford (5)	
			Roscrea (3)	
Wed	"	23	Dundalk	
Wed	"	30	Boyle	

## **STOP PRESS**

### **CIÉ Closures**

After we had gone to press, CIÉ, on October 3, announced their intention of closing the following six lines to all traffic as from 1<sup>st</sup> January 1960: Inny Junction - Cavan; Dundalk - Clones; Cavan - Clones - Monaghan; Inniskeen - Carrickmacross; Headford Junction - Kenmare and Claremorris - Ballinrobe. CIÉ claim that this decision “taken as part of the systematic review of all the company’s services” will make a substantial contribution towards the task of providing a self-supporting public transport service. Last year the working loss on the first four lines totalled £84,445. The Kenmare branch showed a loss of £18,071 while the Claremorris - Ballinrobe branch accounted for a further loss of £11,090. It is stated that one of the trains on the Ballinrobe branch had an average of only one passenger per day. Substitute road services are to be provided by CIÉ in the case of all the lines being closed.