

THE

IRISH RAILFANS' NEWS

Volume 6

April 1960

No.2

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EDITORIAL

The atmosphere of gloom and uncertainty which brooded over the Irish railway scene at the end of last year has been undoubtedly dispelled since our last issue. Emphatic statements issued by the railway authorities give evidence of a definite endeavour on their part to make the railways viable, despite so much unfavourable and discouraging comment from high-ranking political spokesmen.

At the end of January, CIÉ affirmed its confidence in the railway system, not only in denying rumours of the immediate wholesale closure of branch lines throughout the country but by simultaneously embarking on a dynamic campaign to win greater support for its railway services, although warning was given that even these measures might not obviate further closures. CIÉ's biggest "surprise packet" was the introduction of the 10 day "Rail Rambler" ticket for only £6 - a most enterprising venture. Next came the decision to extend Mystery Train tours this season from April to October and to make these even more attractive by adding a "surprise bonus" - such as a trip on the Shannon cruisers. More noteworthy, perhaps, than all their innovations is the remarkably improved and extensive advertising now being undertaken by CIÉ to boost their rail facilities.

The UTA, in its annual report early in February, expressed satisfaction with its railway working during the past year. Working expenses had been greatly reduced and a trading balance of £21,665 would have emerged from railway operations were it not for the inclusion of the GNR lines in their network for the first time. The UTA state, however, that this merger will enable them to achieve even greater economies in the future and they confidently hope to go some further distance towards bridging the gap between income and expenditure. Indeed the UTA show no despair in their drive to make their railway system viable also.

Undoubtedly a genuine and vigorous effort is now being made to save our railways in so far as possible. It is to be hoped that these endeavours will win whole-hearted public support which is absolutely necessary if such efforts are to be crowned with success.

SOME ARTICLES OF IRISH RAILWAY INTEREST

Railway Magazine

February	Bygone Days at Cavan (Photographs)
March	Belfast Transport Museum (Paragraph)
	Dublin Suburban Services (Paragraph)

Railway World

March	NCC Somersault Signals (Letter)
April	The Career of the "Irish North" (Detailed article)

Trains Illustrated

January & March Irish Column (Notes and news)
April The Changing Scene (Photographs)

News Section

CIÉ GENERAL NEWS REPORT

Loco 184 In Steam

J15 class 0-6-0 loco 184 has been observed in steam in the works at Inchicore having been in the repair shop for a considerable period. This loco still retains the GS&WR livery in which she was painted for the exhibition of locomotives and rolling stock in June 1958. Two other exhibits were less fortunate; Loco 800 (4-6-0) "Maedhbh" is 'stored' in Thurles and the Dargan saloon is a mobile work-study office in Inchicore, while the single driver No.36 has been returned to her pedestal in Glanmire Road Station, Cork. The diesel locomotives and coaching stock exhibits were, of course, returned to traffic, although CC1 - the turf burning loco - has been relegated to a back siding in Inchicore and has not been in use since.

Fares Increase

As from February 1, CIÉ increased their rail passenger fares by 7½% and their freight rates by 10% in order to recover additional revenue to meet increased wages of their employees. The new rates produce a fare factor of 2.8^d per mile second class single or 2.56d per mile second class return. As from the same date the former GNR fares were brought into line with the standard CIÉ rates, thereby causing increases in season and return ticket charges which in some cases are considerable. Dublin-Drogheda season tickets were brought into line with the scale of charges on the Dublin-Greystones route and the former special reductions allowed by the GNR to ladies and juveniles (19-21 years) have now been discontinued. In revising their freight rates, CIÉ availed of the opportunity to implement their new commercial policy of encouraging only economic lots of traffic. A new scale of sharply increased charges has been introduced for the carriage of uneconomic small parcels by goods trains. Package deals do not come within the scope of the recent increases but continue to be subject to negotiation with each individual firm. Cross-border and cross-channel fares also remain unchanged for the present.

"Rail Ramblers"

Full details of the "Rail-Ramblers" have been announced by CIÉ since our last issue and these new tickets have been on sale at certain stations since March 1. The "Rail-Rambler" ticket allows unlimited travel for 15 days over the entire CIÉ rail network for only £6 second class (£9 first class).

Undoubtedly this ticket offers the tourist, and more particularly the railway enthusiast, the best bargain in rail travel since pre-war days. Itineraries can be completed within 15 days on one of these tickets which would cost more than double the price at standard fares. One "Rambler" tour suggested in the CIÉ publicity leaflet would cost as much as £14:6:0 if undertaken at ordinary rates! Further bargain tickets have also been introduced for parties and families. Groups of six or more adults travelling together, or a husband, wife and at least one child travelling together, can obtain "Rail-Rambler" tickets at a special fare of £5 second class (£7:10:0 first class). CIÉ deserve the highest commendation for introducing such attractive facilities and it is to be hoped that their worthy efforts to encourage greater use of the rail services will be successful.

Dieselisation Progress

Although CIÉ's drive to extend dieselisation to the whole of its network slackened somewhat during 1959, the early months of 1960 witnessed a vigorous resumption, made possible by the release of DE locomotives from branch lines recently closed. The Cavan branch C class loco is now permanent station pilot in Mullingar, while the A class off the Carrickmacross is now in use on the ex GNR main line. On February 3, diesel railcars took over the Macmine - New Ross - Waterford passenger trains; one set based in Waterford and one in Wexford, both working previous steam links. This line is now completely diesel operated as the goods trains have been hauled by DE locos, usually of the B class, since 1957. On February 15 a timetable alteration allowed A class locos to displace steam on the North Kerry line, as described in the feature article in this issue, and thus another all-diesel line came into being. Lastly, the two C class locos released by the closure of the Valentia Harbour branch at the end of January have appeared on the Midland section on station pilot duties. The remaining steam passenger lines have, therefore, dwindled to the "mixed" trains on the Ballaghaderreen and Loughrea branches although some of the boat trains to Dun Laoghaire Pier, a few suburban trains on the same sector and a few local workings from Cork and Wexford are still steam-hauled. In addition, steam locos regularly work the goods trains on the Ardee and Oldcastle branches, transfers on the Drogheda and Castlemungret Cement Factory lines and service and ballast trains, while in a few places steam locos perform station pilot duties and take charge of some special goods or cattle trains.

Rolling Stock Developments

Work on the ten new bogie parcel and brake vans mentioned in our last issue has been completed. The vans, which are numbered 2549-2558, are 61'6" long and 9' wide and have two sliding doors on each side as well as a central guard's door. They weigh 23 tons and have a carrying capacity of 6 tons. Work is now well advanced on three new railcars, numbers 2614, 2617 and 2656, which are in replacement of similar units destroyed by fire or accident. One of the new cars will have seats in place of the usual guard's van and will be for suburban use only. It is anticipated that the other two will be similar. A new buffet car is also under construction at Inchicore and the work of converting two old coaches into camping coaches is well under way, while four of the original coaches - HC1, 2, 5 and 6 - have been returned to the works for repainting. Two of the former GNR railbuses - No.2 and No.8177 (ex 3) - are both under repair at Inchicore. It is unlikely, however, that they will be used for any other purpose than permanent way inspections, etc. The wagon building department is at present engaged in the production of a number of 30 ton goods brake vans. Not only are these the heaviest goods brakes to be built in this country but they are also, unusually, fitted with vacuum brake and sanding gear at each end.

Signalling Progress

In the course of an address to the IRRS in Dublin in February the Signal & Electrical Engineer of CIÉ gave advance details of progress in the sphere of signalling. The abolition of Levington, Mourne Abbey and Ashtown Cabins was forecast and, in fact, on March 22 the first-mentioned was closed and the section became Mullingar No.1 - Multyfarnham. In the second case remote controlled intermediate signals will replace the block post at Mourne Abbey in the same way as those at Caragh replaced the cabin of the same name between Sallins and Newbridge. As we go to press, it is learned that the third cabin mentioned - Ashtown - will cease to be a block post on April 4 although, as also in the case of Levington, level crossing gates will continue to be manned. Startling developments in the realm of level crossings are expected following the authorisation obtained in 1958 for the operation of barrier crossings. The will be of two types: remote controlled and automatic - the former being a full barrier within a limited distance of a signal cabin and operated by the signalman, while the latter - worked by track circuits - will be half road width only. At these, on the approach of a train, a bell will ring for nine seconds, the barrier will descend in the following nine seconds and three seconds later the train will pass over the crossing. It is expected that the first remote controlled crossing will be at Serpentine

Avenue, near Sandymount Halt, while automatic barriers at Grange crossing (near Limerick Junction) and Ashtown will follow. Another development mentioned was the introduction of laminated plastic signal arms and these have already been observed at Portarlington (up home) and Mountrath (down starter). At Waterford North, since March 28, two-aspect colour light signals have replaced the platform starting signals at the scissors crossover.

Camping Coaches

At the end of January last CIÉ announced its intention of increasing the number of holiday camping coaches for the coming summer in view of the success achieved when introduced for the first time last season. Two camping coaches are being provided at both Galway and Tramore this year, in addition to those sited last year at Killarney and Dungarvan. The two coaches provided at Carrick-on-Shannon last season are being withdrawn and transferred to Galway - a more attractive location. Two new coaches are at present being fitted out in Inchicore works No.818 as HC7 and No.837 as HC8 - and when these are completed they will be moved to Tramore. CIÉ have also announced that charges for all camping coaches will be reduced in the off-peak periods while the obligation on those booking coaches to buy six return tickets from their homes to the site has been reduced this year to three return tickets. A special ticket costing £2:10:0 allowing unlimited travel in the area of the coach site is also provided this summer for those availing of the coaches. At the end of January last, English visitors alone had already booked for a total of 32 weeks holidays in the CIÉ camping coaches for the coming summer.

Liftings

Since our last issue the lifting of the Cavan & Leitrim section, the Tullow branch and the Hill of Howth tramway has been completed. In the case of the last-mentioned, five trams remain in Sutton - No.2 is to go to the USA, No.4 to the Belfast Transport Museum and the others (Nos. 3, 9 and the works car No.11) are to be loaned to the Transport Museum Society of Dublin. On the other closed lines the position is as follows:

Harcourt Street: Lifted completely to Stillorgan and the single line thence to Shanganagh being removed.

Kenmare: Lifted from the terminus at Kenmare most of the way to Kilgarvan.

Irish North: Lifting commenced in January near Ballybay and is progressing towards Clones and also on the line from Monaghan. The two locos (161 and 163, 0-6-0) stationed in Clones are running alternately on the materials train to Mullingar once per week. Lifting has also begun on the Carrickmacross branch.

Rugby Internationals

On February 27 Ireland met Scotland at Lansdowne Road. To cater for the large crowds an augmented local train service was provided and in addition a number of main line specials ran. These latter included two from Belfast - one to Amiens Street and the other through to Lansdowne Road - one each from Cork and Limerick to Lansdowne Road and one from Limerick to Kingsbridge. The first of the Belfast specials which ran to Amiens Street consisted of UTA loco 58 (4-4-0) and 10 bogies including a dining car. The second, also 10 bogies long, was hauled by UTA 59 (4-4 0) and included kitchen cars 272 (CIÉ) and 166 (UTA). The coaches of this train were worked forward to Lansdowne Road by loco 626 (0-6-0) at 13:50 having arrived in Amiens Street at 13:32. Meanwhile the all-in special from Cork had passed at 13:40 - 7 bogies, HV and LV, hauled by A4. This train included the recently repainted kitchen car 1130. The Limerick special, which was in Amiens Street from 13:48 to 14:01, consisted of loco B111, HV, 5 bogies and HV. Kitchen car 29D was in use on this train and its dirty external condition was in complete contrast with the rest of the rolling stock on the train. Considerable use was made of steam motive power on the local trains as, in addition to 626 mentioned above, locos 198, 625

and 639 (all 0-6-0) and ex GNR 197 (4-4-0) were in use. The last-mentioned worked a through special from Howth to Lansdowne Road.

On Saturday March 12 Ireland played Wales at the same venue and the special train arrangements for this match were almost identical with those for the previous one. As before, UTA locos 58 and 59 worked the Belfast specials but on this occasion the train to Lansdowne Road was worked forward by 637. The 08:15 ex Belfast on this date worked through to Dublin with UTA (ex NCC) loco 95 (2-6-0) which then returned on the 14:45 to Belfast. The Cork special was hauled by A16 with HV and 7 bogies while the Limerick with 5 bogies and HV was worked by B106. Steam locomotives in use on local trains included 626 and 197 (0-6-0) and ex GNR locos 197, 199 and 180. The last-mentioned worked the 13:23 special from Westland Row to Lansdowne Road. During the course of these proceedings a special was run on this date from Westland Row to Newbrook platform - beyond Mullingar - for race-goers. This train left at 13:02 and consisted of A7, HV and 5 ex GNR bogies in CIÉ green livery. As always, the return all-in specials left from Westland Row for Cork and Limerick and from Amiens Street for Belfast and passengers made their way from Lansdowne Road on the local services.

Suburban Service

On January 12, the General Manager of CIÉ announced that the Dublin-Greystones suburban train service was losing £167,000 per annum and that the future of this service would therefore have to be seriously considered. CIÉ, it was stated, was examining the position from several angles and was considering three alternatives at present: 1) closing intermediate stations on the line; 2) limiting the service to peak hours; 3) discontinuing the suburban service altogether. The stage had not yet been reached when a decision could be taken in the matter, but it is learned that discussions have already taken place with the Congress of Irish Trade Unions on the problem. CIÉ stated that the revenue yielded last year by the service was £71,000 while total expenditure - not including the maintenance of the line, since it was part of the main line to Wexford - amounted to £241,000 per year. When compared with the UTA Belfast-Bangor suburban line of similar length, which last year yielded a trading surplus of £66,597, one is seriously tempted to challenge the figures or to suggest that the working expenses of the Dublin-Greystones line are being kept at an abnormally high level which no ordinary volume of traffic could possibly justify. Despite the publicity drive of recent months we have yet to see an advertisement mention the suburban season ticket attractions although, notwithstanding, the statistics of passenger journeys in December 1959 on the Dublin suburban lines were: Dublin - Howth - Drogheda 71,750; Dublin - Bray - Greystones 76,947. That the latter figure was no higher is doubtless due in part to the spasmodic train service and the frequency of the competing bus routes.

Coal To Newcastle

On January 13, loco A3 hauling 43 open wagons of coal and a 20 ton brake van made a trial trip from Dublin to Newcastle. For this trip, which was to test the haulage power of the locomotive on level track, use was made of the Kilcoole-Newcastle stretch of the Dublin-Wexford line. This stretch forms part of the longest level section of line in Ireland - 9 miles from MP 19 to Wicklow.

Pullmans

Due to the absence of dining car 353, which is in Inchicore under repair Pullman diner 100 is at present in use on the Cork-Rosslare boat train. The Pullman mentioned in our last issue as converted for the Heinkel car traffic is the former 101 while 102 is derelict in Inchicore and 103 has been scrapped in Cork.

Cahirciveen Closure

The 39½ mile branch line from Farranfore to Valentia Harbour - one of the most scenic lines in Ireland

- was closed to all traffic on and from February 1. As January 31 was a Sunday the last trains ran on Saturday, January 30, a day on which the Kerry weather, true to form, provided rain almost without a break throughout the day. The 07:50 morning train from Valentia Harbour was hauled by C227 with a bogie 2nd, a bogie compo, LV and HV, and had a fair complement of passengers even at the early hour of its departure. This train scheduled to cross the down "mixed" at Glenbeigh, did not, in fact, do so until Killorglin where C201 was waiting with a solitary six-wheeler - 157M built in 1885 and still going strong! - four wagons and a goods brake van. A shunt was made at Caragh Lake to detach one wagon and, in torrents of rain, Cahirciveen was reached at 11:15 - 1 hour 24 minutes behind time. After lunch the 13:50 "Empty Train" carried a full load of last journey passengers to Valentia Harbour and back. On its return the platform at Cahirciveen was thronged and, after prolonged shunting, C201 departed at 15:58 (43 minutes late) to a fusillade of detonators and the raucous "squawking" of its horn. As a result of this lateness the crossing with the last down train - the 15:50 ex Tralee - scheduled for Killorglin, took place at Glenbeigh, a reversal of the morning procedure. This train was accorded a terrific ovation on arrival at Cahirciveen and, although well filled, was invaded by a crowd of local passengers for the return trip to Valentia Harbour. At 19:17 to a fanfare of horn-blowing C227 came to a stop in Cahirciveen and ended the career of the longest of the Kerry branches.

Several "mopping up" trains were run early in February to clear wagon stock off the line and lifting is expected to commence soon. On March 18 CIÉ invited tenders for the removal of the 940 ft long Cahirciveen Viaduct. This eleven-span bridge crosses the Valentia River at the foot of the steep gradient from Kells. No move has yet been announced regarding the removal of the Gleensk or Laune viaducts. Perhaps the sad affair is best summed up by an epitaph written on a sheet of paper stuck on a window of 157M: "In memory of the late CIÉ who died 30th January 1960 between Farranfore and Valentia. Great grandson of the old GS&WR who faithfully served South Kerry since 12th September 1893".

West Clare Section

Widespread rumours of an early closure of the West Clare section were finally discounted on January 25 by an emphatic statement of the General Manager of CIÉ that no more lines would be closed "at present". Meanwhile this last remaining survivor of the 3' narrow gauge systems of Ireland flourishes. On February 10 the power bogie of railcar 3386 left Ennis for Inchicore Works where it is at present undergoing general repair. The passenger portion of this unit is being simultaneously renovated in Ennis. This is the third railcar to be treated thus and now only 3388 requires refurbishing. Bogie van 51C has recently had extensive body repairs carried out in Ennis and is in traffic on the 08:00 up and 16:20 down. This train usually comprises an F class loco, the three railcar trailers and 51C, as the school traffic to and from Ennistymon remains heavy - over 80 passengers on average each day. Several West Clare wagons are in Limerick for repair while 28C - the only horse box on the system - is also in Limerick to be scrapped. Goods traffic on the West Clare has improved considerably during the winter due to the withdrawal of the Limerick-Kilrush cargo steamer. Most of the traffic formerly carried by this steamer now passes by rail and sometimes necessitates the duplication of the daily goods train from Ennis to Kilrush.

Mountmellick Special

The running of a special train from Port Laoighise to Mountmellick for the IRRS on Saturday March 23 was of considerable interest as this line has been closed to passenger and regular goods traffic on and from 27th January 1947. A special coach - Brake 2nd 1905 - was provided on the 12:40 ex Kingsbridge and arrived in Port Laoighise at 14:24 - 10 minutes late - hauled by B113 which then detached the coach and departed with the remaining 6 bogies, horse box, HV and LV at 14:40. Loco A47 then propelled its one coach train to Conniberry Junction and departed thence to Mountmellick. A number of goods wagons was seen at Mountmellick which had been brought there on one of the two

special trains of fertiliser which ran during the previous week. In the near future when this traffic, contingent on the beet season, ceases the branch will relapse into its normal dormant state. Those of the party who returned from Port Laoighise on the Cork Mail had the pleasure of seeing loco 184 attached to the rear of the train at Kingsbridge to haul the Dun Laoghaire Pier portion as far as Islandbridge Junction.

Birr Branch

A healthy sign on the Roscrea-Birr branch is the scheduling of an additional goods train to run "if required". The train is worked by the branch engine - C class - which runs light to Ballybroughy early in the morning and takes connection out of both up and down main line goods trains.

Enterprise On Fire

On January 28 the Dublin-Belfast "Enterprise" was involved in a fire which destroyed one railcar and severely damaged the adjoining coach. The train, consisting of BUT railcar 906, buffet car 97, brake 2nd 192 and BUT railcar 908, was stopped by the guard near Finaghy when the outbreak of fire was discovered in the rear unit. Although the fire brigade was summoned by the signalman as the train passed him, it proved impossible to save the railcar from destruction and despite the efforts of the crew to uncouple it, flames spread to the brake 2nd. This was, however, uncoupled from the buffet car and, all passengers having been transferred to the front unit and the buffet car, this portion proceeded to Belfast with its full load of 47 passengers, arriving at 13:30 - 20 minutes late. Meanwhile, as both up and down roads were blocked, a shuttle service of buses was employed between Belfast and Lisburn until the line was cleared. On the date in question the 16:45 ex Belfast - return working of the stricken train - comprised railcar 706, UTA brake 2nd N591 (ex GNR 53) and the surviving portion of the 11:00 set. This caused the 14:15 Belfast-Dublin to run as a two coach railcar towing two coaches - an unusual formation. The cause of the fire is not immediately apparent and although both burned coaches have since been noted in Sallins it is not known if they will be repaired. At the time of writing the Enterprise set is railcar C906N in green, brake 2nd 114 in blue and cream, buffet 268 in varnished mahogany and railcar 904 in blue and cream! At almost exactly the same place as the Enterprise fire the 13:30 goods from Portadown to Belfast was derailed during re-sleepering operations on February 2. The locomotive (4-4-2T No.5) and 12 of the forty or so wagons left the track and caused single line working to be put in operation for a time.

Local Train Alterations

On and from February 1 a number of slight alterations was made to the local train services between Dublin and Drogheda - mainly decelerations.

UTA GENERAL NEWS REPORT

Annual Report

The report for the year ended 30th September 1959, published during February, reviews the first year's working of the enlarged Authority, which includes the sections of the former GNRB within the six Counties since 1st October 1958. The results of working, after providing for depreciation and renewals, show a trading balance of £131,738. In the report, however, it is pointed out that a "careful estimate" shows this balance would have been £330,756 if the Authority did not have to take over a portion of the GNR system. Nevertheless, it is reported that "very substantial economies" have arisen from the merger of the UTA and former GNR and that their full impact has not yet been felt. The total trading deficiency on rail services was £222,356 comprising deficiencies of £244,021 on the GNR section, £46,932 on the NCC section and a trading balance of £68,597 on the Belfast-Bangor section. These figures show considerable improvement on the figures for the previous year, due mainly to reductions in working expenses. Reference is made the report to proposals at present under examination for the

comprehensive development of Great Victoria Street Station in Belfast as a combined rail, road and air terminal, and to the loop line provided on the NCC section at Lisahally near Derry, in connection with the new factories and the new power station at Coolkeeragh.

Tidy Stations

February 11 was a proud day for a number of UTA stationmasters for, after a 100% entry, the traffic department made their awards for the best kept stations of 1959. In the main station group Ballymena took first place, with Holywood, Portrush, Great Victoria Street and Antrim as runners up. The smaller stations and halts group were judged separately and the first prize went, understandably, to the picturesque Sion Mills, with Limavady Junction, Scarva and Cullybackey as runners up.

Shrewd Economy

It is estimated that the cost of removing the impressive 11-arch Tassagh viaduct on the former GNR Armagh-Keady line, which has been lifted, would cost the Authority £6,000-£7,000. The UTA, with a sentimental eye, suggests that Armagh County Council should preserve the viaduct as a fine example of 19th Century railway architecture.

Bangor Trial

At 13:30 on March 17 - St. Patrick's Day - CIÉ loco A60 which had worked from Dublin at 08:30 on the third of five "See Belfast at Work" excursions, left Great Victoria Street and traversed the former Belfast Central Railway to reach the UTA (ex BCDR) line at Ballymacarrett and ran thence to Bangor. The purpose of this journey was to test clearances of the loco and perhaps foreshadow the use of A class locos on summer excursions to Bangor. Tests completed, A60 returned to Great Victoria Street and thence to Dublin on the 17:50 return special. It had previously been intended that this trial should take place on February 25 with loco A7 of the ordinary excursion train but it was postponed at the last minute.

Coat Of Arms

The well-known emblem of a shield charged with the red hand will begin to disappear shortly, after 12 years' service. A new and very much more elaborate coat of arms has been granted by letters patent from the College of Arms and is reproduced in full colour in the Annual Report. It is described as a green shield symbolic of Northern Ireland with a silver diagonal band on it symbolic of a roadway or a railway while three Earl's Coronets on either side of the band represent the six counties of Northern Ireland. The crest is a winged horse rearing up - symbolic of transport - and carrying the red hand on its shoulder while the supporters of the shield comprise an elk and a lion each wearing a mural crown for a collar. The base of the coat of arms is formed by the motto "Transportatio cultum significat".

Liftings

With the completion or near completion of lifting on the Banbridge, Markethill and Armagh branches, work is concentrated on the remaining abandoned sections of the UTA. This, of course, includes the second track between Portadown and Trew & Moy as mentioned in our list issue.

SL&NCR Locomotives

The two locomotives acquired by the UTA from the SL&NCR as mentioned in our list issue have been transferred to Adelaide Shed where they are undergoing repairs. They are being numbered into UTA stock as 26 "Lough Melvin" and 27 "Lough 'Erne". Up to the time of writing (January 30) neither of these engines has been noted in traffic but it is understood that 27 has appeared in steam in the locomotive yard at Adelaide.

Auction

At an auction held in Belfast on March 30 the UTA put up for sale 28 locomotives, 100 goods wagons

and 25 passenger coaches. The locomotives concerned were as follows:

Loco	Type	Class	Loco	Type	Class
GNR 2	4-4-2T	T2	GNR 101	0-6-0	PG
4	4-4-2T	T2	102	0-6-0	PG
9	0-6-0	QLG	103	0-6-0	PG
11	0-6-0	PG	122	4-4-0	Q
32	0-6-0	AL	127	4-4-0	QL
39	0-6-0	QNG	142	4-4-2T	T2
43	4-4-0	PP	156	4-4-0	QL
50	4-4-0	PP	185	4-4-2T	T1
56	0-6-0	AL	186	4-4-2T	T1
64	4-4-2T	T2	189	4-4-2T	T1
66	4-4-2T	T2	NCC 76	4-4-0	U2
74	4-4-0	PP	78	4-4-0	U2
83	4-4-0	V	85	4-4-0	U2
87	4-4-0	V	86	4-4-0	U2

CDRJC

Since Closure

The temporary goods service on the Strabane - Stranorlar section ceased after the last journey on February 3 although it is understood that spasmodic trips may have been operated later. The service had been running pending the lifting of the line between Strabane and Lifford enabling the railway bridge there to be adapted for the use of road vehicles. Buses commenced using the bridge on January 25. Although the affairs of the Strabane & Letterkenny Railway have been round up, no further lifting has yet taken place on the line but loco 11 "Erne" is isolated in Letterkenny for the working of the demolition train. On the remainder of the system only a mile of line from Ballyshannon has yet been removed. Belfast Transport Museum is to receive a number of exhibits from the CDRJC - Loco 1 "Alice", six-wheel saloon coach No.1, Railcar Trailer 3 (formerly a Drewry car on the Dublin & Blessington Steam Tramway), Railcar 10 (ex Clogher Valley Railway) and No.11 "Phoenix" - the shunting tractor bought from the CVR in 1932 and converted from steam to diesel operation by the CDR.

LOOSE LINKS

- Ex GNR restaurant car 268 was fitted for working in BUT railcars early in March and has since been in use on the Dublin-based "Enterprise"
- An increasing number of DE locos, both A and C class, have recently appeared from Inchicore works painted in the standard green livery, but lacking the pale green waistband.
- CIÉ has assembled a series of Irish and other railway crests and it is understood that these will be used in the impending redecoration of Cork Glanmire Road buffet.
- Railcars C600N and C714N appeared in traffic in mid-March fitted with 24" diameter buffers - the first of these on any former GNR cars.
- A number of CIÉ cattle wagons, including some of the new vacuum-braked ones, are being adapted for container traffic.
- Inchicore works has recently been engaged in construction of insulated containers for road/rail use.

- Coach 7L of the erstwhile Cavan & Leitrim Railway has been sent by rail to Longford, bound for the Bord na Mona 3' gauge system at Lanesborough.
- The first instance of a CIÉ dining car operating across the border on a scheduled train occurred on March 17 when No.2400 was used on the 09:15 to and 14:15 from Belfast.
- The first bi-lingual “warning against trespass” notice on the former GNR has been noticed at Malahide although tickets printed in both Irish and English have been on sale for some time.
- It is learned that the UTA plans to introduce a road/rail rambler ticket in the coming summer.
- Work on the replacing of girders on the Liffey Viaduct near Tara Street Station has been completed, while the stone arch bridge over Putland Road, Bray, is being raised to permit the passage of double-deck buses beneath it.
- Ex GNR locos 33, 35 and 48 have been observed repainted in UTA livery.
- The threat of closure of the Belfast Transport Museum has passed and new premises are to be made available for it.

JOURNEY JOTTINGS

March 12: Dublin - Limerick Junction - Limerick - Nenagh

On account of the Rugby international at Lansdowne Road the 07:50 from Cork on this date was a seven-coach railcar and this set accordingly was rostered to return on the 14:25 to Cork with LV 2743 at the rear for Limerick. A fast run was made to Templemore, where a relaying slack through the station enabled the writer to note a six-wheel sleeping car (234A of the Chief Engineer's Department, Waterford District) in the down siding. A two minute signal stop at Thurles Junction, where we were 4 minutes early, gave warning that the 12:40 from Kingsbridge was running late but despite careful running, and a check at Goold's Cross, a 5 minute stand at Dundrum ensued and arrival at Limerick Junction was 10 minutes late. The culprit - B113 with HV, 3 bogies and LV - was in the siding at the down end of the platform and on the departure of the Cork train proceeded, with the help of the station pilot A43, to shunt off a cattle wagon and a horsebox.

The latter and the LV off the 14:25 were placed in the Limerick bay and were attached to the 2-coach railcar which arrived almost at once and left on its return journey after a fast turn round to reach Limerick just over 1 minute late. Locos 138, 154, 191 and B109 were on yard pilot duties.

Railcar 2509 which should have worked the 18:25 Limerick-Nenagh was in the shed for the repair of a transmission fault sustained two days previously, so the station pilot C224 with a bogie van, an old gas-lit bogie second and LV made up the train which left 2½ minutes late with 29 passengers. This service is one of the most intensely local trains in the country, where everyone aboard knows everyone else and any stranger is eyed with suspicion. Calls were made to set down at all stations and halts, including the 30 ft long Annacotty platform and the remote windswept Shallee Halt, despite which Nenagh was reached at 19:20 exactly at the booked time.

STATION SURVEY

Goraghwood

Ireland has its fair share of isolated stations serving little but interchange traffic - Macmine, Ballybroy, Kilfree and our subject station, are examples which immediately come to mind. Goraghwood is the name bestowed on the station where the Newry & Enniskillen Railway - after 1857 renamed the Newry & Armagh Railway - met the, then, Dublin & Belfast Junction Railway. The latter was opened on 6th January 1852 from Portadown to Mullaglass - near Goraghwood - and extended to

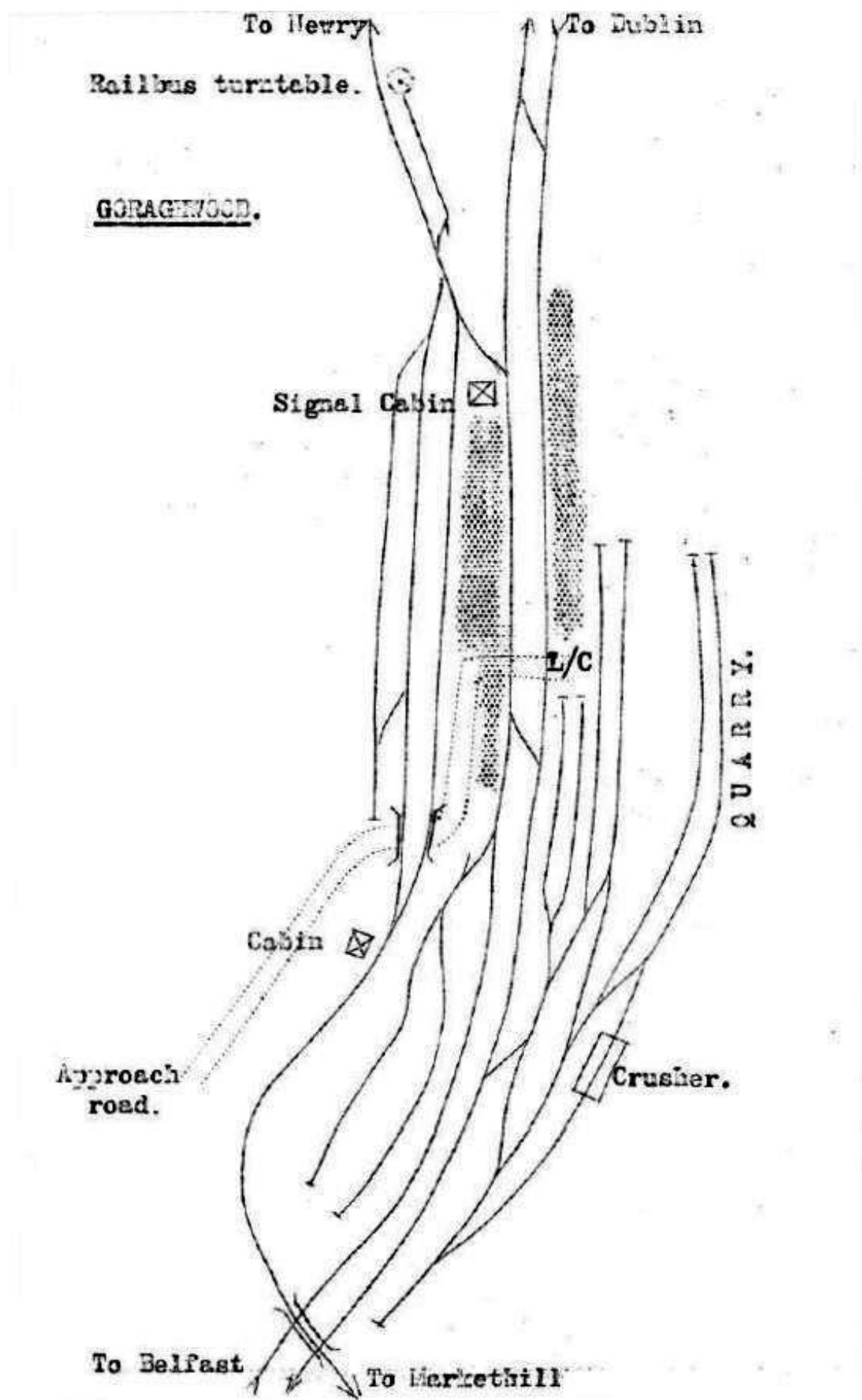
connect with the line from Dundalk on 10th June 1852. The branch from Newry, Edward Street, was opened on 7th January 1854 and eventually extended to Armagh on 25th August 1864. The increasing use of stone ballast caused the GNR(I) to open an extensive granite quarry beside Goraghwood station in February 1911 and it is still used by the UTA. The creation of the "Border" brought Goraghwood further fame - or notoriety - as it became the customs examination post for cross-border trains and, with the exception of the Enterprise Expresses, all such trains call there. In February 1933 the line from Goraghwood to Armagh was closed to all traffic and the Markethill-Armagh section lifted. Occasional fair specials continued to run to Markethill until 1955 but the lifting of even this section was completed in 1959.

On the accompanying diagram gradients are not shown and it is necessary to mention that the line ascends from Newry at 1 in 103/800/136 - a continuous rise for over three miles. The Markethill line climbs from the platform end on a high embankment to cross the main line on a girder bridge (No.200) where the track now ends. Still ascending, the line used to pass through what was Ireland's longest railway tunnel - just 1 mile long - between Goraghwood and Ballydoherty Halt. This line still shows signs of its former ownership in that it is mileposted, and the bridge numbers run, from Warrenpoint to Markethill. On the main line gradients fall from MP 65½ through Goraghwood, on a length of 1 in 139, to MP 74. The station is just short of MP 72 on the main line and just beyond MP 10 on the branch.

Two platforms serve the double track main line while the back of the up one is used for trains to and from Newry and Warrenpoint which terminate at Goraghwood. The up main platform is signalled for either up or down trains as a train from Newry can not reach the down platform. The two platforms are not directly opposite each other and the up one has an unusual feature in that the private road approach crosses the line at Church Lane level crossing which, when open, severs it. This is accomplished by a hinged wooden portion of the platform which is normally padlocked in position and the key kept in the signal cabin so that it can not be opened without the signalman being aware. The signal cabin has 31 levers - one spare - and all running signals are normal semaphore arms except the down distant which is a single aspect colour light installed on 28th September 1958 - the first colour light signal on the former GNR. At the north end of the branch platform loop is a small cabin which is now used only to operate the loop points for locomotives running round their trains but it formerly controlled the departure of trains towards Markethill as well.

Goraghwood is almost entirely concerned with passenger movements, as in view of its situation, goods traffic is rare. In addition to the Enterprise Expresses which pass twice in each direction every weekday the present timetable provides two (3 on Saturdays) down and three up trains on the main line. On the line to Newry there are six (5 on Saturdays) trains from main to branch and an additional four (5 on Saturdays) trains from Goraghwood only. The majority of the through trains are rostered for three-car diesel sets and the local connections for railcar 104 (formerly 'F') although there are 3 (2 on Saturdays) steam passenger workings. In addition, ballast trains are run to the quarry sidings as required. The approach to the station and quarry carries a notice: "The Railway Board accepts no responsibility in connection with cars parked on this road. Owing to blasting in the nearby quarry there is danger from flying stones". The times of blasting - 11:30 and 14:00 - are also shown.

No account of Goraghwood would be complete without a mention of the outstanding engineering feature nearby - the Craigmore Viaduct, near Bessbrook station. This eighteen-span masonry viaduct, 474 yards long, carries the double track main line across a valley at a height of 137 feet - the loftiest viaduct in Ireland. Underneath can still be seen the site of the 3' gauge Bessbrook & Newry Tramway which was closed on and from 11th January 1948.



Feature Section

THE “NORTH KERRY” LINE

The replacement of steam traction by diesel continues and as, henceforward, a J15 is unlikely to be heard barking up Barnagh bank it is opportune for us to survey the 70½ mile section loosely referred to as the “North Kerry” line of CIÉ. This was the product of three original companies: the Limerick & Foynes, the Rathkeale & Newcastle Junction and the Limerick & Kerry Railways. The first-mentioned was incorporated in 1853 to build a line linking the places mentioned in its title. It was opened in three stages: Limerick-Ballingrane (then known as Rathkeale) - 10th July 1856; Ballingrane-Askeaton - 12th May 1857 and thence to Foynes on 28th April 1858. The delay in the opening of the last section was due to storm damage of the Robertstown Bridge. The second link in the chain was forged by the opening on 1st January 1867 of the R&NJR to Newcastle West from Ballingrane, which junction then ceded the name “Rathkeale” to the new station adjacent to that town. The completion of the line fell to the L&KR which was incorporated in 1873 and was opened throughout from Newcastle West to Tralee on 20th December 1880. All of these three lines were under the influence of the Waterford & Limerick Railway and were worked by that company from the outset. The W&LR changed its title to the better-known Waterford, Limerick & Western Railway as from 31st December 1895. Although this company was amalgamated with the Great Southern & Western Railway on 1st January 1901 the R&NJR and the L&KR were not absorbed until twelve months later.

The Limerick & Foynes Railway left Limerick by a trailing junction with the Waterford line close to Limerick Check Cabin. This involved the backing of trains out of the W&LR station to the junction although since the alterations of 1909 Kerry line trains can leave platforms 2, 3 and 4 by the direct curve to Foynes Junction (Limerick) where the line from the Check cabin - known as the “Foynes Loop” - converges. Leaving Limerick the recently opened Rathbane crossing is passed and just beyond Rosbrien crossing the 3 mile Castlemunget Cement Factory Railway, opened on 1st October 1957, diverges on the up side. At Patrickswell (MP 7 1/4) the layout is unusual in that what appears to be a double line station is, in fact, two platforms on separate single lines; that on the down side is the erstwhile Cork & Limerick Direct Railway to Rath Luirc, while the other serves North Kerry trains. The actual junction is in the station yard on the Limerick side of the station although the lines run parallel before diverging ¾ of a mile beyond.

Passing the single platform Kilgobbin Halt (MP 9 ¾) and Adare (MP 11), Ballingrane is reached and here - 17¾ miles from Limerick - the 9½ mile Foynes branch diverges. The site of a turntable here is a relic of the days when the branch was worked from Foynes but in 1952 the shed was closed there and a Limerick engine, nowadays a DE, makes the return trip with the mixed train each weekday - the only rail service to Foynes.

The ‘new’ (1867) Rathkeale station (MP 19) and Ardagh (MP 24 5/8) intervene before Newcastle West is reached. This station - one of the two most important on the “North Kerry” - is of unusual layout, looking for all the world like two separate terminal stations with a single two-faced platform like a peninsula between them. To such lengths was the ‘segregation’ policy pursued that there were two turntables, one at the head of the R&NJR loop and one on the L&K side, and to this day the mileposts from Limerick end at 27½ and a new series commences towards Tralee.

Now there follows one of the most arduous banks in Ireland as for over six miles the line climbs to Barnagh (MP 6 ¼) with over two miles at 1 in 81 and a further two at 1 in 61. The summit, reached through a ¼ mile tunnel, is 630 feet above sea level - the highest point reached by standard gauge metals in Ireland. A 4½ mile fall at 1 in 80 brings trains to Devon Road, and the same distance beyond

is Abbeyfeale, serving a small town of some importance. Easier, if variable, grades ensue in the valley of the Feale River which is followed through Kilmorna (MP 18 $\frac{1}{8}$) to Listowel (MP 23 $\frac{1}{2}$) where until 1924 the extraordinary Lartigue monorail ran to Ballybunion. This has been replaced by a bus service for Listowel is a sizeable intermediate station and Ballybunion a popular resort. Apart from a few sharp bumps near Ardfert the line runs on fairly even grades to its terminus passing Lixnaw (MP 30), where a new siding for the County Council was installed on 20th July 1955, Abbeydorney (MP 34 $\frac{3}{4}$) and Ardfert (MP 38 $\frac{1}{4}$). At MP 41 $\frac{1}{2}$ the branch line to Fenit converges on the up side but the actual junction is at Tralee - 43 miles from Newcastle West and 70 $\frac{1}{2}$ from Limerick. In Tralee at one time there were two independent stations almost back to back, belonging to the WL&WR and GS&WR respectively. Now, however, all trains use the latter.

The two branches call for little comment. Ballingrane to Foynes is for the most part level, with one intermediate station at Askeaton (MP 20 $\frac{3}{4}$). Foynes itself is the “raison d’être” of the branch as the oil traffic is quite heavy and there are private siding connections to two of the oil companies’ yards. There is also a private siding across the public road to a fertiliser factory. The passenger traffic - except for an occasional railway enthusiast - is non-existent, unlike the main line which, considering the limitations of the service, is quite well supported.

The Tralee-Fenit branch is, of course, closed to regular passenger traffic and has a goods train only “as required”. In the beet season, however, a regular train is operated on the branch as it is in the heart of a prolific beet growing area. A beet special also runs from Tralee to Abbeydorney and back during the season. On Sundays in the summer of 1959 special excursion trains were run to Fenit by the simple expedient of extending the regular Sunday Cork-Tralee train and these have proved an outstanding success. In addition, extra excursions to Fenit are organised from nearby centres such as Listowel and Castleisland and they were also extremely well supported.

In the early days when the line was opened throughout the W&LR guaranteed to run a three train service in perpetuity! This was observed, with often four trains in summer and a short working to Newcastle West as well until 1940, when the service was reduced to one passenger train and one goods train each way per day. This has remained so since, except for the extraordinary timetable of 4th November 1946, when two trains appeared for a brief eleven weeks, and a similar service in the summer of 1948. Since the introduction of diesel railcars to the North Kerry in 1955 the basic service has remained the same and the winter 1959 timetable provided a railcar from Tralee at 08:15 due in Limerick at 11:00 and returning at 16:00 due in Tralee at 18:45. There were goods trains down (08:00 due 17:50) and up (10:30 due 19:30), crossing at Abbeyfeale, worked by steam locos of the J15 class (0-6-0) but on and from February 15 the down railcar was retimed to leave Limerick at 16:50. On the same date the down goods was altered to leave at 08:00 due 17:05 and the up goods to 12:30 due 20:35. This latter alteration enables the A class loco of the Mallow-Tralee goods train to work through to Limerick while the down working is similarly interworked and its steam loco replaced by an A class DE.

