

THE

IRISH RAILFANS' NEWS

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EDITORIAL

The abortive attempt last month to close four halts and severely curtail the service on the Dublin-Greystones suburban line has cost CIÉ a considerable loss of goodwill. The clumsy introduction of the new 'economic service' was no credit to an organisation obliged by statute to provide the transport services necessary to meet the needs of the public. Indeed, the entire mishandling was a sad reflection on the efficiency of CIÉ's legal department and was most unfortunate at a time when the new Board, under the chairmanship of Dr Andrews, appeared to be enhancing its reputation as a successful transport administration.

Following a preliminary announcement early this year CIÉ, on May 4, set out its plans for the more economic operation of the Dublin-Greystones service, which, it was stated, was incurring an annual loss of over £130,000. The new scheme for the line, which is described in the following pages, was due to be introduced on June 13 and comprised, briefly, the closure of four halts and the virtual closure of a fifth, an increase in most fares and the withdrawal of off-peak services. The new timetable was notably unrealistic in many respects. Although two services were provided daily to facilitate the employees of Irish Hospitals' Sweepstakes Ltd, travelling outward from Dublin to Lansdowne Road, no service whatever was provided for the employees who travelled inwards from stations south. Only two services were provided for lunch-time travellers in each direction in place of the four trains then operating and, although one service for schoolchildren was provided in mid-afternoons, this did not stop at Lansdowne Road - a station yielding good school traffic.

As could be expected, this new timetable aroused considerable resentment among regular travellers. It was widely believed, despite official denials, that CIÉ was taking the first step towards the ultimate elimination of the suburban rail service by gradually forcing regular rail travellers, through these higher fares and the depletion of services, to utilise the less satisfactory, though more lucrative, bus services. Much public protest ensued, until at length, a deputation of the suburban users met CIÉ and requested that the rail services be retained wherever public demand obviously justified it. CIÉ seemed immovable in face of these demands until June 11 when, yielding at last to the pressure of public opinion, the provision of a third daily lunch time train and extra services to Lansdowne Road for school and "Sweepstakes" traffic was announced to operate from June 13. Finally, on June 15, came the "faux pas" - the inglorious admission that legal doubts had arisen as to whether CIÉ could properly close the halts and that they would, consequently, be obliged to re-open them on the following Monday, June 20. The token service provided for the re-opened halts merely added to the confusion of the whole timetable, which had now been altered no less than three times within three weeks. A further factor which has brought CIÉ into disrepute is the application of the new fares. Details of the new limited weekly tickets - other than the fares - were not made available to the public until the day of their first issue, June 13. The use of these tickets is confined to certain business hour trains only, although no clear indication of this was given in the advance publicity for the new service.

It is extremely difficult, in these circumstances, to accept these 'economic measures' without holding grave suspicion as to CIÉ's ultimate intentions for the Dublin-Greystones suburban service. Granted that the Board is striving to pay its way before March 1964, under the terms of the 1958 Transport Act, but the same Act clearly states it shall be the general duty of the Board to provide reasonable transport services and this it quite obviously has not done in this case. It is earnestly hoped that this regrettable chapter in the history of the suburban section will serve to restrain CIÉ in the future from so completely subordinating the provision of a service to the pursuit of a profit at any cost.

SOME ARTICLES OF IRISH RAILWAY INTEREST

Railway Magazine

May By Rail to Ballybunion (Photograph)
Carlisle Pier: Dun Laoghaire
Building the MGWR over Bogland
Abandoned Loop near Rosslare (Paragraph)
Westport Quay Line (Paragraph)

June Furthest West in Ireland

Railway World

June The End of the Donegal Railway

IRRS Journal

Spring Dublin Tramways
The Beet Campaign 1959/60
Bray, Brunel & All That

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For the feature article in this issue we are indebted to Mr D. Kennedy.

News Section

CIÉ GENERAL NEWS REPORT

Summer Timetable

Summer services, which have been in operation since June 13, follow generally the pattern of previous years. The usual additional main line trains from Dublin to Tralee, Limerick, Waterford (via Carlow), Sligo and Belfast have again been provided this summer, the only important alteration from last year being the retiming of the extra mid-day services in each direction between Dublin and Waterford. These trains now run almost two hours later than last summer although their running time remains unaltered. Sunday trains are again provided this summer between Dublin and Galway. A minor alteration is the cancellation of the 16:00 mixed train from Enniscorthy to Wexford which thus deprives the 15:00 from Waterford to Macmine of its Wexford connection. A notable omission from the new public timetable booklet is the suburban train schedules for the Dublin Area. As reported in our last issue, these are in future being combined with the bus timetable for the Dublin district to form a new booklet entitled "Dublin District Bus and Train Guide".

Financial Improvement

On April 11, CIÉ made a most heartening, announcement that the preliminary financial returns for the year ended 31st March 1960 revealed a significant improvement in the railway section of the Company. By a combination of increased revenue and decreased expenditure the loss of £1,200,000 incurred on railway operations in the previous year had been reduced to just over £500,000. This remarkable improvement of £700,000 within twelve months indicates the success of CIÉ's new policy since January 1959 to attract more traffic to the railway and, thereby, take a further step towards establishing a viable railway network to form an integral part of the nation's transport system. The figures disclosed are all the more remarkable since they do not reflect to any significant extent the economies effected by the substitution of road for rail services on branch lines, because the full impact of these economies was not felt until almost the end of the period under review. Furthermore, the profits of approximately £250,000 yielded during the year by the sale of scrap materials were not included in the above figures as they were regarded as fortuitous and non-recurring items. CIÉ may feel justly proud of this spectacular achievement in its railway finances. The Chairman, Dr C.S. Andrews, who spoke of the results as a "breakthrough on the road to success", has stated that there is no foreseeable reason why this rate of improvement should not be maintained. If it is, CIÉ will be able to pay its way by March 1964 - within the five years allowed under the terms of the Transport Act, 1958.

Educational Tours

A considerable volume of additional passenger traffic by both special and ordinary services has been generated since March last by the very successful development of, and extension of, educational tours throughout the country. By means of these tours groups of schoolchildren accompanied by their teachers are conveyed by CIÉ for all-in day tours by rail and coach to places of historical and general educational interest, at very attractive rates. It is expected that in the course of this season CIÉ will have carried over 100,000 schoolchildren on various educational tours. One such tour necessitated a special train on the 7½ mile branch line from Port Laoighise to Mountmellick - closed to regular traffic since 1947.

Mystery Trains

Following the unprecedented success of the Mystery tours by rail when re-introduced last summer for the first time since pre-war days, CIÉ decided this year to extend their operation from April to October. On Easter Sunday - April 17 - the first Mystery tour this season operated from Dublin and ran as far as Wexford. It proved a resounding success and attracted over 2,600 travellers who were accommodated in five trains. Further similar trips have been run from Dublin on most Sundays since May 1 and on occasional Wednesdays and have continued to be in great demand. A few Mystery trains have also operated this season from Limerick, Cork and Waterford.

Novel Weekends

A series of novel and attractive weekend holidays at the Great Southern Hotel, Galway, was introduced by CIÉ from May 13 to June 10 for an all in charge of £8:8:0. The weekend fee covered the rail journey from Dublin to Galway on Friday nights (with high tea served en route); returning on Monday mornings; a sea trip to the Aran Islands on Saturday (with a packed lunch) and all other meals and accommodation at the hotel from Friday night to Monday morning. Sundays were free for sightseeing. This commendable innovation not alone offered a bargain weekend to the public but also guaranteed a lucrative traffic to the rail, hotel and ferry departments of CIÉ.

Named Trains

With the introduction of the summer timetable on June 13, CIÉ officially bestowed on three of their main line trains the names chosen as a result of their "Name the Trains" competition which was held

last summer. The trains are the 08:45 Dublin-Cork and its return working at 18:00 which has been named "Sláinte". The inaugural train comprised loco A7, 3 of the latest 64-seat seconds, buffet car 2408, compo 2140 and a new bogie van, and was immaculately turned out, all stock uniformly painted and with special uniforms provided for the train crew. A thoughtful touch was the announcement over the public address system at Kingsbridge of the names of the hostess and buffet car conductor. "Fáilte" - the 09:00 Cork-Dublin and the 14:25 Dublin-Cork was similarly eye-catching with A45 heading LV, compo 2142, buffet car 2418, three of the new open seconds and brake second 1912. On this, and all the named trains, small carriage nameplates are being carried.

The third train - "Cu na Mara" - is the railcar working the 09:20 Galway-Dublin and 18:50 Dublin-Galway link and this set (2616/1367/2422/2609) together with its Westport portion (2608/1361/2637) has been refurbished and some of the vehicles even re-upholstered. The standard of comfort and cleanliness set by these named trains is to be wholeheartedly commended.

Rolling Stock Developments

Since our last issue, work has commenced in Inchicore on the construction of five further heating vans while work continues on the construction of the new buffet car. Of the three new railcars under construction one went into traffic late in June. This railcar - numbered 2614 - is in replacement of that damaged in a collision at Hazelhatch station in January 1955 and it has been fitted with suburban bus-type seats similar to the 2647 type cars. The remaining two railcars are approaching completion and should be in traffic before very long. Buffet car 2093 is at present undergoing extensive interior redecoration at Inchicore while kitchen car C292N has gained the distinction of being the first ex GNR coach to be painted green there. In the loco department the rebuilt A14, victim of the Mallow crash of December 1955, appeared on trial during early June and has since been seen in traffic. The MAK diesel-hydraulic loco, K801, has been returned from Cork to Dublin for general overhaul after almost a year working on local trains from Glanmire Road to Cobh and Youghal.

Signalling Progress

Work is now well advanced on the installation of electric colour light signals on the Dublin-Belfast main line between East Wall Junction and Howth Junction. The main power cable has been laid the full length of the section while junction boxes and signal posts have been erected at intervals along the line. The signals will be of the three aspect type and have been manufactured by CIÉ at Inchicore Works. Work has also commenced on the installation of automatic intermediate signals at Mourne Abbey, between Mallow and Rathduff on the Dublin-Cork main line, and when these are in operation the signal cabin at Mourne Abbey will be dispensed with.

More Rail Hostesses

Following country-wide interviews during the month of May, CIÉ selected an additional nine railway hostesses to serve on the principal main line holiday trains during the summer months. The hostesses took up duty on June 13 - the date of introduction of the summer timetable - on trains between Dublin and Tralee, Limerick and Galway. Three hostesses have already been serving on trains on the Dublin-Cork line since last year.

Lifting

The lifting of abandoned lines has continued and the current position is as follows:

Irish North: Recent reports reveal that, contrary to the information in our last issue, the only demolition which took place in January and February was the removal of Corkill Bridge (No.78), between the site of Shantonagh Junction and Monaghan Road. On Saturday, June 25, however, the demolition train was worked from Clones to commence lifting from the break westwards on the following Monday. The Monaghan line has been lifted to Smithborough and the Belturbet branch to a point near Cloverhill

Bridge - about a mile from Ballyhaise - but work on these seems to have ceased for the time being.

Kenmare: Due to delays caused by removal of a bridge the lifting train has not yet reached Kilgarvan.

Valentia Harbour: Lifting commenced in May at Valentia Harbour and is already nearing Cahirciveen. Signals and equipment have been removed from stations beyond Glenbeigh, while here and there sidings have also been lifted.

Ballinrobe: In early June lifting was complete to within $\frac{3}{4}$ mile of Claremorris and materials trains were running to Athlone to clear the rail and sleepers.

Harcourt Street: The pace of lifting has slowed and has only just reached Foxrock. Meanwhile, after a trial on May 21, at least two special trains have run to Carrickmines in connection with the filming of "Johnny Nobody" currently in hand with Ardmore Studios of Bray.

Locomotive Contract

On June 25 it was learned that CIÉ had awarded a contract for the supply of seven additional diesel locomotives. They are to be built by the German firm of K.H. Deutz who, in 1955, supplied the three G class locomotives which are in use on the Newmarket, Castleisland and Banagher branches. The new locos will be very similar as the tenders invited by CIÉ specified seven locomotives of not less than 160 hp with a top speed of 25 mph. The contract is worth about £100,000 and the delivery of the first loco is scheduled to commence in 15 months' time. Details of the placing of contracts for the remaining locomotives for which tenders were sought have not yet been announced although the types of locomotives specified are similar to the present K and E classes.

CIÉ LOCAL NEWS REPORTS

Special to Edenderry

On May 28 a party of IRRS members travelled to Edenderry by special train from Enfield. The train, which was made up of loco A25 and suburban brake second 1901, left at 15:30. Calls were made at Carbury - the only intermediate station on the branch - and at Knockcor level crossing to open and close the gates. The train returned from Edenderry at 17:27 and after an hour in Enfield continued to Amiens Street and Westland Row via North Wall (Midland Yard) and Newcomen Junction.

Railcar Fire

Another instance of an outbreak of fire within an underfloor engine of a railcar occurred on April 19, when the rear unit - 2646 - of the 09:20 Galway-Dublin (via Tullamore) train caught fire some three miles west of Portarlington. Fortunately, the communication cord was pulled as soon as the fire was first noticed and this prompt action enabled the train crew to extinguish the outbreak before any serious damage was caused. The fire, however, broke out again when the journey was resumed and the burning unit was detached from the train immediately on arrival at Portarlington. The blaze was quickly extinguished by the Portarlington Fire Brigade and the train was able to resume its journey to Westland Row where its arrival was only 55 minutes late. CIÉ announced afterwards that the fire, which was probably due to the overheating of an engine, caused only slight damage to the railcar.

Suburban Curtailment

A new scheme for more economic operation of the Dublin-Greystones suburban line was announced on May 4. It comprised the closure to all traffic of four halts - Sandymount, Sidney Parade, Booterstown and Salthill - between Westland Row and Dun Laoghaire, the withdrawal of valley hour services and a sharp increase in the rates of return, weekly and season tickets. CIÉ stated that the suburban service was losing over £130,000 per annum and that the curtailments, by which the annual mileage would be reduced by two-thirds, were the only alternative to the complete withdrawal of suburban trains. The

new timetable which has been in operation since June 13 consists of 9 up trains to Dublin each morning (six from Bray, two from Greystones and one from Dalkey), 2 return lunch-time trains from Amiens Street to Dalkey and one to and from Dun Laoghaire, one down train from Dublin in mid-afternoon for schoolchildren and 8 down trains for businessmen in the evening. During the summer months only, a service of trains is being provided in mid-afternoons, in late evenings and on Sundays from Amiens Street to Bray to cater for seaside traffic. Railhead buses connect with certain trains to give a service to Greystones by road. In all, 24 trains are being provided on the south-eastern suburban line this summer as compared with 40 trains last year, while future winter services on the line will consist of 15 trains in each direction on weekdays only, in contrast to 37 last winter. Simultaneously with the introduction of the new timetable a new scale of charges for return, weekly and season tickets was put into operation. All single ticket fares remain unchanged but the return ticket charges, which formerly were compiled at single fare plus one-third, are now at single fare plus two-thirds. Two types of weekly and season tickets are being issued as follows; a limited ticket allowing one return journey daily at a charge slightly in excess of the former unlimited tickets and a new unlimited ticket at rates some 60% in excess of the former charges. In addition to the stations closed, one other halt - Lansdowne Road - is being retained only to facilitate school traffic and employees of Irish Hospitals' Sweepstakes Ltd. In the new timetable four down and three up trains call there and, of course, services will be run for Rugby supporters when matches are being played at the adjacent ground.

Closure Postponed

On Wednesday June 15 - three days after the closure of the four halts on the Dublin-Greystones suburban line - the legality of CIÉ's action in closing stations without giving the statutory two months' notice to the public was raised in the Dáil. The Minister for Transport & Power, in reply, admitted that legal doubts were being raised as to whether there was sufficient distinction in terminology between a railway station and a railway halt to ensure that CIÉ could properly close halts on the Dublin-Greystones suburban line without giving formal statutory notice of its intention to do so. In the circumstances, and to put the matter beyond doubt, the Minister announced that CIÉ would re-open the four closed halts as from the following Monday, June 20, until the expiration of the summer timetable on September 10. In the meantime CIÉ is to give formal notice of the intended closure. Following this announcement CIÉ gave notice of the re-opening of the halts concerned, but have provided only a token service of up to three trains in each direction on weekdays. Strange to relate, however, these trains also call at Lansdowne Road in addition to those previously scheduled to stop there.

Cork Buffet

On Friday June 3, the Lord Mayor of Cork - Senator Mrs J. Bowdall - formally declared open the newly redecorated buffet at Glanmire Road station. Its redecoration incorporates a permanent exhibition of railway crests and emblems from all parts of the world - a display which seems calculated to make any enthusiast's mouth water! Among the more striking exhibits are those from the USA - 'Southern', 'Rock Island', 'Baltimore & Ohio' - and from the railways of Ghana, Victoria, Burma, Siam, Tasmania, Tunisia and the more familiar European countries, while from nearer home are found crests of the Festiniog, LM&SR, GNRB, CDRJC, UTA and, of course, CIÉ. A mural depicting the Dublin & Kingstown loco. "Hibernia" is displayed above the bar while a set of china, each piece embellished with a drawing of a French locomotive, faces the snack counter. A descriptive catalogue listing the crests displayed is on sale at the buffet - price 1/-. For such originality in decoration and the tasteful manner of its execution CIÉ are to be highly commended.

Killucan Accident

On July 1, the 09:45 Westport-Westland Row was derailed passing through Killucan station. The train was hauled by the ill-fated A14 - the loco involved in the Mallow crash of 1955 - and comprised two bogie seconds, compo 2139, timber second 1318, buffet 2419, HV 3123, LV 2758 and wagon 18660.

A14 and the first two coaches were not affected but the remainder of the train left the rails at the Dublin end of the station loop, travelled some 100 yards, but, fortunately, remained upright although causing considerable damage to the permanent way. Three injured passengers were taken to hospital but the remaining 150 or so continued their journey in the undamaged portion of the train. The accident occurred just after 13:55 and, with almost incredible swiftness, diversionary measures were put into operation. The 14:00 Dublin-Sligo, then almost departing, was re-routed at Glasnevin Junction via Portarlington and Athlone to Mullingar and ran to Carrick on Shannon, where a bus from Sligo made connection allowing the railcar to return almost in its normal path - 19:10 ex Sligo. The 14:30 to Westport and 15:35 to Galway followed by the same route while the 13:30 ex Westport did likewise in the opposite direction. A line through Killucan was restored in time to pass the 14:25 Sligo-Dublin and subsequent trains. This was achieved by slewing the long headshunt into the running line beyond the derailed coaches. The handling of the Killucan accident must surely stand as a text-book example of quick thinking and rapid rearrangement in unfortunate circumstances.

UTA GENERAL NEWS REPORT

Vice-Versa

In contrast to the fire which destroyed CIÉ railcar 908 on UTA metals near Finaghy last January, UTA railcar 129 (ex GNR 715) was completely gutted by fire on CIÉ metals near Castlebellingham on May 12. The train involved was the 14:45 from Dublin to Belfast which was stopped, with the unit ablaze approaching Castlebellingham. The burning vehicle, marshalled second in the train, was rapidly uncoupled and hauled forward by the leading unit which was then itself detached, but, despite the efforts of Dundalk Fire Brigade, railcar 129 was completely burnt out. Traffic on both lines was suspended for a time but the remainder of the train continued to Belfast, arriving 1 hour 40 minutes late.

Summer Timetable

With the Authority's new Coat of Arms emblazoned on its cover the summer timetable came into operation on June 13. The front portion of the cover opens out to reveal a plan of rail and road services in Northern Ireland while the back cover shows, in a similar manner, cross-channel and continental routes to the area. In general the services are very similar to those of summer 1959. In keeping with the usual practice on the NCC section the season is divided into two periods - July and August having a special service to cater for the more intense holiday traffic. This year, however, the difference in the two periods is less marked and the 08:20 Saturday Belfast-Derry express and certain other weekend trains operate during both periods. The 09:30 Saturday non-stop to Portstewart and Portrush is retimed and calls at Antrim and Ballymena. A welcome addition is an extra evening service at 18:55 from Derry to Coleraine which gives connection there into the 19:30 Portrush-Belfast. On the former GNR section the timetable is virtually unaltered. The Saturday 10:40 to Antrim and its reverse working has been withdrawn while on the Portadown-Derry line, to some of the intermediate stations, services are merely nominal. Donaghmore, for instance, has but one request call in the up direction only; a similar fate to that which befell Mossley and threatens Ballyclare Junction seems imminent! Other stations between Dungannon and Omagh and between Strabane and Derry have suffered likewise although not to the same extent. The Belfast-Dublin services are augmented by an 11:40 ex Belfast and 18:30 ex Dublin every weekday and by the usual 15:45 up and 19:30 down on Sundays. Hopes for the re-introduction of a buffet car on the 18:00 Belfast-Dublin were raised by its inclusion in the CIÉ timetable list but it is not shown in the UTA book and is not, in fact, provided.

Rail-Ramblers

As reported briefly in our last issue the Authority has introduced a seven day "Freedom of Northern

Ireland" ticket for the period from April 5 to September 30. The ticket costs £3:10:0 (Second class rail) and has been widely advertised. It is available not only on the Authority's 293 mile railway but also on its 2,716 miles of road services.

CDRJC Lifting

Since our last issue the lifting of the CDR has proceeded, working from Ballyshannon towards Donegal. In early June the rails had been removed to a point between Drumbar and Laghy halts, although some trackwork still remained to be lifted in Ballyshannon station. Railcar 12 was employed on the lifting and was stabled overnight in Donegal locomotive shed. Some 30 wagons remained in Donegal, but the great majority had been worked to Stranorlar where locos 1, 2, 3, 5 and 6, and railcars 10, 14, 15, 18, 19 and 20 were deposited. A further 24 wagons or so were in Strabane, as also was loco 4. It is learned that on March 18 a special railcar train - comprising railcar 14, trailer 3 and railcar 12 - ran from Stranorlar to Killygordon for recording purposes.

CIÉ STEAM LOCOMOTIVE STOCK LIST

The following is a list of the nominal steam stock on 31st March 1960. It does not include ex GNR locos and does not imply that all locos listed are at work or that all locos not listed are necessarily scrapped.

42	130	166	223	372	585	637
101	131	188	229	376	587	638
102	132	170	232	384	588	639
104	133	171	249	385	589	642
105	134	172	250	388	592	653
106	136	179	251	401	593	654
109	137	182	252	402	594	655
110	138	183	253	461	598	657
111	139	184	254	462	599	659
114	140	186	255	463	603	664
116	143	187	257	464	604	673
118	149	190	258	466	606	700
119	150	191	260	468	607	703
121	151	193	261	470	610	704
122	154	195	262	552	612	711
123	156	196	283	554	613	716
124	157	197	264	559	624	719
125	161	198	301	562	625	800
127	162	200	351	574	626	801
128	164	201	354	583	627	Sambo

LOOSE LINKS

- One of the three excursion trains from Dublin to Galway on May 8 was an A class loco hauling a 7 coach BUT railcar set.
- On June 29 ex GNR loco 91 (2-4-2T) was transferred from Dundalk to Broadstone.
- UTA Ganz railcar No.5 has been transferred from York Road to Adelaide but has not yet been observed in traffic.
- UTA passenger and freight rates were increased on June 27.

- A class locos have been noted on specials to Bangor and on June 18 Bangor's first "Radio Train" was worked by A47.
- A special two coach train was run for the IRRS from York Road to Antrim, Lisburn, Queen's Quay and Great Victoria Street on May 28 - motive power was ex SL&NCR 0-6-4T No.26.
- The loop at Holywood, on the Bangor branch, has been removed and now only a trailing crossover remains.

JOURNEY JOTTINGS

4 June: Cork - Bantry & Clonakilty

Whit Saturday saw a good traffic on the Cork, Bandon & South Coast section of CIÉ. The 12:15 Cork-Bantry was made by a 3 coach railcar set 2629/1358/2810 and carried a fair complement of passengers. Due to late running of the 08:45 express from Dublin to Cork (Glanmire Road), departure from Albert Quay was 7 minutes behind schedule. Local traffic between intermediate stations is never very heavy on this train and it was therefore encouraging to find passengers awaiting it at several stops en route although most stops were to set down only. At Bandon a C class loco shunting in the goods yard betokened the presence of the up 09:40 goods from Drimoleague. As no connection is given at Clonakilty Junction for Clonakilty, it is not surprising that but one passenger alighted, but at Drimoleague some 25 transferred to the branch train for Skibbereen which was C224, a bogie compo, 8 wagons and LV. Calls were made at both Aughaville and Durrus Road halts and arrival at Bantry was at 14:20 - 3 minutes later than the Cork departure had been.

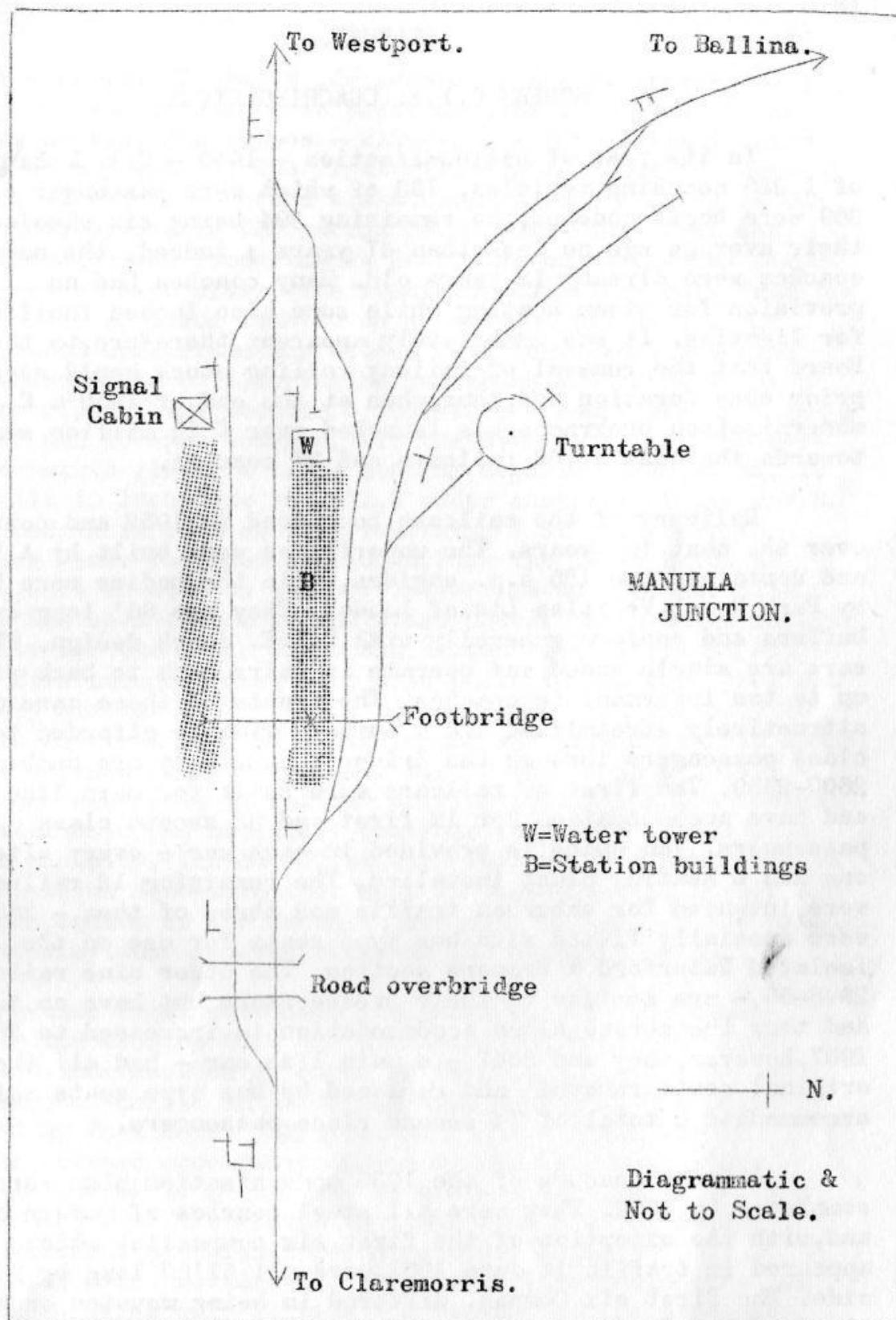
The same set returned on the 15:00 Bantry-Cork and had a complement of 31 on departure. In this direction the traffic pattern was reversed and pick-ups were the order of the day. The branch train - C207, bogie compo, LV and 1 wagon - connected at Drimoleague and in attaching a wagon to the railcar lost some 10 minutes. Smart running and station work had, however, regained 3 of these by Clonakilty Junction. The 16:45 mixed from Clonakilty is, in essence, a goods train and on this date was made up of C225 with bogie compo, LV, 8 wagons and 2 goods brake vans and was without passengers. The branch loco took over the working of the up 12:45 goods ex Bantry on its arrival at 18:00 with 10 wagons and van while the goods loco - C207 - transferred to the branch train.

The locomotive roster on the CB&SC is a complicated one involving a three day turn. On day 1 the loco works the 07:00 goods to Drimoleague, light to Bantry, returns on the 12:45 goods to Drimoleague and then moves on to the Skibbereen line on the down 13:55 mixed, up 15:50 mixed and lastly the 19:45 passenger Drimoleague-Baltimore-Skibbereen. On the second day it works the entire branch service up to the 14:20 Baltimore-Drimoleague and then, working the up 16:40 goods ex Drimoleague, it transfers to the Clonakilty branch where it spends the next day until it is displaced at its meeting with the up goods.

June 4 was C207's second day out and thus it headed the 19:00 from Clonakilty Junction to Clonakilty having collected 28 passengers off the 18:00 Cork-Bantry train - an eight coach diesel railcar required for a Bantry-Claremorris pilgrimage special of the following day. Nine passengers alighted at Ballinascarthy and Clonakilty was reached sharp at 19:28.

STATION SURVEY

Manulla Junction



Although the Ballina line is technically the branch, lines beyond Manulla Junction are of almost equal importance. The Athlone-Westport line was opened in stages in the 1860s and reached Castlebar from Claremorris on 17th December 1862. It was not, however, until the first section of the Ballina branch to Foxford was opened in 1870 that Manulla Junction came into being. In 1873 the branch was extended from Foxford to Ballina and ultimately to Killala on 2nd January 1893. The Ballina-Killala section was closed to passenger traffic on and from 1st October 1931 and to goods since 2nd July 1934. It has since been lifted although for most of its course it is still easily discernible. The remainder of the branch not only remains, but flourishes.

The junction at Manulla is quite compact with a platform on either side of the main line loop. The branch trains are accommodated at the back of the up island platform where a run round loop is provided. The passenger entrance to the station is by means of a footbridge which spans the station at its Eastern end. But little traffic originates at Manulla; interchange of passengers and parcels is its primary function. The station buildings are on the up platform and at the West end of this platform is a water column while opposite, at the end of the down platform, is the 29 lever signal cabin.

Manulla has no less than 13 passenger train arrivals and a similar number of departures every weekday as Ballina branch connections are made with all Westport line trains except the down Night Mail. The branch requires two locos - since May 1957 invariably C class diesels - to maintain its service and these are interworked with the two goods trains, one of which at 18:45 ex Ballina (Monday-Friday) runs through to Claremorris without stopping at Manulla. This train also passes through Manulla in the reverse direction but, in addition, the 08:45 from the junction to Ballina is mixed. Manulla is a traditional crossing place of main line trains as thus the one branch train serves passengers from both Westport and Claremorris directions. This convocation of trains occurs twice daily, between 13:48 and 14:10 and again between 18:46 and 19:20. At the first of these gatherings it is usual for a Ballina van to be detached from the down train and the shunting of this is facilitated by the link between the Westport and Ballina lines at the West end of the island platform. Although the junction possesses a turntable, there is no loco depot as, in common with almost all ex MGWR branches, working commences at the terminus - in this case at either Ballina or Westport.

Feature Section

MODERN CIÉ COACHING STOCK

In its year of nationalisation - 1950 - CIÉ had a total of 1,325 coaching vehicles, 763 of which were passenger coaches, 369 were bogie coaches, the remaining 394 being six-wheeled and their average age no less than 47 years; indeed, the newest 8 coaches were already 12 years old. Many coaches had no provision for steam heating while some also lacked facilities for lighting. It was immediately apparent, therefore, to the Board that the renewal of railway rolling stock would need prior consideration and, thus, when at the end of 1950 a £3 million modernisation programme was launched, over £1½ million went towards the cost of 60 railcars and 97 coaches.

Delivery of the railcars commenced in 1952 and continued over the next two years. The underframes were built by AEC and contained two 125 hp engines, while the bodies were built by Park Royal Vehicles Ltd of London. They are 66' long over buffers and conform generally with CIÉ coach design. These cars are single ended and operate in pairs back to back with up to two intermediate coaches. The fronts of these cars are attractively streamlined and a forward view is afforded to 1st class passengers through the driver's cab. They are numbered 2600-2650. The first 48 railcars were built for main line

use and have accommodation for 12 first and 32 second class passengers. Van space is provided in each car - every alternate one has a heating plant installed. The remaining 12 railcars were intended for suburban traffic and three of them - 2657/8/9 - were specially fitted with bus type seats for use on the isolated Waterford & Tramore section. The other nine railcars - 2648-56 - are similar to their predecessors but have no toilets and thus the second class accommodation is increased to 36. In 1957, however, they and 2647 - a main line car - had all their original seats removed and replaced by bus type seats which accommodate a total of 74 second class passengers.

All the coaches of the 1950 modernisation plan were completed by 1954. They were all steel coaches of modern design and, with the exception of the first six composites which appeared in traffic in June 1951, were all 61'6" long by 9'6" wide. The first six composites differed in being mounted on the standard GSR underframe which was only 60' long. The 97 coaches comprise 38 composites, 40 seconds, 5 second brakes and 14 buffet cars and in each case their numbers continued in the existing series. The composites - 2124-2161 - were built in three batches of 6, 7 and 25, The first six mentioned earlier have three first and four second class compartments seating 18 and 32 respectively, while the second batch have four first and three second class compartments providing accommodation for 24 passengers of each class. The remaining 25 differ only from the second batch by being mounted on a new type all welded triangulated underframe and fitted with Commonwealth bogies which incorporate coil springing and shock absorbers to give smoother riding. The seconds - 1339-1378 - comprised 24 side corridor and 16 open coaches. All the side corridor type have 7 compartments giving a total seating accommodation of 56. 12 were built in Inchicore in 1951, 5 under contract at the GNR works, Dundalk in 1953 and the remaining 7 at Inchicore the following year. The last mentioned, like the final batch of composites, were mounted on the new underframe and Commonwealth bogies. The open centre second class coaches were built in 1953 primarily for the Radio Train and tables were fitted at all 64 seats. Five second brakes were also built in the same year and were very similar to the Radio Train coaches but had only 40 seats as the remainder of their length was devoted to van space. They were numbered 1904-1908 and two of them - 1906 and 1907 - were later converted to railcar driving trailers but although they still have the necessary controls they were little used in that capacity. The 14 buffet cars emerged from the works in 1954. Numbered 2405-2418, they seat 20 passengers at either end while the centre of the coach is occupied by the bar and kitchen.

Further funds were made available in 1955 for coach-building and construction has continued at Inchicore since. Forty suburban coaches appeared in traffic in that year and these were assembled in Inchicore from prefabricated parts supplied by Park Royal Vehicles Ltd. The coaches have a peculiar outward appearance caused by the fact that their extreme width of 10'2" can not be carried through to the end of the coach with the result that the last 8'6" at either end is straight sided, thus reducing their width to 9'6". Accommodation is provided for 82 second class passengers and the coaches weigh only 26 tons - a remarkably low passenger/weight ratio. They are numbered 1379-1418, and 1407 and 1408 differ from the others in having bus type seats. 1408 was also fitted out as a railcar driving trailer and both coaches are in use on the Waterford & Tramore section. A further 10 "Park Royal" coaches were constructed in 1953 but these were a main line version and due to the provision of toilets seated only 70 passengers. 1956 also saw the construction of 4 new buffet cars which differed from the previous class by having the new type underframe and bogies. In the same year 41 heating vans appeared in traffic. They were four-wheeled vehicles 30' long and 10' wide with a boiler of 1,000 lb. per hour steam generating capacity in each. They were panelled in aluminium and were put into traffic unpainted. These vans were followed by 15 main-line seconds - 1429-1443 - each seating 70 passengers. They were 10' wide throughout and were similarly unpainted.

During the years 1957-1959 the carriage builders in Inchicore turned out 149 coaching vehicles. First were six railcars - 2660-2665 - which were similar to the first series but had straight sides and a pointed front which gives them a much less pleasing appearance. Next followed 66 parcel and brake vans -

2700-2765 - which have the same dimensions and indeed a very similar appearance to the heating vans. A guard's seat and equipment is installed in each. Seventeen vehicles were then built for the Department of Posts & Telegraphs comprising 10 four-wheel sorting vans and seven bogie TPOs. All 17 are 9' wide and they are numbered from 2962 to 2978. Forty four second class coaches were constructed in 1958/9 in three lots. The first five - 1444-1448 - are very similar to the 1429 type of 1956 while the 34 which followed closely resemble the 1953 Radio Train coaches but are, of course, 10' wide. The latter are numbered 1449-1482 and are painted green. The five remaining coaches are a brake second version of their intermediate predecessors, the 1449 class. They are numbered 1909-1913. Late in 1959 the stock of heating vans was augmented by the construction of a further six - 3142-3147.

So far in 1960 the only new coaches to appear in traffic are the ten 9' wide bogie parcel vans which are in use on main line trains throughout the country. These vans are numbered 2549-2558 and have enhanced the appearance of some sets which had previously to utilise older timber sided vans. Forthcoming stock being produced in Inchicore is detailed under the heading "Rolling stock developments".

Numbers	Built	Seating		*	Tare	
		1 st	2 nd		t.	c.
SECONDS:						
1339-1350	1951	56	SC	30 00		
1351-1355	1952	66	SC	30 00	Built Dundalk	
1356-1371	1953	64	CC	28 00		
1372-1378	1954	56	SC	30 00		
1379-1418	1955	82	CC	26 00	Suburban	"Park
1419-1428	1956	70	CC	27 05	Main line	Royal"
1429-1443	1956	70	CC	26 03		
1444-1448	1958	70	CC	27 05		
1449-1482	1958/9	64	CC	26 10		
BRAKE SECONDS:						
1904-1908	1953	40	CC	28 05		
1909-1913	1959	40	CC	27 00		
COMPOSITES:						
2124-2129	1051	18 32	SC	28 10	60' long.	
2130-2136	1952	24 24	SC	29 10		
2137-2161	1954	24 24	SC	28 10		
2162-2171	1957	40 36	CC	26 15	Suburban	
BUFFET CARS:						
2405-2418	1953/4	39	CC	30 00		
2419-2422	1966	39	CC	30 00		
OTHER VEHICLES:						
2549-2558	1960			26 00	Bogie Vans	
2700-2765	1957			10 05	Luggage Vans	
2962-2971	1958			13 10	Sorting Vans	
2972-2978	1958			29 00	Bogie TPOs	
3101-3141	1955/6			21 00	Heating Vans	
3142-3147	1959			21 00	Heating Vans	

* SC = Side Corridor, CC = Centre Corridor

Railcars are not included in this table.