

THE

IRISH RAILFANS' NEWS

Volume 7

April 1961

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EDITORIAL

A most attractive example of air/rail co-operation is displayed in the new Aer Lingus/CIÉ half day excursions to Shannon Airport announced on March 21. From March 22 to May 31, for an almost incredibly low fare of £2, passengers are carried from Dublin to Shannon in the new Aer Lingus Boeing jet aircraft on its days of operation. Bus transportation to Limerick is provided and the return to Dublin is by the 18:20 to Limerick Junction and thence to Kingsbridge on the up "Sláinte" express. The scheme is cleverly devised to utilise otherwise empty seats on scheduled services throughout, but even so it can hardly earn any very substantial revenue on account of the low price level. Nevertheless the attractiveness of the venture from the publicity angle alone makes it worthwhile; Aer Lingus aim to familiarise the public with their new aircraft but, in addition, these excursions will allow participants to sample rail travel at its best. It seems likely that they will give a substantial number of passengers, many of whom may be but infrequent rail travellers, the opportunity of a journey in one of CIÉ's crack trains. And, let it be said, we have already heard the train journey compared favourably with the "too short" flight!

Less satisfactory, however, is the threat to the railways presented by the new internal air services between Dublin and Belfast and, from the opening of Cork airport on September 1, between Dublin and Cork. It is at once apparent that the timings of these flights closely parallel existing train services on these routes, although, when connecting coach times to and from each airport are taken into consideration, the city to city gain of time is not very great; Belfast, indeed, takes 2 hours 15 minutes - 5 minutes more than the best train. On the other hand, the 17 day excursion fares on the new internal air routes compare very favourably with the ordinary return fares on the railways, and in the case of the Dublin - Cork route the air fare is only 7/2^d dearer than the journey by rail. It is therefore most apparent that the railways have no cause for complacency in the immediate future and it is only to be hoped that the speed trials of last winter presage better, even faster services to actively compete with the air lines. The extent to which the air lines have monopolised traffic in the USA is unlikely to be paralleled in Ireland where distances are relatively short, but if the challenge of air travel stimulates improved rail services the extension of internal air routes will then be a blessing in disguise for the railways of Ireland. A cursory examination of the CIÉ summer timetable reveals, however, a standard pattern for this year's tourist season.

SOME ARTICLES OF IRISH RAILWAY INTEREST

Railway Magazine

| | |
|--------------------|--|
| February | Today & Yesterday in Co. Cork (2 photographs) |
| February and March | The Narrow Gauge in Ireland - Its Growth & Decay |

Trains Illustrated

January et seq

The Irish Scene

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

For "Journey Jottings" and the Feature in this issue we are indebted to Mr N.J. McAdams.

News Section

CIÉ GENERAL NEWS REPORT

Trial Trains

Since the series of trials mentioned in our last issue one other trip has been made for timetable purposes between Dublin and Belfast. This took place on March 21 when B126 and 8 bogies left Dublin, Amiens Street, preceding the ordinary down train, at 09:21 for Belfast - reached in 2 hours 16 minutes. In the reverse direction a better time of 2 hours 7 minutes was achieved. From this may stem an 11:00 "Enterprise" link worked by one of these locomotives.

Dieselisation Progress

The delivery of the fifteen 950 hp diesel-electric locomotives was completed in January and they have since undergone trials and been introduced to traffic. Following initial trials, the locos - numbered B121-B135 - underwent minor modifications and from February 8 a programme of trials was arranged from Dublin to Monasterevan, Mullingar and Drogheda. On the first mentioned section both passenger trials from Kingsbridge and goods trials from Inchicore were run. Timetable paths for these were arranged, following either the 10:40 or 14:25 down passenger trains. The Mullingar trials ran at 07:35 from Westland Row and 13:00 from Amiens Street and consisted of 9 bogies and LV. The Drogheda trials were run at 09:40 and 13:15 with a load of 9 bogies and on several occasions extended to Dundalk. The GN section was the first to have new B class locos in regular service, as from February 20 one worked the 02:15 news train Dublin - Dundalk returning on the 07:25 passenger and, after trials during the day, the 17:35 to Drogheda returning with the 21:00. A second loco ran to Dundalk with the 07:35 and returned to Dublin heading the 12:45. They now work most loco links on the GN section of CIÉ. On February 20 also, B133, fitted with Manson staff snatchers, was tested to Mullingar and back and two days later the first link of the Midland section to be taken over by the new Bs was the 15:35 Dublin-Galway; returning on the 08:25 next morning. On February 24 the 07:00 Amiens Street - Greystones suburban train and its return working at 08:10 became a similar B turn and the same loco hauls the 09:25 Westland Row - Sligo and returns at 14:25. Subsequently the new engines have taken over the 08:40 and 20:10 Westland Row - Galway and their corresponding up workings. The new B class are turned, where possible, to run cab foremost and on two occasions while this was being done the 20:10 Galway night mail left Westland Row hauled by suburban 0-6-2T 673 - an extraordinary sight! It was, however, replaced by the B at Amiens Street. On March 17, B133 worked the 14:45 to Belfast and a return special at 20:00 - the first occasion on which one crossed the border. Since then they have been on both the 09:15 and 14:45 down but not regularly so. These General Motors diesels have not appeared on any Cork line links other than the trial trips and an isolated instance on March 17 when the "Cu na Mara" (09:20 Galway - Westland Row via Portarlington) was so hauled. The locos are not in use on goods trains on any section of the CIÉ system.

Rolling Stock Developments

Since our last issue the last of the present series of fourteen open centre 2nd class coaches - numbered 1483-1496 - has gone into traffic. Work has now commenced on a further series of 9'6" wide composite coaches and four are at present under construction. They are of a novel layout with four bays of open centre 2nd class and also three 1st class compartments with a side corridor. Although not yet in traffic the new buffet car, which bears the number 2423 and which has been under construction for some time, is now almost complete. AEC railcar 2665 has had the front driving compartment removed and is being fitted with standard corridor connections to enable it to run in multiple unit trains as an intermediate power car without driving controls. It is expected that others will be similarly treated in the near future. GS&WR eight-compartment side corridor coach 877 has recently been made into a Customs examination coach and is placed at the end of the arrival platform at Amiens Street before the arrival of all non-stop trains from Belfast. The coach, which was built in 1907, has had the corridor connections removed, all the doors on one side sealed and the interior has been formed into three open sections connected by a side corridor. The coach is painted in a standard green livery and is numbered 363A. A first class coach, 339, has recently been adapted as a "Fire Prevention Instruction Car", numbered 358A and painted bright red. Ex GNR buffet car 170N emerged attractively redecorated from Inchicore and was in traffic on the Limerick - Lansdowne Road special on February 11, but car 267 has not been repaired and is in Inchicore, apparently in poor condition. Ex MGWR bogie coaches 49M, 113M, 162M and 166M are at present being altered to sleeping cars for a "Bertram Mills Circus Special" which will be required later this year. Two four-wheel covered vans, 16306/7, have been converted to permanent way sleeping and mess vans. 100 of the recently constructed vacuum braked covered vans (18762-18861) are being fitted with screw couplings in Broadstone works and are being painted green in Inchicore works. A number of these wagons have been seen in traffic on night mail trains. Most, if not all, of the thirty ton brake vans mentioned as under construction in our last issue, have since then appeared in traffic.

Modernisation Of Stations

During the past two months CIÉ have put in hand work on the modernisation of a number of stations throughout the country. At Galway a notable improvement is the lengthening of the platform and the provision of a second platform behind it. At Port Laoise work has just been completed on the raising of the down platform to standard level, while on the up side a new waiting room is being built and the platform similarly raised. At Kingsbridge the foundations have been laid for a carriage washing plant on the headshunt situated between the up and down main lines near MP ¼. Further schemes are to embrace Rosslare Harbour, where an improved buffet and concourse will be provided, and Portarlington, where a relaying programme will ease the sharp curve through the station which at present necessitates a speed restriction of 50 mph on main line trains in each direction.

Liftings

The lifting of the abandoned sections of CIÉ is as follows:

Kenmare: Lifting of the branch is complete except for a short length at Headford Junction.

Valentia: Track has been removed to MP 22½ - Drom Crossing - between Mountain Stage and Glenbeigh. A Tralee steam loco - 131 (0-6-0) on April 4 - is stabled at Killorglin for working the lifting train and this station has also become the depot for recovered rails, material, etc.

Irish North: The lifting train, loco 161N, working towards Inny Junction, is between Ballyhaise and Cavan, while on the line from Corkill Bridge to Dundalk track has been removed to MP 3 and the remaining stretch to Dundalk will be removed in little over a week.

Tramore: Except for about 1¾ miles out of Waterford the entire Waterford & Tramore Railway has

now been lifted. Materials have been brought to either Tramore, Waterford or a halfway point where the line adjoins the main road. The last of the rolling stock to be removed from this self-contained section was railcar 2658; taken through the city on road bogies on March 18.

CIÉ LOCAL NEWS REPORTS

Steam Locos For Scrap

The transfer of locomotives to Dundalk for scrapping, mentioned in our last issue, has continued and the list below includes all such locos reported to date (April 7). Many of these, however, are not yet cut up as the rate of inflow greatly exceeds the rate of demolition. The locos are: 62, 96, 100, 126, 137, 141, 143, 156, 171, 194, 200, 207, 210, 220, 304, 309, 311, 332, 339, 359, 361, 380, 385, 394, 401, 402, 466, 532, 558, 559, 596, 597, 604, 612, 627, 632, 634, 660, 703, 704, 714 and 715. Work has also commenced on the cutting up of locomotives in Waterford and already 302, 341 and 702 have been demolished and it is learned that others will follow suit.

Revised Rosters

Since February 27 a new arrangement of working the Meath lines to both Oldcastle and Kingscourt has been in operation and this has resulted in the suppression of steam from regular trains and the closure of Oldcastle shed for a second time. The Oldcastle goods now leaves Drogheda at 05:20 and returns from Oldcastle at 08:30. Meantime a second diesel loco, having worked to Ardee and back, again eclipsing a steam working, leaves Drogheda at 10:15 for Kingscourt, crosses the Oldcastle goods at Navan and returns at 12:45 to Drogheda and Dublin. It will thus be seen that no service is provided between Clonsilla and Navan although a trip from Navan to Drumree is scheduled on Saturdays. Since the new service commenced, however, several steam stock specials have run via Drumree even as far as Nobber and back. Locos 181N, 184N and 624 have been reported on these trains.

Loughrea Trial

At the end of last year an interesting trial took place when railcar 2509 (ex SL&NCR "B"), presently working the Limerick - Nenagh local services, was sent to Loughrea for clearance tests. The car had to pass through 5" of water at Ballycar in each direction. On its return journey 2509 went from Athenry into Galway and back for similar testing as, if allocated to the Loughrea branch, it would probably run to Galway for routine repairs.

New E Class

The frames of the first of the additional E class locos being built in Inchicore were laid during March. Fourteen of these locos, which will be similar to the existing Maybachs, are to be built.

West Cork Closure

The former Cork, Bandon & South Coast Railway, comprising the main line from Cork, Albert Quay, to Bantry and the branches Clonakilty Junction - Clonakilty, Ballinascarthy - Courtmacsherry and Drimoleague - Baltimore, 91½ miles in all, was closed to all traffic on and from April 1. Since CIÉ gave preliminary notice of the closure in September last considerable opposition to the move was voiced in the area and fruitless attempts were made to have a deputation meet the Chairman of CIÉ, the Minister for Transport, An Taoiseach and even the President. As a last resort, on March 30 in the High Court the Chairman of the local protest committee sought an injunction to restrain CIÉ from withdrawing services on the grounds that the Transport Act of 1958 had not been complied with. Although this injunction was not granted, further litigation is to follow in mid-April. On the last day of operation, Good Friday, March 31, full services were operated. A three coach railcar (2660/1410/2641) worked the up 08:25 from Bantry. The same set with an additional coach (841) inserted was on the 12:15 Albert Quay to Bantry and its return at 15:00. On the Clonakilty branch C212 hauled the

morning passenger train and, running light to Ballinascarry, worked two wagons down the Courtmacsherry branch. The same loco later worked the 15:00 mixed Clonakilty - Clonakilty Junction, the last train on the branch as the 19:00 down was replaced by road transport. On the Skibbereen line C216 was in command of the 13:30 to Baltimore and its return working at 14:20 to Drimoleague, with a train comprising compo 2098, LV 2709 and 2nd 1349. The "last train" from the public point of view was the 18:00 Cork - Bantry and was made up of the 12:15 set (2641/841/1410/2660). In addition to the 73 passengers, including a party of press men, a large force of Gardaí travelled while a squad car paced the train - sometimes with extreme difficulty - on nearby roads. Further Gardaí were in attendance at stations en route all intent on the prevention of demonstrations which did not materialise. At Skibbereen, where the branch train was invaded by a crowd of locals for the trip to Baltimore, several anti-CIÉ placards were brandished but the "protest march" was orderly and good-humoured. At 21:54 - only 39 minutes late - the last scheduled train in West Cork came to a halt in Skibbereen. The railcar set off the 18:00, however, returned with the press party to Cork arriving at 23:30 and the final curtain was drawn on rail transport in the area.

CB&SCR Steam Specials

On St. Patrick's Day, March 17, a party of 124 members and guests of the IRRS travelled in the last steam passenger train in West Cork to Clonakilty and Baltimore. Leaving Cork the train was made up of brake second 1905, seconds 1472 and 1475, kitchen car C272N and a LV. The ensemble was headed by loco 464 (4-6-0T) resplendent in new paint. Photographic stops were made at Ballinhassig and Kilpatrick Tunnel and calling at Bandon and Clonakilty Junction, the train ran to Clonakilty. At Clonakilty Junction a delay was suffered awaiting crossing with the 15:00 up. Further delays occurred en route and the special arrived in Baltimore just before darkness fell. The return journey from Skibbereen was accomplished without incident but still, of course, very much behind time. The last steam train run before closure of the line was the Dunmanway fair special on March 29; loco 470 (4-6-0T) and 17 cattle wagons.

Ballycar Floods

Flooding of the line at Ballycar has brought about considerable disruption to traffic on the Limerick - Ennis section of the Limerick - Sligo line. On December 28, due to a blockage of the outflow, the waters of Ballycar lake rose above track level at MP 17. For a time the service was maintained through the floodwaters by steam trains running between Limerick and Ennis which connected with the normal diesel passenger and goods trains at the latter point. It was only a matter of time, however, before traffic was interrupted, as heavy rain increased the depth of flooding. First, buses replaced the steam passenger workings and on January 7 when there was 22" above rail level all traffic ceased. Goods traffic from south and west was diverted via Portarlington and Athlone from January 9 and this included the fertiliser special mentioned in our last issue. This latter working ceased, however, at the end of January but extra goods trains were in operation up to early March. The flood reached a maximum depth of 35" above rail level - only 3" less than the record flood there in 1930 - before receding. Traffic was resumed on March 10 using steam traction and of note is the use on March 11 of loco 301 (4-4-0), the only surviving CIÉ loco of this wheel arrangement other than ex GNR ones. 301 had been lying semi-derelict in Limerick for some time but since has run not only to Ennis but also since March 20 in the Dublin Area. Diesel trains replaced the steam Limerick - Ennis workings on March 16.

West Clare Closure

To the 53 mile West Clare Section of CIÉ fell the signal honour, if honour it can be called, of bringing to a close public narrow gauge operation in Ireland as, apart from industrial lines, the 3' gauge is now extinct. Many enthusiasts paid their last respects during the final month of operation and on January 28 a small party of the Railway Enthusiasts Club and the Irish Railway Record Society travelled by special

coach attached to the down 08:00 goods. The train was made up of loco F503, the ex C&L bogie coach 1L, ex Tralee & Dingle bogie van 51C, 13 wagons and West Clare six-wheel van 17C. At Corofin the up 08:05 Kilrush - Ennis was crossed - loco F501, three railcar trailers 46C, 48C, 47C and six-wheel van 18C. 48C was in poor state having had a quite uncalled-for attention from some local vandals on the previous evening. The down 11:00 passed the goods at Lahinch and was railcar 3387 towing four-wheel van 202C. At 15:17, soon after arrival in Kilrush, F503 worked 51C out to Cappa Pier, the one mile extension formerly used by boat trains in connection with the Shannon steamers. Passenger trains have not run for over 45 years on this sector and goods trains have been confined to occasional trips to clear cargoes of fertiliser.

On the last day of operation, January 31, F501 worked the up 08:05 Kilrush - Ennis with 1L, 46C, 47C and 51C. At Ennistymon F503 with 15 wagons and van was crossed on the down 08:00 goods. As on January 28, 3387 and 202C made the 11:00 down which was destined to be the last passenger train and was well filled with enthusiasts, reporters and cameramen. The same set returned on the 13:45 from Kilrush and was saluted with detonators, arriving in Ennis to a veritable fusillade, for, although the cancellation of the down 16:20 was not publicly announced, it was nonetheless well known locally. It was replaced by three buses - U74, U78, and P84 - which left 29 minutes late, awaiting connection from Limerick, and on this occasion arrived in Kilkee some 4¾ hours after leaving Ennis! Meanwhile, F501 had made up a special overload goods train of 14 wagons and van (18C) which left for Kilkee at 17:45. At Corofin this train crossed the up regular goods - F503, 13 wagons and van 17C - which arrived in Ennis at 19:38. The down special defeated the closure deadline by one day as at 11:43 on February 1 it commenced the last 9 revenue earning miles of its journey to Kilrush. Later in the day the loco - F501 - propelled a five wagon lifting train out to Cappa Pier where work had already commenced on the removal of rails. Simultaneously a gang started at Kilkee and at the end of March were at Blackweir while the Kilrush party were at work on the station yard there. Loco F501 works the specials of rails to Moyasta where they are collected by F503 and hauled to Ennis. Coach 1L has achieved the distinction of becoming Ireland's first narrow gauge sleeping car but it is only for use of the permanent way department. It is understood that Bord na Mona are interested in the purchase of some of the West Clare equipment and rolling stock and the "Lady Edith Society" of New York are anxious to acquire 51C van to match the T&D loco 5T purchased on the closure of the C&L.

Extra Cobh Trains

Since April 9, two additional down trains, at 20:30 and 23:15, and one extra up train at 21:15 have been provided on Sunday evenings between Cork and Cobh. CIÉ have announced that these trains will run only for a limited trial period and that the support they receive will determine whether this extended Sunday service will continue as a permanent feature.

Long Sections

At the time of writing there is an impending alteration to the long section working on the Midland section of CIÉ. Under this new arrangement the new "long sections" between Clonsilla and Mullingar will be: Clonsilla - Kilcock; Kilcock - Moyvalley; Moyvalley - Killucan and Killucan - Mullingar.

Diesels To Dun Laoghaire Pier

On and from April 7, the Dun Laoghaire pier train links have been dieselised as, with the closure of the West Cork system three C class locos have been released for use elsewhere. In addition, the 13:10 (SO) steam train Amiens Street - Greystones was, on April 8, hauled by a C class loco for the first time.

Broadstone Shed Closes

The long-expected removal of the remaining stud of steam locos from Broadstone shed took place on April 8. The majority were transferred to the Amiens Street ex GNR shed and included the following:

91N, 136, 149, 163N, 184, 184N, 197N, 198, 261, 258, 301, 354, 562, 624 and 673. In addition to the locomotives, the breakdown crane which was stationed at Broadstone has also been moved to Amiens Street. Amiens Street has, therefore, the distinction of becoming the last all steam shed in the Dublin area.

Late News

As we go to press our forecast above has been fulfilled. The 11:00 Dublin - Belfast "Enterprise" and its return working at 16:45 has since April 10 been operated by a General Motors B class DE locomotive hauling four coaches of CIÉ stock, buffet car 170N and a HV. New bi-lingual destination boards have been supplied for this train. The new set contains only 18 first class seats, although the railcar set which it has replaced frequently found its first class accommodation of 24 seats insufficient!

UTA GENERAL NEWS REPORT

Annual Report

The twelfth Annual Report of the UTA reveals a deficit of £466,356 for the year ended 30th September 1960. This figure, however, includes the wholly unrealistic amount of £524,192 in respect of loan charges and the final result for the year shows a trading profit of £57,836, compared with a profit of £131,738 in the previous year. The report, which describes the year as a "more-than-ordinary difficult one, due principally to the disturbed industrial situation in Northern Ireland" discloses a further falling off of 2% in railway revenue. This, however, was more than offset by reduced working expenditure and the total deficiency of £220,750 on all rail services shows an actual improvement of £1,606 on the previous year. Losses of £90,008 and £169,609 respectively, were incurred on the NCC and GNR sections, while a profit of £38,867 was made on the Belfast - Bangor line. The report records the re-opening on 4th January 1960, of Marino and Craigavad halts on the latter line, but states that the re-closing of Craigavad is under consideration due to insufficient traffic. It is not, however, mentioned that this halt enjoys a service of but one train per day in each direction. It may also interest readers to learn that 23% of the train mileage on the NCC and 53% of that on the GNR section were worked by steam traction during the year within the ambit of the report. The total rail mileage at 30th September 1960 stood at 297 miles as compared with 339½ miles the previous year.

Belfast Improvements

At the end of March the UTA opened their new enlarged, contemporary styled buffet and waiting room at Great Victoria Street Station. This comprises a refreshment room bar and a separate waiting room in which a snack bar is provided. The new premises are centrally heated and have fluorescent lighting. They form part of a scheme for a proposed new combined road, rail and air terminal for which plans are awaiting sanction. At the same time the UTA repainted the station in a new light grey livery which is picked out with maroon.

Lifting

The UTA lifting train working on the "Irish North" has reached Bundoran Junction and has now turned its attention to the Bundoran line where the track from the Border to beyond Kesh is lifted. Different tactics are being employed with the Cookstown Junction - Kilrea line which is to be auctioned in situ. Some abandoned station buildings are also being auctioned, including Leitrim, Katesbridge and Ballyward on the former GNR Banbridge - Castlewellan section.

Prospective Pruning

During the press conference at the introduction of the twelfth Annual Report, Mr G.B. Howden, Chairman of the UTA, stated that unless there was a substantial improvement in the returns from the two remaining branch lines, Lisburn - Antrim (freight only) and Goraghwood - Warrenpoint, they

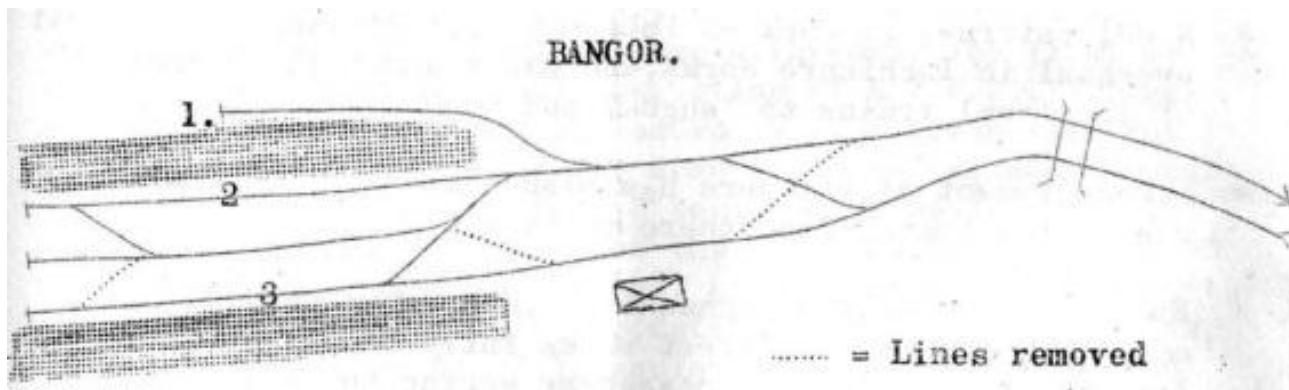
would probably have to be closed eventually. If further pruning of the rail section became necessary later, the Portadown - Derry line would have to be considered, and the first section to be closed would probably be that from Omagh to Derry. Mr Howden, however, emphasised that these were not decisions but that he was merely indicating future courses which would not necessarily happen this year or next year.

Warrenpoint Branch

Following the predication by Mr G.B. Howden on the future of this branch, as reported in our last issue, a statement has now been issued by the UTA that train services between Goraghwood and Warrenpoint will be reduced to one service per day in each direction as from the commencement of the winter timetable next autumn.

Bangor Altered

Since the end of February considerable alterations have been made to the layout of Bangor station by the UTA. These involve the removal of the engine release from platform 3 and the removal of the scissors crossover situated outside the platform ends. A form of "K" crossover is fitted in replacement but this has the unfortunate effect of shortening the useful length of No.3 platform as can be seen from the diagram reproduced. Additionally steam trains on summer excursions are limited to seven or eight bogies and can only arrive at platform No.2. A new lever frame, formerly in Magherafelt cabin, was installed on the night of March 11 and has 40 levers (5 spare) - ten less than before. The gantry of three down home signals has a call-on arm fitted below each signal for use when vehicles are left at the buffer stops and it is required to bring a train to the platform. Ground discs have also replaced the former BCDR ground semaphore signals.



CDRJC

Auction

An auction took place in Stranorlar on March 1 of the remaining effects of the CDR. As already reported, loco 2 "Blanche" has gone to the Belfast Transport Museum. Locos 1 and 3 were sold for scrap but the remaining four, Nos. 4, 5, 6 and 11, have been bought by Dr R. Cox of New Jersey and are to be transported to the USA via Derry. Dr Cox also purchased railcars 12, 16 and 18, ten miscellaneous coaches, 54 wagons and sundry equipment. Railcars 14 and 15 were sold for scrap while, most interesting of all, the Isle of Man Railway has bought the two newest Walker/Gardner articulated railcars, Nos. 19 and 20.

LOOSE LINKS

- Mystery trains were inaugurated this year on Easter Sunday, April 2, when 4 trains ran from Dublin to Wexford, one from Cork to Killarney, while trains also ran from Waterford and

Limerick.

- Ex GNR loco 91 (2-4-2T) which has been on shunting duties at Inchicore and Kingsbridge has since been transferred to Amiens Street.
- On March 11 a four-coach railcar set working a race special to Newbrook siding, near Mullingar, failed at Ashtown and was hauled for the remainder of its journey by B135.
- Following the removal of stored wagons, the Streamstown - Clara line was in use during February when 592 (0-6-0) was seen on two occasions hauling special trains of rails.
- K801 returned to Cork on February 18, following its general overhaul in Inchicore Works, and has resumed its operation of local trains to Youghal and Cobh.
- A consignment of sleepers has been sent to Muine Bheag for use on the branch from there to Palace East.
- Ex GNR 4-4-0, 190 "Lugnaquilla", now renumbered 62 has emerged from Duncrue Street works fully lined in UTA livery - the first blue passenger engine to be so treated.
- For ten days in February the Lagan rail bridge was closed to traffic after a coal barge for the city gasworks collided with it, necessitating the renewal of one pier and the repair of two others.
- The 70/- 7-day "Freedom of Northern Ireland" ticket is on sale from March 31 to September 30 this year.
- At the end of March ex BCDR loco 30 (4-4-2T) which was stored in Ballymena was hauled by 4-4-0 loco 80 to Belfast and was said to be for the Belfast Transport Museum.
- Since January, UTA railcar 103 (ex GNR "D") has been lying out of use at Queens Quay.

JOURNEY JOTTINGS

March 18: Cork - Mallow - Dungarvan - Waterford

The 09:30 Cork - Tralee train, headed by loco A41 and hauling three bogie coaches and a HV, departed from platform 5 of Glanmire Road station at 09:31 on this date with some 30 passengers on board. Having smartly tackled the incline out of Cork, it very soon became obvious that A41 would not have any difficulty in keeping time with its light load. Indeed it soon became a problem to avoid running ahead of schedule, for Blarney - the first stop - was reached 5¾ minutes early! Despite efforts to delay en route each subsequent stop was reached ahead of time. Near Rathduff the up "Rosslare Express" consisting of 7 bogies headed by loco A29, was crossed and Mallow was reached two minutes early at 10:11.

The writer alighted here to await the train to Waterford which would not depart until 14:20, but for a railway enthusiast, this long wait was not without interest. 0-6-0 loco 255 was busily shunting in the station yard, while throughout the morning many main line trains passed through. The first of these was the down Day Mail consisting of a TPO, LV, Diner 2401, 3 bogie coaches and HV headed by A15. Among other trains observed was the 09:15 ex Waterford, A50 hauling 4 bogies and four wagons, and the Kerry portion of the 10:40 from Kingsbridge which, consisting of 2 bogies and van, departed for Tralee at 14:12 hauled by C202.

At 14:21 the writer left Mallow on the Waterford train headed by A50 and hauling 3 bogies and HV together with a tail of 3 container-flats for Rosslare Harbour. Running was leisurely and traffic quite sparse. At the large station of Fermoy, for instance, not a single passenger either left or joined the train. At Lismore the up day goods was crossed consisting of 14 wagons and brake van (loco B105) and at Cappoquin two further wagons were attached to the load of A50. Running became quite brisk beyond

this latter point as by this stage the train was over 7 minutes behind time. By Dungarvan, where the two camping coaches were observed in the bay platform, a full two minutes had been regained. At Durrow the Dungarvan goods - locomotive 166 (0-6-0) with 8 wagons and van was crossed. Further time was regained and when brought to a halt to detach the wagons picked up at Cappoquin the train was a little over 1 minute late. Some three minutes were lost in the shunting operation at Waterford West and the ultimate arrival at the passenger station was not until 16:52. It may be of interest to remark that in Waterford, railcar 2657, recently transferred from the Tramore line, was noted. This transfer had to be made by road from Waterford Manor to the Waterford Ironfounders siding; once Waterford South station of the Waterford, Dungarvan & Lismore Railway.

STATION SURVEY

Foynes

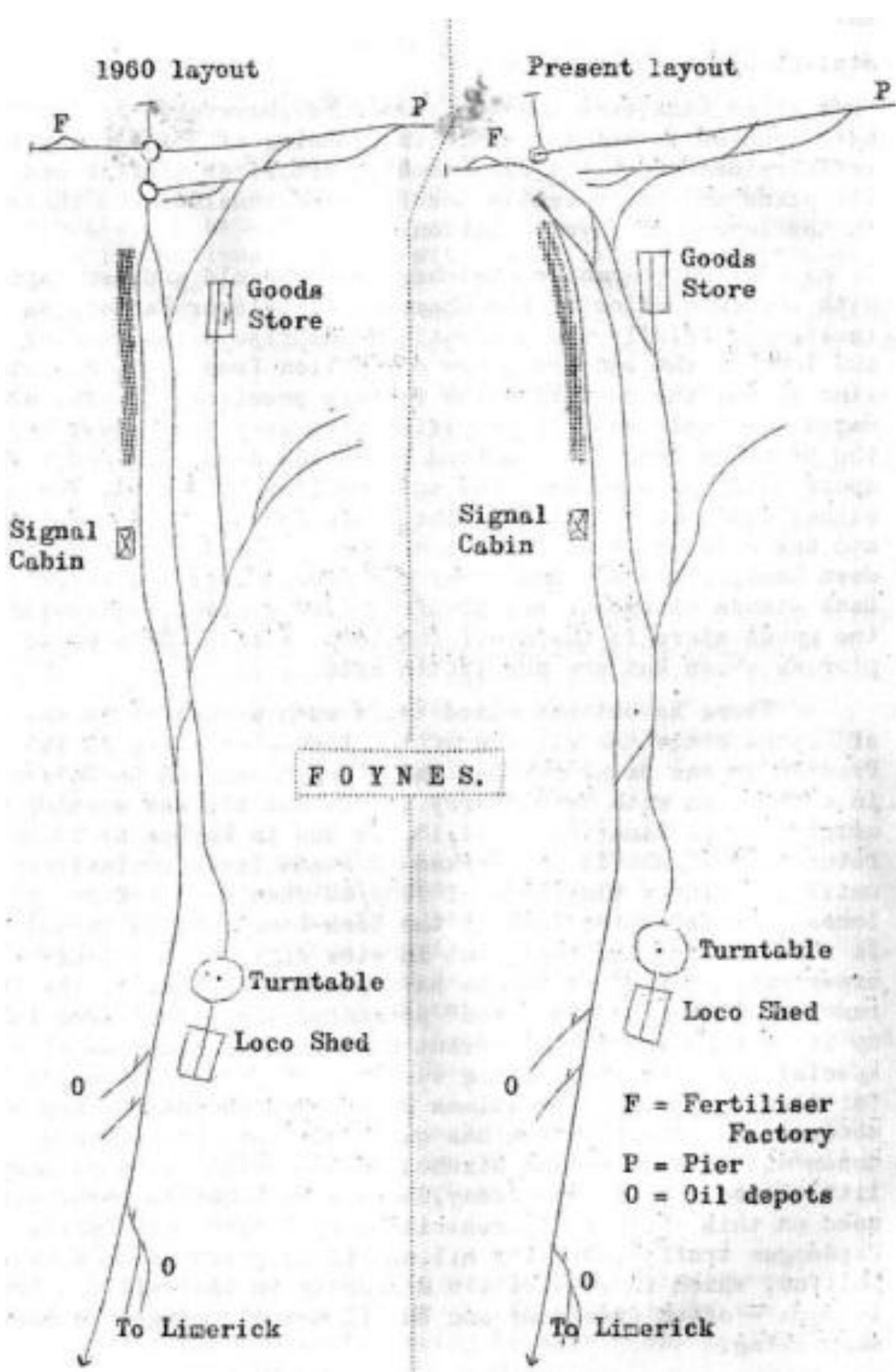
Normally, "Station Survey" features an Irish junction or through station but in this issue for variation we are focussing on a branch terminal - Foynes.

The Limerick & Foynes Railway was opened to Ballingrane on 10th July 1856, extended to Askeaton on 12th May 1857 and thence to Foynes on 28th April 1858. On 1st January 1867 the line from Ballingrane - which up to then had been known as Rathkeale - was opened through to Newcastle West, thus leaving the 9½ mile stretch from Ballingrane to Foynes as a branch. All of these lines were very much under the influence of the Waterford & Limerick Railway and were later absorbed by this company under an Act of 1873.

The railway at Foynes passes behind the main, in fact the only, street of the town and between it and the Shannon estuary. In the river at this point is Foynes Island which forms a deep, sheltered channel close to the town and provides safe anchorage for even large vessels. From Foynes Pier, in this channel, steamers once ran to Cappa Pier, Kilrush, to connect with the South Clare Railway to Kilkee and provided a normal through route thence from Limerick. Foynes was, in the late thirties, of importance as a transatlantic flying boat terminus and later as a port of call for discharging tankers. This latter feature was of considerable benefit to the railway and provided a staple traffic to sustain the branch, as three oil companies have storage tanks and private sidings at Foynes from which tank cars could be filled. Now, however, this traffic has dwindled to nothing since the opening of Whitegate oil refinery near Cork but, fortunately, fertiliser traffic has taken its place and has recently necessitated considerable changes in the layout of Foynes station.

Our diagrammatic sketches show the old and new layouts with the connection to the Shamrock Fertiliser Factory as realigned. Briefly, the alterations comprise a lengthening of the loop in the station, a new connection from the goods store line across the road into the factory premises, removal of one wagon turntable and the provision of a stop-block just beyond the platform end. The platform is on the down side and a roof spans both the platform line and the loop behind it. The signal cabin is situated at the Askeaton end of the platform and has 8 levers, 5 of which are spare; the 3 in use work the down home, up starter and crossover, respectively. A water tower stands alongside the platform line while a connection to the goods store is taken off the loop. Tracks curve on to the pier as shown but are now little used.

There is but one mixed train each weekday into and out of Foynes since the closure of the loco shed there in 1952. Previously, one passenger and one goods train ran to Ballingrane in connection with North Kerry trains but the one working now originates in Limerick at 11:15, is due in Foynes at 13:35, and returns at 16:25. It was worked by steam locos exclusively until the winter timetable of 1959/60 when replaced by DE locos.



Currently the loco of the Cork - Limerick (via Croom) goods is rostered for the turn, but in view of the heavy traffic experienced has often had to be replaced by steam as the late running of the "Foynes Mixed" prevented the diesel from taking up its return working. A recent report has reached us of a special overload goods being worked to Foynes on occasion. The fertiliser traffic - sometimes 20 or more wagons per day - accounts for the boom and has quite eclipsed the train of a dozen oil tankers behind six-wheeler 36M, which was customary little over a year ago. Today, coaches ex Limerick works are used on this train while restricted by "short trip" cards. Passenger traffic, normally nil, sometimes rises to an occasional rail fan, which in view of the disparity in the rail (2 hours 10 minutes - often exceeded) and bus (1 hour) timings, is hardly surprising.

Feature Section

EX-GNR LOCOMOTIVES ON THE CIÉ SYSTEM

When the Great Northern Railway Board was dissolved on 1st October 1958, its locomotives and rolling stock were equally divided between CIÉ and UTA. Thus, CIÉ acquired 82 steam locomotives together with one diesel locomotive. As their numbers have already been listed in the October 1958 issue of "The Railfans' News", it need only be mentioned here that the list should be corrected to include loco 110 and to exclude loco 176.

All of the locomotives taken over by CIÉ were not, however, in working order. For many years, since railcars had ousted steam locomotives from a good number of the GNR passenger workings and, most particularly, since the closure of the "Irish North" and other secondary lines of the GNR in 1957, large numbers of steam locomotives had become superfluous. It had not been the policy of the GNR to scrap locomotives immediately on their being declared redundant and consequently, a great variety of disused locomotives was to be seen at Dundalk Works up to 1958. The most notable among these were the class Q and QL 4-4-0s which had been largely superseded on the introduction of the class VS locomotives in 1948.

When CIÉ took over its share of the GNR steam locomotives in 1958, only the 54 listed were in use or in working order. Very soon after its acquisition of the GNR locos CIÉ withdrew from service Nos. 38, 62, 72, 99, 206 and 209, stating that each was in bad order. In the case of 209 - then only 10 years old - the firebox alone was condemned at that time but, nevertheless, the loco was subsequently condemned in its entirety and has since been cut up. A rather surprising move followed when CIÉ sent the following locos to Dundalk works for a heavy overhaul: 3, 85, 131, 132, 143, 158, 159, 170, 171, 174 and 207. These were in addition to Nos. 8 and 14 which were undergoing heavy overhauls at the time of their acquisition.

As a consequence of this move, steam motive power remained dominant in the former GNR sections of the CIÉ system during the months following October 1958. In this period the heavier passenger trains were normally worked by the following 4-4-0 locos: 170, 171, 174 and 191. The dominance of steam was, however, short-lived and with the advent of the summer timetable in June 1959, A class diesel-electric locos took over all the regular main line passenger workings. Steam locos were then relegated to work only special, relief and excursion trains. Since June 1959, the ex GNR steam locomotives are gradually being withdrawn from service as they become due for an overhaul or a major repair and to date the following have met this fate: 47, 55, 65, 67, 80, 81, 145 147, 178, 180, 191 and 199. The stage has now been reached on the former GNR lines of the CIÉ system where steam is employed regularly only on pilot duties, on two Dublin - Howth local workings (Mondays to Fridays) - three on Saturdays -

on the Amiens Street - North Wall transfer trains and the Thursday excursion from Dublin to Belfast, which is worked either by No.85 or No.207. The last of the regular steam-hauled goods trains on the GNR lines - those between Drogheda and Ardee and Drogheda and Oldcastle - are since February 27 being worked by diesel-electric locomotives.

Some of the former GNR locomotives have found their way to "foreign" metals since their acquisition by CIÉ in October 1958. The 4-4-0 passenger locos Nos. 197 and 203 have been regularly working boat trains between Westland Row and Dun Laoghaire Pier for some time past, together with miscellaneous ex GNR 0-6-0 locos. The 2-4-2T No.91, which was idle since the Belturbet branch closed in 1957, was transferred to Broadstone shed in June 1960 to work as pilot at Liffey Junction but since then has not been used very much. The crane engine, No 31, which was allocated to Dundalk Engineering Works Ltd in 1958, has now been purchased by CIÉ for duties in Inchicore Works. The only diesel locomotive acquired by CIÉ from the GNR - the MAK diesel-hydraulic No.800 - was transferred to the ex D&SER suburban section late in 1958. Having worked there for a time the locomotive was overhauled in Inchicore Works, repainted in a green livery and renumbered K801 in June 1959. After a brief appearance while being run in, on the Dublin, Amiens Street - Bray suburban line this locomotive was dispatched to Cork on 2nd July 1959 where it has been employed on suburban workings between Cork, Cobh and Youghal.

With the sole exception of the diesel loco CIÉ, unlike the UTA, has not renumbered or changed the livery of any of the locomotives obtained from the GNR. The only noticeable change is that the letters "CIÉ" have been stencilled in white paint on the buffer beams of each loco. In the case of GNR engines which have been shopped since October 1958 the GNR lettering has been obliterated and in the case of the 4-4-0 passenger locos in blue livery the GNR crest has been removed.

Despite the fact that so many of the former GNR locos have been overhauled by CIÉ in recent years, their future is by no means assured. Indeed, since the arrival in January last of the 15 diesel-electric locos from General Motors Ltd to augment the CIÉ diesel fleet, it has become more apparent that the surviving steam locos will be withdrawn as they become due for heavy repairs. The sidings at Dundalk, peaceful for so many years, now resound to the "executioner's axe" and the workshops of the GNR which produced, perhaps, the most famous 4-4-0 locos in this island are now transformed into a most unimpressive factory which produces nothing more inspiring than a range of coloured bubble cars!

List Of Locos In Working Order On Dissolution Of The GNR

| | | | | | | | | |
|----|--------|--------|-----|--------|-----|-----|-------|-----|
| 3 | 4-4-2T | T2 | 112 | 0-6-0 | QNG | 164 | 0-6-0 | QLG |
| 8 | 0-6-0 | SG3 | 116 | 4-4-2T | T2 | 170 | 4-4-0 | S |
| 14 | " | SG3 | 117 | 0-6-0 | SG3 | 171 | " | S |
| 15 | " | SG2 | 131 | 4-4-0 | Q | 174 | " | S |
| 38 | " | QNG | 132 | " | Q | 177 | 0-6-0 | SG |
| 47 | " | SG3 | 143 | 4-4-2T | T2 | 178 | " | SG |
| 48 | " | SG3 | 145 | 0-6-0 | UG | 179 | " | SG |
| 55 | " | AL | 147 | " | UG | 180 | " | SG2 |
| 62 | 4-4-2T | T2 | 148 | " | UG | 181 | " | SG2 |
| 65 | " | T2 | 150 | " | A | 184 | " | SG2 |
| 67 | " | T2 | 152 | " | QG | 191 | 4-4-0 | S2 |
| 72 | 4-4-0 | P6' 6" | 153 | " | QG | 197 | " | U |
| 80 | 0-6-0 | UG | 154 | " | QG | 199 | " | U |
| 81 | " | UG | 155 | " | QG | 203 | " | U |
| 85 | 4-4-0 | V | 158 | " | QLG | 204 | " | U |
| 91 | 2-4-2T | JT | 159 | " | QLG | 206 | " | VS |
| 96 | 0-6-0 | SG3 | 161 | " | QLG | 207 | " | VS |

99 0-6-2T QGTs 163 “ QLG 209 “ VS