

THE

IRISH RAILFANS' NEWS

Volume 7

October 1961

No.4

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EDITORIAL

The summer which has just passed has been a disappointing one both because of the poor weather and because, partly as a result, there was a noticeable decline in CIÉ passenger traffic, particularly on excursions.

Although, undoubtedly, the adverse weather conditions affected the figures for passenger journeys in considerable measure, the closure last winter of three sections of line notable for their excursion traffic - Waterford & Tramore, West Clare and West Cork - was also largely responsible for the decline in passenger receipts. Nevertheless it is apparent, even to the disinterested observer, that by increasing certain excursion fares and, in particular, the 'Mystery Train' charges CIÉ must have lost more by the reduction in the number travelling than could have been gained by the higher charges. It is not for a moment suggested that the 7/6^d fare is bad value for money - quite the contrary is true. In 1959 the extra-cheap 5/- fare was charged and in 1960 this was raised to 6/-, with a few special long-distance trips, advertised as such, for which a 10/- fare was charged. This was accepted by the public as fair enough. In 1961, however, the fare, at first 6/-, was then suddenly raised to 7/6^d with a noticeable effect. In August an attempt was made to run a 10/- trip without any added incentive with the result to be expected. Undoubtedly, CIÉ was beset this year in its "Mystery Train" operation with formidable difficulties due to a "Teddy Boy" element bent on vandalism and the resultant adverse publicity probably discouraged a class of potential passengers, as much as the increase of fare. It seems, however, that CIÉ looked on the 7/6^d fare - rather than the police action - as a deterrent to the unruly element on which, in fact, it had much less effect than it has had on the "family with children" passengers; a point which has been evident in the poor support accorded to most of the later "Mystery Trains".

Ordinary passenger traffic and many fixed destination excursions this summer gave one the impression of a much better state of affairs. The impression is rather spoiled on comparison with previous years when it is realised that probably a similar number was being carried but many of them in smaller, overcrowded trains. The new Limerick connection off the 08:55 to Tralee tended to attract to the latter train more than a four-coach railcar could manage; the 14:00 Sligo was often overcrowded and, for at least a period, the four bogies provided for the Sunday 10:00 to Cork proved absolutely inadequate for the traffic offering. Overcrowded, uncomfortable trains are a very poor advertisement and belie the slogan, oft repeated in newspaper publicity, "It's good to travel by CIÉ". Can it be that a tendency to "rest on the oars" has grown up on the strength of the two highly successful years experienced in 1959 and 1960?

SOME ARTICLES OF IRISH RAILWAY INTEREST

Railway Magazine

August Express Train Services in 1898 - Scotland & Ireland

Railway World

August The West Clare Railway
 Light Railway Notes - Killybegs

September NCC Camping Coaches at Ballycastle

Trains Illustrated

July et sec The Irish Scene

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The Committee apologise to readers for the late appearance of this issue of "The Irish Railfans' News". The delay was due to a number of circumstances and was unavoidable.

News Section

CIÉ GENERAL NEWS REPORT

Annual Report

During the year ended 31st March 1961, CIÉ achieved a further substantial improvement in its financial and trading position. The net deficit of the entire undertaking for the year was £246,174 compared with deficits of £709,006 and £1,949,864 respectively in the two previous years. The most gratifying feature of the improvement was that the rail section of CIÉ showed a net improvement in working of no less than £376,498. Railway revenue increased substantially by £525,152 over the previous year. Passenger traffic by rail earned £200,678 more, while the revenue from rail freight services rose by £324,474 reflecting the considerable success of CIÉ's new commercial campaign to win traffic for the public transport services. The report also discloses that the sale of rolling stock and closed railway lines, together with land and buildings, during last year realised a total of £405,892 of which £50,343 was spent on railway lines and works and £128,186 on modernisation and reconstruction of rolling stock, stations and buildings during the year. It is recorded that the Board's workshops last year turned out 200 covered goods wagons, 20 goods brake vans, 14 main line carriages and 5 heating vans, while delivery was taken of 15 950 hp General Motors DE locomotives during January 1961 "in pursuance of the Board's policy of substituting diesel for steam traction on the railways". It is further mentioned that the Board has accepted the tender of Maybach Motorenbau for 14 sets of power equipment suitable for 400 hp DH locomotives and the tender of K.H. Deutz for the supply of 7 further 160 hp DH locomotives for branch line and shunting duties. During last year 77 stations were renovated and redecorated and the Board's three trains of high standard were introduced. The number of rail hostesses was also increased. CIÉ point out in the report that, in spite of a general improvement in wages and conditions in the Company, the Board refrained from seeking to recover the cost of these improvements by increasing rates and fares. In fact, season ticket rates were reduced and also schoolchildren's, students' and apprentices' fares. Finally, the report reiterated the undertaking given last year that, except for small stations, the railway lines closed during the year were the final sections to be replaced by road services within the 5 year period set out by the Transport Act, 1958.

Winter Timetable

A welcome feature of this timetable is the retention of most of the accelerations and other improvements introduced for the first time in this year's summer timetable and described in our last issue. The additional seasonal trains provided on the main lines have not, of course, been retained but

the winter services this year in general show a further improvement on those provided last year. For the first time a new morning express service is now available in a winter timetable between Dublin and Limerick in the fastest time ever provided in the down direction - 2½ hours. This is made possible by stopping the 08:45 Dublin-Cork "Sláinte" at Limerick Junction where a connection is given thence non-stop to Limerick. As a similar connection is already available from Limerick to Limerick Junction into the up "Sláinte", a 2½ hour express service in each direction is now provided between Dublin and Limerick for the first time ever. On the Cork-Cobh line the accelerated services provided in the summer timetable have been retained - although somewhat amended to meet the public's demands - while the Sunday service has been increased from three to six trains in each direction as compared with last winter. An extra train in each direction has also been provided on weekdays between Wexford and Rosslare Harbour, increasing from six to seven trains the service now available each way between these points. Otherwise the winter timetable corresponds generally to that in operation last year but is notably improved by the accelerations introduced last summer.

Lifting

The present position on the lines being lifted is as follows:

West Clare: On September 25 only 2¾ miles of line remained to be lifted and F503 was working on the demolition train. As yet, none of the stock offered for sale, as mentioned in our last issue, has left Ennis although it is understood that the ex Tralee & Dingle van 51C and baggage van 202C are destined to follow the T&D and Cavan & Leitrim locos to the USA. The Isle of Man Railway has apparently made some enquiries regarding the diesel locos but no further details are yet known.

West Cork: No lifting has yet taken place.

Valentia: Lifted to near Killorglin; it is expected that the work of removal will be completed early next year.

Cavan: Lifting in progress between Crossdoney and Drumhowna.

Modernisation Of Stations

Further modernisation since our last issue includes the following:

Galway: The former locomotive shed into which the new second platform now stretches has been partly demolished and only one road remains. CIÉ has announced that they are to erect a building behind the buffer stops of the new platform to house the district offices and it was also stated that extra sidings will be put in for the handling of bulk traffic at Lough Atalia Road. Altogether the expenditure on the building programme at Galway is to be about £45,000.

Limerick: A new booking office has been completed in Limerick station and will shortly come into use. It is in the same position as the previous one but straight fronted instead of semicircular. A new "Bell-matic" ticket machine is to be installed in it and a new glass fronted enquiry office provided behind it. There is to be a glass wall at the buffer stops to separate the concourse from the platforms and minimise draughts while shops and showcases are to adorn the new black and white tiled concourse. Work is already well advanced on the extension of the road depot behind the "Top yard" store and this has included the removal in August of the last remains of the one-time Market Tramway.

Ennis: Even before the closure of the West Clare, modernisation work commenced at Ennis with the construction of a greatly enlarged goods store behind the down platform. This completed, the closure of the narrow gauge permitted removal of the tracks behind the up platform and the space thus created is being used to enlarge the bus terminus. The entrance to the station is now at the north end of the building and a modern booking office is to be installed; until then a temporary one on the up platform is in use. Close to the approach road a space is being provided for the preservation of loco 5C (0-6-2T) and it is learned that this - the last West Clare steam locomotive extant - has been painted in Inchicore

and early in October made the journey on a well-wagon to its appointed last resting place.

Colour Scheme

CIÉ's quest for more attractive colour schemes, which has been manifest on both city and provincial road vehicles during the past year, has now extended to the railways. Already several vehicles have been painted in a new and startling livery and to date the following have been noted: Loco A8, Coaches 1340 and 1403, HV 3104, and LVs 2761 and 2764. The basic colours are black (roof, uppers and bogies) and golden brown (lower panelling) with a 6" white line just above window level. On the loco front this line is carried up to a point and the brown is carried down in a "V". The brown band is from the bottom of the waist panel to about 6' from rail level but has no line dividing it from the black above. CIÉ states that the special train to Killarney for the President on October 23 will bear the new colours but this, it is learned, will be a railcar set including a buffet and Saloon 351 - the Cardinal's coach of June 20, again repainted. At the time of writing the final arrangements for the special are not quite clear but it appears that it will form part of the 18:55 to Tralee as far as Mallow if not for the entire down journey. Although CIÉ announce that the Presidential train will be the first to bear the new colours the individual vehicles mentioned above are already in traffic.

Loco News

The construction of the fourteen new E class locos continues in Inchicore works and several are nearing completion although as yet none has been reported on trial or in traffic. In the steam sphere the most noteworthy event is the semi-regular use of 801 "Macha" (4-6-0) on the Cork - Limerick Junction goods trains. In fact, on one occasion on September 11, this loco visited Dublin with a stock special, returning light to Cork the next day to work the 16:15 "Junction Goods". With the opening of the Mallow beet programme on September 29 - all the factories opened extremely early this year - 801 has been transferred to banking some of the Cork-Mallow specials. Of interest, too, are the workings of ex GNR locos on trial trains between Inchicore and Portarlington or Port Laoise. Most frequent were 170 and 197 (4-4-0) although 174 (4-4-0) appeared twice or three times, 132 once and, perhaps most notable of all, large 4-4-0 207 "Boyne" was seen three times. It is reported that K801, the MAK diesel loco, has been out of traffic in Cork and locos 463 and 464 (4-4-0T) have on occasions deputised for her on Cobh and Youghal trains.

Rolling Stock Developments

Since our last issue the four composites mentioned - Nos. 2172-2175 - have gone into traffic. It is understood that these are being followed by a further four composites and by two bogie firsts. On August 4, CIÉ invited tenders for the supply of ten complete and 30 part-finished steel coaches of an up to date design. In addition the suppliers of these coaches will be asked to supply construction equipment and technical assistance to enable CIÉ themselves to build similar coaches. The latest date for receipt of tenders is October 18 so it is unlikely that the coaches will be in service for some time. Ex GNR dining car 268 is at present undergoing heavy rebuilding in Inchicore. Work has continued on the conversion of AEC single-ended railcars into powered intermediates. These new type cars first went into regular service on July 17 on the "Sláinte" link (08:45 Kingsbridge-Cork, returning at 18:00). The formation of the train is now, therefore, driving motor compo, intermediate motor second, compo, buffet, second (if required), intermediate motor second and driving motor compo - a well balanced train composition. Since then, on September 13, another pair has gone into service on the 18:15 Westland Row - Sligo and the 08:00 Sligo - Westland Row. The even numbered cars have 52 seats and van; the odd numbered cars have an extra second class saloon in place of the van and hence seat 64. Former GNR railcars C1 and C2 which passed to CIÉ on the dissolution of the GNR are to be scrapped. They have been lying out of use on the "Store Road" at Dundalk for some time.

CIÉ LOCAL NEWS REPORTS

Broadstone Fire

On Thursday August 24 a serious fire broke out in a block of offices at Broadstone - the former MGWR Dublin Terminus - now used as a bus depot. Considerable damage was done to the building housing the CIÉ Audit Department and, unfortunately, the CIÉ ticket printing plant was destroyed. Since then CIÉ have had some excursion tickets, of which stocks would not be available, printed by outside contractors. Some of these are of unusual size and format when compared with the "standard" type of ticket to which travellers have become accustomed.

Hurricane

On the night of September 15/16 winds of over 100 mph - the aftermath of "Hurricane Debbie" - struck Ireland and caused considerable disruption of rail services. Most serious was the accident which befell the six-coach railcar on the 08:00 Sligo - Westland Row on September 16. At Moyvalley, between Mullingar and Dublin, a tree fell on the leading railcar (2627) and damaged the bodywork. Fortunately there were no passengers in the second class saloon at the time and as the car was mechanically undamaged it was able to continue its journey to Dublin. Railcar 2627 has been replaced in the Sligo set by 2613. The 08:20 Tralee-Limerick Railcar was unable to continue beyond Patrickswell due to fallen trees and buses were requisitioned to bring passengers the 7½ miles to Limerick. The up 09:45 and 13:30 Westport - Westland Row trains were badly delayed by fallen trees and telephone wires on the same morning and reached Amiens Street 5 hours 20 minutes and 3 hours 10 minutes late respectively. The 15:45 Galway - Westland Row - Dun Laoghaire Pier was also delayed over 2 hours from similar causes and, of course, these delays reacted on down trains too. An 11:50 special train from Amiens Street to Bray - loco 170N and 3 bogies - was terminated at Westland Row and buses provided due to fallen trees at Lansdowne Road and Merrion. The train was to provide a Bray connection off the 08:15 Belfast-Dublin. The line was cleared soon and the 12:05 to Dun Laoghaire and 12:37 to Bray ran although slightly behind schedule.

Circus Specials

The circus trains described in our July issue have just completed their Irish tour. In addition to the fixtures in Northern Ireland, the circus visited Dublin during the first half of August and has since moved, in each case through the night, as follows: August 20/21 Kingsbridge-Athlone; August 23/24 to Galway; August 27 and 29 to Limerick; September 3/4 to Tralee via Listowel; September 9/10 to Killarney; September 11/12 to Cork; September 19/20 to Clonmel; September 22/23 to Waterford; September 25/26 to Wexford South via Campile; September 28/29 to Kilkenny via Waterford and on October 1/2 to Belfast to return via Larne-Stranraer. The journey from Cork was one of the last large loadings from Albert Quay as this station - the Cork terminus of the former CB&SCR - has been closed as from September 25. On the CIÉ system the circus trains were hauled throughout by A class locos.

Enthusiast Specials

Since our last issue two interesting steam specials were operated by the IRRS. The first, on August 19, was a Dublin area railtour from Amiens Street via Newcomen Junction and Liffey Junction, to Maynooth. The train returned by Liffey Junction, the Drumcondra Link line and Church Road Junction to visit the ex GS&WR yard at North Wall and the ex L&NWR "Holyhead" yard before making a run up the "Drogheda Curve" to East Wall Junction and thence to Howth and back to Amiens Street. The train of two bogies and HV was hauled throughout by ex GNR loco No.91 - the last remaining Clifford 2-4-2T - which is now employed on pilot duties in the Dublin area. The second trip organised by the IRRS was on September 9 when some 90 passengers travelled from Westland Row to Rosslare Harbour via Arklow and Wexford and thence to Waterford via Campile. It returned to Westland Row by way of Kilkenny and Carlow. The train of four coaches, including dining car 2400, was hauled

throughout by ex GS&WR loco 301 (4-4-0) - the last remaining ex GSR 4-4-0 of CIÉ.

GMs Go South

The introduction of the winter timetable has brought with it a change of CIÉ diesel locomotive policy which up to then confined the General Motors 950 hp locomotives to the Midland and Northern sections. Since mid-September the "Yanks" have appeared on Cork line passenger trains to release A class diesels for goods links and for overhaul. The GM diesels are still not rostered to work goods trains on a regular basis on any part of the system. At present they are on the 06:30, 07:30, 14:25 and 20:00 down and up 09:00, 12:00, 20:45 (extra non-passenger perishable) and 21:15. One also works the 18:15 to Youghal and back.

Signalling Progress

The three aspect colour light signals at Inchicore mentioned in our last issue have been erected but are not yet working. The Manson staff exchange apparatus on the long sections between Killonan and Limerick Junction, also mentioned in July, has been brought into use. At Amiens Street the route-indicating signals governing entrance to the "Loop Line" platforms from Westland Row and the Drumcondra Link line have been altered to conform with the renumbered platforms. They now indicate "5", "6", "7" and "Loop" instead of "1", "2", "3" and "4".

Dunkettle Cabin

The cabin at Dunkettle on the Cork to Cobh and Youghal section has been closed and the sections are now Cork - Little Island - Cobh Junction. Dunkettle cabin had its lever frame and all signals removed except the down gate signal for North Esk crossing which is on the same post as the former Dunkettle down starter. There is permanent attendance at Little Island on account of the station level crossing; hence the transfer of the block section there.

Gs Gone

Since the advent of the winter timetable the G class Deutz locos have been withdrawn from the Newmarket and Castleisland branches. The Newmarket goods now runs direct from and to Mallow while the Castleisland branch has now two goods trains per day provided by the expedient of diverting the main line pick-up goods trains in each direction to serve the 4½ mile branch. G602 ex Castleisland is reported out of traffic in Cork while G603 - the Banagher branch loco - has just been overhauled in Inchicore. It seems unlikely, however, that this loco will return to Banagher yet, as normally steam working prevails in the beet season. G603 may act, as last year, as Tullamore station pilot for the campaign.

Limerick Specials

Twenty eight specials - the largest number ever to operate into Limerick in one day - were required on Sunday July 30 to bring GAA supporters from Tipperary and Cork to a hurling match. In addition to this concentration of traffic a large number of other excursions was scheduled for the same day and the resultant pressure on rolling stock was evident in the sometimes heterogeneous collection of coaches on trains arriving in Limerick. Among the more interesting and unusual were: a six-coach special from Waterford consisting of six AEC railcar units - four of them in multiple towing two more as trailers; loco A4 with an 8-coach train from Thurles which included 3 UTA (ex GNR) coaches and another similar coach in a ten-coach formation worked from Horse & Jockey by A12; a special from Blarney via Limerick Junction comprising A17, no less than 16 six-wheelers, one bogie and a LV with the "Sláinte" tail lamp! Due to a derailment at Limerick Junction the up 18:30 from Cork ran via Croom, Limerick and Limerick Junction to Dublin and the Cork specials, scheduled alternately via the "Junction" and Croom all had to return by the latter route over the Patrickswell - Rathluirc branch and some, consequently, suffered considerable delay.

Another Border Incident

In the early hours of Sunday September 3 a CIÉ five-coach BUT railcar set was held up close to the Border by an armed gang. The train was the return working of a guaranteed excursion for a Dublin factory staff and left Warrenpoint for Dublin at 23:55 on September 2 with some 90 passengers.

Approaching MP 60 the train was stopped by detonators and armed men forced the guard to uncouple the empty leading unit - C607N - and the driver to position it on culvert No.160. The driver then returned to his train while the raiders detonated an explosive charge, previously placed in the culvert, causing considerable damage to the railcar unit. The train returned to Adavoyle on the wrong line and ran thence via Goraghwood to Newry (Edward Street), where the passengers were transferred to special buses for Dublin. Both up and down lines were blocked until about 09:30 when single line working on the down line was instituted. The up road was reopened for the passing of the 18:40 Belfast-Dublin the same evening.

Lights Out

An explosion followed by a disastrous fire wrecked a Dublin bakery alongside the former MGWR Liffey branch at 21:45 on October 3. The wall of the Clonliffe Mills fell across both tracks and also severed the main cable for colour light signals controlled by West Road Cabin. Not only, therefore, was the principal goods line from Dublin to the West blocked but all trains on the alternative route - the Drumcondra Link Line - had to work under absolute block regulations from West Road to Liffey Junction or Cabra, and the electrically operated points at Glasnevin had to be worked by hand. Morning passenger trains on October 4 were delayed up to 30 minutes but by the afternoon timekeeping was back to normal although the absolute block arrangements continued into the early hours of October 5 when the colour light signalling was restored. A section of track on the Liffey Branch was removed to allow road vehicles clearing debris to enter. On October 9, however, the line was replaced and traffic recommenced.

Improvisation

A second class suburban type railcar (2655) has been seen in operation as a compo - the figure "1" has been put on doors and windows and antimacassars pinned to the bus-type seats!

UTA GENERAL NEWS REPORT

Winter Timetable

The basic services in the winter timetable, which operates from September 11th to 17th June 1962, are little altered from those of previous years. On the NCC main line the down 14:55, cut back last year to Ballymena, is restored as a Derry train again. The Portrush branch is closed from October 1 to May 6 next except for a short period at Christmas and Easter. The "Shore Road" from Belfast to Larne has an additional boat train each way at 10:05 down and 17:00 up but otherwise has only minor alterations. On the GNR there are the normal seasonal reductions. The 18:00 Belfast-Dublin now leaves at 18:15 and gives a railcar connection from Portadown to Omagh and by bus thence to Enniskillen. The 16:50 set ex Belfast runs through to Derry instead of turning at Strabane and making a connection into and out of railcar 101 on the Derry-Strabane "shuttle". This alteration means that both railcar sets make two return trips each day - a daily mileage of 402.

Ballymacarrett

The first regular train to call at the down platform at Ballymacarrett Halt, on the Belfast-Bangor section, since 30th November 1956, did so on September 11. This follows the elongation of the down platform to take a 4-coach ME railcar set while the up platform can now accommodate a 6-coach set. Some of the material for the platforms came from the disused station at Whitehouse on the NCC. A

small concrete ticket check point has been established on the down side and the outer home signal was moved some 100 yards further out. As a result the down 17:10 and 17:15 call Mondays to Fridays, while on Fridays, in addition, the 16:45 stops. Three up calls (1 on Saturdays) are unaltered as is the service to Victoria Park Halt which, like Ballymacarrett, serves the shipbuilding and aircraft industries close by.

Loco News

Since our last issue locos 53 (2-6-4T) and 60 (4-4-0) have been overhauled at Duncrue Street works and at present locos 6 (2-6-4T), 36, 37 and 40 (0-6-0) are receiving similar attention there. In addition, the ex BCDR loco 30, scheduled for preservation by the Belfast Transport Museum, has entered the works preparatory to taking her place in the new museum building.

Summer Traffic

During the summer, traffic on the UTA was heavy, considering the poor weather experienced. Steam trains were little in evidence on the NCC except on Saturdays but on the GNR section considerable use was made of the six 2-6-0s and the seven 2-6-4Ts. The "Moguls" now quite often work the goods trains between Portadown and Derry but have been used on Derry passenger trains as little as possible as they are subject to a 30 mph speed restriction. The 2-6-4Ts are also, since January last, permitted, subject to the same speed restriction, to travel on this line but so far there are no reports that they have done so. Thus the onus of handling the Derry passenger trains has fallen largely on the light ex GNR 4-4-0s and the UG 0-6-0s. On the Bangor line traffic by the ordinary trains was reduced but since Easter 60 specials have been run. Four of these were diesel - 3 BUT railcar sets and 1 A class DE loco - but the remainder were steam and locos 45, 48 and 49 (0-6-0) and 64, 65, 67 and 68 (4-4-0) were used.

Elsewhere the principal special traffic peaks were as follows: On June 26 for a Dr Billy Graham rally near Adelaide specials from Bangor, Derry (Waterside), Warrenpoint, Strabane and Portadown were run. On July 12 the Orange demonstrations required 12 specials for Ballymena and Limavady - worked only to Limavady Junction, needless to say - and an almost continuous diesel shuttle from Belfast to Finaghy which carried well over 8,000. One unusual train was that from the Antrim branch to Maze for a demonstration at Hillsborough. On July 13 seven specials ran to Scarva for the "Sham Fight" and these comprised three from Portadown and one each from Belfast, Poyntzpass, Newry and Warrenpoint. On Saturday August 12 for the Relief of Derry celebrations seven specials were run to Derry (Waterside) carrying over 10,000 while some 4,500 were carried in five specials into Derry (Foyle Road). Saturday August 26 saw the climax of summer excursion traffic when no less than 24 special trains carrying over 20,000 people were operated over the UTA system in connection with the RBP demonstrations. On the GN section 16 specials ran from Belfast (Great Victoria Street) to Lurgan, two of which were hauled by the ex GNR "VS" 4-4-0s Nos. 58 and 59. Two further specials ran to Lisburn, one of which worked through from Bangor and was a six-coach ME set. On this day also the NCC section shared in the excursion traffic with six specials which ran from various centres to Antrim.

Railcar Developments

Shortly after our last issue railcar 101 returned to traffic between Derry and Strabane and Omagh. Queens Quay is engaged on the repair of railcar 104 which involves the use of parts from railcar "E". The latter was bought from CIÉ in January 1960 obviously for this purpose alone, as it was never numbered into UTA stock and has since been towed back to Adelaide. The original UTA two-car AEC railcar set - Nos. 6 and 7 - which was working on the GN section has returned to the NCC. Three new multi-purpose railcars are being constructed at Duncrue Street works and should be in traffic during the winter. The first, numbered 63, should by now be in traffic. It is finished in Brunswick Green. The blue-green livery is now disappearing as cars pass through the works and additionally the fronts of the multi-engined cars are being painted Brunswick Green above the black and yellow "wasp" device. Work is also started at Duncrue Street on the construction of a BUT type railcar to replace No.129

which was burnt out on 12th May 1960 near Castlebellingham.

Complete Dieselisation Coming?

The winter timetable brings with it almost complete dieselisation of the NCC section and the UTA hopes to abolish all but the last vestiges of steam by the end of the year, when the new MP cars mentioned elsewhere in this issue should be in service. Work is already well under way on the adaptation of the loco shed at York Road to provide a railcar maintenance depot. The most interesting development is, however, the operation of almost all goods trains by the MP diesels. Some local freight trips and almost all shunting are still steam worked and consequently one pilot engine is in steam each day at Derry, Coleraine, Ballymena and Larne while two or three locos are in use in Belfast, mainly in the dock area. On Saturdays the "Larne fitted" train is steam but on other weekdays this is an MP trip. The only regular steam passenger trains are the 07:00 Ballymena-Antrim and its reverse working at 08:15. The only steam hauled freight trips are between Coleraine and Ballymoney and between Ballymena and Antrim. The GN section, however, still remains a steam stronghold despite a large percentage of diesel railcar workings on passenger trains.

Hurricane

The hurricane which disrupted railways in the south of Ireland early in the morning of September 16 reached Co. Tyrone about mid-day. Fallen trees and telephone poles blocked the Portadown-Derry line in several places. The 12:15 Derry-Belfast was stopped completely at Victoria Bridge while the 11:15 Belfast-Derry was delayed clearing a way through trees at Trew & Moy and was quite unable to proceed beyond Omagh. The latter returned from Omagh about 13:45 and had to clear trees from the line in five places before Dungannon was reached at 15:50. The train eventually reached Belfast at 17:00 and returned to Derry via the Antrim branch and the NCC as a substitute for the normal 16:50 via Omagh. The Portadown-Derry line was cleared in time for the 20:05 ex Belfast. Meantime the storm closed Belfast Airport, Nutt's Corner, and brought "Aeroplane specials" into play between Belfast and Dublin. One CIÉ set left Amiens Street with 130 passengers at 14:52 - in front of the normal 14:45. This set returned at 19:35 with 85 air passengers and a further 52 who had been stranded on the Derry line. On arrival in Dublin at 23:27 the same set went back to Belfast again at 00:50 with some 150 on board and eventually reached Dublin at 07:20 on September 17 with a number of passengers stranded at Victoria Bridge by the 12:15 ex Derry of the previous day. The UTA also worked a 2-coach AEC railcar and trailer to Dublin early in the afternoon of the 16th, but it returned light.

LOOSE LINKS

- To bring spectators to a golf tournament on July 21 and 22 last, three trains in each direction between Amiens Street and Bray called at Woodbrook Halt (closed on and from 12/9/1960).
- At the end of June the UTA introduced a "Rail Hostess" on the Belfast based "Enterprise".
- For a time this summer on the Dublin based "Enterprise" ex GSR dining car 2401 was substituted for buffet car 170N; this, in turn, has now been replaced by C401N.
- On Thursday July 13, ex GNR 4-4-0 No.68 "Down" in blue livery was observed leaving Bangor hauling a train which included some veteran NCC flat sided bogie coaches.
- The electric lights at Muckamore Halt, served by one train each way on weekdays, have been replaced by oil lamps.
- The UTA ex NCC breakdown crane, now stationed at Adelaide, has been painted bright red and numbered 8434 in departmental stock.
- The centre portion of the up platform at Carnalea has been raised by a maximum of about 10

inches.

- UTA ex NCC refreshment car 162 has been re-equipped as an ordinary 2nd class coach without catering facilities.
- The remaining track on the Bundoran branch and between Coalisland and Cookstown has been sold in situ together with signal cabins, equipment and various materials.

JOURNEY JOTTINGS

July 17: Rosslare Harbour - Wexford - Waterford - Rosslare Harbour

While the mail steamer “St. Andrew” dozed alongside the pier awaiting loading, A15 departed, on time, from Rosslare Harbour for Westland Row at 15:05. The train, with LV 2727, second 1482, compo 2157, second 1386 and LV 2708, passed Ballygeary - the landward end of the pier - where C215 was busy shunting the “car train” with some assistance from 461 (2-6-0). There is no road access to the steamer pier and a train of flat trucks, with a bogie coach for passengers, is used to transfer cars and their passengers to and from the boat. A stop at Kilrane added 12 to the 5 passengers already on board while a three minute call at Rosslare Strand resulted in another 40 odd passengers - mostly Wexford bound - joining the train. Meanwhile A25 was engaged shunting in the loop before departing with the goods for Waterford. At dockside Wexford South 23 passengers alighted while one cross-town lady joined the train, now 1 minute late. After the usual sedate crawl along Wexford’s quays and across the ungated crossing at the new bridge, Wexford North was reached.

An amount of reconstruction work was nearing completion where, in addition to general repair and repainting, the booking office and entrance hall have been modernised with pleasing results. 166 (0-6-0) acting as station pilot, was shuffling around the yard. Meanwhile, sorting van 2966 was attached to the now well-filled train which departed ¾ minute late.

A pause at Killurin gained 1 passenger and set down 5 before Macmine Junction was reached at 16:18. Here railcar 2635/2640, badly in need of external cleaning, formed the 16:25 to Waterford and with 4 passengers on board departed a minute late.

At Chapel, 4 more swelled this number while at Palace East a 4 minute stop merely corrected an early arrival. The loading at New Ross of salmon trout for the London markets together with some shunting to pick up a cattle wagon caused a delay of three minutes over time but, as Glenmore had no traffic to offer, Waterford was reached but ¾ minute late.

A glance round the yard revealed 186 as Wharf pilot loco and 351 - the Cardinal’s saloon - which had just arrived to be put on display. A34, compo 2131, second 1324, bogie van 2545, 7 container flats, one wagon and HV 3135 forming the 18:05 to Rosslare Harbour was soon ready to leave.

A last minute rush of passengers filled the few remaining seats leaving a number standing, but this situation was corrected at Campile where about 20 alighted and, in addition, a miscellaneous collection of parcels and boxes were unloaded. Here loco A25 with 48 wagons and van, seen previously at Rosslare Strand, was crossed, now in the final stages of its trip. Running was brisk, although unspectacular, each of the gaily painted stations requiring the full quota of time to handle its traffic. The “wrong” side of the island platform was used at Duncormick and Bridgetown while at Killinick unloading of a motor scooter caused some trouble and lost 3 minutes. This was not recouped and at Rosslare Strand a 3-car diesel, Wexford bound, was crossed before reaching the Harbour at 19:43.

STATION SURVEY

Wicklow

The town of Wicklow was linked to Dublin by rail at an early date when on 30th October 1855 the Dublin & Wicklow Railway opened its line to regular traffic. On 20th August 1861 the line was extended to Rathdrum and this involved a shunt back for through trains as the D&WR terminus was the present goods station which is a dead-end. The extension diverged about ¾ mile from the station, crossed the Vartry river on a bridge and headed westwards. Immediately across this bridge the present through passenger station was built - opened on 6th August 1885 - although it suffers from being a good deal farther from the town than the original terminus. The line was at first single but on 19th July 1877 the Newcastle-Wicklow section was doubled. After the 1925 amalgamation the GSR, on 21st July 1927, reduced the line to single track again as an economy measure but the formation can still be seen quite clearly and the bridge across the Vartry proclaims the existence of a second track.

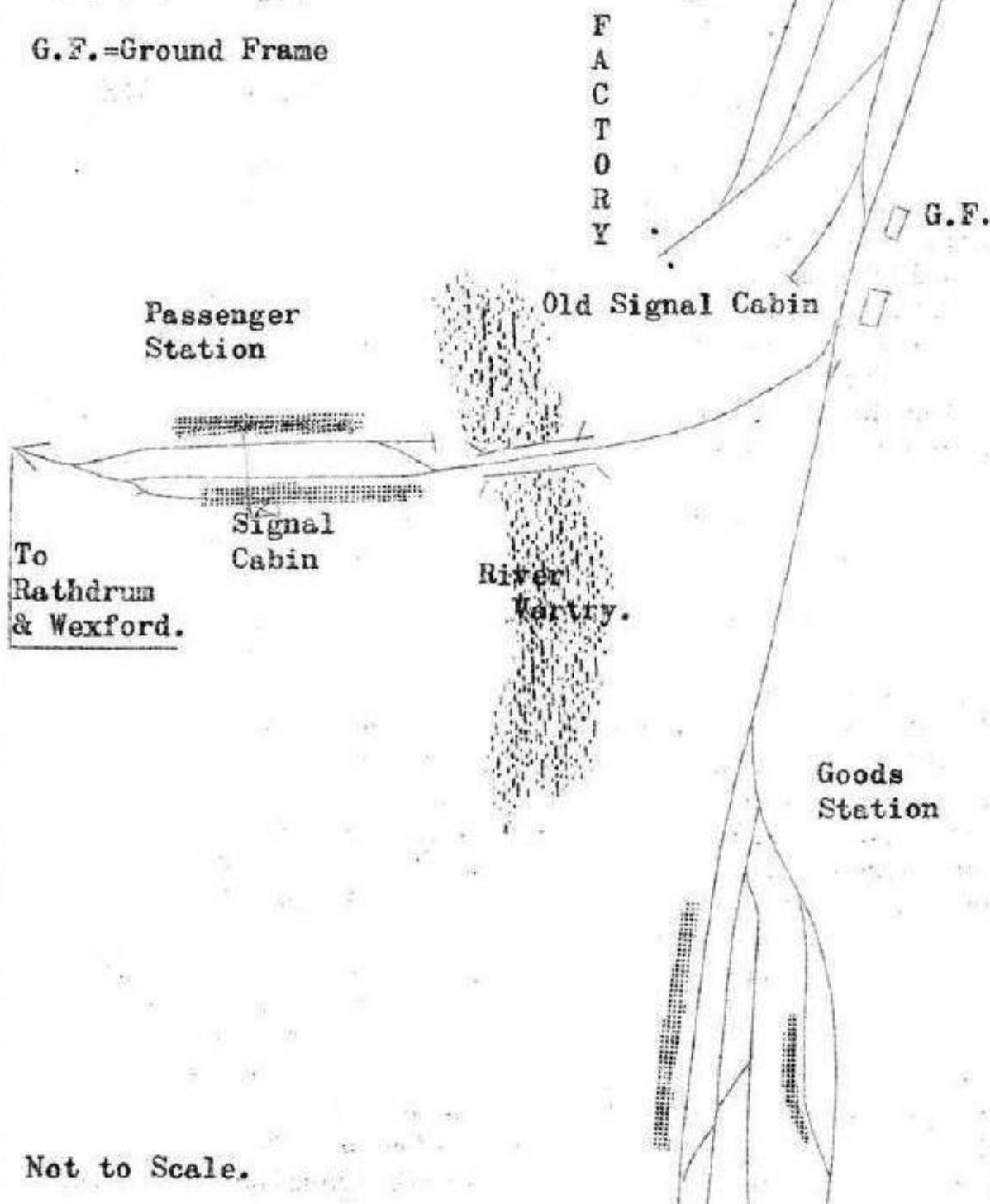
The passenger station today is a simple one - merely a loop and a carriage dock. The principal buildings are on the down side platform which is normally used for trains in either direction unless a crossing is being made. The booking office was re-fronted earlier this year and presents a clean modern appearance. The two platforms are linked by a footbridge under which is MP 28½, measured from Harcourt Street. On the corner of the footbridge is the signal cabin - a very typical D&SER feature. The junction to the goods station is worked by a ground frame released by the Newcastle-Wicklow ETS. This frame also operates the junction into the factory of the Dublin & Wicklow Manure Co. Ltd. on the up side. This firm has a small yard which is shunted by their own motive power - a horse. The old signal cabin at Wicklow Junction still stands and is clearly recognisable.

The goods station has a five road yard and a goods store in addition to the old station building. It has been generally used by special passenger trains run for the Wicklow Regatta. Earl Fitzwilliam was behind the construction of a ¼ mile extension from the goods station to the quay - opened on 11/7/1906 - to facilitate the export of pit props to Wales from his estate near Shillelagh. The quay line was removed in the early 1930s by the GSR as it had fallen into disuse. It is therefore interesting that earlier this year when Shamrock Fertilisers Ltd. opened a new plant at the Quay the Chairman stated that negotiations were in hand with CIÉ for an extension from Wicklow goods station - a line very similar to that removed some 30 years ago. In view of the substantial traffic railed by this firm from their factory at Foynes (see "Station Survey" in April last) this extension should provide quite a stimulus to the freight traffic on the D&SE Section of CIÉ.

To Bray & Dublin.

W I C K L O W

G.F.=Ground Frame



Feature Section

THE WARRENPOINT BRANCH

To the passenger travelling from Dublin to Belfast, Goraghwood is a bleak station offering little more than a Customs examination. In spite of its lofty isolated position, Goraghwood is an important junction as it gives rail connection to the industrial town of Newry and the seaside resort of Warrenpoint.

The section of the branch from Newry (Edward Street) to Goraghwood was opened on 7th January 1854 by the Newry & Enniskillen Railway. By 1865 this company, now renamed the Newry & Armagh Railway, connected Newry with Armagh via Markethill. Meanwhile the Newry, Warrenpoint & Rostrevor Railway had been functioning somewhat successfully since 29th May 1849 between Newry (Dublin Bridge) and Warrenpoint. No connection existed between the two railways until 2nd September 1861 when the “Town of Newry Connecting Railway” was opened by the two companies jointly. Amalgamation with the GNR followed at later separate dates.

The 10 mile Warrenpoint branch starts at the rear of the up platform in Goraghwood, at the south end of which connection is made with the up main line, facing to Belfast. The branch platform was formerly used by Markethill and Armagh trains before the line was finally abandoned in May 1955. The journey to Newry - paradoxically in the ‘up’ direction - is one continual descent at successive grades of 1 in 136/800/103. About midway between Goraghwood and Newry, the main line can be seen climbing southwards with the lofty 18 arch Craigmore viaduct majestically spanning the Camlough valley. Newry (Edward Street) is reached at MP 6 3/4, measured from Warrenpoint. The passenger station is unimpressive, having but two through platforms. Goods traffic which has always been considerable, is handled on the down - west - side of the station, while the up side boasts a two road loco shed and turntable. The station, in keeping with GNR practice, has two signal cabins, North and South. The latter controls Edward Street level crossing at the Warrenpoint end of the station. Beyond this the line runs straight for a mile traversing Monaghan Street and King Street level crossings and making an ‘S’ curve to reach Dublin Bridge Station at MP 6.

In addition to the crossings already mentioned two more and a lifting bridge over the Newry Canal lie between King Street and Dublin Bridge and add, of course, to the operating cost of the branch. To the south of King Street Cabin is a branch to serve Albert Quay basin and Fisher’s coal yard. This point was also the junction with the now defunct Dundalk, Newry & Greenore Railway. From Dublin Bridge, with its up side platform and loop-cum-siding opposite, the branch runs level to Warrenpoint along the shore of Carlingford Lough and paralleled by the main road. The scenery is quite pleasant, especially at high tide. Narrowwater Halt (MP 1 1/4) with its up side platform presents a particularly attractive position for photography. Warrenpoint is provided with one long platform with an up bay and has a short roofed section over the former. In addition to a quite spacious yard on the seaward side, a siding serves the nearby quay which provides considerable container traffic. The branch is double track between Edward Street and King Street but the remainder is single with three ETS sections: Goraghwood - Edward Street North; King Street - Dublin Bridge; Dublin Bridge - Warrenpoint.

Although running time has remained static over the past 60 years the train services have altered considerably. In 1901, for instance, most of the ten weekday trains traversed the entire branch but in the early 1930s several short workings between Goraghwood and Newry (Edward Street) made their appearance and in face of heavy road competition the Newry - Warrenpoint service has been gradually reduced. With the diminution of traffic in the latter days of the GNR the, by then, infrequent calls at Narrowwater Halt ceased on 12th October 1957. Although always a request stop, at one time a great

many trains called. With the introduction of the current winter timetable the Newry - Warrenpoint service has been cut to but one weekday passenger train each way. This, the "school train", leaves Warrenpoint at 08:40 and, serving Dublin Bridge, arrives in Edward Street at 08:55. The return working leaves Edward Street at 15:45 and arrives at Warrenpoint at 16:01. Both these are steam hauled being interworked with the goods train which leaves for Warrenpoint at 06:00 and returns at 17:00. On Saturdays the 15:45 ex Newry does not run and this necessitates a light engine working. In addition to the reduction of services, the Newry (Edward Street) - Warrenpoint section is being worked on the "single engine in steam" principle for the duration of the winter timetable.

Trains to and from Warrenpoint now use the down platform at Edward Street exclusively and work "wrong road" over the double line to King Street. ETS instruments have been disconnected but the intermediate cabins remain in use to control their level crossing gates and provide telephone communication. A buffer stop has been placed at the south end of the up platform in Edward Street, thus obviating the opening of the level crossing when a train is arriving from Goraghwood. A further economy measure is the reduction of staff at Warrenpoint. A speed limit of 45 mph has been imposed on the entire branch.

The Warrenpoint branch has seen many variations in its motive power. In the earliest days a motley collection of tank locos was used and these were gradually superseded by the GNR 'standard' tanks although 0-6-0 goods engines were also used extensively even on passenger trains. In the early 1930s railbuses and the single unit railcars made their appearance. Both these forms of traction have done a share of work on the branch, often through being interworked with the Scarva - Banbridge line for which they were ideally suited. It is, however, the articulated railcars of 1936/38 - D, E, F and G - which are associated with the Warrenpoint line more than any other. At present railcar 103 (alias 'D') is at work while 104 (formerly 'F') is being repaired with parts from 'E' as detailed elsewhere in this issue; the fourth ('G') is in Dublin out of traffic. That a 25 year old railcar can still carry the brunt of the passenger traffic on such a steeply graded line is quite phenomenal. As a result of the service curtailments loco 42X (4-4-0) has been withdrawn from Newry shed leaving only 135X (4-4-0) based there.

Despite the implications of the recent economy drive, the summer traffic to Warrenpoint this year was fairly heavy and excursion specials, in particular from Dublin, were frequent. It is of interest to note that even after September 11 three Sunday trains have run. On September 17 and again on September 24 excursions came from Belfast while on the latter date one special - loco 53 (2-6-4T) and eight bogies - was operated from Warrenpoint to Dublin carrying supporters to the Football final.

