

THE

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Managing Committee:

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EDITORIAL

The announcement by Dr Andrews on June 27 that CIÉ is considering closing 23 branch and secondary lines could not have come as any great surprise to the student of the Irish railway scene. Many of the lines now listed for closure have long since ceased to perform any useful function and have been inhibiting rather than contributing to the striking progress made by CIÉ since 1958 towards establishing the viability of railway network within the national transport system. The elimination of track mileage incapable of providing the essential long-haul bulk traffic which in modern conditions is required to infuse the railways with vitality must, with regret, be approved and credit must certainly be given to the wisdom of CIÉ in deciding to retain a modern main line system as an integral part of public transport for the next 20-25 years at least.

A closer scrutiny, however, of the list of proposed closures reveals some remarkable inconsistencies in the decisions arrived at in the case of many lines. The fate of two branch lines in Kerry, for instance, forms a striking paradox. The 8 mile branch from Tralee to Fenit, which is open only for short-haul Sunday excursions in the summer, some relatively light beet traffic during the winter campaign and for very occasional short-haul traffic from ships calling at Fenit pier, has not been listed among the branches proposed for closure. In contrast, the 4½ mile branch from Gortatlea to Castleisland, which requires two diesel operated goods trains each day to handle the quite heavy, mostly long-haul traffic to and from Castleisland, is scheduled among the 23 lines. Indeed two other branches - Dromin-Ardee (4¾ miles) and Roscrea-Birr (11 miles) - have daily goods traffic on a par with the Castleisland branch, similarly feed into main lines to be retained, but are also listed for closure despite the small expense of their operation.

The inclusion of such lively offshoots of the present railway system among a list of many unwieldy and uneconomic - although undeveloped - limbs such as the 76 mile Mallow-Waterford line or the 70 mile Limerick-Tralee route suggests a disjointed and unrealistic approach by CIÉ to the task of removing the "dead wood" from its railway network. The closure of a live branch - particularly one with a good traffic potential - in the mistaken belief that because it is a branch line it must ipso facto be dispensable, would not only be a tragedy to local trade, but would also adversely affect the long-haul traffic to the area causing, most probably, the transfer to private transport of traffic vital to the remaining system.

A redeeming feature, however, of the announcement by Dr Andrews on June 27 was his statement that before finally deciding to close the 23 lines listed CIÉ would be glad to listen to anyone who felt that he had anything to contribute which might affect the Board's decision. It is earnestly hoped that this gesture will attract responsible representation "based on sound reason and good sense" and that the Board will subsequently allow time to test the solutions advanced as alternatives to branch closures, especially those included in the list of 23 lines as mere marginal cases.

SOME ARTICLES OF IRISH RAILWAY INTEREST

Railway World

April Limerick & Castleconnell Railway Centenary (Paragraph)
July The Donegal Derailments

Modern Railways

April et seq The Irish Scene

Railway Magazine

May MGWR 13-24 Class Locomotives
 Irish Railways in 1862

IRRS Journal

Spring Recollections of Rosslare
 Portadown as a Railway Centre
 Irish Railways in 1860

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For "Journey Jottings" we are indebted to Mr P. Flanagan.

News Section

CIÉ GENERAL NEWS REPORT

Summer Timetable

The CIÉ summer timetable came into force on June 18 - one week later than last year - and will continue up to September 9. Although in the main it closely resembles last year's there are several interesting differences in detail. On the ex GS&WR main line the down 08:55 now stops at Mallow and the down 16:00 on summer Saturdays exchanges a Ballybrough call for one at Templemore. On Sundays the 09:30 down and 18:45 up stop additionally at Ballybrough for bus connections to Nenagh. Two extra weekday trains are provided between Cork and Cobh in each direction but on Sundays there are only six trips as against seven last summer. On the Youghal branch the 19:20 (WSO) which ran frequently last year now appears as a regular train as does the 23:00 (SO) and its return working at midnight. The public timetable, although it places an 'A' at the head of the 19:20 for "Wednesdays & Saturdays only" is content to put an asterisk (against Cobh Junction) to indicate the Saturday operation of the 23:00 - an avoidable inconsistency which suggests a daily train stopping at Cobh Junction on Saturdays. One is surprised to find on page 25 the connections from Waterford to Kingsbridge via both Limerick Junction and Fethard shown, but without the timings at the intermediate stops from Grange to Clonmel - the most likely stations for potential passengers. The trains which operate to connect with the daylight sailings into and out of Rosslare are shown in the timetable this year - a commendable improvement. Also shown, with their periods of operation, are the 15:25 (SO) Mallow-Tralee and the extension to Galway of the Portarlington-Athlone branch train. The return working of the latter at 15:05, connecting at Athlone with the up Westport, acts as a relief to the heavy up Day Mail at 15:45. The Sunday Dublin-Galway trains are again running and were introduced on May 6, six weeks in advance of the full timetable. A most striking change is found on the Sligo line where the down 14:00, instead of returning at 19:00 each night returns at 09:40 next morning calling only at Longford. This is

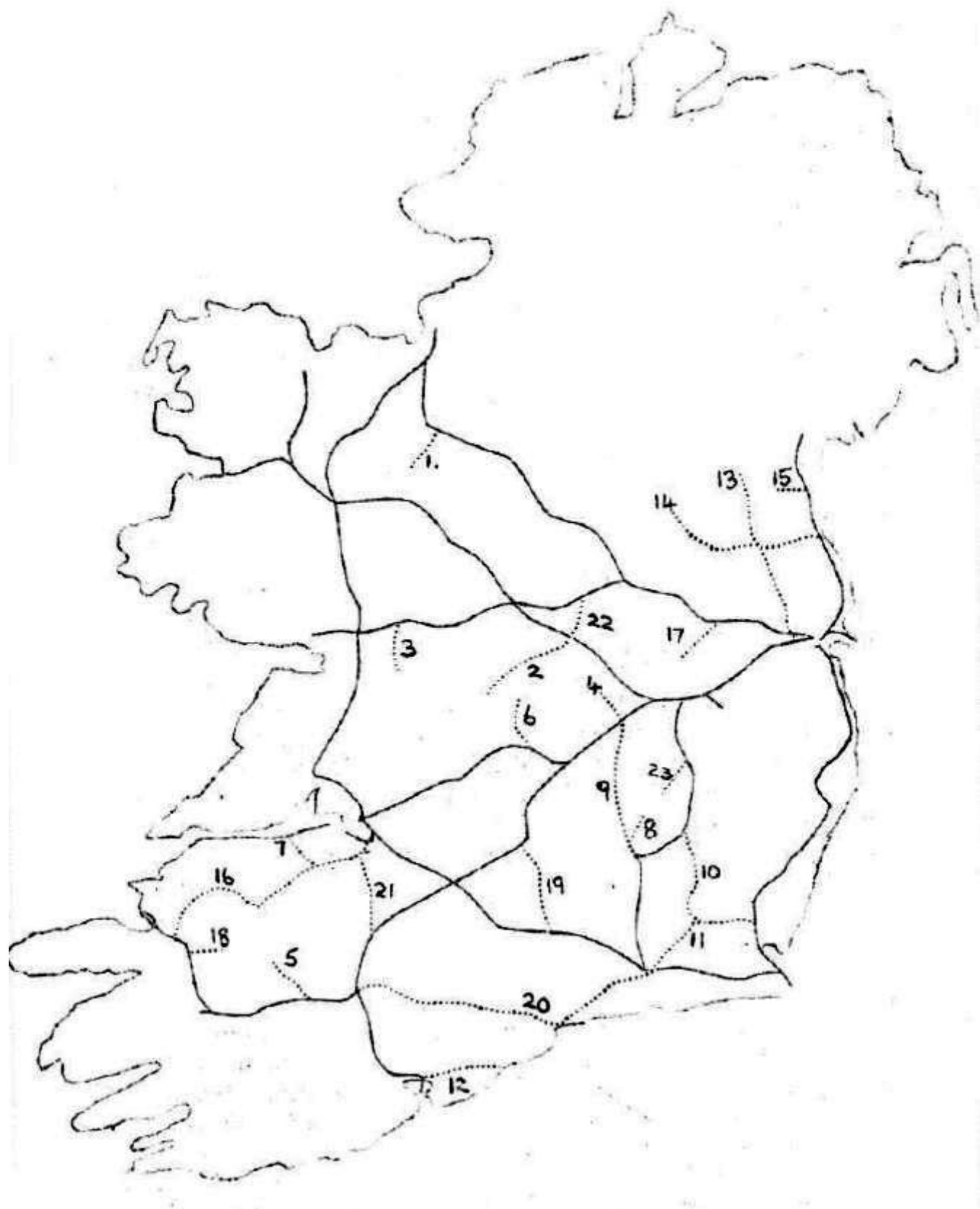
probably the first time a regular scheduled train on the Sligo line omitted the Mullingar stop. The Wexford line has but one important change - a buffet car on the 10:15 down and 15:05 up.

Branch Closures

At a meeting of the Dublin Institute of Public Administration in Dublin on June 27 Dr Andrews, Chairman of CIÉ, announced that due to its acute financial position following the eighth round of wage increases (costing CIÉ some £2.35 million in a full year) and its statutory obligation to become self-supporting by 31st March 1964, the Board would be compelled in the near future to consider closing down 23 branch and secondary railway lines with a total mileage of 489. The lines, which are shown on the map on below, are as follow:

- 1 Kilfree - Ballaghaderreen
- 2 Clara - Banagher
- 3 Attymon - Loughrea
- 4 Port Laoise - Mountmellick
- 5 Banteer - Newmarket
- 6 Roscrea - Birr
- 7 Ballingrane - Foynes
- 8 Castlecomer Junction - Deerpark
- 9 Port Laoise - Kilkenny
- 10 Muine Bheag - Palace East
- 11 Macmine - Waterford
- 12 Cobh Junction - Youghal
- 13 Clonsilla - Kingscourt
- 14 Drogheda - Oldcastle
- 15 Dromin - Ardee
- 16 Limerick - Tralee
- 17 Enfield - Edenderry
- 18 Gortatlea - Castleisland
- 19 Thurles Junction - Clonmel
- 20 Mallow - Waterford
- 21 Rath Luirc - Patrickswell
- 22 Streamstown - Clara
- 23 Athy - Ballylinan

Dr Andrews also announced that that the Board was considering closing many small stations. If all these proposals are implemented, the route mileage will be reduced to 1,166 which is still 253 miles greater than the system recommended by the Committee on Internal Transport in 1957. In the course of his address, Dr Andrews stated that before a final decision was taken on closing these lines his Board would be glad to listen to earnest objections based on reason and good sense, which might affect the preliminary decision already taken. Other points of interest in the Chairman's speech were that CIÉ's deficit for the year ended March 31 was more than £1.6 million; that the Board was not discouraged by this "acute more than chronic" state of affairs and saw no reason why CIÉ could not face the future after 1964 without any State subvention; that it would be more reasonable if the State by special subsidy should pay for the Aran boat service and the maintenance of canals which CIÉ was obliged for social reasons to keep; that the road services substituted for the West Clare narrow gauge line lost £4,000 in their first year of operation; that the unofficial Cork rail strike in November 1961 cost CIÉ £140,000 and that the Dublin bus strike in May last cost some £50,000, and, finally, that the Board had recently ordered 37 new diesel locomotives from the USA in the belief that "in the foreseeable future (20-25 years) the country can not do without railways".



Diesel Order

In May it was learned that CIÉ had ordered 37 new 950 hp diesel locomotives from the General Motors Corporation of America. They are to be generally similar to the GM locos at present in service (B121-B135) but two important differences are their ability to operate in multiple and the provision of a cab at each end to obviate the necessity of turning at the end of each journey as is required with the first batch of GM locos. Delivery is expected to commence in October and they are to arrive fully assembled and painted in the new black and brown livery; not the pleasing silver grey of the previous batch. It seems likely that they will be principally used on passenger trains thus freeing the 1,200 hp 'A' class locos for freight haulage. Top speed of the new locos is to be 77 mph.

Dieselisation Progress

In June the new 'G' class Deutz 160 hp locos - all in the new black and brown livery - went into traffic in varying places throughout the CIÉ system. Reports indicate that G611 is in Limerick on the Foynes train, G613 shunting at Kingsbridge, G614 at Dundalk, G615 based at Grand Canal Street for the Liffey Junction pilot. The last-mentioned has displaced loco 562 (0-6-0T), an ex MGWR Atock tank of 1894, from the turn but it is stated that the loco is to be kept in reserve. G616 is working the Banagher branch while G617 is reported stationed at Tralee. The three locomotives of the original series are to undergo overhaul and to be fitted with vacuum brakes; G603 is already being attended to in Cork. B110, the first of the Sulzer B class locos to appear in the new livery was observed thus repainted in May.

Inspection Cars

In April CIÉ obtained five new permanent way inspection cars to replace the five cars purchased by the GSR in 1927, some of which are, however, still in use. The new cars are four-wheeled and were built by Messrs Wickham of Ware. Unlike their predecessors which were painted in the GSR livery and - with the sole exception of No.2 which is still as in 1927 - later in CIÉ green, the new cars are bright yellow. A striking resemblance to the Bord na Mona colouring is noticeable! The cars are allocated as before: Inchicore No.1; Westland Row No.2; Cork No.3; Limerick No.4; Waterford No.5.

Modernisation of Stations

Progress in this sphere since our last issue is detailed below.

Kingsbridge: A welcome development is the resurfacing in June of the "Military Platform" - No.3 - which is used during the summer months for relief trains and regularly for the 13:40 departure to Waterford. At the same time a smaller but even more valuable improvement made was the extension of the main departure platform - No.1 - by some 50ft enabling it to hold a 13 bogie train. This lengthening was made possible by the foreshortening of the track of the Military Platform by a similar length.

Limerick: The platform and concourse improvements mentioned in April have been completed and the new barrier was erected late in that month. It is learned that a programming centre for goods trains has been established which has greatly streamlined work and eased yard congestion. The make-up of each approaching train is advised to this centre which diagrams shunts required to divide it, before it arrives. It is intended to equip foremen and shunters with "walkie-talkie" apparatus to further expedite working. The fan of five sidings on the south of the line near Limerick Check Cabin is now complete and they are in use for wagon storage and for locomotives to and from the shed.

Tullamore: Following an extension to the goods store at Tullamore a new loading bank has been built on the down side at the west end of the station as an extension of the existing bank. The new one is higher to facilitate the loading of open wagons from tipper trucks and a new loading shelter is being erected. The station building is also undergoing considerable reconstruction. A new facade in red brick on the platform building will provide a modern booking hall and it is expected that the booking office

and waiting rooms will be similarly improved.

Carlow: A new waiting room at Carlow has been provided in the position previously occupied by the parcels office. Commendable skill has been used in blending the new modern waiting room with the old ornate architecture so typical of early GS&WR stations.

Lifting

The lifting of abandoned lines continues, but is now concentrated on the Cork area as follows:

West Cork: There are strenuous efforts being made by CIÉ to have parts of all the line of the former CB&SCR lifted simultaneously. Work commenced at Baltimore in March and the branch is now removed thence almost to Creagh using a rail-tractor on the site. Loco 463 (4-6-0T) is stabled at Drimoleague and works laden wagons from both this railhead and the Bantry main line; now removed for some 2½ miles from the terminus. Demolition is also in hand on the Courtmacsherry branch - Ireland's last roadside tramway line - which is lifted to Timoleague when work was switched to the Clonakilty line. The latter is lifted for over 1 mile from its terminus towards Ballinascarty. In view of the magnitude of the task it seems likely that the removal of the entire system will not be complete before mid 1963 at the earliest, although sidings have been taken out of most of the intermediate stations.

Valentia: Lifting was completed in June and at Farranfore the bay platform and sidings have been removed and certain consequential signalling alterations made. A short length of the Valentia branch is retained as a siding.

Cavan: Lifting was completed to Inny Junction in early June and the junction removed. The power points which were operated from Multyfarnham, 3½ miles away, will possibly be re-used in signalling alterations at Athlone

Questionnaire

During early May CIÉ carried out a "Market Research Survey" of passengers travelling between Dublin and Belfast. This survey, somewhat similar to, although more comprehensive than, that carried out in March 1957 on the Dublin-Bray line, sought to establish passengers' travel trends and their wishes regarding train timings. In asking whether travellers were satisfied with the service at present, the lack of restaurant facilities on the up 18:15 should have evoked some caustic comment. The facility is made available on Saturdays only during the summer timetable at the expense of the car on the 15:15 up.

Derby Specials

The Irish Derby, run at the Curragh racecourse on June 30, attracted considerable attention as the Irish Hospitals Sweepstake was, for the first time, run on it instead of the Derby at Epsom. For the occasion CIÉ elongated and resurfaced the Curragh (Main Line) platforms, erected new nameboards and made certain signalling alterations. A train service was provided from Kingsbridge at a distinctly high day excursion fare of 17/6^d; the three month return to Kildare, 3½ miles beyond, is 15/6^d. After the races, for a period of over two hours, the Curragh platforms presented a scene of intense activity as, in addition to special trains, many regular services were booked to serve the station. First to arrive was the 17:00 Kingsbridge-Waterford, a four-coach railcar set which stopped at 17:48 for two minutes. A queue of passengers for Dublin formed rapidly at the entrance to the up platform and a small number were cleared by the 15:20 Limerick-Dublin - A30 and 8 bogies (one a van) - which left at 18:04 rather overfull. The first special arrived from Kildare at 18:08½, A10, HV, 6 bogies and HV; all except the loco in the new black and brown livery. This train left at 18:18 and three minutes later the 17:40 Dublin-Limerick stopped at the opposite platform. This train was held at the platform to 18:27 while A42 hauled the second special (LV and 5 bogies) on to the down line in front of it and the train engine

(A12) hauled it to the up platform to load and leave at 18:30. Despite these two specials there was a long queue waiting and the stop of the up 16:00 Waterford-Dublin - A40, 4 bogies and LV - did little to relieve the position while the appearance of the 13:40 Tralee-Dublin - a four-coach railcar - some 40 minutes late meant squeezing it in front of the third special which arrived at 18:56 and departed after a signal delay at 19:10 (A49 and 6 bogies). Meantime the 18:00 to Waterford via Carlow had called at the down side (18:53 - 18:55½) made up of B103, LV, 10 bogies and LV. It was followed by the first down line special - to Limerick via Limerick Junction - A22, HV, 8 bogies and LV (including a buffet car) which left at 19:08. The Curragh-Cork special - A57, 8 bogies and LV (including new dining car 2402) - followed shortly to the down platform at 19:15 and on arrival was passed on the up side by the 15:30 "Mail" from Cork to Kingsbridge and Dun Laoghaire Pier, made up of A27, bogie TPO, bogie van, 6 bogies and a second bogie van. Immediately, A38, HV, 9 bogies and HV, the "first class only" (consisting of declassified seconds) special for Kingsbridge which had been loaded at the standhouse platform, was worked across the main line by A42 and released the Cork train, blocked by its manoeuvre, at 19:22. Five minutes later A54 followed with 7 UTA bogies (including kitchen car N166) on the Belfast all-in special, also worked from the Curragh siding by the pilot, A42. The 18:45 Kingsbridge-Cork arrived on the down main line platform at 19:29 and stopped for 8 minutes. This train, normally a railcar, was, for the occasion, A16 and 10 bogies and the Kerry portion, normally attached, followed separately (19:44 - 19:47) as the 8-coach railcar set. Meantime at 19:42 the fourth special to Dublin - A48 and 6 bogies - arrived from Kildare and managed to reduce the queue while a fifth special which stood at the platform from 19:48½ to 20:03 cleared the remnants. On the down side the first GM diesel to appear - B122 - arrived at 19:54 with 9 bogies and LV on the "Cu na Mara" to Galway and loaded a large crowd before departure three minutes later. The up 17:00 ex Waterford also called at the Curragh but so close behind the previous special that few passengers still remained. At 20:40, A51 left Kildare with the Athlone steam crane, present for emergencies and happily not required. Although the working of trains was fairly smooth and timely the early arrival of the bulk of Dublin passengers for the first specials caused delays for which CIÉ received an amount of undue criticism.

Locomotive Notes

During June three locomotives were worked to Dundalk for scrapping - 136 and 711 (0-6-0) and 673 (0-6-2T). In addition, scrapping of some locomotives commenced in Mullingar in July and at present loco 592 (0-6-0) is in process of being cut up and locos 138, 168 and 191 (0-6-0) are awaiting a similar fate. Loco 301 (4-4-0) has been taken to Inchicore and is in use there as a stationary boiler. Locos 179, 183 and 130 (0-6-0) have been shopped in Limerick but loco 599 is still there. Loco 90 has been moved to Fermoy for preservation but is, regrettably, left standing in the open there since moved in May. C class diesels have for some time been in use on several links formerly operated by railcars, notably the Sligo-Limerick and the Waterford-Macmine trains. The Limerick-Nenagh train is also a C class as railcar 2509 is out of traffic following a brush with an A class diesel at the end of June.

Signalling Developments

Since June 11 arrangements have been in force for the switching out of Bruree and Croom - the intermediate cabins on the Rath Luirc - Patrickswell line. For the long section working a special manual staff is provided which is divisible into two half staffs each with a special key. One half staff is normally locked in Bruree and the other in Croom by a "King" lever in each cabin and to institute long section working it is necessary at one or other of these cabins to withdraw a special short section staff - which is also divisible into two portions. One half electric staff is used to unlock a half manual staff and the train or loco passing through the section to establish long section working will, therefore, carry one half of each type of staff, electric and manual, between Bruree and Croom or vice versa. On passing through this section the half ETS carried is used to release the second half of the manual staff.

As the half electric staff is locked in by the extraction of the second half of the manual one, this leaves two half manual staffs out and these, joined, are the token for the entire branch. To revert to short sections a similar procedure operates in reverse. Other developments noted are the provision of advance starting signals at Claremorris in place of the "Limit of shunt" signs and the installation since June 13 of two-way working westward through Athenry on either up or down road. This facility was previously provided only for eastbound trains. Work has also commenced on the provision of new signalling at Dundalk with the aim of dispensing with the present South cabin. Already cables are being laid and it is understood that colour lights will be installed and that the junction to Barrack Street goods station will be worked by a set of power points controlled from Dundalk Central cabin.

UTA GENERAL NEWS REPORT

Summer Timetable

The UTA summer timetable this year was put in force on June 18. The Larne line has few changes apart from some alteration of certain boat train timings. There are two evening steam services each way on Monday to Friday (1 on Saturday) while the up Larne goods runs on Monday to Thursday only. On the NCC main line the service is entirely diesel, Monday to Friday, except for a local from Ballymena to Antrim and two Portrush branch trains. The Derry-Portrush through train of last year is not repeated. On Saturdays three of the nine Derry trains and five of the through Portrush trains are steam. The 16:20 Belfast-Portrush and its reverse working are withdrawn and for the first time no scheduled passenger train uses the Greenisland "back line" and Larne passengers from the Derry direction are transferred at Belfast. On the GN section the full Warrenpoint branch service is reinstated - an augmented service started, rather surreptitiously, on June 3 in advance of the full summer timetable. The Saturday service on the Dublin line is much increased with the introduction of an extra two up and one down non-stop expresses. There is also a 07:00 down calling at Drogheda and Dundalk, while the normal stopping trains are maintained. On Sunday evenings the second Dublin-Belfast train at 19:30 is run non-stop. On the GN Derry line there are 7 Belfast-Omagh trains (compared with 5 last year) and a steam relief to the 16:10 from Derry. One round trip from Derry to Belfast is steam hauled and there is a relief to the 11:15 down on Saturdays from July 7, which is also steam. On the Belfast-Lisburn suburban section the stations of Adelaide and Balmoral have no calls after 18:30. The timetable continues up to September 9 but some of the trains are run, as usual, during the months of July and August only.

The Benson Inquiry

Since our last issue it is learned that Mr H.A. Benson's inquiry is "to investigate the present position of the railways of Northern Ireland" and to make representations about their future. He is also charged with forecasting the effect which his recommendations would have on the transport system of the UTA as a whole. He has, in pursuance of these aims, received representations from many public bodies and has had extensive consultations with UTA officials. His enquiry is the eighth such since 1922!

New Blood For UTA

Although none of the three positions advertised - Chief Officer, Mechanical Engineer and Assistant Accountant - has yet been filled, the retirement of Mr A. McCleery has caused the appointment of Mr J.C. Bailie as Operating Manager and Mr R. Carlisle as Commercial Manager.

Annual Report

The thirteenth Annual Report of the UTA, for the year ended 30th September 1961, was published in mid-April, revealing a loss of £497,956 on railway working during the year. This figure, compared with the corresponding loss of £220,750 in the previous year, considerably weakened the financial position of the UTA, whose total operating deficit in the year ended 30th September 1961 amounted to £247,214 against a trading profit of £57,836 a year earlier. When provision is made for loan charges the

final deficiency for the period under review in the report amounted to £823,553 - a disimprovement of £357,197 since the previous year. This serious deterioration in the finances of the UTA is strongly emphasised in the pronouncement by Mr G.B. Howden, Chairman of the Authority, in the introduction to the report which states that "The stage has now been reached when it has become imperative that the entire railway system be virtually closed in order that the Authority may fulfil its present statutory obligations by 30th September 1964." Two possible alternatives to such drastic action are outlined in the report, provided that the Stormont Government decides to vary the statutory duty of the UTA. The first, which is not recommended by the UTA, involves payment by way of subsidy of the full amount of the loss incurred in operating the existing services. The second, which is broadly the recommendation of the Technical Committee, proposes the modernisation and rationalisation of the remaining railway system at a cost of £3 million, which would result in substantial reduction in railway losses, but would not eliminate these losses altogether. The remaining loss on railway working would be paid from a small subsidy which might possibly be regarded by the Stormont Government as commensurate with the service to the public and to the state provided by the railways. The report acknowledges the effect of amending legislation in the current year which will result in reducing the Authority's loan charges from over £500,000 annually to about £123,000 but later complains almost despondently that UTA have to "struggle incessantly since 1958 with even greater intensity against the overwhelming tentacles of a railway system largely outdated in respect of its rolling stock and equipment."

Fares Increase

Passenger fares were increased by some 10% and freight rates by some 7½% on and from June 25, almost a year to the day since the last increase. It is claimed to be due to increased working expenses of £400,000 per annum, mainly due to wage increases.

Loco Notes

Since our last issue locos 34 (0-6-0), 66, 68 (4-4-0), 94 (2-6-0), 3, 7, 9 and 55 (2-6-4T) have gone into Duncrue Street. Work has been completed on locos 1, 7 and 56 (2-6-4T), 43, 47 (0-6-0), 68 (4-4-0) and 94 (2-6-0). The last-mentioned did not, however, receive a heavy overhaul. Work is complete on loco 58 (4-4-0) which has undergone firebox repairs and was returned to Adelaide on July 11. Most of the work on this loco was done outside the shops. As in former years loco 59 (4-4-0) is working Belfast-Dublin excursions and the 09:30 up and 18:00 down on Sundays. However, locos 104 (2-6-0) and 63 (4-4-0) have been seen in Dublin on these trains also. No.56 (2-6-4T) has not been returned to the GN section since being overhauled.

Railcar Developments

Railcar G which was purchased from CIÉ by the UTA, as stated in our last issue, has been moved from Portadown to Queen's Quay. It is not yet known whether it will be used for spare parts or not. Open second coach N416 has been fitted for working in GNR AEC railcars and was renumbered N580. Ex GNR AEC railcars were first used in multiple on May 19 on an Omagh troop special. The train consisted of unit 118, trailer 586, unit 111, trailer 582, unit 116, trailer 580 and unit 113. The first MPD railcar (No.36) has been recently overhauled. The rebuilding of BUT car 129, which was destroyed by fire at Castlebellingham on 12th May 1960, has been completed and the car was returned to traffic in April. The bodywork closely resembles the latest multi-purpose type and the seating accommodation remains at 56 seconds as before. The type of seating is similar to that used as first class in the ME railcars, whilst other interior fittings are standard UTA. Also following UTA type construction is the outside appearance, and uncovered engines show up this car in BUT trains on which the GNR practice of using engine covers is still maintained. Trailer 528, which ran with railcars 6/7, is now in use on steam trains.

Catering Vehicles

Restaurant car N552 has been extensively altered and decorated for work on the "Enterprise". Former high-backed seats have given place to low-backed chairs and the partition in the saloon has been removed. Contemporary colour schemes have been incorporated and present an attractive appearance. It can only be used in BUT railcars. Buffet N555 has also been considerably overhauled and is now designated "Restaurant Car". The kitchen has been enlarged as this car was originally designed as a refreshment car for use in small AEC railcar sets. Contemporary colour schemes have also been applied. Refreshment cars 170, 172 and 174 are in store.

Castlerock Collision

One of the most unusual court cases in Irish railway history took place in Belfast during May. The case in question resulted from the collision between a MP diesel railcar and a motor car owned and driven by Brigadier Heard, a local resident, at an accommodation crossing on the Derry side of Castlerock on 18th July 1959. As reported in our October 1959 issue, the 14:55 Belfast-Derry passenger train suffered heavy damage to the first three of its eight coaches and claims were lodged by the UTA for £27,500 and by Brigadier Heard for £800, each denying negligence. As a result of the court hearing the Authority was awarded £23,587 against the Brigadier, but was required to pay him £150 compensation having been found 15% negligent in that the hedges at the scene were overgrown and signals were obscure.

Great Victoria Street Alterations

Platform 1 has been extended to accommodate 5 bogies. During May the painting and renovation of the station commenced, the colour scheme being light blue, light grey and yellow. The new booking office was opened in mid-May. It is of modern design and its seven booking windows incorporate a Swedish turntable apparatus to take in the cash and dispense the ticket in exchange. No.5 platform is being converted to bus and coach bays and the old customs hall has been demolished. Since mid-May the entrance to all platforms has been through the barrier of No. 4 while a new modern barrier, now almost finished, was being constructed.

Belfast Docks Excursion

On May 12 a most unusual outing took place, organised by the NIR&RDA, over the Belfast Dock lines part of which were to have been closed on June 1. The section to have been closed as mentioned in our last issue was the portion of the Belfast Central Railway between East Bridge Junction and the junction with the Belfast Harbour Commissioners' tramway at Queen's Bridge. The train was headed by loco No.24, an ex GNR 0-6-4T of class RT, which class has worked almost exclusively for shunting in the Belfast Dock area where, due to the restriction imposed by the tunnel at Queen's Bridge, a limited range of engines only could be used. The train consisted of a GNR goods brake van, 6 open wagons with platform seats and another goods brake van. Starting from Great Victoria Street at 14:28 the train was propelled to Central Junction. It then proceeded over the lines of the former Belfast Central Railway, taken over by the GNR on 5th September 1885, to Maysfields, through the tunnel underneath the Queen's Bridge on to the Dock tramways and thence to Whitla Street - York Road's goods yard. The engine having run round its train, it returned by the same route to East Bridge Junction, crossing en route loco 10X (0-6-0) and a number of wagons. This train followed the special along the dock tramway led by a flag man. From East Bridge Junction the train was propelled over the Lagan Viaduct to Ballymacarrett Junction, and then hauled into the former BCDR station - Queen's Quay. After a short stop the train was propelled back to Ballymacarrett Junction and into one of the sidings. From there it returned direct to Central Junction and was propelled into Great Victoria Street Station where it arrived at 17:13. Although the line was to have been closed on June 1 it is still in regular use but it has been reported that it is being worked from York Road by one of the small UTA diesel shunters.

Normally the line is worked from the Maysfields end by a GN area engine. When it does close, however, - September 1 is the date forecast - it is expected that locos 10X and 24 will be withdrawn leaving only the two SL&NCR 0-6-4Ts available as shunters, other than shunting performed by train engines. The UTA have given assurance that the closure of the connection to the docks will not adversely affect the goods traffic passing to and from the GN section!

Football Specials 14/4/1962

Following the lengthening of the platforms at Ballymacarrett, special trains were operated there for the first time to carry spectators to the Irish Cup Soccer Final. Three specials were run from Portadown: an 8-coach ME railcar, loco 48 (0-6-0) and 8 bogies and loco 45 (0-6-0) and 7 bogies. One of the locos carried a former Bundoran Express headboard bearing the inscription "Portadown Express" and both engines were suitably decorated with flags and bunting. Despite this, Portadown lost the day.

OTHER RAILWAYS

Annaghmore Bog Railway

Work commenced early in May on the construction of a tunnel to carry the Irish Peat Development Company's bog railway at Annaghmore under the new Dungannon motorway at present under construction. The tunnel, 120ft long and costing some £10,000 will connect the two areas of bog which are to be split by the dual carriageway motorway. Formerly the existing Portadown-Dungannon road was crossed on the level but this section has been lifted in anticipation of the new connection. As might be expected, the drainage of the tunnel has already posed problems to the contractors.

Derry Harbour Tramway

The tramway of the Derry Port & Harbour Commissioners, which was opened in 1867, is to be closed on August 31 next. Originally a horse-worked line, the mixed gauge tramway was operated by 5'3" gauge steam locos, fitted with both combined buffer and drawhook coupling (for L&LSR and CDRJC narrow-gauge stock) and standard three link coupling (for standard gauge wagons of the former GNR and NCC systems), from 1872 to about 1950. Trains for many years on the Commissioners' tramway were composed partly of standard gauge and partly of narrow gauge wagons hauled during the latter years of steam operation by two 0-6-0ST locos restricted to a speed limit of 5 mph. For the past 12 years, during which the line has been losing money, the motive power on the tramway has been usually a tractor, also restricted to the same speed limit. Traffic on the line has been steadily declining and since 1950 has fallen from 200,000 tons to just over 10,000 tons a year.

LOOSE LINKS

- In June, loco 583 with non-corridor compo 2111 - the latter spotless - was working the Loughrea branch while loco 574 was reported at Ballaghaderreen.
- The disused loco shed at Clones is being dismantled.
- Ex GNR coach 40S, which has been stored at Sallins since last year has been seen in use in Cork.
- The Portrush branch was re-opened from April 20-24 for the Easter holidays but Portstewart was not served.
- 2-6-0 No.98, fitted with large tender off No.97, worked a water consumption test train from Belfast to Dundalk and back on April 13.
- Some three miles of sidings north of the running lines at Queen's Quay have been auctioned by the UTA.

- On June 9, the connection at Knockmore Junction to Newforge siding (the former Banbridge branch stub) was removed and some signals were altered.
- The MAK diesel loco K801, was in Inchicore for repairs in June.
- The first of the new E class locomotives - E421 - is now said to be in traffic.
- Goraghwood, Ballymena and Larne stations are currently being repainted.

JOURNEY JOTTINGS

April 5: Thurles - Clonmel

On this date, the branch railcars were 2644 and 2601 - one of the tables of which was complete with a realistic pencil drawing of the 0-6-2T loco No. 674! As usual in Thurles various locos were to be seen; 195 a J15, unrebuilt, was on station pilot duties while 251 was at the up platform with a train of 10 ballast hoppers. Loco 801 was outside the shed and just visible inside the portals was its sister 800.

Leaving Thurles at 12:21 - 6 minutes late - the train was soon past Thurles Junction where the guard collected the hand ring with the Thurles Junction - Horse & Jockey staff. Beyond the junction points, the Clonmel line veered away to the left, throwing off a trailing spur to the Sugar Company's sidings. For almost two thirds of its length the branch runs through open country, undulating constantly with grades continually changing.

Stopping at Horse & Jockey (5½) and Laffans Bridge & Killenaule (9½), staffs were exchanged but no traffic resulted. However, the stop at Farranaleen (14) yielded two passengers while at Fethard (17) the total was 1 on, 2 off. Here the guard collected the staff for the final section to Clonmel. This section is markedly different from the rest of the line - there is an almost continuous falling gradient into Clonmel.

On this date, Clonmel races were being run so a special stop was made at Powerstown Park Racecourse platform. At this grassy platform on the down side some ¾ mile from Clonmel, 3 passengers left the train. Continuing, the train arrived at Clonmel at 13:12 - 2 minutes late.

Clonmel at mid-day presents a very busy picture and this day was no exception. The branch goods loco was 162 - an unrebuilt J15 (0-6-0) - a Limerick loco a year previously. At 13:36, the 06:30 goods ex Limerick headed by C204 with 16 wagons and van entered the station. Following this, the branch railcar set reversed into a siding and the road was then made for the Waterford passenger - a 3-coach railcar and van - which arrived at 14:20, 8 minutes late. When the road had been cleared after the departure of the passenger, another train was seen approaching from the direction of the Thurles branch. This was an empty race special, which had worked from Dublin to Powerstown Park and consisted of loco A24, 1471, 2402, 1480, 2135 and 2545. On arrival, the dining car was replenished with gas from a tanker on the Waterford goods which drew opposite in the loop. This goods, which returned the tank to Waterford, departed at 15:03 with 15 wagons and van. On most days the 11:20 goods ex Waterford is also in the station at this time but on this occasion to ease congestion it waited to cross the 06:30 goods ex Limerick at Kilsheelan.

STATION SURVEY

Kilkenny

Kilkenny, with a population of just over 10,000, is nowadays the meeting place of the two main lines to Waterford although in GSR days and indeed up to recent times, the heavily trafficked Carlow line was considered as the branch and the line through Abbeyleix as the main line, for of course, trains from Dublin to Waterford via Carlow have to reverse at Kilkenny. The Carlow line was built first and was

opened by the GS&WR to Carlow on 4th August 1846, extended by the Irish South Eastern Railway to Kilkenny on 14th November 1850. The Waterford & Kilkenny Railway had previously opened from Kilkenny to Thomastown on 11th May 1848, thence to Jerpoint Hill, 11th May 1850 and to Dunkitt near Waterford on 21st May 1853. For a time a station and junction existed at Lavistown where the ISER and W&KR converged but this was soon changed to two parallel single lines as it is today and the station was closed some three years later. Northwards, the Kilkenny Junction railway extended the line to Abbeyleix on 1st March 1865 and on 1st May 1867 it was linked with the GS&WR at Maryborough. The Waterford-Maryborough line and its continuation to Mountmellick became the Waterford and Central Ireland Railway and in 1900 was absorbed by the GS&WR.

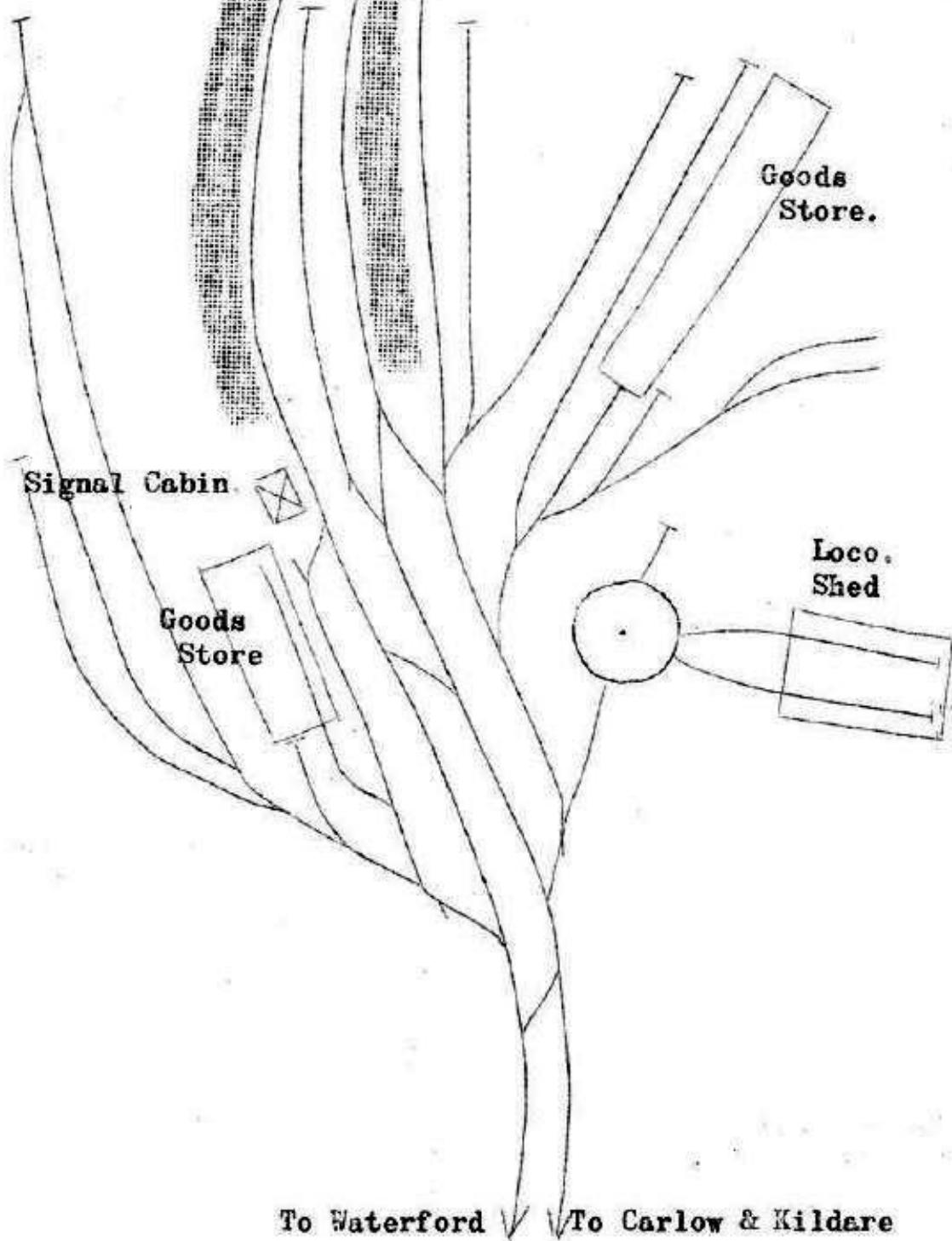
To this day Kilkenny bears evidence of the foregoing history as it is obvious that it was initially constructed as a terminal facing Waterford. Indeed, the restricted entrance from the Port Laoise (Maryborough) direction is directly responsible for the shortness of the platforms. The layout can be seen on the diagram reproduced and it is notable that, whenever possible, trains use the up platform in either direction for although it holds only some six bogies, it is wide and convenient for unloading. The down platform, with the little-used bay behind it, is, by comparison, inconvenient as the booking office is on the up platform. The former passenger entrance was directly from the street under the bridge carrying the Port Laoise line but the arches are now bricked up and passengers enter at the side of the concourse or via the carriage drive. Abnormally, for a CIÉ station, Kilkenny is clearly overdue for painting and renovation although the improvement of its cavernous passages will be no easy task. On the down side is the goods yard although a second goods store, a relic of the W&KR, is still in use at the up side of the station at the Waterford end. Nearby, is the signal cabin which has 50 levers of which 10 are spare. A fan of three sidings behind caters for cattle and certain other traffic. The loco shed at Kilkenny was closed in 1957 soon after the introduction of a C class diesel locomotive on the Castlecomer branch link. Although the shed still stands and is connected to the turntable, it is completely disused. Just beyond the outermost crossover at the Waterford end stood two check platforms, removed in the late 1920s but still mentioned in the current issue of the Working Timetable. A similar platform existed at the Port Laoise end of the station and likewise remains in the timetable even today although all traces have vanished.

Train movements in Kilkenny are by Irish standards quite heavy. In the current summer timetable there are five passenger and two daily goods trains in each direction with a goods to Castlecomer if required. Of the passenger trains three run via Carlow and two via Abbeyleix and all are locomotive hauled (normally A class) except the 07:10 ex Waterford and its return working at 18:00 from Kingsbridge which is a diesel railcar turn. The Castlecomer goods runs fairly frequently but as its staple traffic is coal from the Deer Park Collieries it suffers fluctuations due to their output. Castlecomer Junction is 4½ miles from Kilkenny on the Port Laoise line and the junction is worked by a key on the Kilkenny - Ballyraggett staff which can be inserted in a subsidiary instrument at the junction to free the section after the goods has been locked in on the branch. This 10 mile line was built during the coal shortage of the First World War and the first traffic from Deer Park was worked on it on 15th September 1919. Passenger traffic ran - to Castlecomer only - from July 1921 to 24th January 1931.

If the current CIÉ proposals are implemented, both the Castlecomer branch and the Port Laoise - Kilkenny line will be closed, thus reducing the latter to the position of a terminus again - a return to the situation which prevailed there up to 1865.

To Port Laoise

K I L K E N N Y.



Feature Section

OPENING OF THE BELFAST TRANSPORT MUSEUM

At a ceremony on June 15, Lord Brookeborough, Prime Minister of Northern Ireland, declared the new Transport Museum at Witham Street, Belfast, open. In his speech at the opening he said "the museum is a reminder of the past for the older generation, something which will take us back to times we remember well and which will serve to show the younger generation something of the sights to which their fathers and grandfathers were accustomed." He stressed the value of the collection even already as so much of the railway scene has changed or passed away.

The museum, the first of its kind in Ireland, is close to the site of the former BCDR Comber and Newcastle main line and is reached by trolleybus from Chichester Street, near Donegall Square. Considerable care has been expended on its general layout and, although no charge is made, "passengers" enter through a booking hall with authentic ticket window and complete booking office equipment. This leads to a long platform running the length of the museum alongside which are drawn up some of the coaching exhibits and two locomotives, GNR No.93 and BCDR No.30. At the far end of the platform is a signal, unmistakably of GNR origin and behind this is fitted out a fully operative signal cabin from which assorted signals will be worked. Along the platform wall are several pictures and notices and, in a glass case, a model of loco No.500 of the GSR. Space has been left alongside the vehicles mentioned for the insertion of a second standard gauge track which is intended to house four items which are not yet available. These are: LMS (NCC) 4-4-0 loco No.74 "Dunluce Castle", a GNR(I) tri-composite coach, Railcar A of the same company - presently working out of Derry where, as UTA 101, it has been spasmodically in charge of the short workings to Strabane and, formerly, Omagh - and GNR(I) loco No.85 "Merlin" which it is hoped to acquire from CIÉ. The last-mentioned is the sole remaining representative of the class of five built by Beyer Peacock in 1932, and is still in use. Indeed it was observed in use on the up 12:45 from Dundalk to Drogheda during the last week of the winter timetable. The other exhibits in the museum are listed at the end of this article and for the benefit of visitors it may be mentioned that during the summer months the museum will be open from 10:00 to 18:00 on all weekdays - extended to 21:00 on Wednesday and Saturday evenings.

Also amongst the items acquired by the Museum are Cavan & Leitrim loco No.2 and a veranda type C&L coach. The latter is the sole survivor of this type in restorable condition in these islands. Both are in bad repair, particularly the coach, and a fund has been set up known as the "Cavan & Leitrim Fund" to assist the Museum to renovate them. Considerable expense has already been incurred in their acquisition, especially in their transportation from Dromod to Belfast.

While most of the preserved items are now dead and will never work again, it is intended that two of the smaller locos - Guinness No.20 and Larne Aluminium Works No.2 - will be put in steam provided by the Museum's heating system. They will, however, be stationary and will be raised off the floor. Lord Brookeborough referred to the "perverseness of human nature which made the very things which had been destroyed in the struggle with the demands of modern civilisation, more dear to the public once their usefulness had ceased." It is not, therefore, unforeseeable that when the fire has been dropped for the last time in an Irish steam engine, these two diminutive locomotives in Witham Street will steam on to bring pleasure to the "dyed in the wool" steam enthusiast.

It will be readily appreciated that here is a unique collection, a collection of the greatest importance and the highest praise is due to Mr R. Beggs and his staff who have displayed great energy in bringing the museum so rapidly to its present satisfactory state. Our only regret on leaving the Witham Street premises was that the museum was the only one of its kind in Ireland, as the scope for a similar

satisfactory institution in Dublin is great indeed. It is all the more saddening to reflect on the many unique vehicles which could have been preserved for posterity if effective attention had been given to such a project even as little as six short years since.

BELFAST TRANSPORT MUSEUM EXHIBITS

No.	Company	Vehicle	Gauge
30	B&CDR	4-4-2T locomotive	5'3"
48	Dublin & Kingston	Open-sided coach	5'3"
1	DN&GR	Coupé coach	5'3"
93	GNR(I)	2-4-2T locomotive	5'3"
381	GNR(I)	Fintona horse tram	5'3"
4	GNR(I)	Hill of Howth tram	5'3"
249	Belfast Tramways	Electric (ex horse) car	4'8½"
357	Belfast Tramways	"Chamberlain" type car	4'8½"
2	CDRJC	2-6-4T locomotive	3'0"
1	CDRJC	Four-wheel railcar	3'0"
10	CDRJC	Railcar (ex Clogher Valley Railway)	3'0"
11	CDRJC	Diesel tractor "Phoenix"	3'0"
3	CDRJC	Railcar trailer (ex D&BST)	3'0"
1	CDRJC	Six-wheel directors' saloon	3'0"
2	Cavan & Leitrim	4-4-0T loco "Kathleen"	3'0"
6	Cavan & Leitrim	Composite coach	3'0"
5	Giant's Causeway	'Toast-rack' trailer	3'0"
2	Portstewart Tramway	0-4-0 locomotive	3'0"
2	Bessbrook & Newry Tramway	Electric tramcar	3'0"
2	Larne Aluminium Works	0-4-0 works loco	3'0"
20	Guinness Brewery	0-4-0 works loco	2'0"