

THE

IRISH RAILFANS' NEWS

Volume 8

October 1962

No.4

THE IRISH RAILFANS' NEWS

Volume 8

October 1962

No.4

Managing Committee:

L. Hyland (Editor)
D. Seymour
B. Pender
N. McAdams

EDITORIAL

The 1962/3 CIÉ winter timetable, although not one which could aptly be termed progressive, contains nevertheless several points of note as far as services are concerned. The new 10:05 Limerick - Limerick Junction train is, for example, a highly commendable innovation providing a means of filling a 3½ hour gap in the Limerick - Dublin service. It is all the better in that it does not require an extra set as the additional train is provided for the service merely by the splitting of the 08:40 "Double Diesel" railcar train.

Many irritants occur elsewhere. Why, for instance, when it is imperative that the railways should become increasingly more militant in the face of ever-growing road competition, is an extra 5 minutes added to the 11:30 Cork - Kingsbridge, the 08:00 Tralee - Kingsbridge and the 18:45 Kingsbridge - Cork, especially as several sections of the Cork line have had the 70 mph speed limit raised to 75 mph? And surely the schedule of the 15:35 Westland Row - Galway does not require an extra five minutes to make the overall time (albeit with 11 intermediate stops) 3 hours 45 minutes for the 126¾ miles, an overall average of just over 33 mph! It is only to be hoped that the new General Motors locomotives on order will bring about many worthwhile accelerations in the summer timetable for 1963. With such lethargic timings the average motorist would not be too hard put to better many of the schedules.

But if the schedules deserve criticism, how much more so does the presentation of the timetable itself. The ailment is clearly the growth, or contraction, of services without rearrangement of layout. In contrast to the clarity of page 20 for example, pages 21-24 of the current booklet are so badly laid out as to almost defy one to find any logical sequence of tables. It is perhaps relevant to recall that Dr Andrews said last June: "Our objective all the time has been to operate a fully integrated public transport organisation ..." The combination of road and rail timetables would, we feel, be a means to this end and would permit rectification of the present annoying features such as the lack of "Through Carriage" indications, the lack of table numbers, the lack of one complete index and a complete reorganisation of the 'Rail/Road Connections' on pages 56-67 which, indeed, must be quite incomprehensible to many passengers. When so many continental railways display just what can be done to produce a clear, logical timetable, is it too much to expect that the "New CIÉ" - on the eve of our economic union with Europe - might now adopt the modern timetabling techniques of European railways?

SOME ARTICLES OF IRISH RAILWAY INTEREST

Railway Magazine

August	The Future of CIÉ (Editorial paragraph)
September	CDR Railcars in Douglas (Photograph)

Modern Railways

July et seq The Irish Scene

BOOK REVIEWS

- The interest in Industrial type railways in Ireland is on the increase and “Irish Industrial & Contractors Locomotives” (6/- from Union Publications) is a welcome work of reference, all the more valuable in that much of the material is not available elsewhere. Great credit is due to the compiler, Mr D. Cole, for the amount of detail included on a very difficult subject. It is understood that additional information on some of the lines mentioned will be included in IRRS Journal No.31, due later this year.
- The Belfast Museum and Art Gallery have published No.5 of their “Transport Handbooks” entitled “Standard Gauge Railways in the North of Ireland” (5/- from the Belfast Museum) by Mr R.G. Morton. This gives a good broad picture of railway growth and decline in its 35 pages but it suffers somewhat from the need to compress the wealth of matter available. There are 27 well-chosen illustrations and three maps which make the book good value for the modest sum asked. The previous (1956) Handbook No.1 “Ulster Tramways & Light Railways” by Dr D.B. McNeill has been reprinted and is well worth obtaining @ 3/6^d from the Belfast Museum.

News Section

CIÉ GENERAL NEWS REPORT

Annual Report

The twelfth annual report of CIÉ for the year ended 31st March 1962 was published in September revealing a net deficit for the year of £1,695,680 - a disimprovement of almost £1,450,000 compared with the previous year. This heavy deficit was due almost entirely to considerably increased operating expenditure following the “eighth round” rise in salaries and wages, which, together with the cost of a shorter working week and increased payments for weekend working, will cause additional annual expenditure of some £2,150,000 in future for CIÉ. Notwithstanding the dismal result, the report disclosed that new business gained by the railways during the year earned additional revenue estimated at £403,000. Against this amount, however, must be offset such factors as the unofficial strike of footplate staff at Cork in November 1961 (which caused a net revenue loss of £140,000) and the strike at the cement factories at Drogheda and Limerick in June 1961, which resulted in serious losses of rail traffic. Total rail operations during the year earned an additional net revenue of £48,365 compared with the previous year and can be regarded as fairly satisfactory in the light of the many adversities already mentioned, together with the fact that this increased net revenue was earned on a railway system much reduced through closures since the previous financial period. The statistical appendix to the report discloses increased tonnage by goods trains during the year of ale and porter, chocolate crumb, grain, gypsum, peat moss, tar-bitumen, timber and livestock while less beet, cement, artificial manure, petrol, potatoes, scrap iron and sugar was carried.

New GM Locos

Delivery of the 37 new 950 hp diesel-electric locos, ordered by CIÉ from General Motors Corporation in America (as reported in our last issue), is scheduled to commence at the end of this month and should be complete by the end of December. The locos, to be delivered in assembled form, will be

painted in the new livery of golden brown, black and white. An important feature of the new locos will be their ability to operate in multiple permitting the control of two coupled locos from one driving position and enabling CIÉ to accelerate its rail schedules by "double heading". The new locos will be fitted with dual driving positions and automatic brake control and will be capable of a top speed of 77 mph.

Dieselisation Progress

The report in our last issue of the entry into traffic of the new E class locomotives proves to have been no more than a further trial train, but on October 2 one was in use in Kingsbridge goods yard while another has since appeared in the North Wall yard. These locomotives, of which there are to be 14 (E421-434), are being built by CIÉ at Inchicore Works although the engines and transmissions were supplied by Maybach. They are of 400 hp, are fitted for multiple unit operation and are expected to work mainly on short trip freight and shunting duties.

Winter Timetable

This timetable which has been effective since September 10 is almost identical to that in operation during the winter of 1961/2. Only in two important respects does it depart from last year's; firstly the suburban train service between Cork and Cobh has been increased by three extra trains in each direction on weekdays, bringing the service on this thriving line to a total of 17 down trains, including two "Mixed", and 16 up trains on Mondays to Fridays with an additional train each way on Saturdays. The Sunday service consists of 6 trains in each direction. The second change in the new timetable provides an additional weekday morning service from Limerick at 10:05 to Cork and Dublin by means of a new train to Limerick Junction connecting with the "Sláinte" express to Cork and the up 08:00 Tralee - Dublin. This addition increases the weekday service via Limerick Junction to 6 trains in each direction.

Rolling Stock Developments

A major development in CIÉ coach building policy was announced on August 13 when it was stated that a contract for 40 new second class coaches had been awarded to Cravens Ltd of Sheffield. As reported a year ago, CIÉ invited tenders on 4th August 1961 for the supply of ten complete and thirty part finished coaches and it was stipulated that the successful tenderer would be required to provide CIÉ with technical assistance to enable Inchicore Works to build similar vehicles themselves. This last mentioned intention was confirmed by CIÉ who stated that future construction would follow the lines of the new coaches by Cravens. Delivery of the first of the order is expected by May 1963. The only details of the new vehicles announced are that they will have light alloy bodies on a steel underframe. Laminated plastics will be used extensively in the interior decor and fluorescent lighting will be provided in a continuous ceiling fitting, alongside which will be blended public address loudspeakers. Tables will be fitted between the seats while the windows will be double glazed. All of the four new composites (2176-2179) built by CIÉ in Inchicore works are now in service and work is well advanced on the seven new seconds and they should shortly be in traffic. In Inchicore a series of four-wheel "Conflat" wagons, numbered from 25201, is being produced and many are already in use for container traffic.

Ardnacrusha Railtour

On September 1 the IRRS organised what is believed to be the first passenger train ever to Ardnacrusha. The special train, comprising loco 183 (0-6-0) with six-wheeler 3M, two bogies and LV, left Limerick at 12:23 and travelled the 1¾ mile branch from the junction near Longpavement to Ardnacrusha, where the party inspected the power station. As there is no platform at the power station a dog box, carried in the van, was pressed into service as a portable platform. The loco ran round its train at the loop before returning to Limerick where it ran via the Check Cabin and Foynes Junction to

Patrickswell and thence over the one time Cork & Limerick direct line to Rathluirc (formerly Charleville). Here the special called at the rarely used bay platform, actually a loop behind the down platform. The circle trip was concluded via Limerick Junction and Dromkeen and the train reached Limerick at 18:14.

Loco News

Since the completion of the overhaul on 0-6-0 loco 599 in mid-August, Limerick works have discontinued the repair of steam locomotives. Consequently, when repairs became due on the Waterford-based former D&SER 2-6-0 loco 461 she was sent to Cork for attention in late June. She has since been returned to Waterford. Sister loco 462 which had lain "dead" in Waterford for over 18 months, was put in steam again but, however, proved unable to operate even the light Dungarvan goods without a breakdown and was very quickly returned to her idle corner in Waterford shed. On September 26 the last remaining 2-6-0 loco of the "Woolwich" class (K1) - No.388 - was steamed in Cork following minor repairs and worked north along the main line to Portarlington to pick up two dead-0-6-0 locos, 154 and 607, for scrapping. It is learned that this was the final journey for 388 as she is also to be cut up at Mullingar. Three 0-6-0 locos, 260, 263 and 182 were sent to Dundalk for scrapping at the end of July last. It may be of interest also to mention that ex GNR 4-4-0 locos 207 and 132 were recently observed working trial trains, which had for a time been diesel-hauled, between Inchicore and Port Laoise. The former loco coaling plant at Inchicore is at present being dismantled.

Unusual Mishap

On September 19 an unusual accident occurred at bridge No.6, at the site of the former station of Clontarf, on the Dublin-Belfast main line. At approximately 05:30 a road truck carrying a large girder passed under the bridge whilst, unknown to the driver, the tip-up portion of the lorry was in a raised position. This caused the girder to come into contact with the bridge resulting in extensive damage to its superstructure. Until the extent of the damage was ascertained many trains were cancelled during the morning rush period. Incoming trains operated only as far as Killester, whence the passengers were conveyed to Dublin by bus. Killester cabin, out of use since the introduction of automatic electric signalling in 1959, was specially reopened so that trains could be reversed there. Single line working over the down line was commenced at 08:15 and normal working resumed at 10:15. The bridge bears castings of the name and coat of arms of the Dublin & Drogheda Railway which became part of the GNR in 1876. It is the sole remaining bridge to be so embellished.

All-Ireland Football Final

In addition to ordinary services no less than 23 special trains converged on Dublin for this event on September 23. 13 of the specials ran from various centres in the South and South-West to Kingsbridge arriving between 10:10 and 13:15 at roughly 15 minute intervals. The first arrival, from Ballycumber, comprised loco B126 with LV, 6 bogies and HV, followed by a 10-bogie special hauled by A11 from Gowran. Next came B102 with 7 bogies and 2 vans from Cahir, followed by two specials hauled by A class locos - A26, 9 bogies and 2 vans from Waterford and A8 with a similar load from Limerick. A seven-coach diesel railcar set then appeared from Ardfert, closely followed by two 11-bogie specials from Tralee hauled by locos A9 and A6 respectively. Just after noon the heaviest train of the day arrived from Killarney consisting of A34 with 12 bogies. B106 with five bogies and 2 vans next arrived from Annacotty, followed by an 11-bogie special from Cork hauled by A49. Another seven-car diesel set then arrived from Grange followed by the last special to Kingsbridge made up of A44, 12 bogies and van from Gortatlea. Ten specials in addition to ordinary services ran from points in the North and Midlands into Amiens Street while one ordinary service ran from Rosslare Harbour into Westland Row. The first arrival at Amiens Street at 11:03 consisted of A46, bogie van, 10 coaches and LV from Westport, followed by UTA loco 98 (2-6-0) with 9 bogies from Derry. Next arrivals were the special from Ennis via Athenry consisting of A47, 6 bogies and 2 vans and the ordinary service from Dundalk

- a 2-coach railcar and trailer. Two steam specials next appeared, the first from Belfast with UTA loco 58 (4-4-0) and 10 bogies and the second, from Lisburn, hauled by UTA loco 62 (4-4-0) with 8 bogies. The Galway special then arrived with B133, 10 bogies and 2 vans, closely followed by a Dundalk special of 8 bogies hauled by A58. Next came an 8-coach railcar set from Sligo and a special from Roscommon consisting of A20, 8 bogies and 2 vans, followed by the last special into Amiens Street, from Carrick on Shannon, made up of A12, 7 bogies and 2 vans. Finally two ordinary service trains arrived, the first from Belfast - UTA loco 93 (2-6-0) and 10 bogies - and the second from Cork - B134, 11 bogies and van. Timekeeping was, on the whole, excellent and CIÉ are to be congratulated on their operation of this intensive long-distance traffic.

Grange Crossing

Following the trial installation of 1960 at Dundalk Works, near the site of the square crossing, CIÉ have now installed the first public automatic barrier level crossing at Grange (MP 103 $\frac{3}{4}$) between Dundrum and Limerick Junction on the Dublin-Cork main line. The new installation, which came into use on September 17, is actuated by a track circuit 1,100 yards from the crossing in each direction. When a train approaches warning is given to road traffic in each direction by means of a gong and two flashing red lights. Seven seconds later the two half harriers descend slowly, occupying about the same time interval. The train should reach the crossing some 4/5 seconds later but there are variations according to its speed. Provision for the approach of two trains in opposite directions is made by an illuminated sign "Second train coming" and should the second train reach its track circuit before the first one clears, the sign will light and the barriers will remain lowered. The existing railway signals have been removed and replaced by a whistle board, and drivers are instructed to sound continuous warning approaching the crossing. Authorisation for the erection of this automatic crossing was granted by an order made by the Minister for Transport & Power on September 11 under the terms of the 1958 Transport Act. CIÉ intend to seek further such Orders in respect of Commons Crossing near Castlebellingham on the Dublin-Belfast line and for several crossings in the Dublin Suburban area. Application is also to be made for permission to erect "a more simple type of control where traffic is infrequent". The equipment at Grange was provided by the Westinghouse Brake & Signal Company and installed by CIÉ.

Eisenhower Special

On conclusion of his official visit to Ireland on August 24, the former US President, General D. Eisenhower, travelled by special private train from Dublin Kingsbridge to Cobh, where he embarked on a trans-Atlantic liner for New York. The special train which was most appropriately hauled by one of the B class 950 hp diesel-electric locomotives - B129 - supplied to CIÉ in January 1961 by the General Motors Corporation of Detroit, consisted of a luggage van, a bogie second, dining car 2402, State Saloon 351 and a bogie van - all gleaming immaculately in the new livery of golden brown, black and white. Although officially scheduled for 11:45, the departure time of the special was altered at General Eisenhower's request to 13:30.

Newbridge Derailment

A most spectacular accident took place on Friday September 7 at Newbridge (Droichead Nua) on the Dublin-Cork main line. One of the new DH locos, E421, was heading a six-bogie trial train through Newbridge on its return journey at 13:35, when at the north end of the station yard it left the rails and, taking the track with it, came to rest at an angle on the embankment of the bridge which carries a minor road across the railway. The two coaches next the loco, Nos. 805 and 808 were destroyed while the remainder were more or less damaged. Fortunately, none of the seven CIÉ personnel in the train was injured by the crash. Seconds before the derailment the down Inchicore-Port Laoise brake trial train - B105, radio coach 935, 4 heating vans, 6 bogies, LV and the six-wheel trial train van 245A - had passed in the opposite direction and, perceiving the derailment, the driver stopped in the station. Both

the up and down lines were blocked by the wrecked train. The 13:40 and 14:00 Kingsbridge to Waterford and Limerick respectively were terminated at Sallins with bus connections to Kildare while the 14:25 was replaced by buses between Dublin and Kildare. Similarly up trains were turned at Kildare and passengers were brought to either Sallins or Dublin by road. Unfortunately for CIÉ the substitute bus workings went considerably awry. The passengers off the up 11:30 Cork-Dublin were delayed some 1½ hours in Kildare. Passengers for the 18:45 to Cork and the 18:55 to Tralee were taken from Dublin to Kildare by bus but the connecting trains thence did not leave until 21:16 - A27, LV and 9 bogies (off the up mail) - and 22:34 - A36, 7 bogies, HV and LV (13:40 ex Tralee set) - respectively. Single line working on the down line was instituted between Sallins and Newbridge by the 20:00 down night mail - B121, a bogie second loaded with mails, SV, TPO, SV, bogie compo, HV, 3 wagons, LV, 1 wagon, a six-wheel van and 4 more wagons - an eclectic collection! On its arrival in Newbridge the 18:00 Cork-Dublin "Sláinte" left for Sallins with B129, 7 bogies and the TPO off the up mail, collected in Kildare. Cranes from Inchicore and Athlone were in attendance and had cleared the up line in time for the 18:45 Cork-Dublin on Sunday September 9. On this date the "Mystery Train" from Dublin which had been arranged to go to Cahir went instead to Enniscorthy. The cause of the accident has not been made known.

Signalling Progress

On September 17 the revision of long sections on the Clonsilla-Mullingar sector of the Dublin-Galway main line took effect. The former long sections, Clonsilla - Enfield - Mullingar, have been subdivided to enable a more frequent service to be run without the necessity for opening all the intermediate cabins. The new long sections are: Clonsilla - Kilcock, Kilcock - Enfield, Enfield - Hill of Down and Killucan - Mullingar. The normal "short" section between Hill of Down and Killucan is not affected. This arrangement enables the cabins at Leixlip, Maynooth, Ferns Lock, Moyvalley and 46th Mile Post to be switched out. The installation of electric signals which will ultimately replace the present Dundalk South Cabin is continuing. Two-aspect colour light signals have been erected between Dundalk South Junction and Barrack Street while on the main line a two-aspect colour light has taken the place of the Dundalk South cabin's down outer home. Three-aspect signals will replace its inner home and also the Central cabin's outer home. So far there is only one electric signal on the up road, the replacement for Dundalk South up starter.

Modernisation Of Stations

During the last three months modernisation has centred on two points, Limerick and Dublin. In Limerick, modernisation of the station has been completed and renovation of the works is now in progress. The loco shed is already handling wagon repairs and the former locomotive works has ceased to repair steam locomotives. The reconstruction of the wagon works is expected to be complete early in 1963 and the cost is estimated at £100,000. In Dublin, site clearance has commenced for an extension of the former GS&WR North Wall goods yard and a fan of new sidings with associated loading banks and car-ways is to be installed alongside the existing sidings leading to Alexandra Road. Work is also well advanced on the modernisation of the ex GS&WR goods store which will give additional loading space and permit of the extension of the palletisation scheme for sundry traffic.

Lifting

The only lifting in progress is that of the West Cork section and the present situation is as follows: Drimoleague-Baltimore line - lifted to the north end of Skibbereen station; Drimoleague-Bantry - lifted to Aughaville; Courtmacsherry line - almost completely lifted to Ballinascarthy; Clonakilty line - lifted from Clonakilty to Shannonvale Junction but relaid into the mill siding! Lifting has temporarily ceased there.

Weekend Excursions

The special cheap weekend fares which heretofore were offered by CIÉ on one weekend per month from November to February were this season started earlier - on the weekend October 12-15. Weekend return tickets at single fare were offered on all trains except those on the Dublin and Cork suburban sections. The previous inherent drawback of this system was the lack of services on most lines on Sundays but to eliminate this, specials were operated on several lines on the evening of Sunday October 14. These started from Tralee (18:00), Limerick via Nenagh (19:00), Waterford via Carlow (18:30), Galway via Tullamore (18:30 - to Kingsbridge!), Sligo (19:05) and Wexford (19:00). As trains had to be supplied to these points to form the specials, they were used as day-trips on which a special fare, probably the most attractive fares ever offered on excursions except "Mystery Trains", was quoted. Examples were 25/- Dublin to Killarney or Tralee and 20/- Dublin to Limerick, Waterford, Galway, Sligo and Wexford. It is to be hoped that this bold venture will prove a success and enable similar facilities to be provided on other "cheap weekends" during the coming winter.

800 And 801

On August 25 the two remaining 4-6-0 locomotives, 800 "Maedb" and 801 "Macha" were worked from Thurles to Inchicore works. Loco A48 hauled them to Port Laoise while B112 continued the journey from there. At Portarlington, however, the two "Queens" proved too much for the diesel and it failed. 800 and 801 were deposited in the loop for several days before completing their journey. Although at first it was rumoured that both would be scrapped forthwith it is now understood that 800 is being retained but that 801 will be cut up.

Ticket Machines

A new type ticket machine of Swedish manufacture is in use on a trial basis at Donabate station. The tickets produced are unconventional, being on paper instead of card and bearing code numbers for the class, type and destination - the only station name appearing on the ticket being the station of issue. This machine can issue up to 99 different types of ticket and at present is only being used in respect of tickets issued to stations between Dublin and Dundalk. The tickets produced measure 4cm x 4cm.

UTA GENERAL NEWS REPORT

Locomotive Developments

Since our last issue the following locomotives have emerged from Duncrue Street Works: 66 (4-4-0), 3 and 55 (2-6-4T). No.3 did not receive a heavy overhaul. Locomotives which have gone in for overhaul and repairs include 67 (4-4-0) and 91 (2-6-0). 93 (2-6-0) went to York Road for light repairs and has since been returned to traffic. No.50 (2-6-4T) has been returned to the NCC section and has been replaced by No.2 (2-6-4T). The latter is currently out of service with boiler defects. The following locos have been withdrawn but have not yet been disposed of: 31 (0-6-0), ex GNR locos 111X (0-6-0) and 135X (4-4-0). Additionally, three locos are out of use and are stored at Adelaide shed: 97 (2-6-0), 61 (4-4-0) and ex GNR 42X. No.58 (4-4-0) took over workings on the Dublin-Belfast main line from No.59 during July. It is expected that the latter will be sent to Duncrue Street shortly for repair. Loco 74 (4-4-0), which has been in store at Adelaide prior to being placed in the Belfast Transport Museum, was transferred to York Road in late August for painting. During July and early August loco 98 (2-6-0) was used for the purpose of carrying out water consumption tests on the 09:25 special to Dublin and back. It has since been observed that when this train exceeds six or seven bogies it is customary, except on a few, infrequent, occasions, for loco 58 or other GNR type loco to be used.

Railcar Developments

Ex GNR railcar "G" has been painted in UTA livery at Queen's Quay but has not yet appeared in

traffic or been renumbered. Railcar 103 which was derailed as a result of a broken driving axle at Goraghwood is now temporarily in store there out of use. Railcar trailers 526/527, formerly fitted for use with ME railcars only, have been provided with dual fittings to enable them to be used with both ME and MP cars and they were seen working with the latter in August last. On September 16, in order to facilitate the removal of driving and other trailers at Queen's Quay, all Bangor line railcars and driving trailers were turned on the triangle at Adelaide. Formerly these trailers were detached at Bangor in the slack period but it has been found desirable to have this done at Queen's Quay where adequate storage facilities are available.

Covenant Celebrations

On September 29 several special trains were operated to many centres in Northern Ireland for participants in the Ulster Covenant Celebrations. Specials operated included: 07:15 Strabane-Belfast; 07:55 and 11:30 Dungannon-Belfast; 08:25 Poyntzpass-Belfast; 08:45 and 09:20 Portadown-Belfast; 09:30 Derry (NCC) to Belfast via Antrim and Lisburn; 10:52 Omagh-Belfast; 09:06 Dunmurry-Ballymena and 10:15 Lisburn-Ballymena. As the Knockmore Junction - Antrim line is now worked as a single section, special signalling arrangements had to be adopted for the working of the Derry and Ballymena specials. The section was divided at Glenavy and the staff and ticket system was used between Knockmore Junction and that point. As soon as an Antrim-bound train passed Glenavy by some 440 yards, the signalman there was allowed to accept a following train from Knockmore Junction by telephone. The clearance of the Glenavy-Antrim section was advised to the signalman at Glenavy also by telephone. When this section was occupied it was protected at Glenavy by a red flag and detonators which were removed if the line was clear before the next following train arrived. On the Belfast-Lisburn section many regular trains were steam worked and during peak periods a shuttle service was operated between Belfast and Balmoral. Outward bound laden trains were hauled to Balmoral and propelled back empty to Belfast on the "Third line". The reverse procedure was adopted for the return when locos 47 (0-6-0) and 55 (2-6-4T) propelled 5-coach empty trains over the "Third line" to Balmoral and returned laden on the main running road to Great Victoria Street.

Derry Demonstration

To cater for the crowds attending the Apprentice Boys demonstration at Derry on August 11, several special trains operated on both the GNR and NCC sections of the UTA and many ordinary trains ran in altered paths as a result. Specials on the GN section were at 07:35 from Omagh; 06:05 from Belfast - 62 (4-4-0) and 8 bogies; 07:15 from Lurgan - 60 (4-4-0) and 8 bogies; 07:00 from Newry - 47 (0-6-0) and 8 bogies; 08:40 from Portadown - 44 (0-6-0) and 8 bogies; 12:10 from St. Johnston also serving Carrigans. The regular 08:25 from Belfast consisted of a 7-coach BUT railcar and trailer as also did the following 11:15. The latter was duplicated by an 11:20 consisting of loco 49 (0-6-0), 6 bogies and van. The 15:00 ex Belfast running in a slightly altered path consisted of loco 45 (0-6-0) and 6 bogies.

Speed Restrictions

Commencing on June 13 the overall speed restriction on the Belfast Central lines was reduced from 25 mph to 10 mph due to the deterioration of the track which is now undergoing repair. The speed restriction on part of the Portadown-Derry line has also been revised taking effect from October 1. The overall restrictions on this line are now therefore: Portadown - MP 27 (north of Pomeroy), 45 mph for locomotive-hauled trains and 60 mph for railcars; MP 27- Derry, 30 mph for locomotive-hauled trains and 45 mph for railcars.

Goraghwood Quarry Closure

The erstwhile ballast quarry at Goraghwood has ceased to operate. Although quarrying had stopped for some time, stone was forwarded from there up to some months ago. The quarry is now, however, derelict. The bridge at Goraghwood which carried the Newry - Markethill -Armagh line over the main

line has been removed, as also has the last $\frac{1}{4}$ mile of track from the Markethill direction into Goraghwood station.

Great Victoria Street Station

All major alterations having been completed, Great Victoria Street station became fully operational as a rail/road/air terminal on September 10. The new ticket barrier came into use during July. The gateways are situated at the entrance to No.2 platform all other platforms being accessible from inside the barrier. The barrier itself is a four-gated covered-in structure finished in a contemporary style similar to that used on the booking office and customs hall. On it are mounted the coat of arms of the UTA and a clock. A new railing extends from the barrier around the end of No.4 platform, and alongside it, separating the rail platforms from the road section. Gates are strategically placed in the railing to allow porters' trucks through, as no such facility exists at the barrier. As yet no new platform indicators have been provided but, for the present, one of the old GNR type indicators is retained in the concourse near the bookstall. The site of platform No.5 is now occupied by bus loading points. Incoming buses deposit their passengers there and proceed under the "Boyne Bridge" through an automatic washing plant. Canteen facilities are provided for the staff.

Unstaffed Halt

Since September 10 Scarva station on the Dublin - Belfast main line was reduced to the status of an unattended halt. The signal cabin has been closed and all signals removed, thus making the block section Poyntzpass - Tanderagee. Also on that date, Tanderagee ceased to be staffed for trains calling after 16:30. The 15:45 school train from Newry to Scarva has been replaced by a bus service.

Winter Timetable

The winter timetable came into operation on September 10 and is very similar to that in force last winter. Apart from one extra train to Larne there are no major alterations. Several adjustments have been made in the dining car services provided on the GN section including a Saturday diner on the 18:15 to Dublin made possible by withdrawing the facility from the 14:15 on Saturdays.

OTHER RAILWAYS

CDRJC

None of the CDR rolling stock purchased by Dr Cox has yet been shipped to the USA. All have been repainted and are in store at Strabane, Stranorlar and Letterkenny. Of particular interest is the painting of 4-6-4T No.11 "Erne" in green at Letterkenny. All the other items have been repainted in the familiar CDR livery of red and cream without, however, numbers or crests. The complete list of items purchased by Dr Cox is as follows: locos 4-6-4T No.11 "Erne", 4-6-2T Nos. 4 "Meenglass", 5 "Drumboe" and 8 "Columbkille"; railcars 12, 16 and 18; coaches 12, 14, 15, 16, 17, 23, 30, 40, 47, 53 and 56.

Carnlough

It is expected that the Carnlough Limestone Railway in Co. Antrim will be closed in the near future. This 4'8½" gauge line runs from the harbour at Carnlough to the limestone quarry and until 1951 was both locomotive and cable operated. The only steam loco, an 0-4-0T "Otter", was scrapped in 1951.

Bord Na Mona

Bord na Mona have commenced production of milled peat on their T.A.E. bog near Crossmolina, Co. Mayo and two railway bridges of 100ft span each have been erected across the Oweninny River. This scheme feeds the new ESB power station at Bellacorrick.

LOOSE LINKS

- Since the commencement of the winter timetable the Liffey Junction pilot loco (G615) operates traffic as required to and from the Edenderry branch, instead of the Athlone goods loco which previously did so.
- The former station at Clones, including the round house, has been acquired by Ernetex Ltd as a site for a £200,000 textile factory.
- The former GNR directors' saloon No.50 - now UTA No.150 - has been recently painted in the UTA livery of Brunswick green.
- EX SL&NCR Railcar "B" - now CIÉ 2509 - is in Inchicore works for repair following a mishap in a shunting accident in Nenagh at the end of June last.
- On July 28 CIÉ loco 261 (0-6-0) and ex GNR 0-6-0, 80N, were observed double-heading the 14:10 Greystones - Amiens Street suburban train.

JOURNEY JOTTINGS

August 18: Belfast - Coleraine - Derry - Omagh - Belfast

York Road presented an animated scene as large numbers of cross-channel passengers queued for the Derry trains and sharp on time at 08:20 the non-stop MP diesel express departed in a cloud of dark fumes.

A few minutes later two "Jeep" tanks Nos. 6 and 8 (2-6-4T) backed on to the 08:35 semi-fast to Derry and were soon heading northward past the loco shed, where in addition to a couple of "Jeeps" a GNR 4-4-0 No.67 was observed in steam. Speed fell to 30 mph on the long climb up Mossley bank and at Kingsbog Junction we stopped to detach the pilot engine so No.6 was left to haul the not inconsiderable load of 11 bogies and van alone to Coleraine.

An excellent breakfast was served between this and Ballymena although it must be admitted that most of the tea finished up in the saucer as speed increased to nearly 80 mph on the descent towards Antrim. Cookstown Junction presented a forlorn and desolate appearance as we sped through, the branch having been completely lifted. Departure from Ballymena, the first stop, was 5 minutes late, and a further minute or so was lost crossing the 08:35 up diesel at Ballyboyland. Despite quick station work at Ballymoney, where we used the up platform, no improvement could be made on the very tight allowance of 1 minute, and Coleraine was reached 7 minutes late.

Here the leading 4 bogies were worked forward to Portrush by No.6, while No.5 of the same class backed on to the remainder of the train for a smart run along the beautiful northern coast to Derry. Traffic at the popular little resort of Castlerock was surprisingly thin with no more than four off but at Limavady Junction it was quite the reverse and station time was considerably exceeded while a large number of Air Force personnel alighted. Both Eglinton and Culmore are conditional stops and the former having no traffic we were able to cover the 10½ miles to Culmore in 13 minutes. The final stretch along the banks of the Foyle into Derry was taken in leisurely fashion and arrival at Waterside was 10 minutes late at 11:15. Loco 1 (2-6-4T) was observed on station pilot duties.

The return journey to Belfast via the GNR route was made by the 15:50 empty stock train which forms the 17:00 up passenger from Omagh. The first section of the journey was made by the kind permission of the UTA. Loco 60 "Slieve Donard" working tender first hauled 7 bogies and van to Strabane where loco 63 (4-4-0) "Slivenamon" replaced her.

The sad sight of CDRJC equipment including locos, coaches and wagons awaiting shipment to the USA was soon left behind as we tackled the long climb up through Sion Mills, Victoria Bridge and

Newtownstewart to the summit at the old station near Mountjoy. The schedule was very well maintained despite an emergency stop at Newtownstewart after the ET staff had been dropped.

A very large complement of passengers joined the hitherto empty train at Omagh and departure was sharp to time at 17:00. Loco 66 "Meath" (4-4 0) was crossed at Beragh running some 22 minutes late on the 15:00 down ex Belfast. A fast run down from Pomeroy resulted in Dungannon being reached two minutes early and a large crowd, mainly cross-channel passengers, completely filled the 7 bogies. At Trew & Moy the 16:50 railcar from Belfast to Derry was crossed - 17 minutes late. Portadown departure was 4 minutes late due to the communication cord being pulled when some 200 yards out of the station but this delay was minimised in smart work by the train crew. The remainder of the journey to Belfast was without incident and arrival was 5 minutes late at 19:10.

For the above "Journey Jottings" we are indebted to Mr A.M. Davies.

STATION SURVEY

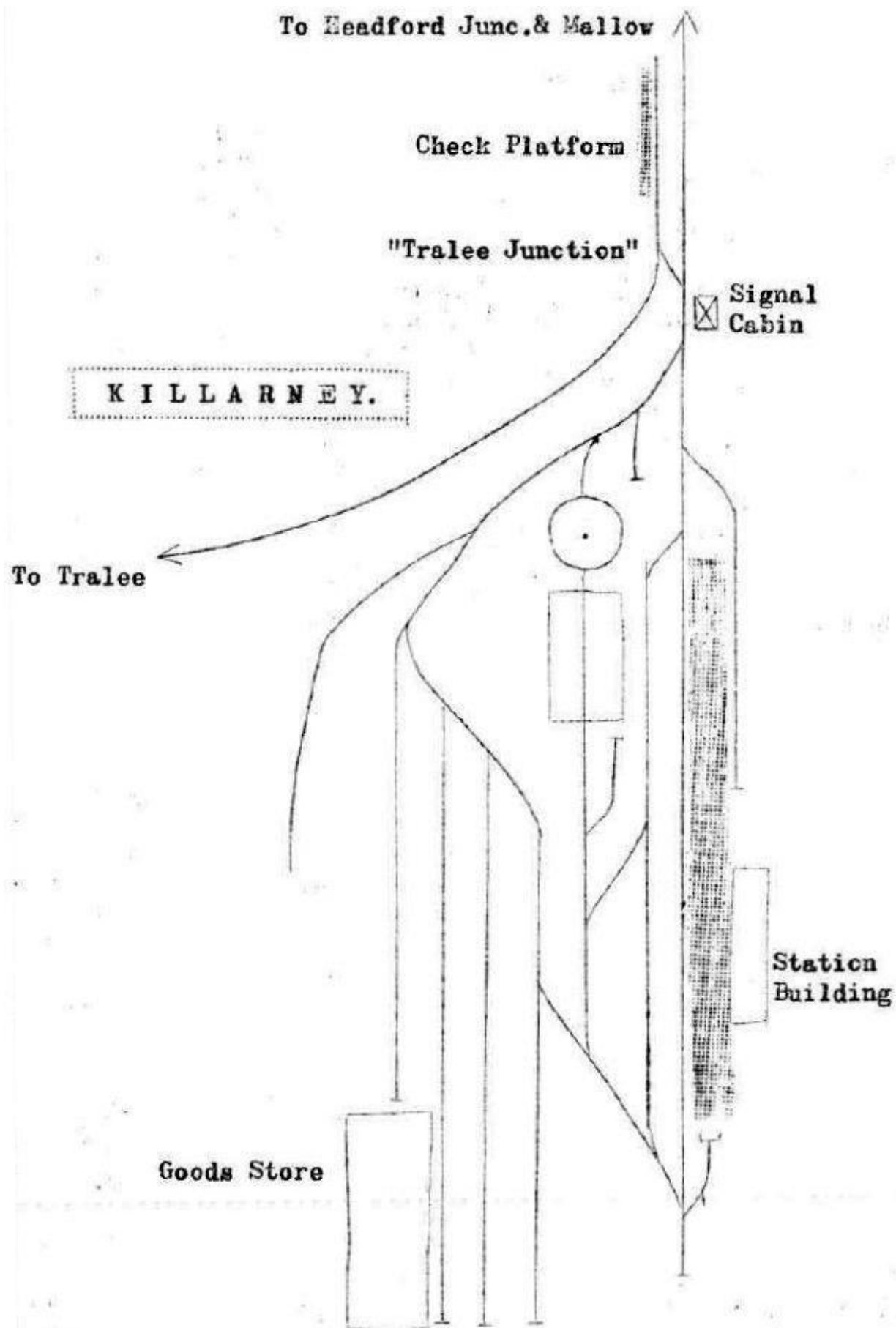
Killarney

An intermediate station which is a terminal and is expressly laid out to preclude through running is surely a curiosity! Such is Killarney on the Mallow-Tralee line of CIÉ.

The line was opened to Killarney on 15th July 1853 by the Killarney Junction Railway, a subsidiary of the working company, the GS&WR. The section from Headford had been finished for some time but delay in the construction of Quagmire viaduct caused the opening to be postponed until the link with the remainder of the line, then terminating at Freemount, was completed. As now, Killarney was very much of a tourist resort and, concurrently with the railway opening, a hotel was being built by the company which has grown into the luxury Great Southern Hotel of today. This hotel stands in its own grounds close to the station building with which it is linked by a covered footway on ground level. The extension of the line to Tralee was opened to passenger traffic on 18th July 1859 and on 28th August to goods traffic. This section was constructed by the Tralee & Killarney Railway. Subsequently, both these companies became part of the GS&WR system.

The unorthodox layout is seen from the layout diagram. The one platform and its short bay suffice for ordinary traffic because passenger trains rarely cross here. The train from Mallow to Tralee enters the station in the normal manner but on departure the locomotive propels its train into the siding on the up side at "Tralee Junction", Killarney. A grass grown platform which was once used as a ticket checking point, exists on this line but has not been in use for many years. The signal cabin is close to the Junction and has 36 levers of which 15 are spare. In the Killarney-Ballybrack section there was a siding on the up side leading to a ballast pit some ½ mile from the station while beyond this is a platform on the down side serving the GAA ground, This is known as the Fitzgerald Park platform. Killarney station is also one of the present three camping coach sites and two such vehicles are to be found on a disconnected section of track close to the bay platform points.

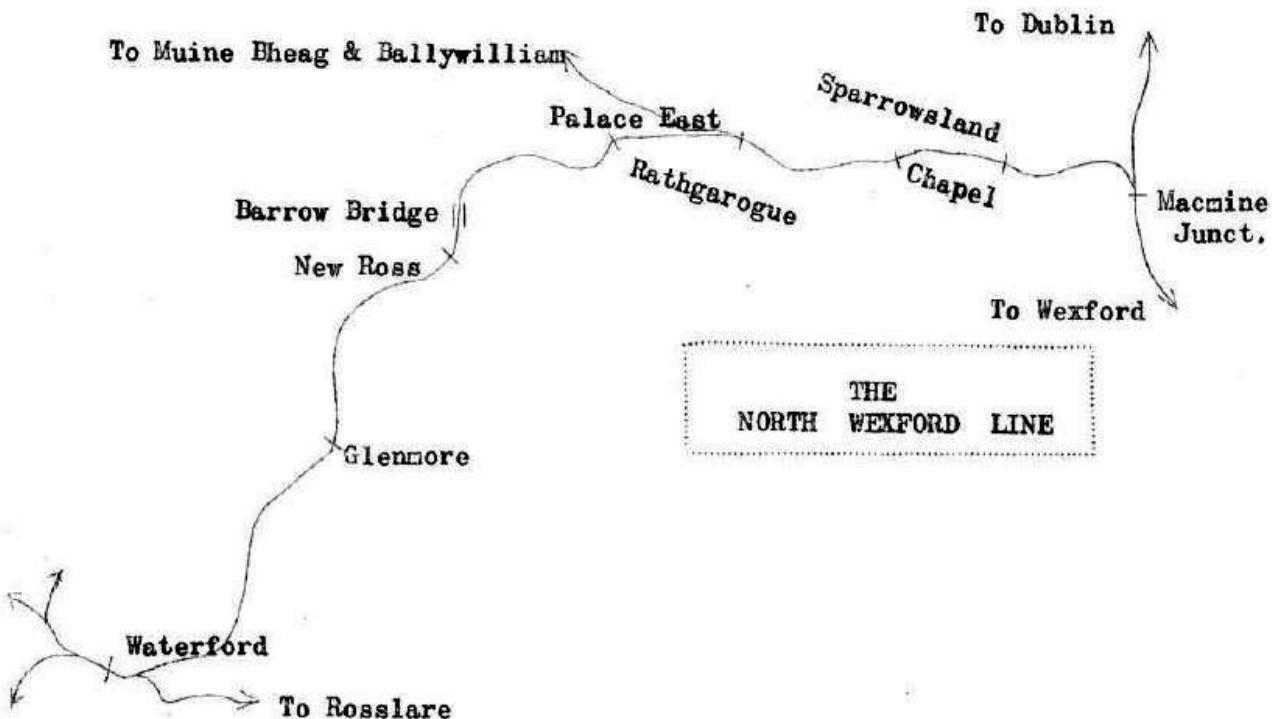
Killarney has its normal but unusual service in the current winter timetable, with three down and four up passenger trains each weekday. There are three down and two up goods trains thus balancing the workings. The 02:15 "Mail" goods ex Mallow is, in fact, "Mixed" but does not carry passengers. All of these trains are worked by DE locomotives - predominantly of the A class - except the 08:47 up and the 23:14 down on which a railcar set is used. During the summer period one extra railcar working in each direction is customary and, of course, there are regular visits of the "Radio Train" from late May to mid-September. Killarney has always proved the most popular venue for this train since its inception in 1949. The train leaves Dublin Amiens Street at 09:05 and on its arrival in Killarney passengers are taken for a jaunting car trip around the town and to the lakes before the return journey at 18:15. Meals are served on the train in each direction, hence the generous allowance of time for the journey.



Feature Section

THE NORTH WEXFORD LINE

If one seeks, in the erstwhile Dublin & South Eastern Railway empire, the highest summit, the fiercest gradient and - if one considers the Dublin "Loop Line" bridge as a thing apart - the longest bridge, these will all be found on the 34 miles of line from Macmine Junction to Waterford. Now that the Valentia Harbour branch is no more, the "North Wexford" line is probably the most difficult branch in Ireland from a gradient point of view, although not as high a summit as on the "North Kerry" line at Barnagh.



Not to Scale

The line developed piecemeal in a fashion that few, seeing it nowadays for the first time, would imagine. Its beginning was in the Bagenalstown & Wexford Railway who sought to reach Wexford via Borris, Ballywilliam and Palace East. In this they failed as the Dublin, Wicklow & Wexford Railway opened their line to Wexford on 17th August 1872 and the last link of the B&WR was made by a separate company - the Waterford, New Ross & Wexford Junction - which linked the B&WR, then at Ballywilliam to the DW&WR at Macmine on 1st April 1873. At this time it was intended to continue to Waterford from Ballywilliam, but later plans were changed and the next section was built from Palace East to New Ross and opened on 19th September 1887. This portion and the remainder of the line was built by the DW&WR who by agreements gave control of the whole Bagenalstown - Ballywilliam - Palace East section to the GS&WR. The New Ross - Waterford line was opened for goods on 15th February 1904 and for passengers on 27th April 1904 so, in celebration, the DW&WR changed its name to D&SER in 1906.

At Macmine Junction the Waterford line trains use the back of the island platform on the up side of the main line. Crossovers enable a main line train in either direction to use this loop and the 07:25 down "mail" frequently does so. For 3½ miles to MP 86½ the climb is continuous and steepens from 1 in 130

to 1 in 60. At the top on the down side is Sparrowsland siding, used only during the sugar beet campaign, and beyond the line undulates passing Chapel Halt with its whitewashed building and single up-side platform, to reach Palace East. Here at the summit of the line, some 480ft above sea level, is the junction with the line to Bagenalstown (now officially Muine Bheag). There is a platform on the up side and behind this is a bay for the GS&WR trains. Beet loading is good during the season but other traffic is light enough, a remark which applies even more forcefully to Chapel and Rathgarogue Halts.

Almost a mile from Palace the two single lines diverge, just after crossing the Enniscorthy - New Ross road on adjoining twin bridges which suffered very severely during the "Troubles" of 1922/3.

Rathgarogue is a pleasant little halt with an up-side platform. The line which falls steeply from Palace East to MP 95 has a short hump before swooping downhill - three miles at 1 in 60 - and Rathgarogue marks the start of this fierce descent which carries the line through several deep cuttings and across several high embankments in the engineer's endeavour to even maintain the awesome grade of Ballyanne bank. The career culminates with an acrid aroma of burning brake blocks in the New Ross, or, more correctly, Mount Garrett tunnel. Emerging, the line immediately crosses the Barrow on a 590ft five-span girder bridge, the "ouvrage d'art" of the line. This bridge is now opened only occasionally as river traffic upstream of New Ross is rare, in contrast with the heavy traffic below that town.

New Ross, with some 4,900 inhabitants, is far and away the largest place served en route. The station is on the west bank of the river and although the greater part of the town is on the opposite bank the railway is not really inconveniently sited. There are two platforms and behind the up one a goods yard and store. By far the greatest concentration of traffic on the line is for or from this station and the volume has been somewhat increased by the establishment of a new fertiliser factory close to the railway. It is a matter of disappointment, however, that this factory has no siding and a considerable amount of its products is being conveyed by road or by water.

Two summits have to be surmounted beyond New Ross and these are at MP 105 and MP 110. In between, on the climb to the second one, is Glenmore Halt with a short siding, an up-side platform and usually a fine floral display as well. The descent into Waterford is sharp, much of it at 1 in 79 with some 1 in 60 on the concluding stages. At Abbey Junction the branch joins the Mallow-Rosslare line and here, up to amalgamation, existed a D&SER turntable, loco shed and carriage shed. The 10 chains from Abbey Junction to Waterford East Cabin were up to the same time jointly owned by the D&SER and the GSR although built by the latter for the Fishguard & Rosslare Railways & Harbours Co.

The branch trains were worked by the D&SER locomotives up to 1925 but thereafter GS&WR locos began to infiltrate; latterly the 4-4-0 301 class (D11/12) held considerable sway. Railcars were introduced on the passenger trains early in 1960 but C class locos displaced them in 1961 and are still in use. Passenger services on the line have varied from an elaborate five to six trains in 1904 to the present two. During the greater part of this period the normal service was of three trains each way throughout. An additional short working between Waterford and New Ross was achieved by the attachment of a coach to the branch goods in between these points. During the "Troubles" of 1922/3 there were frequent interruptions to traffic. For a time from September 1923 when the Barrow Bridge on the Waterford - Campile - Rosslare line was out of commission the heavy Rosslare Express trains were routed via the North Wexford line, hauled of course by GS&WR locomotives with a D&SER pilot driver. The line lost its passenger traffic during the coal crisis from April 1944 to January 1946 and again for a couple of months from 25th January 1947. Its chance of surviving the present threat is, regrettably, rather slim.