

THE

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EDITORIAL

The extinction of steam on CIÉ by last May was a milestone in Ireland's railway story which, not unnaturally, focuses one's attention on the motive power which replaces it; indeed, has been replacing it for some considerable time.

Apart from the railcars, which undoubtedly proved to be the salvation of passenger services in 1952 and after, the bulwark of diesel locomotives has been the Metrovick 1,200 hp A class DE. An untried design, they, not surprisingly, had considerable teething troubles but although now, over 7 years later, they are beginning to show their age, they have proved fairly satisfactory in handling any task asked of them. Presently they are used mainly on goods trains where their power and braking ability can be exploited to the full advantage but are still in demand for heavy specials and such trains as the 11:30 Cork-Dublin. The 1956 Sulzer 950 hp B class locos have proved even more satisfactory despite their unprepossessing appearance and, except when overloaded - a fairly frequent occurrence in their early life - they have given exceptionally little trouble and handled a multitude of diverse trains from express passenger to the "Rambler Goods". Strangely, they have remained on the Southern section, and in Waterford, Limerick and Cork in particular, ever since their introduction.

Even the most casual observer can not fail to notice the present predominance of the newest locos, the 950 hp 1962 double-ended General Motors diesel-electrics, even allowing for their numerical superiority over all but the A class. They and their predecessors - the 15 single-cab locos obtained in 1960/1 - are giving almost trouble-free service and subject to the limitations of their 950 hp seem well able for CIÉ's current schedules. Unfortunately, however, they are only 950 hp and hence are indifferent performers with loads of seven or more bogies although such tasks fall to their lot quite frequently. Recently a new GM of the B141 series was replaced on the 11:00 "Enterprise" by a B121 series. This train can in summer rise to 9 bogies which destroys all hope of punctuality - and in a named train too! The versatility of 950 hp units which can be worked in multiple is excellent in theory but on CIÉ it seems that the practical application of this theory has been hindered by the necessity to spread the 37 locomotives available so widely over the system. It is also very unfortunate that the 1960 GMs are, for CIÉ's purposes, uni-directional, necessitating the retention of turntables at strategic points. The reason is the high bonnet which precludes the safe sighting of signals when, as invariably, they are driven by one man. Their use on minor passenger duties - they were found unsuitable for goods workings - is a pity too, but it is inevitable when one realises that they must stand in for the C class.

Of the 34 C class 550 hp Metrovick DE locomotives it is hard to place more than 12 in service; less now with the reduction of services on the Ballina branch. They are underpowered and can with difficulty keep time with 5 bogies. They are increasingly being kept to pilot duties and short trip workings for they can not by any stretch of the imagination be regarded as reliable. On the other hand, apart from teething troubles and a spasm of axle problems the E class appear to be capable of covering

their duties as shunting and short trip transfer locomotives very well indeed. Most of them are confined to the Dublin area but two are employed in Cork and in recent weeks one has been allocated to Limerick. These locos are not used on passenger trains, or even on goods trains over 10 miles, as they are unsuited to running at over 25 mph.

The smallest of CIÉ's diesels are the 160 hp G class, three of which were originally obtained in 1956 for experiments in branch line operation. Ten more arrived in 1961/2 but the spate of branch line closures has to some extent robbed them of their prime function. They are presently deployed as shunters in smaller yards and stations, presumably with the aim of reducing the shunting time required by the longer distance goods trains. In the present mode of operations this is a sound idea savouring very much of current French practice.

It is extremely easy to be wise after the event. The 208 diesel locomotives of the CIÉ stud are a mixed bag; some types prove in the hard school of practice to be lacking and it seems likely that better results would obtain if the horsepower of each class had been higher with a view to possible future acceleration of services and to giving locos a margin for time recovery, although while the overall permanent speed restrictions remain at their present level the scope in the latter sphere is decidedly limited.

REVIEW

“The Dublin & Blessington Tramway” by Messrs H. Fayle and A.T. Newham

This, the first of the Oakwood Press “Locomotion Papers” series to be devoted entirely to an Irish subject, deals with an interesting line which fell to the competition of the road along which it made its way to Blessington and Poulaphouca. The line, its working and rolling stock are described in the 32 pages of text and the authors have managed to capture some of the possibly haphazard spirit of the “Blessington”. The 16 illustrations are varied and are mostly well reproduced but, as with other books in this series, one feels the lack of an index. Indeed, the one complaint is the difficulty in locating the information given - we have yet failed to find the distance to Poulaphouca. Some of the details, too, could with profit have been tabulated. None the less this little book fills a gap in the history of Irish Railways and in view of the present high prices for specialist books the charge of 8/6^d is not, perhaps, unreasonable.

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We are indebted to Mr C. Creedon for the June 14 “Journey Jottings” and to Mr M.K. Belshaw for “Station Survey”.

SOME ARTICLES OF IRISH RAILWAY INTEREST

Railway Magazine

May	The Sligo Line of CIÉ Part 1
June	The Sligo Line of CIÉ Part 2

Modern Railways

May et seq The Irish Scene

Railway World

July	Knockmore Junction - Banbridge Centenary (Paragraph)
	Avoca - Enniscorthy

News Section

CIÉ GENERAL NEWS REPORT

Signalling Developments

Following the closure of stations on the Midland and Limerick-Sligo sections on June 17 last, a series of block posts was dispensed with in the week following. The cabins closed were those at: Ballindine, Ballinlough, Ballycumber, Clarecastle, Craughwell, Donamon, Drumsna, Ferns Lock, Foxford, Kiltoom, Longpavement, Moyvalley, Oranmore and Streamstown. This reorganisation creates a new record length for a section carrying regular passenger trains with a mileage of 20½ between Manulla Junction and Ballina cabins. Even on the Dublin-Galway line there are now several quite lengthy sections such as the 10 miles from Castletown to Moate and the 13 miles from Athenry to Galway. On and from June 17, several level crossings on the Ballina Branch and between Claremorris and Swinford were reduced to accommodation gates.

Rolling Stock Developments

At Inchicore Works construction is now almost complete on the two new first class coaches mentioned in our last issue. They are numbered 1145-6. A new kitchen car is also nearing completion and will probably displace 1130 from the regular "Radio Train" set. Of the six new Craven built coach bodies which have so far arrived four are at present being floored in the carriage erection shop but have, as yet, not been fitted with seats.

Summer Timetable

Although publicised by CIÉ as a timetable introducing considerable accelerations in rail services between Dublin and the West of Ireland, this year's edition also reveals a drastic curtailment in train services which has been effected in certain areas following the general closure of small stations. Passenger services on the Ballina branch have been reduced as mentioned elsewhere, while trains between Galway and Limerick, Galway and Tuam, and Claremorris and Sligo have been withdrawn completely, leaving only one weekday passenger working in each direction between Limerick and Claremorris on the former "West Coast Route" from Limerick to Sligo. The latter solitary passenger working has the unusual distinction of calling at Craughwell and Ballyglunin in the up direction only! This, however, is not the only anomaly in the 1963 summer timetable for Kilcoole, on the Dublin - Rosslare Harbour line, is served in the down direction only, while four stations between Limerick and Limerick Junction - Killonan, Boher, Pallas and Oola - have no service at all in the down direction. Two glaring omissions from the timetable must also be mentioned. No morning through service to Dublin is shown from the Loughrea branch although the 07:50 ex Loughrea connects at Attymon with the 07:55 Galway-Dublin, and no train service is shown at all for the Youghal branch whereas regular Sunday services are being operated throughout the summer to cater for seaside traffic. Notwithstanding the foregoing the positive accelerations effected in main line services to the West are quite remarkable. A new weekday express from Dublin to Galway at 13:35, calling at Athlone only, completes the journey in 3 hours - an improvement of 30 minutes on the previous best train, the "Cu na Mara". The new 13:35 express returns from Galway at 17:30 providing a much needed evening train to Dublin. The accelerations effected on the Dublin-Westport route range from cuts of 15 minutes to as much as 70 minutes in journey times, while the Dublin-Sligo line has been speeded up by from 10 to 45 minutes. When such commendable improvements are being introduced it seems a pity that one must mention two regrettable points in these faster schedules. An extra service from Dublin to Loughrea could have been provided by stopping the 13:35 Galway express at Attymon for the branch train already departs at

16:30 - some 20 minutes after the express passes through non-stop. A very useful connection from West to South of Ireland could easily have been provided by a slight alteration in the timing of the 15:50 Galway-Dublin day mail which at present arrives in Athlone just 2 minutes after the departure of the 17:10 cross country train for Portarlington. Services on the Northern, Southern and Eastern sections generally show little change from those operated in summer 1962, with the exception of the Cork-Cobh service which has this year been increased-from 15 to 18 trains in each direction (SX). One of the additional trains has, however, been cancelled since the introduction of the timetable on June 16. Buffet cars this summer are again included in most main line trains although this is not very obvious from a scrutiny of the inaccurate list of catering facilities on page 32. Finally CIÉ must be commended for including in this issue of the timetable full details of the suburban services in the Dublin area together with a vastly improved presentation of information relating to bus connections to and from the main line rail services at principal stations throughout the country.

Claremorris-Collooney

The once daily passenger service in each direction on the 44 mile Claremorris-Collooney section was withdrawn after the last train of June 15 and at the same time the intermediate stations at Curry, Carrowmore and Leyny were closed completely, although the loop and signal cabin at Leyny will remain. The former railcar working from Sligo to Limerick and vice versa is now replaced by a Ballina-Limerick train hauled normally by a new General Motors diesel loco. On the final trip into Sligo a 3-coach railcar - 2634/1350/2655 and LV 2747 - was provided and had the respectable total of 71 passengers on leaving Claremorris at 19:42, 56 minutes late. This delay was, however, due to awaiting the connecting 14:30 Westland Row - Westport which suffered a loco failure (A43) at Bekan and had to be rescued by B153 which was at Claremorris on the 15:20 (SO) Westport-Dublin goods. The railcar did not regain time for at each station en route local people came to watch and inevitably delays occurred. Swinford had a 27 detonator salute to its passing and most other stations did likewise in lesser degree. On arrival in Sligo the railcar was shunted to await its next duty, the summer 10:05 express to Dublin on the following Monday morning. A daily goods train between Sligo and Limerick continues to traverse the line in each direction and a passenger special has also run. An overall speed limit of 40 mph has also been imposed.

Locomotive Developments

Since our last issue there have been a number of changes in the disposition of the CIÉ steam loco fleet. Locos 14N, 15N, 80N, 117N, 179N, 181N and 637 have been transferred to Inchicore where it is expected that they will be scrapped although all except 14N were scheduled to be stored. Loco 132N has been moved to Sutton tram shed while locos 132, 172, 197, 91N and 562 have been brought back to Amiens Street. The two last-mentioned have been sent to Inchicore for scrap. Locos now stationed at Amiens Street are 132, 151, 172 and 197. J15 No.184 has been despatched to Inchicore where it is expected that she will once more be restored to her GS&WR livery. An 1871 tender has been provided for her. Locos 111 and 187 arrived in Amiens Street from Sallins on April 16. 111 was sent to Inchicore for scrap but 187 was retained to take part in a film production. On May 18 and 19 both 187 and 151 were in use at Kingsbridge for the filming of night scenes on a Bavarian railway while on May 20 and 21, 151 with 5 secondary coaches was at Westland Row - transformed into "Waterloo, Southern Railway" for the purpose of the film "Of Human Bondage". On June 10, 151 was again in steam and went to Bray and back. Since this date no CIÉ loco has been in steam and loco 187 has been sent to Inchicore for scrap. All of the steam locomotives reported in our last issue as in store in Cork have been transferred to Inchicore, except 262 which is now in Thurles. There are no locos at Cork, Waterford, Limerick or Tralee but 574 is now stored in Sligo. 463 has been taken off the West Cork lifting train due to lack of watering facilities. A new Maybach shunter, E428, and two Deutz locos, G603 and G611, have been allocated to Limerick while G615 is stationed in Ballina.

“Pat” In Steam

An interesting CIÉ locomotive, rarely referred to, is “Pat” the Cork coal gantry engine which was put in steam especially for a visiting party of IRRS Munster Area members on June 24. “Pat” was built by the GS&WR in 1884 and is a vertical boilered 0-4-0 which hauls coal wagons on an overhead gantry from Penrose Quay to the coal bunkers beside Cork Glanmire Road shed. In view of the removal of all steam locomotives from Cork it is rather unlikely that “Pat” will work again and the whole coal gantry will probably be demolished.

September Closures

The introduction of the winter timetable on September 9 will bring with it a reduction in the number of stations on the Southern section of CIÉ. On July 6 CIÉ gave formal notice of its intention to close 27 stations completely and 17 stations to all except certain traffic. Of the former, eleven will close after the last trains of September 7 (or September 8 where Sunday service is provided). The remaining 16 will close to all traffic except beet (for which they will be open only in the 1963/4 season) and will be completely closed on and from 1st February 1964.

The list of 27 stations scheduled for complete closure is: Annacotty, Ballybrack (R), Bansha (R), Blarney (R), Boher, Borris-in-Ossory siding (R), Castleconnell (R), Emly (R), Farranalleen, Fiddown (R), Gortatlea (R), Headford Junction (R), Horse & Jockey, Kilbarry (R), Killonan, Kilsheelan, Lisduff (R), Lisnagry, Lombardstown (R), Mourne Abbey, Oola, Pallas, Rathcool (R), Rathduff (R), Rathpeacon (R), Shallee and Straffan (R); R = retained to 31/1/1964 for beet traffic only. The differentiation in closure dates is due to the existence already of beet contracts for the coming season.

In the sphere of partial closures the under-listed 17 stations are affected and the traffic which each will retain is indicated. Six suffixed (R) below will close for beet traffic on 1/2/1964 as above: Birdhill (RP), Buttevant (PBLW), Cloughjordan (PBLW), Dromkeen (PMD), Dundrum (RP), Farranfore (PBLW), Fethard (G), Goold’s Cross (RPMD), Grange (BLW), Kilmallock (PBLMD), Knocklong (PBLWMD), Laffan’s Bridge (G), Lucan South (RL, by special arrangement), Millstreet (PBLW), Monasterevan (RP), Mountrath (PBM), Sallins (RLW, cement only). Traffic retained is indicated by: B = seasonal beet; L = livestock; W = wagon load traffic; M= milk and cream by passenger train; D = dogs by passenger train; P = passengers; G = all goods.

In addition to the foregoing, regular passenger trains will cease to operate between Thurles and Clonmel after the last train on September 7 and certain service alterations will apply including the replacement by a bus of the Nenagh-Limerick local train described in the “Journey Jottings” in this issue.

Loco 800

At the time of writing, July 13, loco 800 “Maedbh” and the “Dargan Saloon” are still in Inchicore awaiting a pair of wheels for the latter before being hauled to Belfast. Both of these historic vehicles are destined for preservation in the Belfast Transport Museum. 800 will probably remain on the GN at Belfast while weight difficulties are overcome.

Foxford Fights Back

The closures of stations on the Midland and Limerick-Sligo sections of CIÉ took place after the last trains on June 15. In most places the replacement of rail facilities has worked well but CIÉ in its announced intention to close Manulla Junction, Ballyvary and Foxford carefully concealed the additional reduction of services from five to one per day on the Ballina branch; a 09:50 to Limerick giving a Dublin connection at Claremorris and a reciprocal evening return working. Bus connections run to and from Claremorris (3 up, 2 down) which, however, take 1 hour 29 minutes against the 1 hour taken by rail. The closure of Foxford - a station with fair passenger and excellent goods traffic - has

certainly been regarded as unjust. After a deputation to CIÉ had proved unfruitful, local traders, on May 18, blocked the line with motor vehicles causing the 20:30 Ballina-Claremorris goods to stop in Foxford where a letter of protest was handed to the guard for delivery to Dr C.S. Andrews. The line was eventually cleared, after the intervention of the Gardaí. Several days later the incident was repeated and on another occasion the Limerick-Ballina train was stopped by communication cord to allow two American visitors to alight. Traders in Foxford have refused to accept goods delivered by lorries and are collecting their own goods at the railhead - Ballina. The present position in the "battle" is that CIÉ have warned the local Dáil Deputy that any further protests would be the concern of the Gardaí while the local interests have replied that the only course open to them was that of further protests.

Barrack Street Passenger

On May 18 the IRRS organised an afternoon special from Drogheda to the Ardee branch and Dundalk Barrack Street. The special was made up of loco A38 and two bogies, a second and a brake second. The journey to Ardee was uneventful and the loco ran round its train and set back into the attenuated passenger platform which it more than filled! A stop was made at Dromin Junction to run round and to photograph the up 14:15 from Belfast before continuing to Dundalk. There the train was propelled to Dundalk South Junction and thence across the south curve to Barrack Street goods, formerly the INWR's Dundalk terminal. Returning to Dundalk the special ran to Drogheda in sprightly fashion and was attached to the up 18:15 ex Belfast. An enjoyable day was had by all.

Lifting

The present position of the various lines now being lifted is as listed hereunder:

West Cork: Removal of the main line is continuing between Knockbue summit and Dunmanway, all of the branches having now been completed. Loco 463 (4-6-0T) has since May last been displaced from the lifting trains by a C class diesel due, mainly, to the lack of watering facilities.

Port Laoise - Kilkenny: Northward the line is lifted to within 2 miles of Port Laoise but no further progress seems to have been made southward or on the Castlecomer and Deer park line.

Birr: Operations commenced at Birr in early May and are currently between there and Sharavogue siding. The material is being removed to Roscrea and is to be stacked alongside the Limerick-Ballybroy line where it adjoins the Birr branch.

Ballaghaderreen: In the first week of May lifting commenced at Ballaghaderreen towards Kilfree Junction. This line is the first to be sold "in situ" and is being removed by road vehicles by a Co. Leitrim contractor. At the time of writing the railhead is between Edmondstown and Island Road and is proceeding rapidly towards Kilfree. If the present pace continues the work should last little over six weeks more.

Mountmellick: Lifting of the Mountmellick branch also started in May and track is now removed for about 1½ miles from the terminus.

Banagher: This branch has, apparently, been sold in situ, as in early July a fence was erected across the line at Clara & Banagher Junction, Clara. Up to the time of writing lifting has not commenced.

Other Lines: No lifting has yet been reported from the Meath, Newmarket, Ballylinan, Edenderry, North Wexford or Palace East - Muine Bheag lines, although signalling equipment from the last-mentioned was being removed in late June.

UTA

Annual Report

The Annual Report of the Ulster Transport Authority for the year ended 30th September 1962 was

published on May 23, and shows a trading loss of £306,000 and a total loss of £438,000. The rail loss was £458,000 a reduction of £40,000 on the previous year, but due entirely to reduced capital and depreciation charges made possible by the 1962 Transport Finance Act. Apportioned over the three rail sections, the loss is made up as follows: B&CDR profit £15,500 (£11,500), NCC loss £145,700 (£164,000), GNR loss £328,000 (£345,000). Pending the Benson Report, the Authority does not comment on its railways, but it shows that following last year's fares and rates increase, receipts remained static whilst traffic dropped by 7%. Receipts and expenditure showed a decrease on the B&CDR and NCC sections, but an increase on the GNR section. On the B&CDR and NCC sections 87% of the train mileage was diesel powered whilst the corresponding figure on the GNR section was 48%. For the first time, bus services were operated at a loss which the Authority regards as "especially disappointing".

Station Closure

Muckamore signal cabin on the NCC main line is now completely closed and from May 6, the two up and one down passenger services ceased to call at the halt. On the GNR section Scarva cabin is in the course of being demolished following its closure on September 10.

Station Improvements

Ballymoney, Dungannon, Victoria Bridge and Strabane stations have been repainted, while work is at present in progress on the renovation of Portadown and Warrenpoint stations. The "Best Kept Station" prizes were awarded in the various classes to: Omagh, Ballymena, Derry (Waterside), Belfast (York Road), Lurgan, Limavady Junction, Whiteabbey, Victoria Bridge, Castlerock, Sion Mills, Pomeroy and Sydenham.

Closure Of Donegall Quay

The Donegall Quay line was closed to all traffic on May 31 and Maysfields goods was closed to all except coal, sand and livestock. The 19:00 goods ex Derry and the 23:00 goods ex Portadown are now routed to Grosvenor Street goods yard instead of Maysfields. The closure reduces the connections between the GNR and the NCC sections to one, the Knockmore Junction - Antrim branch. Since May the "fifth line" between Balmoral and Adelaide has also been out of use.

Locomotive Developments

Negotiations have been completed for the purchase of four ex GNR locomotives from CIÉ and the engines in question - 170, 171, 174 and 207 (all 4-4-0) - were transferred from Dundalk to Portadown on June 20 and 21 under their own steam. After preliminary inspection at Dublin during May, two of the locos, 174 and 207, were sent to Dundalk on May 13 and were followed by 170 during the ensuing week. A long time elapsed while boiler insurance officials examined the locos. Compound 4-4-0 85 was also considered but after examination was rejected. All of the engines (including 85, ultimately destined for the Belfast Transport Museum) have had their name plates removed. All of the locomotives have been put into service. 207 made her first trip to Dublin as a UTA engine with a race special to the Curragh on June 29 and has worked excursion trains on several occasions since. 171 and 174 have been reported in service on the Derry Road and on Belfast - Warrenpoint trains. The return of the blue livery to the heights of Pomeroy and the lough shores of Narrowwater, however temporarily, is a welcome flashback to a colourful past. Locomotives which have been overhauled or repaired at Duncrue Street since our last issue include: 2, 51, 57 (2-6-4T). Locos being overhauled are 10 (2-6-4T), 33, 48 (0-6-0) and 97 (2-6-0). The British Railways works at Derby are reconditioning a number of boilers and fireboxes for use on 2-6-0s and 2-6-4Ts. 0-6-0 No.13, out of service for some time, was observed on pilot duties at York Road and is believed to have ventured as far as Carrickfergus. 2-6-0s 95 and 98, both unusable, are in store at Whitehead pending a decision to overhaul them. On June 24, 10 locomotives were advertised for auction and are lying at Maysfields. They are 19 (0-6-0T), 23, 24,

25 (0-6-4T), 41, 46, 111X (0-6-0), 42X, 59, 135X (4-4-0). 30X (4-4-2T) was disposed of early in April. GNR RT and PP classes have thus become extinct and 135X was the last Q class 4-4-0 on the UTA although 2 remain on the CIÉ list.

Rolling Stock Developments

NCC coach No.282, formerly a first class saloon with armchairs, has been fitted with old bus seats and reclassified as second class. Brake/compo No.230 has also been fitted with bus seats and its brake removed. Ex GNR restaurant car N554 is now in regular service on the NCC section.

Summer Timetable

Operative from June 17 to September 8, the summer timetable contains several noteworthy changes from the usual pattern, with particular reference to the former GNR Derry line. The Monday to Friday through trains are similar to those of last year with the 10:25 Derry-Belfast and the 15:00 return working being steam-hauled. Provision is made for an up relief to the 16:10 ex Derry as between Omagh and Belfast from July 18. In previous years this train ran almost daily but was not publicly advertised. It is scheduled for steam haulage. On Saturdays, in the down direction there is a new 08:10 diesel to Strabane serving Dungannon and Omagh only and a 10:00 diesel to Derry. The 08:25, 11:15 and 17:00 ex Belfast are booked as steam trains while the 15:00 ex Belfast is diesel. In the up direction the 07:10 is diesel, the 10:25 is steam to Strabane and thence diesel, being formed by the set of the 08:10 down. The up 12:55 and 16:30 are steam and the 15:30 and 19:30 are diesel. The return of steam to so many trains on the "Derry Road" will be acclaimed by many railway enthusiasts but the consequent recasting of the dining car facilities will hardly enthuse the general public. On Mondays to Fridays cars are provided in the customary manner. On Saturdays, however, they are provided on the 08:10 to Strabane, 10:00 and 15:00 to Derry but the three trains with Dublin connections - the 11:15, 17:00 and 20:05 have none. In the up direction the 10:25, 12:55, 15:50 and 19:30 have dining cars. It is to be noted that a dining car is attached to the 15:50 ex Derry and not to the 16:30 which takes the connections from CDR buses at Strabane. The 18:15 (SX) Derry-Strabane although shown in the public timetable does not run, thus reducing the up direction service at the three CIÉ stations, Carrigans, St. Johnston and Porthall, to one train per week - the 17:55 (SO) Derry-Strabane. The Dublin-Belfast main line maintains the same timetable as last year including the greatly augmented Saturday service. The main changes in the latter are that the 07:00 down, worked by a new GM loco, now calls at Mosney, Drogheda and Dundalk and the 14:30, one of the 1960 GMs, stops at Mosney and Dundalk both without greatly increasing their running times. The former 18:15 up train from Belfast is altered to 18:20 (SX) and 18:45 (SO). The NCC section timetables show very little change but there is a decrease in steam working. While the service is essentially diesel on Mondays to Fridays, on Saturdays the 05:55, 08:35 and 09:40 Belfast-Derry are steam as also is the 14:10 to Portrush. In the up direction, the 13:00 and 15:00 from Derry and 16:25 from Portrush are steam. The Monday-Friday morning services to Portrush have been altered from 09:25 and 11:10 to 10:25 and 13:15. Portstewart station is open only on Saturdays and Sundays. The Larne line is entirely diesel on Saturdays but on Mondays-Fridays the 17:00 and 17:30 down and 18:05 and 19:00 up are steam.

Bridge 300

Progress is still being made on the rebuilding of bridge 300 at Balmoral. Since our last issue work has commenced on the erection of a new abutment at the east end of the station platforms and when this is ready it will support the new long girders. The temporary sleeper platforms are being replaced by concrete slab ones but the station buildings, being on a lower level behind the platforms, present a peculiar appearance.

Railcar Developments

Railcar 6 is ready for service after repairs arising from the Lisburn crash of February 5. Its companion

railcar 7, which was extensively damaged, is still under repair. Railbus 8178 is still lying at Goraghwood after its mishap described in our last issue. Railcar 103, which has been out of use for some time at Newry, has been offered for sale while railcar 101, another crash victim, is still at Derry (Foyle Road). A single unit MP diesel now replaces railcars 1 or 4 as required on Belfast-Ballymena local services and the two morning services on the Portrush branch are worked by a similar unit which acts during the day as Coleraine pilot. The remaining Portrush services are made by through trains to and from Belfast.

Alterations At Newry

The line from Newry South Cabin to King Street - 616 yards - has been singled to facilitate the laying of a new pipeline. The line which has been removed is the up line (Down is, rather unexpectedly, from Warrenpoint to Goraghwood and has no bearing on the gradient profile!). The Harbour branch is not affected, being controlled by King Street cabin which also operates the adjacent level crossing of the same name. Trains entering the Harbour branch to Albert Basin must be in possession of the new Newry South - Dublin Bridge staff and can be locked in by surrendering it to one of the cabins in question.

Loco List

The following is a list of the steam locomotives on the UTA system.

1	2-6-4T	WT	38	0-6-0	SG2	62	4-4-0	S2
2	"	"	40	"	"	63	"	"
3	"	"	43	"	SG	66	"	U
4	"	"	44	"	"	67	"	"
5	"	"	45	"	UG	68	"	"
6	"	"	47	"	"	91	2-6-0	W
7	"	"	48	"	"	93	"	"
8	"	"	49	"	"	94	"	"
9	"	"	50	2-6-4T	WT	95*	"	"
10	"	"	51	"	"	97	"	"
13	0-6-0	V	52	"	"	98*	"	"
26	0-6-4T	SL&NCR	53	"	"	99	"	"
27	"	"	54	"	"	104	"	"
32	0-6-0	SG3	55	"	"	5X	4-4-2T	T2
33	"	"	56	"	V	187X*	"	T1
34	"	"	57	"	"	170	4-4-0	S
35	"	"	58	4-4-0	VS	171	"	"
36	"	"	60	"	S	174	"	"
37	"	"	61*	"	"	207	"	VS

* = Out of use for some time.

Excursions

Excursion traffic from Belfast to Dublin has been exceptionally heavy during May and June and has required the running of the Tuesday and Thursday extra trains regularly since May 7. Special trains from other parts of the UTA have helped in this increase and both Dungannon (two trains) and Derry have contributed their quota. On May 27 the first MP diesel to venture on to foreign metals ran from Portrush to Dublin and back via Antrim and Lisburn. The train consisted of 64/65/541 trailer/549 diner/41. On June 15, the visit was returned when for the first time a new GM loco of CIÉ - B165 - worked an excursion from Dublin to Portrush and back. On June 22 a further MP diesel train arrived in Dublin from Ballymena. This train was made up of 63/59/549 diner/542 trailer/64. Most of the

excursions have been steam-hauled as also has been the regular Sunday train in June. During the two months 91 (2-6-0) made 14 round trips, 58 (4-4-0) made 8, 104 (2-6-0) and 50 (2-6-4T) each made 2 and 60 (4-4-0) made 1, while the newly acquired 4-4-0 207 made one.

LOOSE LINKS

- On May 9 the 18:45 Amiens Street - Rosslare was an 11-bogie train hauled by two GM locos in multiple.
- In the summer timetable the 10:15 to Rosslare and its return at 15:05 is worked by an AEC railcar set with powered intermediates and buffet car 838.
- The “Cu-na-Mara” is this summer a locomotive-hauled train and has no Westport portion - passengers being required to change at Athlone.

JOURNEY JOTTINGS

June 14: Sligo - Claremorris - Ballina - Westport

The railcar set of the 08:50 Sligo-Limerick departed with but 7 aboard at 08:52½ and was made up of cars 2655 and 2634 with LV. Ballisodare and Collooney West both increased the passenger complement by one but Leyny produced no less than 7 and Carrowmore 5! At Tubbercurry, as scheduled, the 07:05 Sligo-Limerick goods headed by loco B124 was overtaken and 9 passengers alighted while 3 entrained. Gradually minutes here and there were being lost in station stops so that by Swinford, where 15 passengers joined the train, it was seven minutes behind time.

At Claremorris home signal a stop of 1½ minutes made the arrival in the station 10 minutes behind time. B174 with 5 bogies LV and 1 wagon departed at 10:54 with the 09:45 Westport-Dublin. The crossing of the two Limerick/Sligo goods trains takes place in Claremorris, and on this date B124 arrived at 13:00 with 22 wagons and van on the southbound train while B133 was seen on the 03:40 ex Limerick.

Yet another new General Motors diesel appeared on the 09:10 Dublin-Westport which was in Claremorris from 13:28-13:39. This was B164 with 4 bogies and van and it made a sprightly run to Balla before proceeding to Manulla to cross A52 with 3 bogies and van on the 13:30 Westport-Dublin.

The Ballina branch train was hauled by C214 with a wagon, compo 2121 and LV 2741 in tow and with the respectable total of 21 passengers. At Ballyvary there were 2 passengers off and on and at Foxford 3 alighted. C231 was in Ballina awaiting its departure with the 18:45 goods to Claremorris while G615 was at work in the yard.

July 6: Nenagh - Limerick & Back

With the introduction of its summer schedules CIÉ still offers a number of interesting short trips to railway enthusiasts. One such journey is made possible between Nenagh and Limerick with the introduction of the summer 14:00 Dublin-Limerick via Ballybophy. On July 6 the writer arrived at Nenagh to meet this train - hauled by loco B144 and comprising coaches 1438, 1307, 1905, 1402, 1357, 2413 (Buffet car), 2141 and LV 2715. Almost simultaneously, the 15:20 ex Limerick with B162, 7 bogies and van arrived on the opposite side to pick up a large number of northbound passengers before departing at 16:07, 3 minutes late. The Limerick-bound train, which was well filled, departed 45 seconds later in a heavy downpour.

Shallee Halt, its days numbered, was passed at 16:19 while Birdhill was reached at 16:26 where 3 passengers alighted before departure 90 seconds later. A surprise call was made at Castleconnell to drop one passenger at 16:35 while Lisnagry was passed at 16:39. A burst of energy brought the speed

up to 60 mph before reaching Killonan where brakes were applied before approaching the junction. Limerick with its impressive yard and station was reached at 16:44.

The return journey was made on the 18:20 Limerick-Nenagh local consisting of railcar 2509, ex SL&NCR railcar B. A last-minute passenger delayed the train some 2 minutes bringing the total complement on board to 31 and 4 half fares. Killonan was reached at 18:30, still 2 minutes late where a stop was made merely in recognition of the timetable. Annacotty Halt with its short but neat platform is a “CR” stop and so, with no traffic offering, 2509 merely paused at 18:35, before making its way northwards to Lisnagry where 8 passengers alighted. It is worth noting that Lisnagry is not unlike some of the SL&NCR stations that 2509 formerly served as railcar B. At Castleconnell - now on time - 8 passengers alighted while at Birdhill 2 more left the train. The long hop to Shallee took another 11 minutes and two “regulars” alighted at the stilted sleeper platform where, amazingly, one passenger joined the train. At 19:05 with Shallee receding and the sun in the west lighting the background of the Silvermines Mountains, railcar 2509 scuttled north to arrive in Nenagh at 19:15.

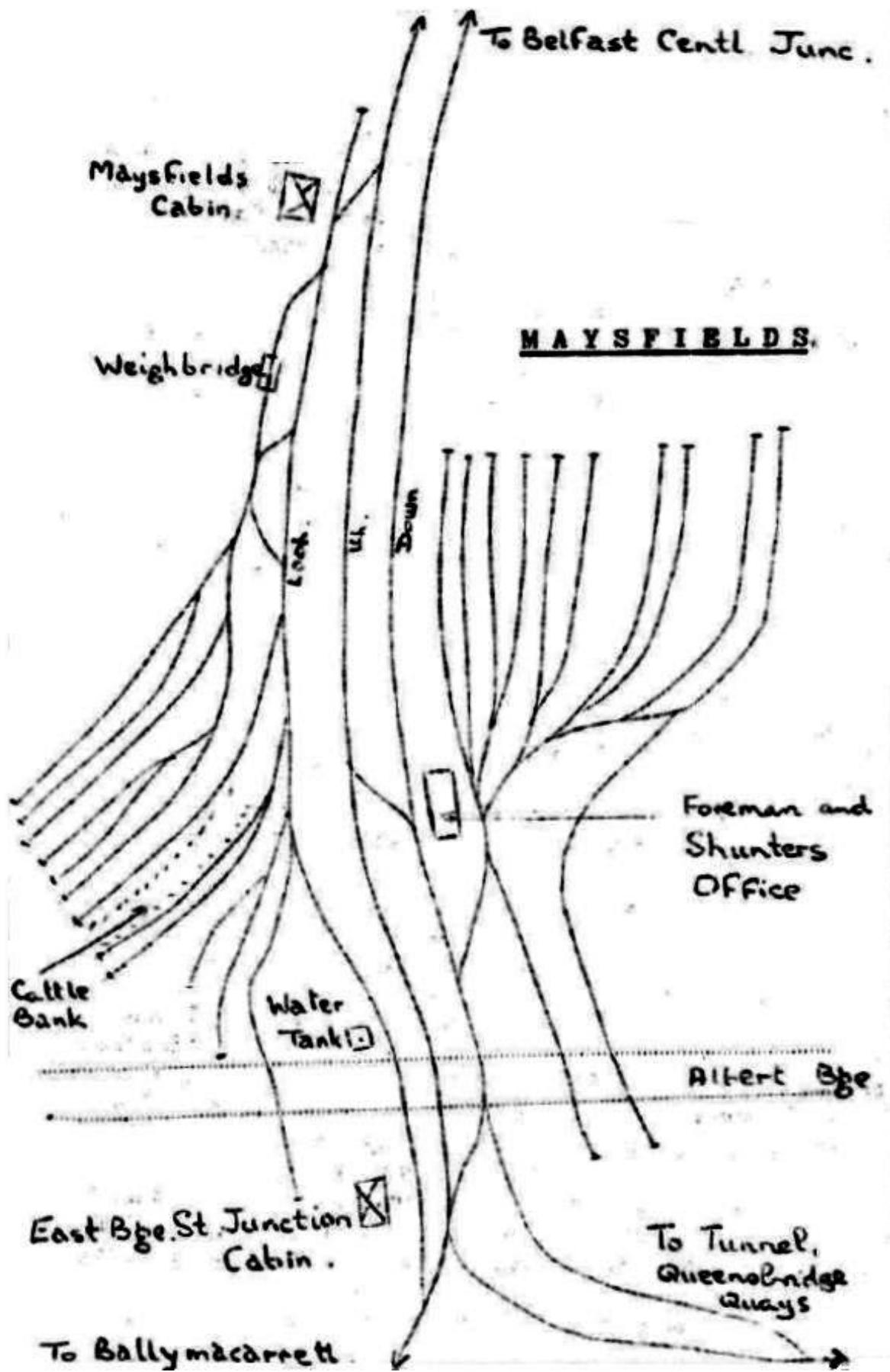
STATION SURVEY

Maysfields

Maysfields goods depot in itself came into being only some fifty years ago, but the line on which it is situated has been in use since 1875. The Belfast Central Railway was incorporated by an Act of Parliament on 25th July 1864 to build a railway connecting the lines of the Ulster, Belfast & Northern Counties and the Belfast & County Down Railways and to build a central station in the city of Belfast. Construction commenced immediately, but after many delays and further Acts, only the section from the Albert Bridge to Ormeau Road was constructed. In 1872 the scheme was severely pruned and work was recommenced. No connection was made with the B&NCR except over the Belfast Harbour Commissioners’ dock lines and the central station was never built.

The BCR line started from a junction with the then Ulster Railway $5\frac{1}{8}$ mile from Great Victoria Street station and circled to the west bank of the River Lagan, and went under the Albert Bridge to East Bridge Street Junction. Thence the main line proceeded to Queensbridge station which was demolished in 1960 to make room for the new Oxford Street bus station. From East Bridge Street Junction a branch ran across the Lagan to Ballymacarrett Junction on the B&CDR. In 1879 the BCR built a short tunnel at the north end of Queensbridge station, under the Queen’s Bridge and out on to Donegall Quay. A passenger service which started on 5th August 1878 was operated from Queensbridge to Great Victoria Street, calling at the two intermediate stations of Ormeau and Botanic Road and at one time reached 17 or 18 trains per day.

The BCR was absorbed on 6th August 1885 by the GNR(I) who discontinued passenger services after 28th November 1885. That the line was an asset to its new owners is readily apparent because within the next 25 years, goods traffic grew to such an extent that in order to avoid complete congestion at Grosvenor Street goods yard the company first built a huge marshalling yard at Adelaide capable of handling 2,000 wagons per day, and then in 1913 at a cost of £26,000, a modern depot at Maysfields, near East Bridge Street Junction. Extensive facilities were provided for livestock traffic, the lairage being considered the most modern in Ireland at the time. The need for such facilities is obvious when one bears in mind that in 1938 almost 300,000 head of livestock were handled there, while in 1962 a mere 4,000 head were handled by the UTA’s railways. Maysfields became a great outlet for the cross-channel cattle exports. Fast shipping trains worked to there from all over the system even from as far south as Dublin. However, the greatest proportion of the traffic came over the Irish North section from the Enniskillen area and the SL&NCR. The “Enniskillen Shipper” ran right up to the closure of the Irish North and SL&NCR in 1957.



A large goods yard was also provided at Maysfields for wagon load traffic and shipping traffic. There were usually 3 or 4 pilot engines at Maysfields, mainly of the GNR 0-6-4T RT class locos, supplemented in recent years by ex SL&NCR 0-6-4Ts 26 and 27. The number of goods trains working direct to and from Maysfields instead of going into Grosvenor Street goods yard has varied over the years but often was as many as 8 or 10 per day excluding transfers between depots. Since the UTA took over the working of the GNR lines in Northern Ireland in 1958, the through trains were reduced to 2 down and 1 up per day. The closure of the Donegall Quay lines on May 31 last brought the usefulness of Maysfields to an end and it was closed to all traffic except coal, livestock and sand. Shipping traffic has been re-routed to Grosvenor Street.

The line between Central Junction and Maysfields is double and goods traffic is worked on the Permissive block working system. Passenger and oil tank trains are worked on Absolute block. In recent years the condition of the permanent way deteriorated and in early 1963 the up line was relaid. It has since become the custom to operate the Central line as a single line for the passage of passenger trains which are quite numerous during the summer months bringing excursionists to Bangor. Maysfields was controlled by Maysfields cabin at the Central Junction end and by East Bridge Street Junction cabin at Albert Bridge. Maysfields cabin (18 levers) has in recent years been almost continuously switched out, its work being done by East Bridge Street cabin with its 42 levers and ETS instrument for the single line section across the Lagan Viaduct to Ballymacarrett Junction. The view from the Queen's Bridge of heavy trains pulling across the Lagan Viaduct and then reversing must have puzzled many, but this procedure was necessary to gain entry to the loop and weighbridge when Maysfields cabin was switched out. Control of the single line to the quays was by telephone and a flagman was necessary on the Harbour Commissioners' lines.

Feature Section

THE SURVIVAL OF THE CASTLEISLAND BRANCH

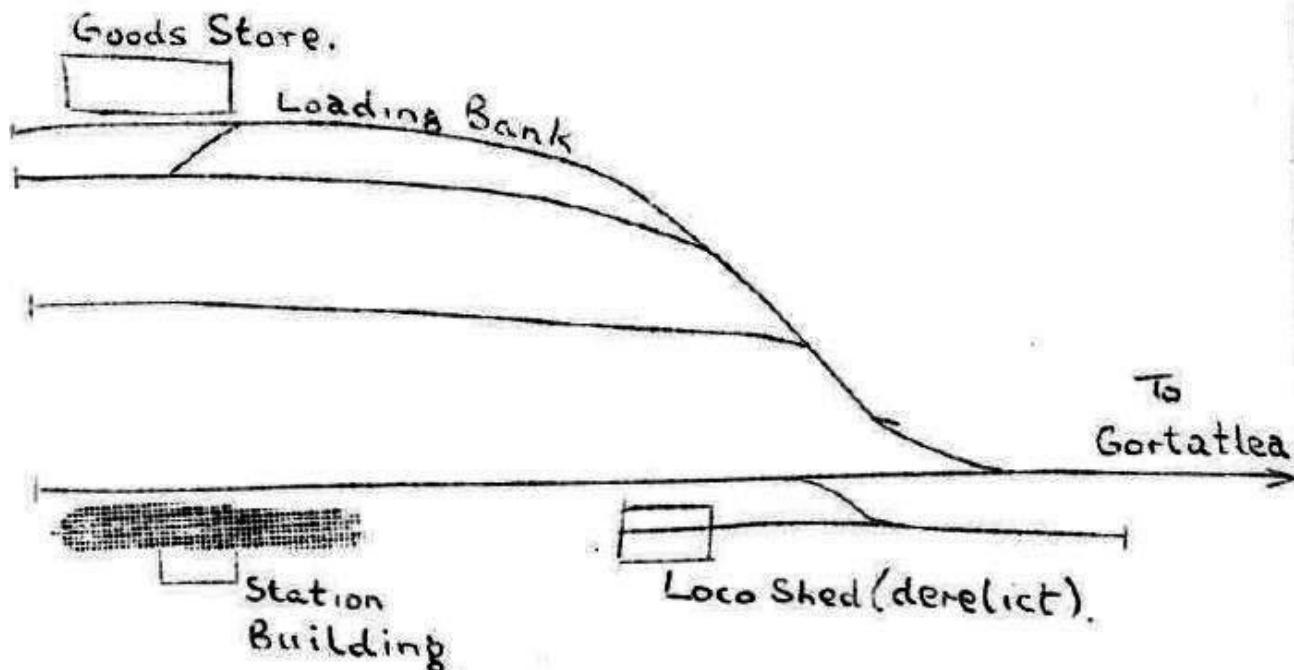
The 4½ mile branch from the Mallow-Tralee line at Gortatlea to Castleisland has in the current timetable two goods trains in each direction and seems assured of its future existence, probably by reason of its shortness and the not inconsiderable traffic handled. It has had a chequered history; indeed, it lay but little used for 9 years up to its resuscitation in 1957.

The line was built by a nominally independent Company - the Castleisland Railway Company - which was, however, very closely connected with the GS&WR. An Act authorising the construction of the branch was passed on 13th May 1872. The line was described as a light railway and being on the standard gauge aroused considerable interest at the time although there were no engineering features of special note in its construction. The line was opened on 30th August 1875 and from 1st May 1879 became vested in the GS&WR.

The branch itself is without intermediate station or even any scenic features of note; it falls from the junction for ¾ of a mile and rises gently for some 2 miles into the terminus. It has only one level crossing, near MP 3¼, and of the six curves the sharpest (20 chains) is that out of Gortatlea Junction. As can be seen from the diagrams the layout at both ends was fairly elaborate but the line is famed chiefly for its unusual motive power. For the opening a combined engine and coach was constructed at Inchicore works, to the design of McDonnell, then the engineer of the GS&WR. This was an 0-6-4T loco with a first class coach portion - a single compartment - and a small guards van. To complete the train a six-wheel third hired from the GS&WR was hauled along with any goods wagons needed, for

trains were normally run "Mixed". The motive behind this unusual arrangement was the production of an engine with a low axle load and this was achieved for the total weight was no more than 26 tons 7 cwts with a maximum axle load of 6¼ tons. This permitted the use of light 40 lb per yard rails on the line and gave it the distinction of being the first light railway in Ireland on the 5'3" gauge.

CASTLEISLAND



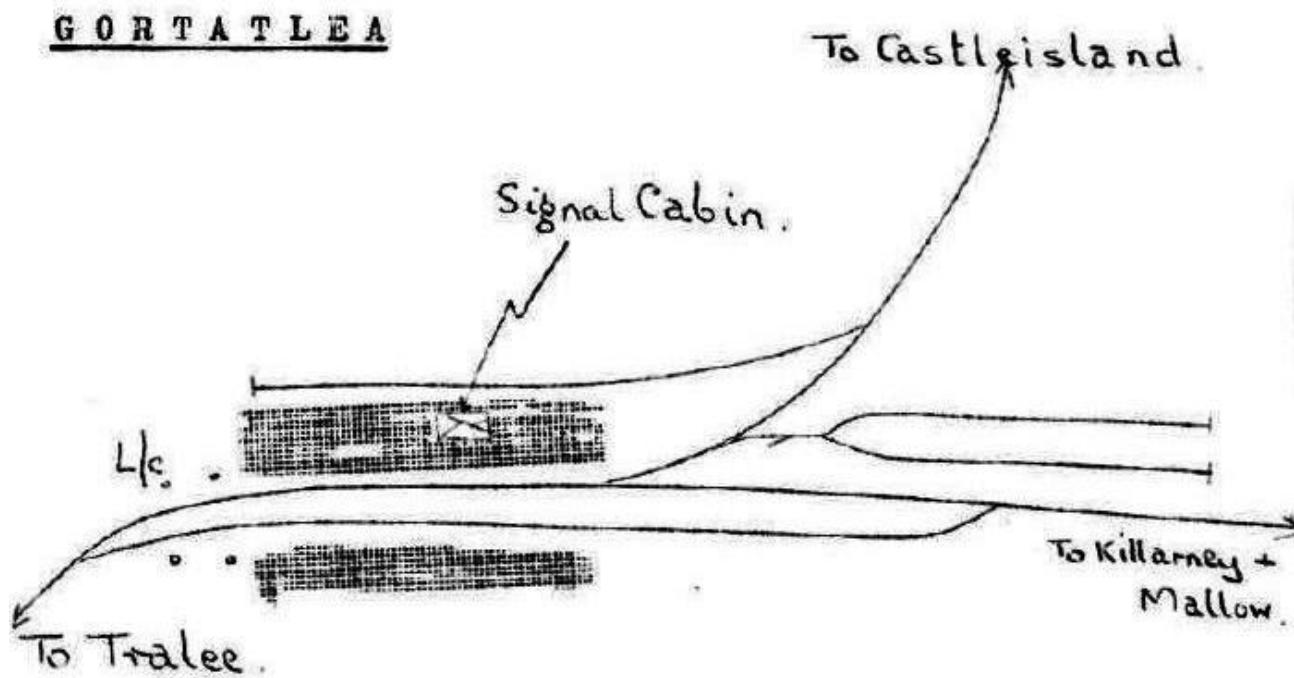
When the GS&WR took over the line the combined loco and coach was numbered 90 in their stock and two more were built numbered 91 and 92 which were similar but had two compartments, a first and a third class. The locos were found eminently satisfactory but the Castleisland traffic grew too much for them and they were transferred to the Fermoy-Mitchelstown branch. By this time the Castleisland branch permanent way had been strengthened to take normal locomotives and, of course, the J15 0-6-0 class took over. In the GSR days loco 488 (2-4-0T), ex Cork & Macroom Railway No.3, was regularly in use and in 1927 two 0-4-0 Sentinel engines were obtained to work the line for some three years before they were moved to Limerick.

Train services on the line have been almost constant from the opening to the Second World War, four services each way being provided to connect with the main line trains at Gortatlea, although in the early days one ran through to Tralee. The number of these which ran as "mixed" trains varied and from time to time a separate goods train was run after the advent of the J15 class engines.

In the 1940s the service declined to a single passenger or mixed train and one or two goods trains per day. In the 1945 Emergency the service shrank to two mixed trains per week but was revived, only to close to all regular traffic after the last train of 25th January 1947. The branch remained in use for a once-monthly cattle special, occasional grain specials and an annual passenger special to Claremorris for Knock.

This situation continued up to 1957, when, following the experimentation on the Banteer-Newmarket branch with a G class Deutz four-wheel diesel, a similar loco was allocated to Tralee to commence a daily goods service to Castleisland on and from 7th January 1957. This has continued since although traffic has now swelled sufficiently to require two trips per day and since 11th September 1961 these

have been worked by goods trains between Mallow and Tralee which stop at Gortatlea while the loco works into and out of Castleisland.



During recent years a Sunday seaside train was operated on occasions from Castleisland to Fenit during the summer months. At times as many as 700 passengers were known to have travelled. However, the service was not provided during the summer of 1962 and as yet there have been no such excursions during the current summer timetable. These summer Sunday trains were usually formed by the two Tralee-based three-piece AEC railcars.