

THE

IRISH RAILFANS' NEWS

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EDITORIAL

Business concerns nowadays are deeply concerned by the public image which they present to their customers and in this field CIÉ have gone to great lengths to seek expert advice and have even called in a firm of Scandinavian design consultants to select the most suitable colour schemes for application to the stations and rolling stock.

The most tangible signs of this are the recently repainted stations, which create a pleasing effect in most instances. It must be said that CIÉ have always had a regular programme of repainting which even in the days of standard green, yellow and white livery kept their stations spruce looking.

The new emblem - the letters "CIE" circumscribed by a broken circle - has appeared on coaches, buses and on the timetable. Our own opinion is that the former CIÉ sign had become so firmly imprinted in the public mind that change was highly undesirable. Indeed there was no need to head an advertisement with a title if the sign was used, for it, far more than the present symbol, stood out, even in a page of display advertisements, so well that it would be recognisable immediately on seeing the page on which it appeared. The only redeeming feature of the present day advertising is the regular use of the letters CIÉ blocked on a black background at the foot of advertisements.

The livery of the rolling stock; black, brown and white; did not sound at all attractive when first announced, but it has in practice proved very pleasing, particularly when seen as an ensemble embracing a complete train. The changeover is by no means complete yet but quite a significant percentage of trains are now all "black and tan" and, from the railway enthusiasts' point of view, this renders them extremely photogenic. Our only criticism is the painting of the locomotives in a similar livery to the coaches as this tends to give the appearance to the public that all trains are railcars! This colouring has now been altered and a new black livery without the chocolate band has appeared. This, too, is hardly sufficiently distinctive but it must be agreed that it is serviceable. Nonetheless there is no doubt whatever in our minds that the livery of the first batch of General Motors diesels is by far the most attractive seen on CIÉ and it is a great pity that it was not tried on other locomotives for effect. May we, however, applaud the recent repainting of B135 - the first of these locomotives to be painted by CIÉ - in the livery in which it arrived. It is hoped that this policy will be continued and indeed it might with profit spread to other locomotives in the CIÉ fleet.

ARTICLES OF IRISH RAILWAY INTEREST**Railway Magazine**

| | |
|------|-------------------------------------------------------|
| May | Bogies to Limerick in 1848 |
| June | Irish Van in American Park (Photograph and paragraph) |
| July | NCC Loco and Coach Conversions (ex LMS numbers) |

Modern Railways

May et seq The Irish Scene

Railway World

May UTA Steam to be Run Down (Paragraph and photographs)

June The B&CDR and the Tourist Trophy Race

IRRS Journal

Spring The S Class Locomotives of the GNR
The Arigna Valley

BOOK REVIEWS

The Waterford & Tramore Railway by H. Fayle and A.T. Newham (David & Charles), 12/6^d

Following the “Dublin & Blessington”, reviewed in our July 1963 issue, the same two authors have essayed a similar but larger volume on the 7¼ mile W&TR. Despite an extremely unprepossessing cover, the subject matter and most of the illustrations do justice to the line. It is a pleasure indeed to see that a good percentage of ‘train’ pictures are included as well as the expected locomotive and rolling stock ones. The grouping of information is improved and the list of contents, even if it omits Chapter 9, is of help. In fact our main quibble is the dismissal of the diesel railcar era in 2½ pages and two illustrations - the unique “marshalling order” and the prospect of two AEC cars nose-to-tail is not even mentioned. Nevertheless as the W&TR was steam for 100 of its 107 years the division is, perhaps, not too unfair and should not deter readers from obtaining this otherwise extremely comprehensive book.

The Schull & Skibbereen Tramway by Mr A.T. Newham (Oakwood Press), 8/6^d

Mr A.T. Newham, in his own booklet in the Oakwood Locomotion Papers series, treats the Schull & Skibbereen Tramway. Although better printed than the W&TR, with some excellent diagrams, its subject matter suffers sadly in comparison. It is extraordinary how difficult it is in 32 pages to find the information which one expects to be readily available. The details of the halts given on Pages 11, 13, 14 and 20 appear at variance as to dates of opening although a contemporary newspaper report shows all stations including Crooked Bridge in use at the opening of the line. The great majority of readers will not understand the remark on Page 27 about the “Kent” nameplate as it is nowhere explained or illustrated (although one is on display in Dublin). The whole point of the “K” being formed like an angular “B” is therefore lost. Altogether it is hard to see that this book adds anything whatever to an article by the same author (IRRS Journal No.29) of which it is basically a slightly condensed reprint. And one hesitates to pay 3/6^d more for the dubious pleasure of having one of three articles abstracted in its own cover.

The Giant’s Causeway Tramway by Mr J.H. McGuigan (Oakwood Press), 24/-

Mr McGuigan’s story of the Giant’s Causeway Tramway is a volume of which the Oakwood Press can be justly proud. Well printed, well illustrated and with splendid diagrams it is in many ways a model for a book of its kind (but, please, why is the map hidden on Page 16 instead of at front or back?). The text reveals an extraordinary amount of research both painstaking and thorough and although not indexed it is grouped splendidly with all the “heavy” information in appendices. Let no one be deterred from this volume by its price; it is worth every penny and let all would-be authors consider it as compulsory preparatory study.

Steam Finale by Mr L.H. Liddle (IRRS, London Area), 10/-

In an attractive and well produced format comes a book from the pen of an undoubted enthusiast.

Although of value to the student of steam in its last years, this is a book to be read mainly for enjoyment and its light style is very well suited to this. Enjoyment will come to some from the highly personal touch evident in some of its pages, others will enjoy reading 'between the lines' and we feel that the author had his tongue in his cheek at one or two places. Completely different from the Giant's Causeway, this is also well worth purchasing and the price is very reasonable for 66 pages - with 16 illustrations too.

News Section

CIE GENERAL NEWS REPORT

Locomotive Developments

B135 - one of the first batch of General Motors diesels - has been through Inchicore Works and emerged painted, not as one would expect, in the black and brown livery, but in the original light grey and yellow. The C class locos to be fitted with 950 hp engines, as mentioned in our last issue, are not C201/2 as C234 now appears to be destined for this treatment. All the Amiens Street steam locos (except 186, in Mullingar with 159N) have been moved to Sutton Tram Shed. 351 had, on May 5, already gone to Inchicore for scrapping.

Race Specials

On June 27, the third Irish Sweeps Derby was held at the Curragh. Being the richest race in Europe it attracted considerable crowds for whom a special service of trains was provided. Of the return workings, the first special, consisting of B151 and 6 bogies, which had stabled in Kildare, left for Dublin at 17:30. This was followed by B164 and 6 bogies which had been standing in the Curragh siding and left the Main Line platform at 17:54. The next two trains were the ordinary up Limerick and Tralee regular services which departed at 18:03 and 18:14 respectively. The Limerick train was made up of B171, 8 bogies and LV, and the Tralee consisted of B111, with 3 bogies, kitchen car C272N and LV, thus providing an unusual locomotive and stock formation for this train. The next train to call was the down 17:45 to Limerick which stopped at the Curragh from 18:19 to 18:21 and consisted of B157 and B162, LV and 9 bogies, HV and LV. B153, LV, 5 bogies and LV, forming the 16:10 from Waterford, passed at 18:31 and was followed at 18:42 by a special made up of B173 and 6 bogies which had stabled at Kildare. Also scheduled to pass through was the up 15:30 Cork Mail which was formed by B147 and B143, TPO bogie van, 7 bogies and LV. It passed at speed at 18:54 - two minutes behind time. The down 18:15 Dublin-Waterford (B176, 8 bogies and LV) called at 18:55 and several Cravens coaches were noticed in the formation. The next train, from the Curragh Siding platform, was the first class only train consisting of B172, HV, 5 declassified coaches - tabled 64-seat seconds with antimacassars - and HV. It shunted from the siding at 19:00 and departed on the main line at 19:06. The next train was the recently introduced 18:30 Dublin - Cork express which called specially at 19:09 and comprised B146 and B142, 10 bogies and HV. The Belfast special, made up of 7 UTA bogies and hauled by B163 left the siding at 19:20 and departed for Dublin at 19:26 from whence 2-6-4T No.53 worked the train to Belfast. On the up journey 4-4-0 No.58 had worked this special between Belfast and Portadown. A 7-piece AEC railcar forming the down 18:45 to Tralee called at 19:23 and was followed at 19:45 by B130, 8 bogies and LV on the "Cu na Mara" to Galway via Portarlinton. The last up special was B141 and 6 bogies and it left at 19:46. In all some 3,200 passengers (plus 312 on the first class train) were handled ex Dublin and the difficulties of the previous years were very satisfactorily overcome.

Rolling Stock Developments

Inchicore works continues to produce the Cravens Ltd. type second class coaches and they are now on the principal Southern section trains to Cork, Limerick and Waterford. It is to be hoped that the seconds of the CIE "Enterprise" set will soon be replaced by the new style coaches as the present ones are beginning to look a little the worse for wear. Work is nearly complete on the heating vans mentioned in our last issue and they will be numbered from 3151. Brake Second 1910, which has been on the Loughrea branch since February 1963, has been fitted with bus type seats in all but one section thus increasing its seating capacity to 53 against the previous 34. The reason for its lower capacity than the rest of these coaches is because three double seats were removed to accommodate three storage heaters for winter working. They are retained in the new configuration.

Station Improvements

Carrick-on-Shannon is at present undergoing a facelift and already the up platform has been raised. Similar treatment is now being accorded to the down platform which is also being elongated at the Dublin end. This extension of the very short (260 ft) platform should obviate re-pulling - almost invariable with the night mail, heavy summer passenger trains and excursions. Kingsbridge departure side has been transformed by the paving of Platform 1 with black and white tiles giving a very pleasing appearance. Poster display boards have also been attractively set along the platform. The booking office has a new modern frontage and all-in-all the departure side gives a good impression to those who use it. No changes have taken place on the up side. Thurles has long suffered from its platforms which were both too low and, on the up side, too short. The first of these ills was cured in 1955 and now the second is being rectified. Already the up platform has been extended at the south end and at the other end an extension to the short siding is almost complete. At Mallow a large new goods store under construction at the north end of the goods yard is nearing completion. The goods store at Rathluirc is being extended similarly. At Ballinasloe work is in progress on the extension of the loading bank on the up side and some minor track alterations are also being made.

Signalling Developments

On and from June 30 the cabin at Manulla Junction was closed completely and the junction is now remotely controlled from Balla - $2\frac{3}{4}$ miles away. Small type ETS staffs control the sections from Balla to Castlebar and Ballina. Manulla is bereft of signals except for an up distant and up home on each line. These, as well as the junction points and up trap points on the Ballina branch, are worked electrically by means of a hand generator in Balla cabin. The line from the cabin to beyond the up home signals on either line is track circuited and this indicates in Balla cabin the position of trains and of points and signals in Manulla. A new down junction signal is located at the Manulla end of Balla station. The positioning of the signals at Manulla permits two trains to approach the junction simultaneously from both Ballina and Castlebar. The loop at Manulla, now worked from two ground frames, is being retained for dealing with specials arriving at Claremorris (for Knock) on days of heavy traffic. It has been a regular practice to service some of such trains at Balla and Manulla when to do so at Claremorris would cause congestion. At Emly, on the Dublin-Cork main line, a new automatic barrier level crossing has been installed and as from July 17 the cabin is permanently switched out, making the section a 10 mile one from Limerick Junction South to Knocklong. Since September 1963 Emly has only been switched in as required. Another automatic barrier type crossing is being installed at Dromiskin, between Castlebellingham and Dundalk on the Dublin-Belfast main line. This new erection is some half mile on the Dublin side of Commons crossing, already similarly equipped. Yet another is shortly to be installed at Milltown level crossing - near MP $21\frac{1}{2}$, between Oola and Limerick Junction.

Drogheda Cement

Drogheda Cement Factory sidings are being extended to provide access to the asbestos plant recently

installed there. Meantime the ordinary cement traffic is requiring two specials per day from Drogheda to Dublin North Wall. These are made up of the new cement wagons which are discharged into road tankers at the new yard in the "Pole Field" close to the ex GS&WR "Point Store".

IRCA Meet In Dublin

From June 8 to 12 the Permanent Commission of the International Railway Congress Association met in Dublin and was addressed in opening by An Taoiseach, Mr Sean Lemass. He referred to the legislation introduced in Dáil Éireann and reported in our April issue, and told the delegates "the conflict between road and rail, no doubt familiar to you all, is being fought out here as elsewhere." He then referred to the decision to maintain the CIÉ rail system as a basis for a national transport network. The President of the Association in his reply stated that for the present, at all events, there are reasons to believe that no means of transport is ready to take over the transport monopoly that the railways practically held in the last century. The delegates visited Inchicore Works on June 10 where they were entertained to tea in a rake of Cravens coaches parked in a siding for the occasion.

Millstreet Accident

On the night of Monday May 11 a special goods train was derailed at Millstreet and blocked the Mallow-Tralee line. The special was headed by loco A54 and had originated at the Rathmore siding of Messrs Fry-Cadbury where it was loaded with chocolate crumb. It was scheduled to cross the 02:25 Mallow-Tralee mail goods at Millstreet but seemingly got out of control on the two mile fall at 1 in 154/124 approaching the station. The Millstreet signalman, fearing a collision between the runaway and the mail goods, apparently rerouted the train through the loop into the yard but it failed to take the curves and derailed at the north end of the station. A54 and fifteen wagons of its train left the rails and piled debris across the entire station. Up morning trains of May 12 ran to Millstreet and Rathmore respectively but the line was cleared in the afternoon sufficiently for traffic to be resumed.

South-Eastern Speed Up

Now that Glenealy cabin is closed, the loop, with its sharp turnout at the south end, has been realigned giving a straighter run through. Another alteration is that at Macmine Junction where the only remaining through track has been realigned to an even curve close to the former up platform. The New Ross line has not been altered further since our last issue.

Summer Timetable

Current from June 15 to September 6 the summer timetable differs from that of last year in several important ways. Most important is the reintroduction of daylight Rosslare-Fishguard sailings and their attendant connections detailed in our last issue. It is, however, sad to note that the rail traffic on these services is not apparently showing any promise of its being any more than an experiment. In particular the Waterford-Limerick train has been very light and, indeed, the 20:00 Waterford-Dublin does not, from casual observations, appear to be attracting traffic. Possibly the new excursion fares mentioned elsewhere in this issue will provide some stimulus but the boat traffic is certainly, we regret to say, not more than could be handled by a bus in many cases. On the other hand the new Sunday Waterford train from Amiens Street at 10:15 returning at 18:45 is almost a "sell-out" in the up direction as it caters for weekend travellers who have of recent years been gradually accepted as of value on more and more routes. On the main line the morning Tralee train is sensibly retimed from 08:55 to 09:05 - 23 minutes after the down "Sláinte" to Cork but still, returning in the evening, the "Sláinte" makes the Limerick Junction stop. A subtle disappearance is the 13:33 Limerick Junction - Mallow. This was, up to September 1963, part of the 07:30 from Dublin which was then cancelled except for this 37½ mile section where it was of importance as a connection out of the down 14:15 "Fáilte". In the winter the ex SL&NCR railcar, now No.2509, appeared on this turn but failed and an A class DE with coach and van had to make the trip and return light from Mallow. Now a bus to Buttevant deputises! A new bus

connection in the opposite direction feeds into the 11:30 ex Cork. The former 12:15 Kingsbridge-Waterford is retimed to 13:40 and the rearrangement of the evening Cork and Kerry trains, commenced on January 6, has proved successful and is being continued, as also is a Sunday rearrangement of Cork and Limerick trains introduced on April 5. This involves running separate trains from Amiens Street to each city - the Limerick, in front, calling intermediately and the Cork, now at 10:30, half an hour later, running non-stop to Limerick junction. The reverse procedure occurs with the evening up trains. A Sunday reinstatement as from June 15 is the 12:15 Cork-Dublin slow train. A connection formerly broken by 2 minutes is now provided between the 15:50 Galway-Westland Row and the, now, 17:20 Athlone-Portarlinton - a welcome improvement. Thursday excursions to Dublin have also been catered for by running an Ennis-Limerick railcar at 09:05 and a Limerick-Ennis working at 21:45. Both of these are once-weekly extensions of existing services between Limerick and Limerick Junction. The only alteration other than minor retimings on the Galway line is in the return of the 13:35 down summer express which this year leaves Galway at 19:35 instead of 17:30. As in last winter's public timetable all is not well with the buffet car page. On the timetable page the 15:50 ex Rosslare is shown with a car (which never works down) but without on the list on Page 31. It does not run. Conversely Page 31 shows the Cork-Rosslare cars for the day boat trains but these are not indicated in the timetable on Page 22 or on Pages 10 and 11. They do run.

Liftings

Present position is reported as detailed below.

West Cork: The lifting train has now passed Bandon and is at work on the section between there and Upton. At the time of writing the track end is at MP 16¾, and the train stables at Crossbarry. Courtmacsherry station was sold in June while a factory has been built at Clonakilty station. Both Ballinascorthy and Clonakilty Junction will vanish with road improvement schemes; indeed, the former has already been levelled.

Palace East - Muine Bheag: Lifting was completed early in June to a short distance from Muine Bheag.

Meath Line: Following the completion of Oldcastle to Navan the CIÉ lifting gang left the area. Then, early in May a contractor from County Donegal commenced work at Fairyhouse Bridge (MP 12) lifting northwards towards Navan. The most interesting part of this operation is the arrival in Navan at 20:54 on May 5 of a special train - loco, ex GNR railcar A (later UTA 101) and van. This car was to have been sold for scrap (see January 1964 issue) but it is now in use, minus half of its bodywork, as lifting train on the Meath Road. The removal of the rear portion of the body enables it to work a winch for rail lifting. Up to the end of June it was based at Kilmessan but since the progress of lifting passed that point its depot is now Navan.

Castlecomer: Lifted to within a mile of Kilkenny.

Bingo

CIÉ, in endeavouring to keep up with modern demands of the travelling public, operated a "Bingo" train on June 8 from Dublin to Arklow and back. A radio train was used for the purpose, with arrangements for two way transmission. The train left Dublin at 13:30 and returned from Arklow at 21:30. It appears to have been successful and is to be repeated.

Day At The Sea

On Mondays to Fridays from July 20 to August 14 inclusive, CIÉ are offering day excursion returns at single fare to Waterford (for Tramore) and Galway (for Salthill). These are available from stations served by the 09:30 from Kingsbridge to Waterford (returning on the 20:00) and on the 08:40 from Westland Row to Galway (returning on the 19:35, or the night mail). Afternoon excursions similar to those on Cork suburban services are being provided between Athlone and Galway at a fare of 8/3^d for

the 96¾ mile round trip.

Name Change

On and from July 9, Seapoint has been renamed Seapoint & Monkstown. This is as a result of the closure, on 10th September 1960, of Salthill which carried Salthill & Monkstown on its nameboards, although known only as Salthill - as printed on its tickets. One suspects that the same state of affairs will prevail at Seapoint. At Sidney Parade, closed at the same time, the platform nameboard is now mounted on the signal cabin. Drogheda has the distinction of being the first ex GNR station to acquire bilingual nameboards.

Mishap At Port Laoise

On July 20 two rail wagons which had been placed at the end of the spur of the former Port Laoise - Kilkenny line ran away. Loaded with rails weighing 80 tons they careered the 3 miles into Port Laoise, making matchwood of the one intermediate level crossing near Conniberry Junction, and only came to a halt when they hit the buffer stop in the down bay platform - the erstwhile Mountmellick bay. The wagons, 1109N and 1107N, were both damaged, the former severely, the buffer stop was demolished and it was reported on the radio that the footbridge over the main line was "closed to passenger traffic"! The extraordinary fact remains that no one was hurt and apart from its reducing passing trains to a crawl no one was inconvenienced except the gang who had to clear up the debris.

Shelton Siding

Progress on the siding to serve the factory of Nitrigin Éireann Teo at Shelton, Co. Wicklow, has been twofold. First, the erection of an automatic barrier level crossing where the road access to the factory crosses the line. This crossing has not yet been brought into use but a notice has been erected warning vehicles not to stop on the railway and a watchman is on duty. Second, the four sidings are laid but, so far, not fully ballasted. In addition the fifth siding - that nearest to the main Woodenbridge-Arklow line - has been extended to form a loop on the down side controlled by a ground frame at each end. The factory branch does not yet extend across the reinforced concrete bridge spanning the Arklow river although rails are laid on the bridge itself.

UTA GENERAL NEWS REPORT

ETS Restored

ETS working on the Newry-Warrenpoint section was reintroduced for the summer on June 13. Dublin Bridge cabin, however, is no longer a block post but will be staffed to control the level crossing gates only. The restoration of ETS working has introduced an unusual operation whereby on the arrival of the last train from Warrenpoint at Newry the staff is again withdrawn for the 06:00 goods of the following morning, when a certified signaller travels with the train to open Warrenpoint Cabin.

Excursion Traffic

On April 25 for a football match at Belfast, four 10-bogie steam specials were operated on the NCC section. 2-6-4Ts Nos. 3, 5, 7, and 10 were used and Nos. 2 and 9 piloted the specials between York Road and Kingsbog Junction on the return journey. A fifth train, a 9-car MPD, was provided for the return working. On May 23, GNR 4-4-0s Nos. 171 and 174 worked two eight-bogie specials through to Portrush from the GN section. On June 6, three CIÉ Radio Trains were operated from Drogheda and Dunleer to Bangor and were worked by General Motors locos B141, B164 and B165. On July 13 an unusual working from Aldergrove to Brookmount was run and more unusual still was the method of operation! The train ran empty from Belfast to Aldergrove but propelled from Lisburn to the latter - 15 miles backwards to save 5¼ into Antrim!

Cheap Travel

A new system of reduced rate rail travel was introduced on the NCC section of the UTA on April 27. These tickets, available between Belfast and Ballymena, Ballymoney, Coleraine, Limavady and Londonderry, are issued in bulk in books of 20, 40, 60 and 100. The fare reduction extends from 15% in the case of books of 20 to 30% for 100 tickets. In addition the tickets are transferable so that the cost and the saving can be shared by a family, a firm's staff or others. Daily during July, special day returns costing 4/- are being issued between Belfast and Bangor. They are available on Mondays to Fridays between 09:30 and 16:30 and from 18:30, and by all trains on Saturdays and Sundays.

Railcar Developments

MPD power car No.56 has been fitted with an AEC engine. Another railcar, No.38 is being fitted with a Rolls Royce engine and it is expected that all the MP diesels will have their Leyland engines replaced by either of the two types currently being tested. MED set 14/517/15 was transferred from the NCC to the Bangor line early in June to assist with the summer traffic. Ex GNR AEC railcars are being overhauled at a regular rate at Duncrue Street.

Rolling Stock Developments

The four ex "North Atlantic Express" coaches are now working as one train set on the 17:00 from York Road to Larne Harbour. The "North Atlantic" diner No.549 is the NCC section spare car. NCC saloon No.152 which has been in the blue and cream livery since the Royal Train of 1953 has been transferred from the store at Coleraine to Adelaide where it is expected to be scrapped. In May, the renewal of some 300 open wagons commenced at Adelaide. 200 of these are for Courtaulds coal traffic which the UTA are unable to abandon and 100 more are for the UTA's own use. They are painted in a bauxite colour and numbered from C1. Adelaide Yard, which had been almost cleared of derelict wagons by March last, is again filled with wagons for scrap. They include most of the post-war NCC vacuum-fitted cattle trucks which were stored since cattle traffic virtually disappeared.

Summer (?) Timetable

The UTA introduced a new timetable on June 15, which had in fact been in operation since June 1. To describe it as the "Summer Timetable" would be incorrect as the UTA, obviously anticipating closures, intend it to be their winter timetable also. It is probably the most confusing timetable ever produced by the Authority. "Runs from ... to ..." appears ad nauseam together with asterisks referring to footnotes. It must be extremely difficult for a passenger to understand whether, for example, the 15:00 Belfast to Portadown runs from June 1 until June 12 only and from September 7 onwards, or whether it provides second class accommodation only to June 12 and first and second class accommodation from June 15 onwards. This is further complicated by the use of "V" in some places to denote second class only and "Z" in others. The usual summer trains commenced on June 15 and will continue to operate until September 5 with further additions during July and August. On the Larne line, the 23:40 ex Larne runs to Whitehead only and returns to Larne as empty coaches. The 17:00 and 17:30 Belfast to Larne and return workings are steam operated on Mondays to Fridays. On the NCC main line the 14:50 down and 08:35 and 15:00 up trains call at Antrim to give connections for Aldergrove Airport. The 07:25 Derry-Belfast is decelerated by 5 minutes on Saturdays but it has only 130 minutes to complete the journey which includes 11 stops. Steam workings on the main line are similar to previous summers, being confined to Saturdays with the exception of the 07:00 Ballymena-Antrim and its return working. The Saturday services are 05:55, 08:35 and 09:40 to Derry, the 13:00 and 15:00 Derry-Belfast and the 14:00 Belfast-Portrush returning at 16:20. On Sundays the 19:30 Portrush-Belfast is steam hauled. The GN main line shows few changes from previous years. The Derry line also is basically unchanged but with less use of steam power than last year. Recognition of the fact that passenger traffic is essentially to Omagh and Strabane has caused several interesting workings whereby some trains from Belfast go to

Strabane only and return from there. The Derry local set connects at Strabane and works to Derry. On Saturday the 08:10 Belfast-Strabane and 08:25 Belfast-Derry are diesel operated. The 11:05 Belfast-Derry diesel runs non-stop to Dungannon and the connection from the down Dublin is made by an 11:20 steam train to Strabane, which returns to Omagh as empty carriages to form the 17:08 back thence to Belfast. On Saturdays the 10:15 Derry-Belfast is steam only as far as Strabane where it connects into the return working of the 08:10 from Belfast. The 10:15 to Belfast and the 15:00 return working are rostered for steam working on Monday to Friday but have in fact been diesel worked on occasions. The use of a diesel set (often a multiple unit AEC) on the down 15:00 on Fridays results in diesel power on the 08:30 Saturdays empty carriages from Derry to Omagh to work the 10:25 to Belfast.

Tribunal Postponed

At a preliminary hearing in June of the Transport Tribunal, to hear objections to the proposed rail closures scheduled for October next, further proceedings were postponed until September 8. It is therefore unlikely that any closures can be carried out before the end of 1964. On May 8, the Unionist Party Conference rejected the Unionist Government transport policy. The Government are still pressing their proposals, however.

Annual Report

Published in April, the report for the year ending 30/9/1963 disclosed a trading loss of £514,500 of which the railways were responsible for £509,000, an increase of £50,000 over the previous year. For the first time since 1953 the Bangor line lost money, amounting to £3,200. The NCC section lost £163,000 and the GNR section £342,800. Road passenger and freight also lost money. Four members of the Authority have retired and have been replaced by Mr J. Scott, an executive officer of the Plumbers Trade Union, Mr Clarke, Traffic Manager, Mr R. Carlisle, Chief Accountant, and Mr W.H. Duncan, who become members for the first time.

Permanent Way Work

Work continues on the construction of bridge 265A at MP 96, on the main line south of Moira. Construction of overbridge 270A, north of Moira, has necessitated a 5 mph speed restriction. Work is also in progress at bridges 12 and 17 on the Knockmore Junction - Antrim branch. Simultaneously considerable resleepering is also being carried out on the branch, presumably in preparation for the proposed rerouting of the goods trains from the Republic to Derry if the line through Omagh is closed.

Locomotive Developments

Currently being overhauled in Duncrue Street Works are 2-6-4Ts Nos. 51, 55 and 56. All these are to be fitted with reconditioned boilers and fireboxes. 2-6-4T No.53 has been overhauled and has been experimentally fitted with a tender so as to provide an adequate water supply to enable it to be used on non-stop trains between Belfast and Dublin. The tender is an ex NCC one and is understood to have been that of 2-6-0 No.98, now scrapped. The tender is fitted with vacuum brakes and is joined to the engine in the conventional manner. Connections are fitted at both ends thus obviating the need to turn it. Water is delivered from the tender to the locomotive by gravity through a large hose. The engine and tender were tested late in June on the 12:30 Belfast-Dublin as far as Dundalk but it appears unsuccessful due to air-locking. It was also intended that a quantity of coal would be carried, but the scheme may have to be abandoned when CIÉ cease to provide facilities in Dublin to transfer the coal from the tender to the bunker. Loco No.99 (2-6-0), which was in store at Adelaide for some time, has had minor repairs and is again working goods trains between Portadown and Derry. This was occasioned by the failure of all but one of the large ex GNR SG3 0-6-0s. No.66 (4-4-0) has also had some minor repairs at Duncrue Street and has been fitted with a small old type GNR tender instead of the modern 2,500 gallon roller bearing one. Her name plates were also removed as a precaution against

a recent spate of pilfering at Adelaide when a number of plates were stolen. 4-4-0 No.58 has been in steam regularly between Belfast and Portadown. Locomotives out of service but not officially withdrawn are Nos. 13, 31, 32, (0-6-0), 62 (4-4-0), 93, 94 and 104 (2-6-0), and diesel shunter No.22. There are no locos officially withdrawn which have not yet been sold for scrap.

Circus Trains

Bertram Mills' Circus is carrying out a tour of Ireland which commenced in mid-June at Larne. The circus is being conveyed by two special trains consisting mostly of CIÉ stock. The trains were conveyed from Belfast to Bangor on July 12 using UG class 0-6-0s and each train was assisted in the rear throughout in view of the steep gradients.

LOOSE LINKS

- On June 4 a minor derailment blocked Dun Laoghaire Pier at its busiest time and passengers for the 20:40 sailing had to detrain at the town station and walk 200 yards to Carlisle Pier.
- CIÉ's flagpole at Inchicore sports a new flag - black with white top and bottom edges and, in centre, on a chocolate panel, the new emblem in white.
- The CIÉ Waterford Wharf is being disposed of to the Waterford Harbour Commissioners.
- On June 27 MPD set 36/529/56 worked through from Ballymena to Dublin on an excursion.
- On July 14, B126 was observed on the 19:55 Dublin-Portadown vacuum train carrying an "Enterprise" headboard.
- The turntable ex Ballymena is being installed at Belfast (Great Victoria Street) in readiness for the closure of Adelaide shed.
- On April 29 a UTA five-car AEC set was observed with a non-powered driving trailer leading.
- The south end of Lisburn loop has been disconnected from the main line but through running facilities have been maintained by slewing the loop to connect into the former goods crossover to reach the main line.

JOURNEY JOTTINGS

July 11: Dublin - Rosslare Harbour - Waterford - Dublin

Railcar set C706N/C232N/C714N/SV 2963 and LV 2722 provided more than adequate accommodation for the 10 passengers aboard the 07:25 Westland Row - Rosslare Harbour. A punctual departure was observed and locos B165, A37 and E430 were noted outside Grand Canal Street shed.

A signal check at Merrion Gates was followed by a fruitless stop at Blackrock, and brought the train to Dun Laoghaire where two passengers alighted and two ex boat passengers replaced them. C225 was shunting mail vans as a 4-car AEC set called on the 07:20 Bray - Amiens Street. Loading mails lost 3 minutes and this remained to Bray, reached at 07:55; the 07:45 up local was passed near Killiney - a 3-piece AEC railcar.

Bray, still slumbering in the early morning, yielded 6 passengers while at Greystones it was one on, one off, with 90 seconds regained. Here B127 was at the up platform awaiting its 08:10 departure and the 08:25 4-car AEC was ticking over in the long siding behind.

Kilcoole and Newcastle were soon passed, the former now minus its siding, and Wicklow was reached 3 minutes late. Glenealy was taken slowly due to realignment work and Rathdrum took 4 passengers before the up 06:50 was crossed at Woodenbridge - B131, 6 bogies and 2 vans. At Arklow the lateness

had doubled to 6 minutes. Beyond the now partially demolished Inch Halt came Gorey with the 02:25 North Wall - Wexford goods at work. Traffic here was more rewarding with about 15 passengers joining the train. At Ferns another 4 boarded but the leisurely gait made Enniscorthy arrival 8 minutes late and station time did not allow for much recovery.

Macmine Junction - a shadow of its former self - was passed as was Killurin, which like Camolin and Edermine was shorn of sidings. Wexford North lightened the train by the removal of the sorting and luggage vans which return on the 16:25 from Wexford. After the passage of Wexford Quays with its flashing light crossing and the inevitable car on the line, a brief stop was made at Wexford South.

The journey was resumed from the same point at 16:20, the local to Rosslare Harbour, and was the same set which crossed the up 15:50 - a 7-coach AEC in a form unusual in these days: a 3-car set, a 2-car set and 2 trailing coaches. This was late and delayed the local to 16:36. Several local passengers boarded and a brisk run across the marshes brought the BUT set to Rosslare Strand. Rosslare Harbour was reached at 16:57.

On shed at Ballygeary was B109, B104 and C233, the last-mentioned working the car transfer from Ballygeary to the pier. The "St David" arrived from Fishguard dead on time and the new 18:25 boat train was also sharp to time departing. Loco B104 was at the head of HV 3125, seconds 1452, 1344, 1415, 1347, buffet 2406, compo 2178 and LV, which was but lightly loaded with passengers.

The run over the South Wexford line was interesting but uneventful except for the crossing of B106, 4 bogies, 2 vans and 1 wagon at Wellington Bridge. Waterford was reached at 19:26 - 4 minutes behind time.

The 20:00 Waterford-Kingsbridge had only one passenger from the boat but the total complement was 14. The railcar set - 2638/1360/2665/2664/2627 with its four units had no difficulty in keeping time at first and even although crossing the 18:15 down (B146, LV and a crowded 7 bogies) lost 9 minutes, all but 3 of them were regained by the next stop - Kilkenny - where the departure was punctual with some 12 passengers added. The total complement did not alter materially for the rest of the journey and, following an extremely cautious approach, the train drew to a stand in Kingsbridge 3 minutes late.

STATION SURVEY

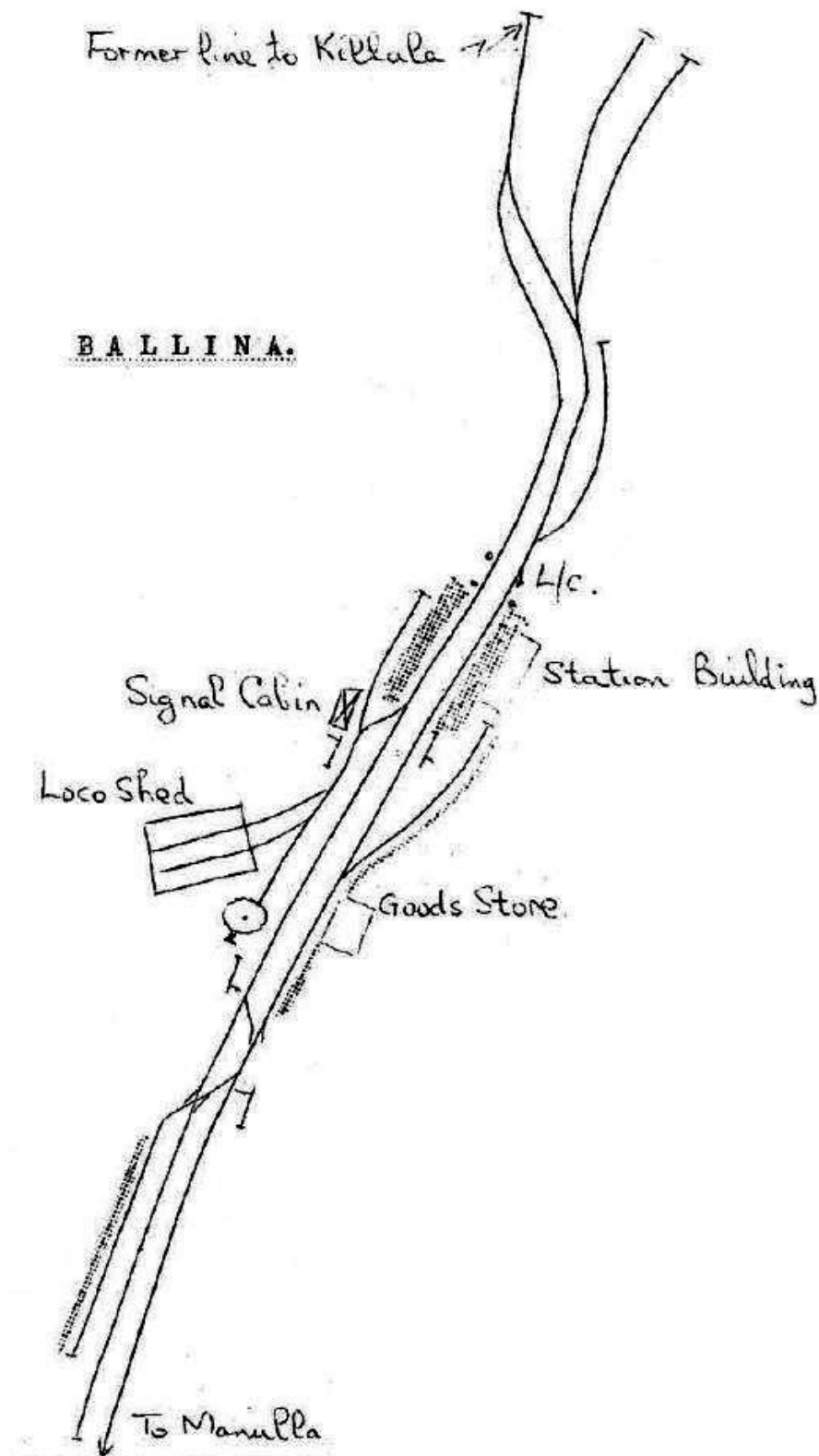
Ballina

The Midland Great Western Railway gained its foothold in Ballina through the Great Northern & Western Railway who opened the branch from Manulla to Foxford on 1st May 1868 and extended it to Ballina on 19th May 1873. The GN&WR was amalgamated with the MGWR in 1890, although leased for 20 years before that, and is commemorated to this day by the initial letters "GN&WR" on the bridge carrying the Mayo line over the Galway road at Athlone.

The Ballina line was extended 7¾ miles to Killala on 2nd January 1893 and this section closed on 1st October 1931 to passenger traffic and to all traffic on 2nd July 1934. The Killala extension ran through very sparsely populated country and in its latter days produced only two trains each way daily (one mixed, one passenger) with an extra on Thursdays for the market. Killala itself had only a population of 500 so the paucity of traffic was not entirely surprising.

Ballina on the other hand was always a town of importance - with a population today of 6,091, it vies with Castlebar as the principal town of Co. Mayo. For a town of such importance the station is a rather mean affair of through pattern with just two platforms. Nowadays, of course, even one of these is dispensable as only one passenger arrival and departure take place on each weekday. This is the Ballina-Limerick working, successor to the Sligo-Limerick railcar of the pre-June 1963 days. This train is now hauled by a single-ended B class General Motors diesel which is interworked with the goods

train on the branch. This goods works in from Claremorris at 06:40, arrives Ballina at 08:20 and the loco is then ready for the passenger departure at 09:50. On its return arrival at 19:20 it works the 20:30 goods to Claremorris except on Saturdays when the loco runs light instead. Saturday goods traffic is handled by a 14:25 goods for which the Claremorris pilot engine works in at 13:25. Loco G617 stables in Ballina for pilot duties. Goods traffic is fairly evenly divided between the Westport and Ballina lines but on the former a great deal terminates at Castlebar.



Since 1962 work has been in progress at the Manulla end of Ballina on an extension of the goods yard and alterations to the store siding. A great deal of the goods traffic is, however, handled in the yard beyond the station where the Killala line continued northwards. This area has been covered with tarmac and is used for wagon-load traffic to ease pressure on the goods store and its associated sidings.

Despite the reduction of the passenger service in 1963 from five trains to one per day and the closure of Foxford, Ballyvary and Manulla, traffic is not insignificant although one can not resist the feeling that this branch could have proved profitable for CIÉ had it been left as it was without the efforts to pare it to an extent where it is underutilised as is the case at present.

Feature Section

THE GRAND STEAM TOUR OF IRELAND

The last major steam operation on the CIÉ system - the Grand Steam Tour organised by the IRRS and the RCTS/SLS Joint Tour Committee - took place on June 4-13 and brought to an end a most significant era in Irish transport history.

Preparatory to the tour the locomotives to be used were gathered together in Amiens Street shed from Waterford and Limerick Junction. Although other classes were nominally available, it was decided to use the J15 class throughout on the CIÉ system because of their ubiquity in steam days. Locos 130, 179, 183 and 186 were chosen for the operation with 151 and 198 held in reserve. The first four mentioned were tested prior to the tour on the main line between Dublin and Drogheda, resulting in the withdrawal of 179 due to a lubricating failure. 198 was tested on June 2 and took the place of 179. All of the locos were fitted with 3,500 gallon tenders.

The Tour commenced with a visit to Guinness's Brewery where the visitors were shown over the broad and narrow-gauge systems. Loco 36 and 4 four-wheeled knife-board coaches with canopies forming the Visitors' Train made two trips through the famous spiral tunnel. Later the headquarters of the IRRS was the venue for a gathering.

The CIÉ portion of the tour started on Friday, June 5, and to work the train from Dublin to Ardee and back locos 198 and 183 were provided. The train consisted of LV 2727, seconds 1498 and 1500, restaurant car 2092, composite 2173 and ex GS&WR six-wheel van 1077. On arrival back at East Wall the pilot engine was detached and the train engine worked direct to the "Point Yard" of the North Wall, returning to Amiens Street via Newcomen Junction. This expedition was followed by an afternoon trip to Howth and back worked by loco 183.

On Saturday June 6 the train travelled Dublin - Rosslare Harbour - Waterford - New Ross - Waterford. Locos 186 and 130 worked to Waterford during which some notable performances were given - particularly between Rosslare and Campile. Loco 130 continued to New Ross and back and on the return journey to Waterford an inspired demonstration of loco handling was given as she all but stopped on a greasy rail on the bank out of Glenmore.

The schedule for June 7 called for the alternate working of the train by 130 and 186 when the route traversed was Waterford - Clonmel - Thurles - Clonmel - Limerick Junction - Rathluirc - Patrickswell - Foynes - Limerick. The proceedings were enlivened on the Foynes branch by the flight of a frightened white horse along the permanent way in front of the train for some distance.

Locos 130 and 186 again turned out to work on June 8 when a circular tour from Limerick took place via Newcastle West - Tralee - Fenit - Tralee - Killarney - Mallow and Limerick Junction. At this stage

130 had developed a hot crank pin and it was the subject of able ministrations from the fitter which granted a punctual arrival in Limerick.

Still unrelieved, the two stalwarts, 130 and 186, set out on Tuesday June 9 to Athlone via Ballybrophy and Portarlinton. At Portarlinton the train worked over the ESB siding and a visit was made to the Bord na Mona narrow gauge at Clonsast. 130 was replaced by 183 at Athlone and the train proceeded to Galway although 186 was sent from Athenry to Athlone to be coaled overnight.

On Wednesday June 10, 183 worked from Galway to Claremorris where it was relieved by 186 and 130 which ran to Westport. 130 continued to Westport Quay and having stalled on the bank on the return trip, assistance was called for from 186. The latter was then found to have lost a crank pin and washer, so was dispensed with at Claremorris. She returned to Athlone without rods as a 2-2-2! 183 and 130 were in charge on the freight only line from Claremorris to Collooney and thence to Sligo.

On Thursday June 11 the train, hauled by 183 and 130 went to Mullingar having first visited Sligo Quay - its first passenger train. 130 was changed to 198 at Mullingar and the tour proceeded to Dublin. UTA loco 207 (4-4-0) took over the train, increased by addition of second 1495 at Amiens Street, and made a splendid non-stop run to Belfast.

On Friday June 12, 2-6-0 97 worked a 5-coach UTA set from Belfast to Antrim via Knockmore Junction and thence to York Road. 2-6-4T No.7 then took over the train for a lively run to Larne Harbour and back. 97 again headed the train from Belfast to Portrush and Derry and put up a very good performance.

For the last day, Saturday June 13, the CIÉ rolling stock was brought to Derry (Foyle Road) and was worked to Portadown by 4-4-0 60 and then to Warrenpoint and Dundalk by 170 of the same class. Fittingly, the last section of the Tour, Dundalk to Dublin, was headed by J15s 183 and 198 which made a gallant last run where a late arrival of only a few minutes was recorded.

The Tour, despite the gloomy forecasts of many "Experts", turned out to be unquestionably the most successful ever and, apart from the excellence of the timekeeping, perhaps the most remarkable feature was that only one engine out of those in use failed during the Tour - 1,667½ miles - and even then true to steam tradition it worked through to the next point at which relief was available.