

THE

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EDITORIAL

The timetable student will find a great deal of similarity between France and Ireland in that the principal traffic flow in each country is to and from the capital. Furthermore, the tendency in both countries is to operate the principal services into the city in the morning and out again in the evening; in France due to distance many overnight trains perform the same function that morning trains do here. Similarly, a series of morning trains from, and evening trains to, the capital city serves provincial centres while a lesser number of mid-day departures are run where traffic warrants. All this is as it should be. It is, however, a fact that passengers sometimes want to travel from one provincial centre to another and here there is in both countries a network of cross-country trains, slower and less spectacular than the main line expresses but none the less fulfilling the needs of a smaller section of the community. Such passengers will sometimes find a through train but unless the journey is a straightforward one - Limerick to Waterford or Marseille to Toulouse for example - the question of connections will arise.

It is not often realised, by Dubliners in particular, how many connections are made on the CIÉ rail network and of what importance their being made, or broken, is to provincial dwellers. The classic examples are, paradoxically, on the main line where in a batch of trains the first to leave will stop at the intermediate stations nearest to the point of departure. The next can then omit these stops except the last and then stop to feed likewise into a third train. Notice how it is possible to travel from Newbridge to Kilmallock on the down 09:35 to Kildare; then on the 10:00 for Limerick to Port Laoise; on the 10:45 for Cork to Limerick Junction and lastly on the connecting bus (formerly a train) to destination. Again note how the 12:40 down is overtaken by the 14:25 express at Limerick Junction giving connections into and out of the fast train. The recently introduced "Killarney to Limerick and Galway" table is an admirable example of how some of the more usual cross-country connections work.

But when is a connection not a connection? This is a riddle which one feels is answered much better in France than here. In the "Indicateur Chaix" - the French timetable - any intended connections are indicated by arrows or by an indent in the middle of the main line table or yet by an indent at the head of a branch table. Our "Journey Jottings" in this issue describes an Irish 'cross-country trip' which enables a Mayoman to travel to, say, Cardiff, but while the connections at Athlone and Portarlinton are secure enough (vide p.35 of the timetable) there is no reassurance for the Kildare connection - arrive 18:49, depart 18:57. We know that normally it will work but that if the up "Mail" into Kildare is late the chances of it being held are not very high as it in turn must connect, with only 18 minutes to spare, into the "Rosslare Express". Conversely, does the 16:10 ex Waterford connect at Kildare (arrive 18:23) with the 17:45 Dublin-Limerick (depart 18:27)? We know that it frequently does not if the up 16:10 is running anyway late at all. The average passenger, however, has no way of knowing this. Granted, they are few, but in the first instance quoted this is the only convenient route now that the connection at Dublin has been broken by the retiming of the Dublin-Rosslare train to 18:25 ex Westland Row.

There are other instances. Suffice it to say that a little undisguised copying of the continental practices in the indication of connections would serve to display just how good our 'cross-country' connections can be.

SOME ARTICLES OF IRISH RAILWAY INTEREST

Modern Railways

August The Irish Scene

October The Irish Scene

Railway World

July Strabane and Guinness NG (Photograph)

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For the "Station Survey" in this issue we are indebted to Mr O. Doyle.

News Section

CIÉ GENERAL NEWS REPORT

Locomotive Developments

The first of the re-engined C class locomotives, C234, emerged on trials from Inchicore works in late August, renumbered B234 to indicate its upgrading to 980 hp. This follows the replacement of the 550 hp Crossley engine with a Maybach MD 650, 12 cylinder one. The loco has been noted frequently on the main line and twice, on September 9 and 29, in Cork. It has been fitted with controls enabling it to operate in multiple with B class GMs and the other C class locos when uprated. It is understood that B233 (formerly C233) is about to receive similar treatment and this will give CIÉ two units of much greater worth than before. Presumably, if successful, further 550 hp C class locomotives will be similarly re-engined.

All steam locomotives, except 0-6-0 No.118, have been moved to Inchicore. No.118 which acted as a stationery boiler, steam-heating trains in Cork's Glanmire Road last winter, remains rusting in the yard behind the signal cabin. The locomotives in Inchicore are to be scrapped, except No.186 which has been donated to the Railway Preservation Society and was returned to Amiens Street. Some are standing on the up side, south of Inchicore cabin, on a siding, awaiting removal as required to the scrap lines. On September 21, locomotive No.90 (0-6-0T), preserved in the bay platform at Fermoy was moved to Mallow where she is less likely to suffer from the ravages of weather and the local vandals. It is reported that 5C - the 3ft gauge 0-6-2T from the West Clare preserved on a pedestal in Ennis - has suffered similarly from vandals although a canopy provides some protection from the elements.

As we go to press Inchicore Works are preparing as many of the A class locomotives as possible for the forthcoming beet campaign.

Winter Timetable

The winter timetable booklet, which operates from 20th September 1965 to 12th June 1966, is similar in format to the summer one described in our last issue, which it has just replaced. As summer services continued for a further week on the Fishguard-Rosslare route some of the tables are heavily annotated and this unfortunate occurrence does not lend clarity to the tables affected. The Dublin - Wexford -

Rosslare table in particular would benefit from the continental practice of putting a vertical wavy line alongside trains which do not run on certain dates. The “Change Trains” asterisk is continued (why not on p.11?) although it is also used eleven times elsewhere in the book with other meanings. It is a pity that this sign, at least, can not be kept with the same meaning throughout the whole timetable. And what is so special about p.38 that the asterisks can not serve for “Change Trains” there? The services, continue much as last year except on the Dublin - Belfast line (described in the UTA section of this issue) and on the Dublin - Wexford - Rosslare line where the service has been reduced to two through trains each way per day. There is now one down morning train at 09:00, replacing the 07:25 and 10:15 and one up at 07:30 replacing the former 06:40 and the 10:20 ex Wexford. The down evening train remains at its revised timing; 18:25 from Westland Row, not from Amiens Street; indeed, only the 15:05 from Rosslare now works through to Amiens Street. The Rosslare-Wexford trains have had considerable alterations in details but apart from the operation of last year’s Friday shopping train on Thursdays and Fridays, and in slightly different timings, still provide the same number of services. On the Dublin-Sligo line the innovation of a regular Sunday train is welcome. It operates in the same timings as when introduced in the summer timetable but does not divide to provide two up services - the 15:50 was only to cater for Lough Derg passengers - and has no buffet car. Another summer alteration perpetuated in the winter is the splitting of the Sunday up morning and down evening services into Cork and Limerick trains respectively, all with buffet cars. The 10:00 and 18:30 Amiens Street - Limerick trains, and their reciprocals, perform the station stops north of Limerick Junction while the 10:30 and 19:00 to Cork, and their reciprocals, run non-stop Amiens Street - Limerick Junction. The Tralee service from both Dublin and Cork on Sundays has been withdrawn for the winter. On the Dublin-Bray suburban services an alteration worthy of note is the interchanging of destinations of the 17:05 (MF) and 17:13 (MF) ex Amiens Street. The former now terminates at Bray while the latter continues to Greystones. The 13:03 - last winter a Dalkey train - maintains its summer extension to Bray whence it returns at 13:48.

Rolling Stock Developments

There was a partial renumbering of coaching vehicles during the summer making a separate numerical series for special purpose vehicles. Already in 1959/60, coaches 803/811/802/934/823/347/?/? were numbered HC 1-8 respectively. These are, of course, the Holiday Camping coaches. Recently, however, two further types of coach were similarly extracted from normal enumeration - AMbulance coaches and Radio Studio coaches. The renumbering is as follows: 94M - AM10, 183M - AM11, 1097 - AM12, 1900 - AM13, 875 - RS20, 935 - RS21, 2126 - RS22 and 2127 - RS23.

At the commencement of the steam heating season heating vans Nos. 3114/3137/3145 appeared with ordinary oil axle boxes instead of the normal roller bearing boxes fitted to these four-wheel 21 ton vehicles. Explanation for this is lacking. Recently coach 396N was noted consigned to Cork with all interior fittings, seats, etc., removed and it is expected that it will reappear in departmental use. On the freight side, bulk cement wagons continue to appear from Inchicore and an experimental ore wagon has been on trials. The latter is a low sided hopper wagon for the transport of barytes probably intended for the Shallee-Foyne traffic which it is hoped to capture for rail haulage. Several former oil tank wagons have been reported in traffic carrying industrial alcohol and suitably inscribed to this effect.

Signalling Developments

The new automatic barrier level crossing on the Athlone-Westport line is now installed but not yet in service. It replaces Bellagher crossing between Donamon and Ballymoe 105 miles 71 chains from Dublin, Broadstone. It will be brought into use when road realignment is complete as its construction is to ease a sharp turn on the Roscommon - Ballymoe Road. Another new crossing is to be installed on the Limerick-Athenry line near Ardahan and preliminary site work has just started. A re-signalling plan for Rosslare Strand is being implemented and is described in “Station Survey” in this issue.

Goods Traffic

Work has now been completed on the North Wall goods handling project. The “Point Store” re-equipment has already been described and in the “Midland Depot” a similar system for dealing with traffic has been evolved. Lorries back up to the handling area direct and discharge on to pallets which are then sorted by mobile fork-lift trucks into different sections of the floor in accordance with the train service by which they will leave. These sections are indicated by variously coloured notices as follows:

19:35 (Sligo)	Sligo only.
21:30 (Galway)	Athenry, Gort, Galway and Tuam.
22:15 (Wexford)	Arklow, Bridgetown, Campile, Enniscorthy, Ferns, Gorey, Rathdrum, Wexford and Woodenbridge.
22:25 (Sligo)	Ballaghaderreen, Ballymote, Ballisodare, Boyle, Carrick, Collooney, Dromod and Mullingar.
23:30 (Mayo)	Balla, Ballina, Ballinrobe, Ballyhaunis, Ballyvary, Castlebar, Castlerea, Charlestown, Claremorris, Foxford, Kiltimagh, Roscommon, Swinford, Tubbercurry and Westport.
23:45 (Galway/Sligo)	Athlone, Ballinasloe, Cavan, Edgeworthstown, Longford, Loughrea, Moate and Woodlawn.

It will be realised that several of these are rail/road services. In the yard the new bank for crane loading is completed while alterations are at present in progress to the connecting lines between the Midland and LMS yards near Church Road Junction. The latter will enable the Inchicore creosoting plant to be installed between the two and this will save transporting the timber from North Wall to Inchicore on arrival and then back to North Wall for storage. The new steel shed is in operation and is handling the traffic secured from Irish Steel Ltd, Haulbowline, which instead of passing by sea is brought by lighter to Cork Quays and thence by rail. The cement trains mentioned in our last issue are working between Drogheda (but not Limerick) and Cabra storage plant and a thirteen wagon train is making three trips per day. Limerick will probably commence to feed this plant shortly. Meantime siding accommodation at Foynes is being adapted and extended to handle 100,000 tons of oil per annum which is being worked to Castlemungret Cement factory. Heretofore this was carried by Cement Ltd in road tankers.

Shelton

The anticipated pilot engine was allocated to the sidings in August and has been kept occupied working laden wagons from the factory loading points to the yard alongside the main Dublin-Wexford line. G614 has been employed, often from 07:00 to 02:00 on this duty, based on Arklow where it is refuelled. At weekends it is worked to Grand Canal Street for a mechanical check up. Traffic from the factory is extremely heavy - about 40 wagons per day - roughly evenly divided via Dublin and Wexford. Wagon loads to stations other than Dublin, North Wall and New Ross are on the increase and are expected to expand even further in the near future.

Wicklow Siding

A new siding was completed in Wicklow during September but had not been brought into use up to the end of the month. It is situated close to Wicklow Junction where the 50 chain branch to Wicklow goods diverges - the one-time terminus of the Dublin & Wicklow Railway (from October 1855 until, in August 1861, it was extended from the junction to Rathdrum). The new siding is short, some 15 wagon lengths, and runs alongside the roadway to the fertiliser factory.

Lifting

The present position of lifting of closed lines is as follows:

Clonsilla - Fairyhouse: The removal of this spur was completed in July leaving only a siding from Clonsilla.

Macmine - New Ross: The line was broken on August 20 at Rathgarogue (96 miles 76 chains) and a rail tractor with four-wheel permanent way bogies is engaged in lifting towards New Ross. At the time of writing work has reached MP 99¾. Recovered materials are being deposited near New Ross where about ¼ mile spur will be left for shunting. When this phase of operations is complete it is understood that a subsidiary ETS instrument will be installed at Macmine to enable lifting trains to remove the Rathgarogue-Macmine sector. (Macmine was closed as a block post on 1st April 1964.) To make this possible the point frog at the south end of Macmine will have to be replaced.

Lamps

Flashing tail lamps are to be tried out on trains on the Dublin-Cork main line in the near future.

Goold's Cross Crash

At times of heavy traffic, especially during Horse Show week, the evening main line departure for Kerry at 18:45 is divided into two portions, one for Limerick only at 18:45 and the second for Tralee at 19:00. On August 5 the latter, an eight-coach railcar set comprising railcar 2634, second 1361, diner 268N, seconds 1515, 1514, PIs 2661, 2660 and railcar 2637 struck a herd of cattle being driven across the line at MP 95½. Seven coaches of the train left the rails but the couplings held and, despite its coming to rest in an 'S', blocking both up and down lines, none of the 400 passengers on board suffered even minor injuries. The accident occurred about 21:05 and the railcar which had formed the 20:25 from Limerick to Limerick Junction was commandeered to bring the stranded passengers forward. The up 21:15 Cork-Dublin night mail was re-routed from Limerick Junction via Clonmel and Fethard to Thurles, and the Thursday and Friday night goods trains ran the same way or via Ballybrophy and Limerick. Surprisingly little damage was caused to the train; the bogies and corridor connections suffered most but although the dining car's stock produced broken glass not a single window in the train was even cracked as far as could be seen. Breakdown gangs from Limerick with both the Inchicore and Cork steam cranes were in attendance and had cleared the first three coaches off the up line to allow single line working on it between Goold's Cross and Dundrum. These three coaches were brought to Dundrum and, using every opportunity between trains, the remainder was re-railed during Friday and Saturday and normal double line working resumed early on Sunday morning.

Standard Class

The announcement of June 14 that second class would be re-entitled "Standard Class" was implemented as from September 20 and since then all references in advertising and in the public timetable are to the new designation. Furthermore, the majority of stations holding printed stocks have had second class tickets replaced by a new "standard" print. What will happen to through tickets "Standard in the Republic of Ireland (the UTA has not followed suit) - First in ship - Second class in Britain" remains to be seen. The figure "2" has been removed from carriage doors throughout the system and in at least one case we have noticed that an over-enthusiastic member of the staff removed the figure "1" from a composite as well.

Fog Delay

A dense fog which covered most of the country on October 6 seriously disrupted transport, particularly along the east coast. The 03:25 Mail boat "Hibernia" from Holyhead arrived off Dun Laoghaire at 07:25 but was unable to enter the Harbour. It was forced to remain in Scotsman's Bay until finally it was able to berth at 21:21 when over 700 passengers disembarked. During the day CIÉ were advised of the destinations of the passengers and provided special trains on the Southern and Midland sections to accommodate them. Three pier trains arrived in Westland Row at 22:10, 22:25 and 22:39 respectively

and the second train went on to Kingsbridge. An auxiliary night mail left Westland Row for Galway at 22:48 giving connections at Mullingar for Sligo and at Athlone for Westport. Also an auxiliary night mail worked from Kingsbridge to Cork giving connections at Limerick Junction for Limerick and at Mallow for Tralee. Air traffic was also disrupted and in consequence of an Aer Lingus jet from the USA having to discharge its Dublin passengers at Shannon, a special was operated from Limerick at 14:00. It arrived at Kingsbridge at 16:42 and consisted of 3173, LV 2719, ex GSR composite 2130, diner 2400, standards 1541, 1542, 1454 and HV 3125. There were approximately 100 passengers including An Taoiseach, Mr S. Lemass, and other government officials returning from New York.

Railcar 101

UTA railcar 101, formerly GNR "A", which has been for some time the property of a demolition contractor, was taken from Navan to Portadown on October 9. It has been in store at Navan since the completion of the lifting of the Clonsilla-Navan line and has suffered much at the hands of vandals. Resulting from the alterations which were carried out so that it could be used to haul rails, no buffer plank was left at the non-engined end and as there was no means of turning the railcar at Navan, B168 had to propel it from Navan to Drogheda. The train left Navan at 09:38 and having allowed the down 11:00 "Enterprise" to overtake at Dundalk, it proceeded to Portadown where it arrived at 13:34. It is not immediately clear for what purpose it will be used, but will likely be on demolition of part of the "Derry Road".

Beet

Beet traffic from Kilrane, Killinick, Bridgetown and Duncormick will this year go to Carlow factory instead of Thurles. Carlow had virtually no rail-beet last season.

UTA GENERAL NEWS REPORT

Winter Timetable

The winter timetable came into operation on September 13 and no important alterations have been made to the usual winter workings on the NCC or B&CDR sections, except for the addition of a new evening Sunday train from Belfast to Ballymena at 19:00 returning at 20:10. On the outward journey it serves Whiteabbey and Antrim, and on the return journey Antrim only. Important changes have, however, taken place on the GNR main line as the four "Enterprise" expresses are being retained at the expense of some of the stopping trains. In the down direction the 06:30 mail train from Dublin to Portadown, introduced last April, now carries passengers and serves Drogheda and Dundalk. It is due in Portadown at 08:35 and a connection is shown into the 09:10 non-stop Portadown-Belfast train. The overall journey by this service takes 3¼ hours. The down 08:30 "Enterprise" now stops at Dundalk and Portadown and is allowed 2¼ hours for the journey. The former 09:15 now runs only as far as Dundalk. The 11:00 is non-stop and the 14:30 makes the same stops as the 08:30. The former 14:45 has been cancelled altogether. The 17:30 is unchanged and continues to stop at Dundalk to pick up only. On Saturdays only a service is provided at 18:30 ex Dublin but involves a change of trains at Dundalk. In the up direction there are "Enterprise" trains at 08:00, calling at Portadown, 11:30 non-stop, 14:30 stopping at Portadown and Dundalk and 17:30 non-stop. There is also a service from Belfast at 08:15, serving Lisburn and Lurgan, connecting at Portadown into the return working of the 06:30 down mail which leaves Portadown at 08:55 and arrives Dundalk at 09:38. Passengers for further south again change trains and may leave Dundalk at 10:00 to reach Dublin at 11:10 calling at Drogheda only. There is an evening train each weekday from Belfast at 18:35 serving Lurgan, Portadown, Dundalk and Drogheda reaching Dublin at 21:15. On Saturdays passengers using this service are required to change trains at Dundalk. The new services may be praised as giving excellent end to end trains but while Dundalk passengers have not fared too badly, those from Drogheda, Lurgan and Lisburn have had their

cross border trains almost completely withdrawn. The Sunday workings are as in former years with two up and two down stopping trains. Both of these and all the weekday "Enterprise" expresses are provided with buffet car facilities.

New Halts

The UTA is providing two new halts on the Belfast-Bangor line to serve two quite different types of traffic. The first of these serves Crawfordsburn Hospital and is sited at 9 miles 63 chains from Belfast, between Helen's Bay and Carnalea. Short sleeper platforms are provided, sufficient to accommodate a three-car train, and the halt, which is unstaffed, is reached by steps up from the road at the Belfast end of the platform. Blue nameboards with white lettering are placed on each platform and since September 13, there have been 13 calls each weekday (14 on Saturdays) and on Sundays 8 down and 7 up. From October 4 an extra one train down calls if required (MF). The second halt will be at Seahill, between Marino and Helen's Bay and it is announced as expected to open in November. As the first took from July 19 to September 17 to construct and as work is only just about to start on the second this forecast may be a little optimistic. It will be between MP 7 and MP 8 and will serve a new housing estate. The Deputy Lord Mayor of Bangor is reported as having stated that the opening of the new halts can be taken as an indication that the UTA have no intention of closing the line.

Inaugural Outing

The inaugural outing of the recently formed Railway Preservation Society of Ireland took place on September 11. The route taken was from Belfast, York Road, to Portrush and back to Antrim where the GNR branch to Lisburn was traversed. This, the greater portion of the outing, was worked by an ex GNR 0-6-0 class UG No.49 which showed its paces very favourably on the NCC main line. From Lisburn the train proceeded to Portadown and back to Great Victoria Street. On this section the train was worked by Class VS 4-4-0 No.207 and piloted by Class S 4-4-0 No.171 which the Society hopes to preserve in working order. This combination undoubtedly produced an interesting spectacle not often seen before, but, due to the sad present-day state of these locomotives, no great feats of performance were recorded. The train consisted of first N180 (painted in the new "Class A" livery of unlined maroon), second N418, diner 548, second N410 and brake composite N258.

Lifted

The station yards at Moira and Ballymena Goods are reported as having been completely lifted. Elsewhere, since the cessation of goods trains, sidings are derelict.

Belfast Central Closure

The last passenger train to use the Belfast Central Railway en route from Bangor to the GN was a four-piece AEC railcar working a Bangor-Dublin day excursion on July 29. On the previous day, the last steam passenger train was worked by 0-6-0 No.49 and 8 bogies on a Lisburn-Banger excursion. Amongst the passengers were parties of the IRRS and RPSI who were also commemorating the centenary of the Belfast, Holywood & Bangor Railway which was opened between Holywood and Bangor on 1st May 1865. The last train to use the line was a ballast train to Victoria Park and back, worked by loco No.48 (0-6-0). Crane 8434 and some permanent way wagons have been left on the B&CDR section which is now isolated. Work commenced on the removal of Middlepath Street Bridge on August 16 and was completed on the 18th. Lifting of the junction with the GN main line at Central Junction took place on October 10. The facing crossover from the up to the down main line is also being removed.

Track Alterations

At Portadown, considerable alterations have been made to the permanent way. Some time ago, a new facing crossover was placed at Portadown North to allow up trains to gain access to No.4 platform

direct. The home signals have been adjusted and now provide both homes and calling-on arms for platforms 1 and 2 and a calling-on arm followed by a ground disc signal covering platforms 3 and 4. A great deal of Portadown goods yard has been lifted mainly in the vicinity of the goods store. The long refuge siding on the down side has also been lifted. The continuation of the goods loop over Woodhouse Street bridge and its turnout to the main line at the south end has been lifted as also have been the sidings at the up side coal bank. The crossover from the down to the up main line south of the Junction cabin on the Dublin line which used to allow goods locos to join their trains has been removed. Furthermore, the turnout to the loco shed has been removed and access to it is only possible by means of the long siding - formerly the Clones line - and a series of reversals which lead eventually to the turntable road.

Lifting

Contractors have commenced lifting the Warrenpoint branch working towards Newry but bringing material to Warrenpoint. At time of writing work has reached MP 4½. On October 8 the UTA auctioned the track from Derry to the Border, but as yet no lifting has taken place.

JOURNEY JOTTINGS

21 September: Westport - Rosslare Harbour

The 14:40 Westport-Dublin consisted of an "Old Yank", B133, and a 5-bogie train, two standard class coaches, diner 2092, a composite and a bogie van. Leaving Westport sharp to time, a two minute stop was made at Castlebar, 15 minutes away, where a goodly complement of passengers joined the train. Manulla Junction, now closed and remotely controlled from Balla, was passed at 15:03 and one minute was lost to Balla where the train slowed to change the staff. A further two minutes were lost to Claremorris which was reached at 15:20. Good station work made up most of the time and the train commenced the climb out of Claremorris up Gallagher's Bank. Ballyhaunis was reached 1 minute early, but out of approximately 50 people on the platform only about 20 joined the train.

Timekeeping was strictly maintained to Castlerea through Ballymoe and on to Roscommon. However, due to caution being required at a damaged set of gates, three minutes were lost to Athlone, which was reached at 16:46, where the down 14:55 Westport and Galway combined train was crossed. Whilst awaiting the 17:20 Athlone-Portarlinton railcar, the up "Galway Mail" arrived and departed heavily laden.

The 39¾ miles to Portarlinton was the only section on the 252½ mile journey on which no catering facilities were available - a tribute to the CIÉ buffet car network. Railcars 2639 and 2644 left Athlone 2 minutes late and all but four passengers were schoolchildren returning home to Clara. Time was easily kept to Portarlinton which was reached one minute early at 18:19 having called at Clara and Tullamore where a number of passengers was picked up.

The up Cork Mail arrived 1 minute late at 18:31 and consisted of GM locos B161 and B142, bogie TPO, SV, bogie van and seven coaches including a buffet car, with a HV at rear. Portarlinton was left sharp to time and Kildare reached 1 minute early at 18:48. Two minutes before time at 18:53 the down 18:15 to Waterford arrived consisting of loco B144, 3 Standard Class Craven coaches, a buffet, a composite and LV.

Kildare was left slightly ahead of time and stops made at Athy, Carlow and Muine Bheag before arriving in Kilkenny, one minute early. The timings on this line are fairly tight and some lively running was experienced. B144 having run around, left Kilkenny on time at 18:17 and reached Thomastown, the only passenger station between Kilkenny and Waterford, punctually. Fine running down Knockmoylan bank ensued and an early arrival at Waterford was foiled by a signal check at Waterford West. However, at 21:00 on the dot, the train stopped at the platform. Seven minutes later the Cork-

Rosslare “Rosslare Express” arrived and was made up of GM loco B129, five bogies, including twelve-wheel diner 353, HV, two fresh-meat containers and an ex GNR bogie ‘P’ van.

Leaving Waterford on time at 21:18 a lively run was made across the South Wexford line using mechanical staff exchanging apparatus. At Ballycullane the up Waterford goods was crossed.

Ballygeary outer home was reached at 22:09 where a three minute signal check ensued. The train then crossed the now single line section from the mainland to the pier arriving one minute late at 22:16.

Here the passengers and fresh-meat containers were quickly transferred to the “St. David”, now in British Rail livery but retaining the Great Western coat of arms on the bow, while the “St. Andrew” stood by to form the morning sailing. This was a 252½ mile journey across Ireland on which timekeeping was exemplary and a high standard of rail service was provided.

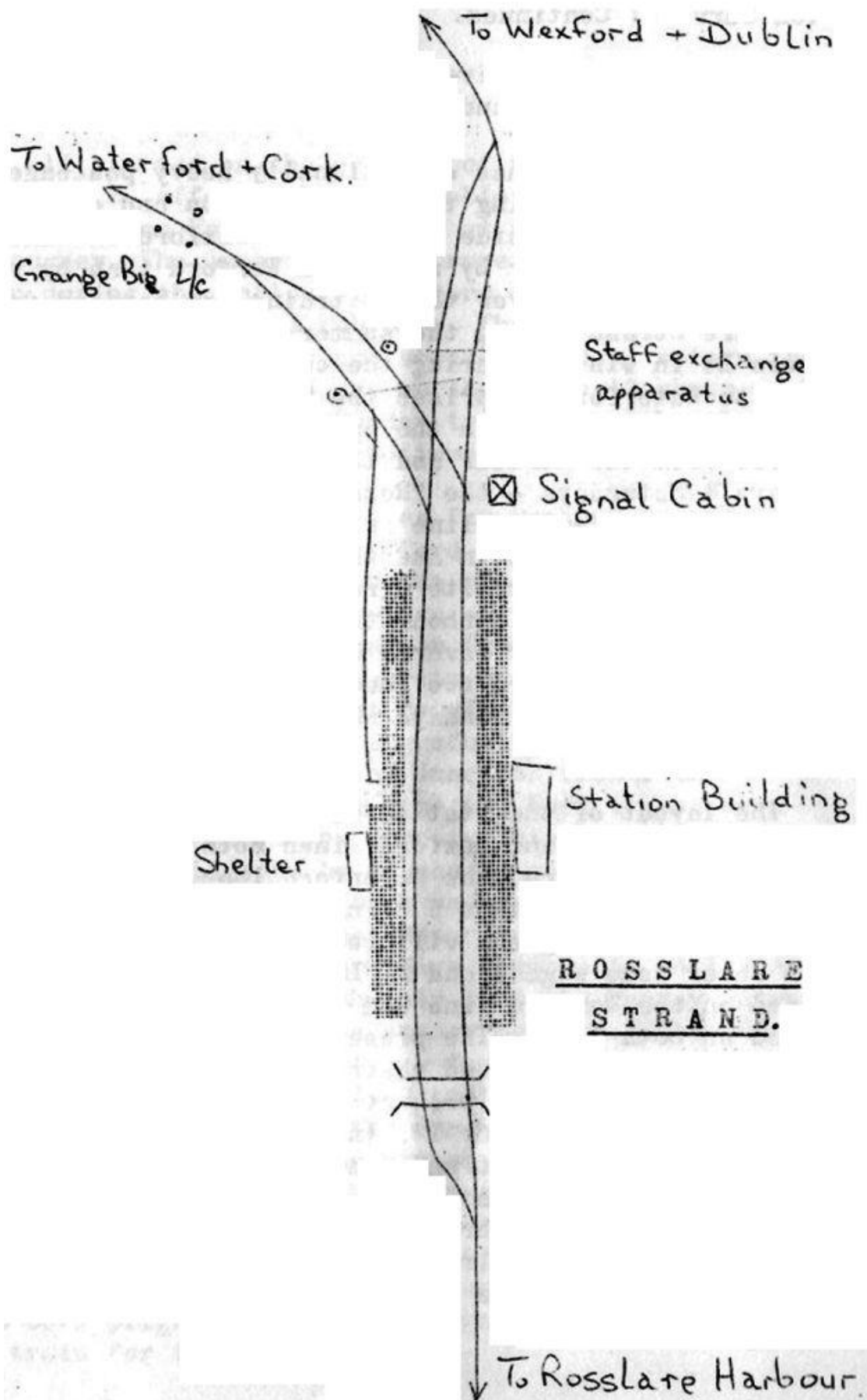
STATION SURVEY

Rosslare Strand

Rosslare Strand, formerly known as “Rosslare Strand Junction”, first appeared on the Irish railway map on 22nd July 1882 when opened by the Waterford & Wexford Railway as part of their branch to Greenore, now Rosslare Harbour. The Wexford - Rosslare Harbour line was worked by the DW&WR until early in 1889 when it closed due to lack of traffic. In August 1894 the line was reopened by the GS&WR for goods and livestock traffic to Rosslare Pier. In 1898 it became part of the Fishguard & Rosslare Railways & Harbours scheme. The junction at Rosslare Strand dates from 1st August 1906 although the train service from Waterford ran to Wexford via the direct spur from Killinick to Felthouse Junction between Rosslare Strand and Wexford South at MP 2 from Rosslare Strand. The first “Rosslare Express” from Cork to Rosslare via the direct line ran on 30th August 1906. The spur from Killinick to Felthouse was short lived, being closed about 1912 and demolished but never abandoned.

Rosslare Strand has exceptionally heavy passenger traffic especially during the summer season and even has a service of special seaside trains from Wexford on Sundays. It is also much shorter by rail from Wexford than by road - 5½ miles against 11. Over thirty trains are handled daily at Rosslare Strand during the summer timetable and there are even 24 in winter. During the current timetable the train service to Waterford comprises the 07:10 ex Rosslare Harbour and the 13:15 from Cork in the opposite direction. In addition the 06:15 from the Harbour and the 18:20 ex Cork on Tuesdays, Thursdays and Saturdays - the “Rosslare Express” - pass but do not stop. On the Wexford line are the 07:30 and 15:05 from Rosslare Harbour to Dublin and the 09:00 and 18:25 from Westland Row in the opposite direction. There are also the local Wexford - Rosslare Harbour trains at 07:00, 13:15 (ThFO), 16:05 and 18:00 and their reverse workings at 08:15, 12:30 (ThFO), 16:55 and 19:15. There are two goods trains from Wexford and Waterford daily except Mondays when there is only one to and from each.

The layout of the station is relatively simple, there being the Waterford and Wexford lines both with loops. A short siding is provided from the Waterford loop. At present the signal cabin has 26 levers 6 being spare, but a re-signalling programme now in progress will reduce the spares to one only. A down outer home signal and a “Limit of Shunt” board is being provided on the Wexford line and two-way signalling is being provided on both loops. The present down line is being made the up and down line, the speed restriction being 40 mph as against 30 mph on the present up line. These alterations come into force on October 12. In 1906 the electric tablet sections were Rosslare Strand Junction - Killinick on the Waterford line, to Kilrane on the Harbour line and to Felthouse Junction on the Wexford branch. With the closure of the Felthouse Junction curve and of Kilrane signal cabin the sections became Rosslare Strand to Wexford North and to Ballygeary (the mainland end of Rosslare Harbour).



FEATURE SECTION

CHEAP WEEKENDS

It all started on the weekend of the 16th-19th November 1956 when CIÉ offered the remarkable concession of return tickets valid from Friday to Monday at single fare for the return journey. The experiment was repeated in February 1957 and again during the following winters at roughly monthly intervals from November to February. Then in 1962 the cheap fare was offered in October and special Sunday return trains were run. This winter there are no less than 13 cheap weekends between October and May and Sunday train travel has been stimulated to an extent never believed possible.

In 1956/57 the opportunities for weekend travel were very limited. Those who could afford to spend from Friday or Saturday to Monday away were in the minority and only on the Cork line was it possible to return on the Sunday night. This precluded country people working in Dublin from spending the weekend at home as the vast majority had to report for work on Monday morning before the first provincial arrivals. The extension of Sunday trains came gradually; first Limerick was served by connection at Limerick Junction from 12th September 1960 and at the same time the Cork trains were rearranged to run from Amiens Street. This had the advantage of enabling Kingsbridge to be closed on most Sundays but has the disadvantage of bringing back weekenders to a station other than that from which they departed. This affects those who wish to park their cars or leave baggage to be collected on returning. Meantime on 5th July 1959 the Sunday Galway train had been instituted as a summer measure. Subsequently on and from 24th February 1963 it was found that it could stand all year round operation and the same evolved when the Waterford was first tried in the summer of 1964 and was extended through the following winter in a series of timetable amendments. Despite its non-appearance in the 1964 winter public timetable this train has attracted traffic to the extent that it fills a four-coach railcar every Sunday night. The Sligo operation, commenced this summer mainly on account of Lough Derg pilgrimage traffic, is now a confirmed all-seasons train for the coming winter.

This evolution of cheap weekends received a sharp stimulus in 1962 when on October 12 a series of special trains were run on Sunday to cater for returning weekend traffic. This was the first weekend of the season and the special trains came from Tralee, Limerick via Nenagh, Waterford, Galway via Portarlinton, Sligo and Wexford. Now the problem was one of making the down trains pay, for Dublin train sets were used for all these specials. Instead of sending them down as empty trains the brilliant idea of using them for day excursions was decided upon. This was done well for the rates charged were extremely reasonable - a flat 20/- to Limerick, Waterford, Sligo, Galway or Wexford and 25/- to Killarney or Tralee. The reasoning behind these bargain rates was sound; the trains were being run anyway and anything made on the down trip was clear profit as in fact the up train was expected to pay for the operation. The response, slow at first, improved and the special trains became a feature of cheap weekends. A typical one is that of 25th October 1964 with specials as under:

Kingsbridge - Tralee	serving	Thurles, Rathmore, Killarney and Farranfore
Kingsbridge - Limerick	serving	Ballybrophy and Nenagh line stations
Amiens Street - Cork	serving	Rath Luirc only
Amiens Street - Sligo	serving	Mullingar and Sligo line stations
Westland Row - Wexford	serving	Bray, Arklow, Gorey, Ferns and Enniscorthy

In addition Waterford and Galway were served by the regular trains with similar fare enticements. Buffet cars were provided on the Tralee and Cork specials and the regular Galway. A later

development was the running on occasions of a Westport special.

The measure of success of such weekends is shown by the details of a rough check on Dublin arrivals on the evening of October 3 last which are tabulated below.

As reported in our last issue the 8 such weekends reaped about £400,000 extra for CIÉ last winter and for the coming season no less than 13 are scheduled on the weekends: commencing Fridays: October 1 & 22, November 12 & 26, December 3, January 7 & 21, February 11, March 4 & 25, April 22 and May 6 & 20. It is to be hoped that they will meet with the success which they deserve.

Trains arriving in Dublin - evening of Sunday 3rd October 1965

Arrive	At	From	Type	Train	Passengers	Notes
21:41	Kingsbridge	Limerick	Spl	B164, LV, 6 bogies, HV	270	A
22:11	Amiens Street	Cork	Ord	B158, 8 bogies, HV	320	
22:25	Amiens Street	Waterford	Ord	7-coach railcar	358	
22:35	Amiens Street	Sligo	Ord	B128, LV, 6 bogies, LV	270	
23:05	Amiens Street	Galway	Ord	B121, LV, 10 bogies, HV	350	
23:12	Amiens Street	Limerick	Ord	B171, 8 bogies, HV	300	B
23:12	Kingsbridge	Tralee	Spl	B127, HV, 7 bogies	225	C
23:17	Amiens Street	Westport	Spl	B157, 5 bogies, LV	250	D

A = Via Nenagh

B = Via Limerick Junction

C = Included a special party from Killarney (55 passengers)

D = Via Portarlinton