

THE

IRISH RAILFANS' NEWS

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EDITORIAL

In the past year CIÉ have continued to make progress on the road to providing a rail transport system of the highest possible standard. The changes and improvements made in the past few years would hardly have been thought possible ten or even five years ago. From the passenger's point of view the most noticeable changes have come in the standard of comfort and cleanliness of the trains, improved timekeeping as well as a reduction in journey times, and the modernisation of station facilities. On the freight side great strides have also been made. Bulk trains of oil, cement, barytes and zinc concentrates have already become part of the Irish railway scene while the longer established traffics such as cattle, sugar beet, porter and fertilisers continue to provide valuable revenue. Long distance passenger traffic has been built up with the help of cheap weekend fares and also by the provision of a much improved Sunday train service.

Even the Dublin suburban section has shown a sudden awareness of the need for improvements. Tara Street - a purely suburban station - is currently receiving an extensive overhaul. Additional trains have been provided and the through running of trains between the GN and DSE suburban sections is being extended, while the proposed new station near Howth Junction, together with moves to have another near Shankill, all point to a healthy future. In fact there has been an increase in suburban traffic in the past month of over ten per cent and this despite the fact that the improved services and the advantages of using them are still not being advertised.

It is on this question of advertising that much still needs to be done. In recent weeks posters have appeared on Dublin hoardings advertising the train services to Cork, Belfast, Galway and Limerick. It is to be hoped that this is only the beginning and that a similar advertising campaign will be mounted for other services. Newspaper advertising is also in need of improvement. All too often, one sees important train alterations, extra trains, cheap weekend fares and so on given one or two column inches which are relegated to some obscure corner of the paper. The cheap Sunday excursion fares have scarcely been advertised at all while the 15/- excursions to Belfast have received the minimum amount of space possible. One can only wonder why CIÉ seem so reluctant to tell the public what they are selling - they have nothing to be ashamed of!

Our Next Issue

The next issue of the IRN will appear on 1 May 1969, one month later than has previously been the case. Thereafter the issues will appear at the normal three monthly intervals. This change has been thought advisable because of the all too hectic conditions of Christmas week in which the first issue of the year is normally prepared. In order to relieve the considerable pressure on both correspondents and committee from now on the IRN will appear in February, May, August and November, on the first of the month in each case. As mentioned, normal "interval working" will be resumed as from the next (May) issue.

We wish all our Readers a Happy New Year

SOME RECENT ARTICLES OF IRISH INTEREST

Modern Railways

October Electric Platform Cleaners on CIÉ (Paragraph)

Railway Magazine

November NCC Rail-motors, -buses, cars (Article)

December Recent Runs on Irish Railways (Article)

Journal Of The Irish Railway Record Society

October Irish Railways in 1866
Planning a Faster Service (on CIÉ)
The GS&WR 400 & 500 Classes

Railway Magazine

November Electric Platform Cleaners on CIÉ (Illustration)

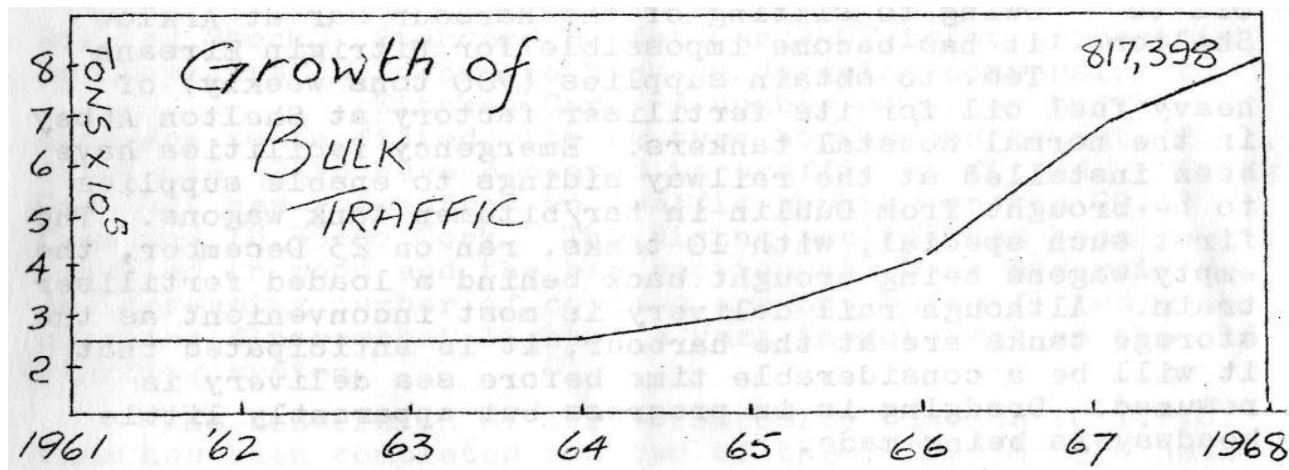
December Steam to Athlone (2 illustrations of RPSI Tour)

News Section

CIÉ

IRN Special: The Annual Report 1967/8

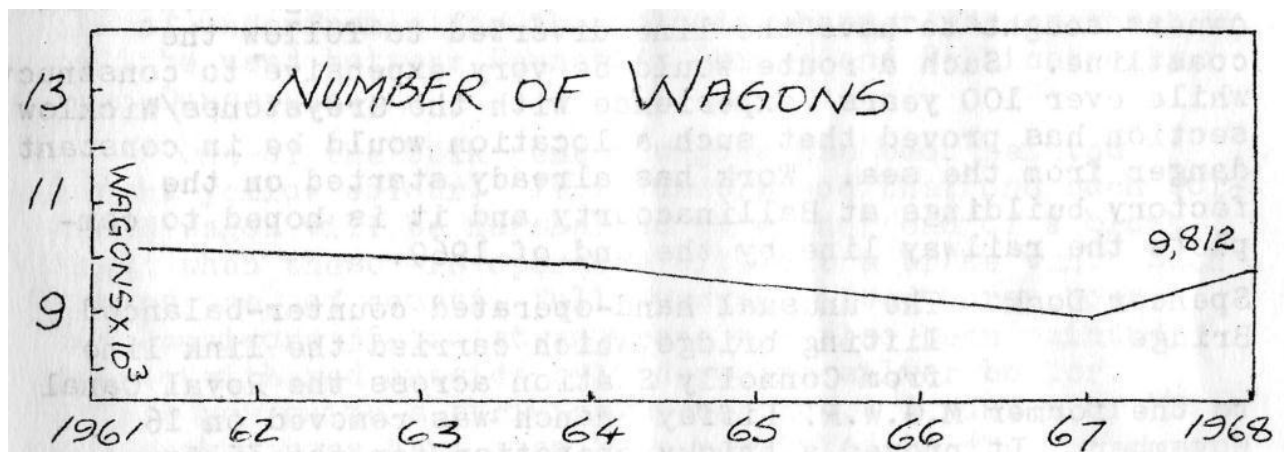
The Annual Report for the year ended 31 March 1968 was published in October last. The financial aspects of this document will no doubt make gloomy reading for the economist but the outward appearance of it gives no appearance of gloom, which is perhaps a good omen. The 44-page 12" x 9" Report is attractively printed on art paper and the inks used correspond to the "black and tan" of the CIÉ passenger rolling stock livery. The cover boasts a fine colour illustration of the floodlit Heuston Station viewed across the River Liffey.



The initial pages of the Report provide a résumé of the Company's fortunes or otherwise during its eighteenth year of life and a well balanced selection of monochrome and colour illustrations portray

both the development of the company and the men who control it. On Page 13 is a map of the railway system which includes the spur to Shelton Abbey (shown as a “goods only” line) but carelessly omits both the Silvermines and Castlemungret lines which are at least of equal importance. In the remaining pages are detailed analyses of the various operations of the Board, showing percentages and comparisons with the previous year’s operation.

The total revenue amounted to £27,396,000 - an increase of £2,273,000 on the previous year. However, of this amount £700,000 is attributed to revenue lost due to industrial unrest during the 1966/7 period. Total expenditure, which increased by £2,200,000, amounted to £28,512,000. Of the increase the sum of £1,430,000 went towards improving working conditions and pay. The net deficit, allowing for the annual subsidy of £2,000,000, was £479,557. Services which ran at a loss were those on the railway and canal undertakings, but the Aran Islands steamer service also contributed to the deficit. The rail services as a whole earned £10,194,542 and on them was spent £12,379,879, incurring a loss of £2,185,337 - an increase of £327,138 on the previous year.



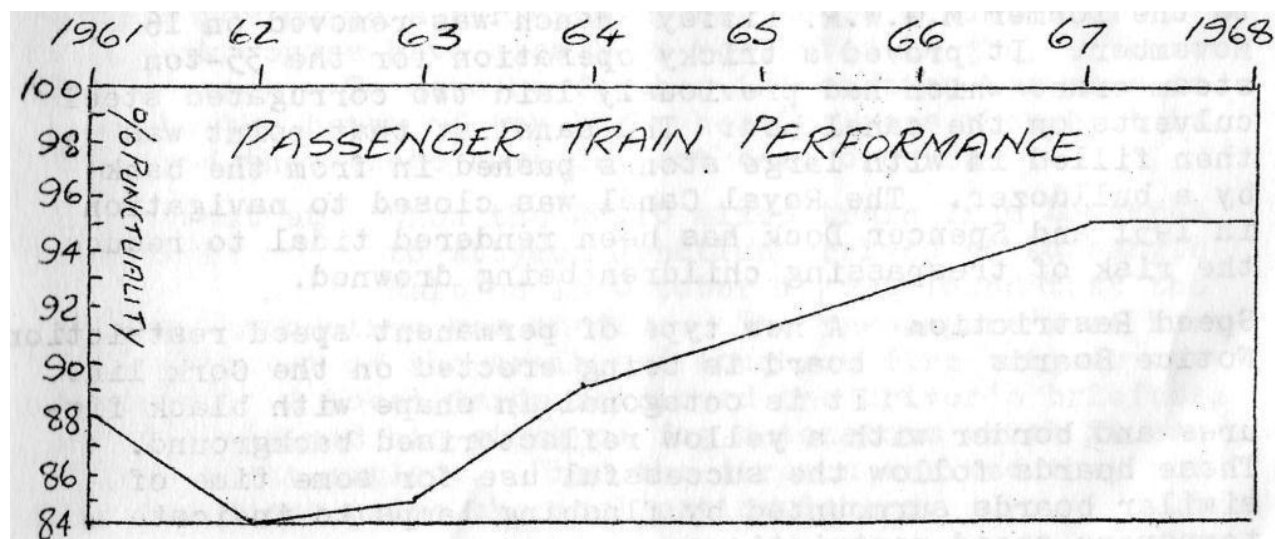
From the statistical information some interesting facts emerge. First of all, despite the rationalisation of the rail system the total staff increased from 20,192 to 20,213. When one realises that 60.6% of the total expenditure went on wages and salaries, a visit from job evaluation experts might be worthy of consideration. Secondly, the section dealing with traffic shows a reduction of passenger traffic by 304,000 passengers on ordinary tickets, while season ticket traffic also showed a substantial reduction. On the freight side £202,550 more was earned and this included increases resulting from various forms of traffic, as shown in the table below:

Commodity	1968 Tons	1967 Tons
Ale and Porter including empties	200,370	199,891
Bacon and Hams and Butter	28,868	34,831
Beet	294,951	243,515
Beet Pulp	15,233	21,422
Cement	880,494	820,070
Chocolate Crumb	14,946	14,658
Drapery	23,883	24,846
Fertiliser	401,915	312,767
Grain	44,598	55,218
Groceries	81,187	74,466
Gypsum	39,198	39,381
Millstuffs	27,993	41,226
Moss Peat	6,030	10,035
Petrol/Oil in owners wagons	214,734	105,588

Potatoes	1,108	1,370
Scrap Iron	19,254	13,600
Sugar	40,481	51,862
Tar/Bitumen in bulk	52,823	56,941
Timber (other than round)	5,718	5,817
Wines and Spirits	8,169	8,149
Total	2,391,953	2,135,653

Of these commodities those which showed the biggest increases were the already important Fertiliser, Oil and Cement, all of which should in time increase further.

A most pleasing feature of the Report was the way in which much of the statistical information was presented. The graphs on this page are typical of several to be found in the document and while our copies will not of course give fine detail they indicate some very interesting trends.



Oil To Shelton

Owing to silting of the harbour bar at Arklow it has become impossible for Nítrigin Éireann Teo. to obtain supplies (700 tons weekly) of heavy fuel oil for its fertiliser factory at Shelton Abbey in the normal coastal tankers. Emergency facilities have been installed at the railway sidings to enable supplies to be brought from Dublin in tar/bitumen tank wagons. The first such special, with 10 tanks, ran on 23 December, the empty wagons being brought back behind a loaded fertiliser train. Although rail delivery is most inconvenient as the storage tanks are at the harbour, it is anticipated that it will be a considerable time before sea delivery is resumed. Dredging is in progress but apparently little headway is being made.

Ballinacourty Railway

The Railway Works Order under the 1963 Transport Act to empower CIÉ to build the "Ballinacourty Extension Railway" was signed by the Minister for Transport & Power on 4 December. The route authorised was in accordance with CIÉ's application described in our last issue although local landowners sought to have the line diverted to follow the coastline. Such a route would be very expensive to construct while over 100 years' experience with the Greystones/Wicklow section has proved that such a location would be in constant danger from the sea. Work has already started on the factory buildings at Ballinacourty and it is hoped to complete the railway line by the end of 1969.

Spencer Dock Bridge

The unusual hand-operated counter-balanced lifting bridge which carried the link line from Connolly

Station across the Royal Canal to the former MGWR Liffey Branch was removed on 16 November. It proved a tricky operation for the 35-ton steam crane which had previously laid two corrugated steel culverts on the canal bed. The canal at that point was then filled in with large stones pushed in from the bank by a bulldozer. The Royal Canal was closed to navigation in 1951 and Spencer Dock has been rendered tidal to reduce the risk of trespassing children being drowned.

Speed Restriction Notice Boards

A new type of permanent speed restriction board is being erected on the Cork line. It is octagonal in shape with black figures and border with a yellow reflectorised background. These boards follow the successful use for some time of similar boards surmounted by flashing lamps to indicate temporary speed restrictions.

Rolling Stock Developments

Standard Buffet Car 2407 is at present in Inchicore Works undergoing conversion to Kitchen Car. A number of other buffet cars are to be fitted with B4 type bogies and to date 2411, 2414, 2416 and 2418 have appeared in traffic so fitted. Dining Car 2401 has reappeared in traffic working on the 09:15 from and 18:35 to Cork. The dining section has been re-panelled in wood and the bar section has been modernised. An increasing number of coaches are now being fitted with circular fluorescent lights - a vast improvement on the old lighting system.

The conversion of three composite coaches to TPO vans has been completed and two of them, 2979 and 2980, have been in use for some time. The third, 2978, has not yet come into traffic. These vans are not fitted with mailbag pick-up nets and the nets have been removed from one of the older TPO vans, 2972. The use of the nets had declined very much in recent years and it has now ceased entirely.

Work has commenced at Inchicore on the construction of underframes for the dolomite hopper wagons which will be used between Bennett's Bridge and Ballinacourty, near Dungarvan.

One of the bulk cement wagons has been painted a bright yellow colour. It is understood that one such coloured wagon will be marshalled at either end of a block train when these are operated without a brake van. Such trains are, of course, fully vacuum fitted throughout. The Inchicore 35-ton steam crane has also been painted yellow with red outside cylinders and silver boiler. It has now quite a striking appearance. A number of "Esso" oil tank wagons have also been repainted in grey with red underframes.

To date no further information has come to hand on the batch of ten bogie heating vans though it is believed that these have in fact been ordered.

Excitement At Dunsandle

When the 20:10 mixed train from Loughrea to Attymon Junction arrived at Dunsandle Halt on 15 October it was found that the C-class locomotive was on fire. The passengers were hurriedly got out of the train and Loughrea fire brigade was summoned. A local Garda retrieved the driver's briefcase which contained his stock of fog detonators which it was feared might explode. When the firemen arrived they put out the blaze using chemical extinguishers.

Lifting Operations

Lifting of the remaining rails on the Mallow-Dungarvan line was resumed in December. The lifting train had been brought round to Mallow and started to lift westwards from the point, 32 miles 790 yards from Mallow (just east of Lismore Station), where the line had been broken on 11 January last. No further work has been done on the Thurles/Clonmel line.

Ballymerrigan Accident

The 10:30 "Cheap Weekend" Sunday excursion train from Pearse Station to Wexford on 6 October

collided with a motor car at Ballymerrigan accommodation crossing between Rathnew and Glenealy. The driver was fatally injured. By a tragic coincidence his son had been killed at the same place on 24 May 1966 when his tractor was struck by the 09:00 down passenger train. After a delay of almost 2 hours the train, B128, LV, 5 bogies and a 6-wheeled HV, continued, stopping at Arklow to leave off the LV. A15 had been sent from Dublin to Wicklow as standby engine but it was not required. A minor incident occurred on 11 October in the early hours, when the 21:10 Up Night Mail from Cork struck a herd of cattle near Hazelhatch. Several beasts were killed instantly while others had to be destroyed. The train was not damaged but was over 45 minutes late arriving in Dublin.

Signalling Notes

On and from 6 October the ground frame which works the points at Wicklow Junction has been electrically released from Wicklow station cabin instead of by the Wicklow/Greystones Electric Train Staff. The adjacent subsidiary ETS instrument and telephone are retained for use when trains are running to and from Wicklow Goods Yard. New Down Outer Home and Up Advanced Starting signals have been provided, enabling shunting to take place through the junction even when there is a train in section to or from Greystones. The signal cabin at Ballyglunin was in use during the Tuam beet campaign from 21 October to 16 December.

Station Prizes

The annual station prize awards went this year to Tullamore in Grade A, Ballybrophy in Group B, and, as usual, to Malahide in Group C. Among the runners-up are Dalkey and Adare. It must now be a very difficult task for the judges to select the winners as the standard of station tidiness is now very high indeed.

Posters

A new poster for CIÉ's "Inter-City" rail services from Dublin to Cork, Limerick, Galway and Belfast is now being widely distributed - a very welcome move.

Station Developments

Pearse Station: The principal works here have been the provision of a new canopy over the Westland Row pedestrian entrance and a false ceiling in the hall. Installation of a new carriage washing plant commenced in September and is now complete. Unlike the pioneer one at Heuston Station, which is manually controlled, this one is switched on and off by ultrasonic sensors. The steps leading to the station footbridge have been removed.

Tara Street: The third phase of the improvements at this station is under way. The weather-beaten timber platform walls and canopy are being replaced by a more modern structure. According to a recent press report two escalators are to be installed here at a later stage.

Connolly Station: A new style of barrier, with two built-in ticket checker's booths and a new bookstall, has been erected. While the work was in progress the old bookstall, somewhat foreshortened, was moved to a temporary location beside the toilets. The old Inspector's Office has been rebuilt as an enquiry office communicating with the adjacent booking office. The old enquiry office was demolished on 5 December and the new bookstall was opened on the 18th.

Heuston Station: The sidings served by the 25-ton gantry crane have been realigned.

Howth Junction: Work is in progress on lowering the road which passes under the line here. A 25 mph restriction was imposed while a new sewer-pipe was being jacked through the embankment. The restriction was altered to 5 mph from 12 December when a lorry became stuck under the bridge and displaced the girders.

Cabra: The old wooden cleaning stage for cattle wagons has been replaced by a concrete one.

Killester: Work commenced on 19 October on the provision of ramp access to the Up platform instead of the existing steps. The work is proving difficult as rock has been encountered and is an awkward obstacle in that it has to be cut away.

Limerick: The new 35-ton gantry crane on “Matterson’s Bank” was due to be tested just before Christmas. Because of the doubling of the Foynes Loop it is possible to close Patrickswell Cabin at night for the first time since the Castlemungret line opened in 1957.

Limerick Junction: A thermit welding depot has been established in part of the former loco shed. It will be used to join pairs of short rails, thereby reducing the number of joints in a given length.

Kilbarrack: Work has not yet started on the new station here, which is due to open in Autumn, but the announcement has encouraged residents of Shankill to press for a station on the Bray line to serve their locality.

East Wall Yard: A gantry crane is being erected here to deal with container traffic. As a temporary measure pending its completion the 20-ton steam breakdown crane from Grand Canal Street has been used to load containers.

Waterford: With the major work completed the new station building-cum-administrative offices are now in use. This imposing new landmark, while providing greatly improved facilities for the travelling public, will prove to be a great morale booster to all the Board’s staff in the area which is already one of CIÉ’s most important centres for freight and rail/road transhipment. Waterford will assume an even greater importance with the development of the Bennett’s Bridge/Dungarvan/Cork dolomite traffic.

The main station concourse is rectangular in shape, the long glass front facing out across the River Suir. The inset “In” and “Out” double doors open automatically when activated by a person walking on the rubber mats. The doors open rapidly but close gently after some seconds have elapsed. Persons attempting to use the wrong doors are warned by a buzzer. The concourse is finished in the now standard black and white tiles and it embodies booking and enquiry offices, a bookstall and seating facilities all in keeping with modern trends in style. Central heating is also provided, the units being strategically placed between the backs of the seats. Entrance to the platforms is gained through a second set of automatic doors. Ticket checking is carried out at the platform ends where new railings have been fitted. Work at this point is as yet incomplete. Parking bays are being provided on the roadway outside the station buildings. Further parking facilities will eventually be in use when the old red brick building backing onto the disused platforms 1 and 2 has been demolished.

Fares Increase

CIÉ’s rates and fares have recently been increased. Rail and road passenger fares went up by 12.5% on 2 December, while freight charges are to be increased early in the new year. Catering charges likewise reflected the upward trend, as did station restaurant charges: a lunch went from 7/6^d to 8/3^d for example. In the case of fares and freight charges some increase was inevitable as increased wages and improved working conditions have cost CIÉ a considerable sum, as will have been noted in our remarks on the recent Annual Report.

In the Dublin area the bus fare structure has been simplified to one of a 6^d minimum rising by 3^d multiples, but simultaneously a new structure came into effect on the Suburban trains which had the extraordinary effect of reducing many single fares. As a result the railways would be able for the first time in many years to fight back against road competition. At the same time a new 5-day limited weekly ticket has replaced the former 6-day one, while the 6-day unlimited one is retained. The new 5-day ticket is a great bargain, that for Dalkey, for example, being 2/- cheaper than 5-days of bus travel. However, it is rather a pity that this scale of fares was not given the “hard sell”. In the case of the bus services a comprehensive, if not too easily comprehensible, fares booklet was made available free for

the first time ever. This was instantly dubbed “Dublin’s Best-Seller” by a humorous official who was swamped by the demand. A fine opportunity to produce some similar booklet for the railway was sadly missed.

Locomotive Notes

B113 and B114 have been working on Limerick-Cabra bulk cement trains since mid-October, their first train workings off the Cork line since they were built in 1951. A58R and A59R are now on general duties on the Southern section but there is no sign of any of the further 30 such rebuilds appearing in traffic nor of the two C-class locos which are now receiving General Motors engines at Inchicore. The availability of E-class locos appears to have improved considerably for two were in use as pilots at Pearse Station while the wash plant was being built, and fewer Cs are in use as North Wall pilots. D303 has been observed on pilot duties at Heuston Goods Store.

Fenit

A quantity of flat-bottomed rails, recovered from the Fermoy/Lismore section has been placed alongside part of the Fenit branch for relaying.

Cheap Fares

From 6 October a new scale of cheap Sunday excursion fares available for journeys over 30 miles throughout the system was introduced. It ranges from 10/- for journeys of 31-40 miles up to 30/- for 176-300 miles. Although hardly advertised at all the same scale applies to Day Return Party Travel (8 or more adults) and to special excursion trains every day except Christmas, St. Patrick’s Day and Easter. Knock Pilgrimage and All-in Rugby football special trains are excepted.

Christmas Traffic

Although traffic was extremely heavy this year in contrast to last year’s poor figures which were due to the outbreak of foot and mouth disease in Britain, the fact that the feast fell in mid-week spread the load over several days. As a result of this and also because of the better regular services, there was little evidence of the frantic rush, fuss and delays once associated with the period. A typical example was the evening exodus from Heuston Station on Christmas Eve where the trains left punctually and not overcrowded. From 17:30 until 19:00 trains left at 15 minute intervals to Limerick (via Nenagh) (2), Waterford (2), Cork, Limerick (via Thurles) and Tralee. The smallest was the 17:30 to Limerick: B149 + 2 HV + 4 bogies + LV, and the largest was the 19:00 to Tralee: B185/B163 + 10 bogies + HV. The 18:00 to Kilkenny and Waterford presented a sight now rare: B181 + HV + LV + 1321, 1322, 1316, 1307, 1320 + LV, all the bogies being uniform and of GS&WR origin.

Speed The Mails!

On Christmas Eve loco B187 failed at Moate while working the 15:50 Galway-Dublin Day Mail. After some time A22 arrived from Mullingar to work the train forward. It in turn failed at Enfield and the train was finally brought into Pearse Station three hours late by B160. The train stopped at Kilcock to exchange crews with the Down Night Mail and at Clonsilla to set down passengers for Dublin Airport for whom special transport arrangements had been made. Fortunately the 20:45 Mail Boat from Dun Laoghaire was not running so that the effects of the failure were not as great as they might have been on a normal weekday.

Exit The Van

To permit the withdrawal of brake vans from fully fitted goods trains a device known as a “moveable tail piece” is on trial. It is mounted on the tail-lamp bracket of the rear vehicle and includes a vacuum hose connection, a vacuum gauge and a test valve.

Public Address

Following the experimental use of public address on the 08:45 to Cork and the 18:00 return from 30 July, it was introduced on the new “Sáirséal” express from Limerick to Dublin and back from its inception on 16 September. From 9 December the same innovation was made on the 09:15 ex Cork and 14:45 return working.

Liner Train?

On 5 October the British & Irish Steam Packet Co. announced its intention to abandon its shipping services from Cork with effect from 1 January 1969. It was the intention to substitute a liner train exclusive to the B+I to convey the containers to Dublin for shipment on the Company’s Dublin-Liverpool route. Initially the service was planned to operate from the CIÉ yard at Glanmire Road but it was hoped to lease a site at the new Tivoli Industrial Estate for use as a container compound into which the liner train would be later extended. This announcement was followed by one of the strongest and most united protests ever voiced against the withdrawal of any Irish transport service. The outcry resulted in the intervention of the Minister for Transport & Power who stated that no action would be taken pending further study. The shipping service was meantime reprieved until 31 March. However, it appears that liner trains, both independently and CIÉ owned, are definitely under consideration even if nothing more substantial than rumour has so far come to the surface. Cork, Limerick and possibly Galway all seem likely outer termini.

Airport Branches

It was revealed on 11 October that the Shannon Free Airport Development Authority has had a survey carried out which indicated that CIÉ could provide a 5-mile branch to the Airport, probably leaving the Limerick-Ennis-Sligo line at or near Sixmilebridge station, at a cost not in excess of £400,000.

Although such a line would be a boon from the point of view of reducing traffic on a none too magnificent road, CIÉ have stated that. “traffic indications so far do not justify the project”. The mere thought of a branch to a provincial airport brought forth the headlines which raised the question of a similar link to Dublin’s Collinstown Airport, but such vague ideas as were voiced were merely the products of an agile journalistic mind. What is far more necessary is a fully adequate highway northwards from Dublin which, because of its undoubted proximity to the Airport, would perfectly fulfil the function of easing the traffic flow which will become truly enormous on the advent of the “Jumbo Jet”.

Locomotive Disposal

The Irish Steam Preservation Society has acquired one of the three 3ft gauge 0-4-0 well tank locos supplied to Bord na Mona in 1949 by Messrs Andrew Barclay of Kilmarnock. These turf-burning locos saw little use and were soon replaced by diesel units. They have been in store at Cushina, near Portarlinton, since their withdrawal. Kept locked up the locos only left their shed for exhibition to visiting enthusiasts, the last occasion being on 22 June 1968 when the Portarlinton/Clonsast system was inspected during a Transport Research Associates tour.

The Society has ambitious plans to construct a system, in the style of the Bicton Woodland Railway, in the grounds of Stradbally Hall, Co. Laois, on which to run the loco and suitable rolling stock.

NORTHERN IRELAND RAILWAYS

Central Renaissance?

Bangor Borough Council is again pressing the authorities to rebuild Middlepath Street Bridge in Belfast and so allow the Belfast Central Railway to be reopened. One business alone claims a reduction in takings of about £5,000 each May and June since the bridge was demolished in July 1965. Until then

Bangor had been a popular and convenient venue for Sunday School excursion trains. The most regrettable feature of the affair is that ample warnings were given by those with foresight that such losses would occur. At the time such warnings were sadly unheeded.

Spoil Trains

Workings were suspended for the Christmas holidays from 23 to 31 December inclusive. The third line has been cut at Fortwilliam to make way for the foundations of a new motorway overbridge.

Christmas Trains

In contrast to CIÉ's policy, NIR provided a skeleton train service on all its lines on Christmas Day. The only line with no trains was the Portrush Branch.

Commercial Co-Operation

An interesting feature of the NIR Christmas "Train Arrangements" booklet was the page advertisement urging the traveller to travel to town by train and to patronise various Belfast stores and theatres the names of which were tabulated.

Portrush Branch

An improved service, operative during University terms only, was introduced on 4 November giving 12 weekday services each way and 5 runs to and from University Halt, Monday to Friday, the short runs dropping to 1 only on Saturday. The Sunday service consists of four trains each way. Traffic is developing steadily and the platform is to be extended to 6 coach lengths. A shelter will be provided and the present temporary entrance replaced by a more convenient one. A special 6-car DE set conveyed the Prime Minister and other dignitaries to the opening ceremony at the University on 25 October.

A Fares Battle?

A fares increase by Belfast Corporation Transport Department gave the NIR an excellent opportunity to publicise the fact that its fare to Sydenham station on the Bangor line is still only 6^d, compared with 10^d by the circuitous bus service. A handbill giving full details, of season tickets as well, has been widely circulated in the area.

Station Demolition

The demolition of the office block at Great Victoria Street to make way for the new hotel began on 27 October. The contractors worked at incredible speed and all that now remains is the ornate entrance canopy above the station steps. All buildings to the right of this have been razed back in line with the buffer stops, including part of the station roof. The plans for the new hotel have not yet been made public and it is not yet clear if there is to be any more encroachment on the already cramped station facilities.

Southern Invasion!

It was announced on 9 December that the Russell Court Hotel on the Lisburn Road, Belfast, had been purchased by the Great Southern Hotels Group for £200,000. The group is owned and managed by Ostlanna Iompair Éireann, a wholly owned subsidiary of CIÉ. It is the first hotel in Northern Ireland to be added to the chain and £500,000 is to be spent in altering and extending the hotel.

Changes At Coleraine

The title of "The Pullman Bar" has been bestowed on the recently modernised refreshment room at Coleraine station. Compared with its predecessor it is palatially equipped.

Most of the sidings in the Goods Yard have been lifted and sold for scrap. A similar fate has befallen the old passing loop at Macfin.

Steam Workings

Northern Ireland Railways are now the only operators of steam locos seven days a week throughout the year in these islands. In wintertime steam passenger trains are a rarity but recent demonstrations in Derry and Larne each required steam specials. On 9 November No.50 took 8 bogies to Derry and back, suffering a hot box in the process. The outward journey was enlivened by a bomb scare at Ballymena. All passengers, including the controversial Reverend Ian Paisley, were put off the train while police searched it. On 14 December No.55 took 10 bogies to Larne Harbour, where 53 assisted with the shunting. Even a regular train, the 17:30 to Larne Harbour, had to be steam-hauled on 3 December as insufficient railcars were available for the 5-coach train. Loco 55 with 5 coaches was substituted.

Loco Notes

Several locos have received light repairs in the shops, including No.50 which went in after its Derry run of 9 November. Raised bunkers are being fitted to Nos. 4 and 50 to enable them to work a full day on the spoil trains without re-coaling. The RPSI loco 171 is at present having a cab floor fitted and some missing items replaced. It is rather incongruously coupled to GNR(I) tender No.31, once fitted to a 'VS' class 4-4-0; its own tender is in store at Whitehead.

Rolling Stock Withdrawals

From December the following vehicles were deleted from the rostering lists, apparently as a preliminary to total withdrawal and scrapping: Railcars 1, 4, 6, 7, 37 and 56, and trailer 545. Dining Car 549, formerly No.90 from the famous "North Atlantic Express" set of 1934, has been lying derelict at York Road and is unlikely to be repaired.

Craigavon Station

A new station bearing this name is to be built on the former GNR main line, between Lurgan and Portadown. The cost is estimated at over £200,000 and work is scheduled to start in the Autumn of 1969. Among the features included in the plans of the station is an ultra-modern refreshment room.

Promotion

Mr Hugh Waring, the Chief Executive of the NIR, was given the title of Managing Director with effect from 8 November.

Disruption

A car crashed off the Sydenham By-pass onto the Down Bangor line on 15 November. The 19:50 Down and 20:30 Up trains had to be cancelled.

Railcars: MED

Trailer 523 came out on 11 October. Like 519 it has been converted from non-corridor compartment type to centre-corridor, but it has had two toilets fitted at one end. At Queen's Quay, No.33 went out on trials on 6 December. It had been fitted with new four-speed gearboxes and at present No.26 and No.27 are receiving the same treatment.

Railcars: MPD

The conversion of No.53 to corridor type was completed in mid-December and No.51 is the next in line for this conversion. No.40 is receiving a heavy overhaul but it will retain its AEC engine. No.63 is being converted to Rolls Royce engines.

Railcars: DE

No.75 resumed work in late October; No.72 followed on 6 December. The new car - No.78 - is also in service. It shows a few detail changes from its predecessors, and has sign-written numbers instead of transfers. Trailer 724 has been repainted again, and the first of the new trailers, No.713, entered service

on 29. It has been converted from side-corridor first/second composite coach 278, formerly NCC No.66, built in Derby Works in 1924. In its present form it is a remarkable mongrel as it is now a second/brake with a driver's compartment.

The sides and ends have been flush panelled in aluminium and rubber mounted windows have been fitted throughout. However, each of the five remaining compartments retains its outside door and no attempt has been made to mould the driving end panels round to meet the sides. It is fitted with a new type of headlamp, mounted above the gangway and which contains three separate sealed-beam units. The passenger compartments have been re-upholstered but are otherwise little altered. Fluorescent lights are to be fitted as soon as possible; the necessary parts have not yet been delivered. The vehicle has normal trailer bogies with roller-bearing axleboxes.

Damage By Vandals

MED railcars Nos. 12 and 13, working the 17:25 train from Belfast to Cullybackey on 4 December, hit a large oil-drum which had been placed on the track near Greencastle crossover, just outside Belfast. Considerable damage was caused and a steam loco had to be summoned to haul the train to Greencastle. The passengers transferred at Whiteabbey into the 17:45 Belfast-Derry train. The railcars were repaired by 6 December.

Feature Section

WATERFORD V MANCHESTER UNITED - 18 SEPTEMBER 1968

G.M. D'Arcy

When Waterford were drawn to play Manchester United in the first round of the European Soccer Cup the problem of deciding a venue for the match arose. Dalymount Park - the usual location for such matches - was felt to be inadequate in view of the large crowd expected. Manchester United were the "glamour" club of the moment, having won the European Cup in the previous season, and would be sure to attract large crowds of Irish fans. Eventually it was agreed that the match would be played on 18 September at Lansdowne Road - headquarters of the Irish Rugby Football Union. Since this venue has no floodlights it was necessary to start the game at 17:45 to ensure that it would be over before dark. This early start only served to compound CIÉ's problem - now match-bound crowds and homeward-bound commuters would have to be coped with at the same awkward time.

Detailed plans were made for conveying the bulk of the fans by rail. Basically, the long-distance specials were planned to arrive first and then there would be an intensive service from Connolly Station to Lansdowne Road. In practice things went well, the specials from Waterford and Cork arriving punctually. Details are as follows:

- | | | | | |
|----|--------|--------------|---|---------------------------------|
| 1. | 13:00 | ex Waterford | arr. 15:43 | B182 + HV + 9 bogies + LV |
| 2. | 13:20 | ex Waterford | arr. 15:53 | B188 + LV + 9 bogies + HV |
| 3. | 13:40 | ex Waterford | arr. 16:29 | B186 + HV + 9 bogies + LV |
| 4. | Extra | ex Waterford | arr. 16:37 | B189 + LV + 7 bogies + HV |
| 5. | 14:15* | ex Waterford | arr. 17:07 | B146 + HV + 7 bogies + HV |
| 6. | 13:20 | ex Cork | arr. 16:50 | B159/B162 + LV + 10 bogies + HV |
| 7. | 13:25 | ex Belfast | arr. Connolly at 16:02 and continued as the 16:10 to Bray. Returned on 17:03 Bray-Howth and thence to Connolly for return to Belfast. | |

* "All-in" train.

The last-mentioned train was a seven-coach NIR railcar set, the four AEC power units being Nos. 118, 111, 120 and 113. In addition there was one further train from Waterford and another from Wexford.

The local service to Lansdowne Road started at 17:00. In addition to the normal trains there were extras scheduled to depart at 17:00, 17:04, 17:17 and 17:21. Another 17:00 departure was scheduled from Heuston Station. The actual trains and timings were:

Time	17:00	17:04	17:07	17:13	17:17	17:21	17:26	17:34
Train	Spl	Spl	Bray	Greystones	Spl	Spl	Bray	Dalkey
	A+6b	B+6b	A+6b	6-Railcar	B+6b	A2v6b	A+6b	6-Railcar
Connolly	17:02	17:11	17:13	17:17	17:23	17:28	17:40	17:45
Pearse	17:10*	17:18*	17:23	17:27	17:32	17:38	17:50	17:54

* These trains continued to Bray.

The locos workings these respective trains were: A15, B165, A57, Railcar, B163, A43, A46, Railcar. The 17:00 ex Heuston consisted of B110 with 8 bogies; it passed Connolly at 17:33 and Pearse at 17:44.

The provincial specials continued empty to either Dun Laoghaire or Bray for turning and restocking with supplies and water. The local specials did likewise except one which turned at Dalkey causing quite serious delays to trains from Dun Laoghaire onwards where the sections are longer. Between 17:45 and 19:30 comparative peace descended on the railway, with only the regular trains operating.

The arrival of the 19:00 ex Bray, which stopped specially at Lansdowne Road, heralded the beginning of the return "invasion". The local workings are tabulated below, the first three lines corresponding to the table above and the timings being those of departure at Lansdowne Road, arrival at Pearse and departure at Pearse, respectively:

19:00	19:35	19:44	19:53	20:00	20:10	20:20	20:36	20:40	20:50
Bray	Spl	Spl	Spl	Spl	Spl	Spl	Spl	Spl	Spl
A+6b	B2v9b	B+6b	A2v6b	B2v8b	Bv7b	Bv6b	B2v9b	B2v9b	Bv9b
19:27	19:40	19:47	19:51	20:01	20:10	20:18	20:28	20:36	20:49
19:30	19:44	19:50	19:58	20:05	20:14	20:22	20:31	20:43	20:54
19:33	19:46	19:52	20:01	20:11	20:19	20:25	20:32	20:44	21:08

Locos (in order): A46, B187, B163, A43, B171, B173, B165, B182, B188 and B186.

The 20:10 Night Mail to the West got away during a lull, departing at 20:41. The local trains were all very crowded since the return provincial specials were only provided from Pearse or Connolly to avoid complications at Lansdowne Road. The "All-in" train of B146 + HV + 7 bogies + HV returned via Wexford, leaving Pearse at 20:46 - 21 minutes late, while the remaining specials went via the Southern main line. Of these, the Cork train, B159/B162 + HV + 10 bogies + LV, and one Waterford train, B189 + HV + 8 bogies + LV, left from Pearse at 21:00 and 21:25, respectively. All remaining trains left from Connolly Station.

From the Bray direction no specials were run to Lansdowne Road, apart from Waterford specials which came up the D&SER line. On the return, however, three local trains were provided, at 19:47, 19:55 and 20:23: B158 + empty set off 15:05 ex Sligo, B169 + 7 bogies + HV and B163 + 6 bogies, respectively. A useful connection for the 20:45 Mail Boat was provided by specially stopping the 19:30 and 19:57 trains ex Pearse at Lansdowne Road. It goes without saying that it was many hours after the match was over before the working of empty trains back to their bases had ceased.

From the soccer enthusiast's point of view the occasion was unsatisfactory - Waterford were beaten

3-1. But as far as CIÉ was concerned it was a great success - a unique challenge had been very competently met. None of the provincial specials was seriously late (the return of the "All-In" train was delayed by arrangement), while the local services ran well as far as Lansdowne Road at least. Commuters travelling beyond Dun Laoghaire were delayed quite a bit but only because the signalling on the line beyond Dun Laoghaire, while more than adequate for even heavy summer traffic, was on this occasion insufficient to handle unprecedented loads.

There were complaints that people missed the start of the match because of late running, but these were unjustified since there was an adequate - if rather crammed - service up to kick-off time and the only people who may have suffered were the tardy ones on the 17:00 ex Heuston, which did not arrive at Lansdowne Road till 17:47. By that time the teams were down to serious business, mainly because the referee had started the game a little early! CIÉ admittedly had a vast reservoir of experience in handling football crowds to draw on, but they have good reason to be proud of this occasion when a large number of trains ran to and from a terminus very far from ideal.

News Special

THE DERRY LINE AWASH

The main Belfast-Derry line was completely blocked in the early hours of 2 November when the embankment at milepost 40¾ subsided beneath diesel-electric railcar 71, which was heading the 01:30 Lisburn-Derry goods train. Many hours of exceptionally heavy rain had caused the nearby River Main to flood a wide tract of land. The rush of water, which reached rail level, scoured away some of the ballast and caused the subsidence. Fortunately, however, the train was running under caution because of the floods and the driver brought it to a stop before a derailment could occur, but No.71 was perched precariously at a very drunken angle with its rear bogie almost awash.

Although mishaps of this sort are happily very rare on the Irish railway scene their occasional occurrence usually demonstrates the ability of the railway authorities to "clear up the mess" as quickly and efficiently as possible. For the railway enthusiast the result is a fascinating record of railway working under adverse conditions. In this case the "rescue" started with the uncoupling of the rear diesel-electric power car which then propelled the brake van and 23 wagons back to Cullybackey, leaving the two trailers and No.71 behind. The working of the following 02:30 goods was suspended at Antrim.

For the rest of the day all trains from Belfast terminated at Ballymena, except those which normally served Cullybackey. Passengers to and from Ballymoney and points beyond were conveyed to and from Glarryford in single-deck buses. Services north of the flood area were maintained by two trains: DE 73 + driving trailer 712 and MPD 38/45/548/40/529. No doubt the services of buffet 548 were much appreciated by the passengers! The Portrush branch service was operated by MPD 64.

During the day MPD 65 ran from Ballymena to the flood at 12:55 with workmen and equipment, while loco 4 worked a 10-wagon ballast train from Antrim at 12:30. The engine returned light towards Belfast but was later recalled to rescue the stranded trailers just at nightfall. It propelled some wagons ahead of it from Ballymena to keep the weight of the loco off the damaged embankment. It was impossible to remove No.71 as the rails beneath it were badly distorted and there was a grave risk of overbalancing it into the flood.

Next day the few morning services were handled in the same way and MPDs 36 and 44 made two trips

from Ballymena propelling ballast trains and No.71 was rescued from the north end by the 2-car DE set. The damaged lengths of rail were replaced with some lifted from the loop at Glarryford station, the use of which was abandoned when the signals were dismantled on 14 June 1967. An additional ballast train comprising 10 spoil wagons and coach 198 was brought from Magheramorne to Ballymena by loco 51. This is the first recorded working of spoil wagons on any part of the NCC other than Belfast-Larne. This train left for Cullybackey at 14:45 hauled by MPDs 44 and 36 and banked by No.51, the latter roaring up the steep gradient in fine style.

At Cullybackey the railcars were detached and No.51 then propelled the train on to Glarryford where the ballast was discharged. Then No.71 was attached in the rear and after some trouble with the vacuum brakes had been rectified the whole extraordinary cavalcade returned to Ballymena. The line was then clear for the first train since the mishap, the 16:10 Belfast-Derry which left Ballymena at 17:12, only 12 minutes late. Somewhat later the MPDs, 44 and 36, took 13 wagons of the goods train from Cullybackey to Derry. The remaining wagons and those still at Antrim were brought onwards to Derry by loco 10 on the following day, 4 November.

The flooding caused a serious upset to the plans of the Railway Preservation Society of Ireland which had arranged a railtour to the new University Halt and Derry, to be hauled by a "Jeep" 2-6-4T, with the Society's loco, No.186, as well from Coleraine onwards. However, the resilience of the organisers was ably demonstrated when, at a few hours notice, the tour was rearranged to run for its participants from York Road to Dundalk via the Antrim line. No.50 hauled the train throughout and it was assisted by No.186 from Antrim southwards. This speedy change in the itinerary reflected very great credit on the NIR authorities who had already been saddled with a great disruption of their regular passenger services as a result of the misbehaviour of the River Main. But such are the happy relations which exist between enthusiast societies and railway authorities in Ireland.

REVIEW ARTICLE

Railway Literature In 1968

In the course of the last year many new books of railway interest appeared and several had an appeal for the devotee of Irish rail transport. Only one of them, however, has been reviewed in the IRN - the issue for July 1968 included a review of "The Cork & Muskerry Light Railway" by A.T. Newham - and the remaining items are dealt with in the following review survey.

Early in the year David & Charles brought out the fifteenth in their series of "Standard Railway Histories": "The Ballymena Lines" by E.M. Patterson. This book deals with three narrow-gauge railways which operated at one time or another in the north-east corner of Ireland and it is a companion volume to the work by the same author on the Ballycastle Railway. The lines dealt with in the present book are the Glenariff Railway, the Ballymena, Cushendall & Red Bay Railway, and the Ballymena & Larne Railway. The last two were later part of the NCC network and although closure of some sections took place in 1930 it was the UTA which finally terminated narrow-gauge services in Antrim 20 years later. These railways were interesting and Dr Patterson's text does them justice. The illustrations are a little disappointing, in particular the half-tones. Four of the 39 pictures are of railway employees, while another four deal with a steam road lorry which ran from Ballyclare station and a railcar which was destined for South America but was tested on the Antrim lines. While the last-mentioned items are of undoubted transport interest and the character of a railway stems largely from its employees, one cannot but feel that too high a proportion of the plates is given to ephemeral topics. Nonetheless the book is definitely a good buy.

The same publishers have brought out two "non-books", as they have described them: reprints of the August 1887 and the April 1910 issues of "Bradshaw". The present volumes are exact reproductions of

the originals, advertisements and all, although the opportunity has been taken to enlarge the text slightly in the photographic reproduction process and to use a better quality paper. The later issue has the greater Irish interest; apart from the Keady-Castleblayney line which opened later in 1910 all the Irish lines are there complete with passenger train timings and mileages. The earlier issue is of value in that it compensates for the "missing" railway information with a detailed list of steamer services which includes fares, departure times and so on. These reprints of "Bradshaw's Railway Guide" are rather too expensive for the casual "browser" but they are invaluable for the transport historian.

Another facsimile reprint has come from Transport Research Associates - a reproduction of the June 1936 issue of the "Service Timetable" of the Sligo, Leitrim & Northern Counties Railway. The reprint, of what is an Appendix to the Working Timetable, includes the January 1940 Working Timetable, and it affords much information not normally available. As with the "Bradshaws" the reproduction is on good white paper and is easily read. Recommended for the SL&NCR fan and for anyone with even a passing interest in railway operation.

From the same publishers is "The Hill Of Howth Tramway" by R.C. Flewitt. This is an attractively produced book which does full justice to its subject - the 5¼ mile tramway from Sutton to Howth, opened in 1901 and closed suddenly in 1959. The text is authoritatively written and there is a well balanced selection of half-tones. Some excellent diagrams round off the illustrations. These include a good fold-out map which seems to be at variance with the text in one respect. The Clontarf & Hill of Howth Tramroad (a completely separate line) is shown as running down the West Pier at Howth, yet the text states that this was not so. But this small point does not in any way spoil the enjoyment of a book which, although slim, manages to be well-nigh exhaustive.

"Britain's Joint Lines" by H.C. Casserley was published by Ian Allan. The "joint line" was very much a British phenomenon - Ireland had hardly any joint lines at all. But from 1906 it had an important narrow-gauge one: the system of the County Donegal Railways Joint Committee, owned by the Great Northern Railway of Ireland and the Midland Railway. With its route length of 91 miles the CDRJC ranked No.5 on the "league" of joint lines, and the book gives an appropriate summary of its history, together with some 9 typical illustrations. Two pages are given to the Great Northern Railway Board - a joint line of a sort - while there is a paragraph on the "joint station" at Waterford. The book is well illustrated and printed. It is likely to appeal to the British railway enthusiast rather than his Irish counterpart.

The latter however will be interested in "Irish Railway Album" by C.P. Boocock and published by Ian Allan. This is a picture book covering the period on Irish Railways from 1955 onwards. The illustrations come mainly from the camera of the author who based his book on the pictures accumulated during four visits to Ireland. There is no continuous text but informative captions as well as an introductory chapter adequately fill in the background. By and large the pictures are well chosen and indeed some are really excellent. It is unfortunate, however, that by the time Mr Boocock photographed some steam locomotives they were in rather a sorry state and, if it was felt that a picture of one loco or another should be included, perhaps a more appealing shot might have been included. The main weakness of the book is one that the author clearly did not foresee - the printing. All too many of the pictures are virtually without definition, a fact highlighted by captions which refer to details which, alas, are not visible in the illustrations above. May we appeal to publishers not to devalue the efforts of their authors?