

THE

IRISH RAILFANS' NEWS

Volume 15

August 1969

No.3

Managing Committee:

C.D. Seymour

B.J. Pender

P.J. Flanagan

R.C. Flewitt

G.M. D'Arcy

EDITORIAL

The opening of one new suburban station in the Dublin area may seem a very small item in itself when related to the total size of the railway system in this country, but in its own way it symbolises an increasing realisation of the fact that railways have a real part to play in the life of a large city such as Dublin. Over the past few months additional trains and, in fact, a completely new timetable have resulted in an increase in suburban traffic of more than 26 percent over last year.

At the same time the main line traffic has not been overlooked and considerable press and television coverage was given to the inauguration of the new morning express train from Cork to Dublin. A competition sponsored jointly by CIÉ and the Cork Examiner was held to select a name for the new train, the resulting prizewinning title being "Seandún" (Shandon), appropriately enough. It may be noted that in some of its activities CIÉ is seeking and getting valuable publicity hitherto largely neglected.

Particular attention is being paid to the first-class traffic on the "Seandún" and passengers are provided with free morning newspapers and also coffee - a gesture which costs very little but can mean a lot in terms of public relations. But in one important respect CIÉ would seem to have made a grievous error. Although Inchicore Works has proved itself capable of turning out the best in first-class coaches, vide the excellent 1145 and 1146, the policy at present is apparently to take "standard" standard-class Craven coaches, put ill-fitting antimacassars on the seat backs, "1"s on the doors and a fitted carpet inside, and to imagine the result to be a first-class coach. This is simply not good enough. The 2+2 across standard-class seating is retained, there are 64 seats in the familiar bays of four (1145-6 have 42 seats) - an arrangement hardly giving the sense of privacy so often desired by the first-class passenger who pays 50 percent over standard rates for the privilege. The move seems even more ill-advised when one considers the coach rosters. The businessman from Cork on the Up morning "Seandún" at present, at any rate, travels in 1145 and samples "the real thing". On his way back on the evening "Seandún" he enjoys the less elaborate comforts of a "first-class" Craven. What is more he will soon notice as he walks along the train that the difference between his coach and the adjoining ones hardly seems to warrant the differential in the fares.

We hope that this situation will soon be remedied. With an eager rival for the Cork/Dublin business trade in the form of Aer Lingus CIÉ will have to keep on its toes. Perhaps, too, the undoubted improvements on the Cork line will shortly be extended to other main lines, particularly the Midland section, where the Dublin to Galway service could also be improved.

SOME ARTICLES OF IRISH RAILWAY INTEREST

Journal Of The Irish Railway Record Society

February	Edward John Cotton Irish Railways in 1867
June	Public Transport in Ireland Grendon Locomotives Irish Railways in 1867 The Seapoint Collision Woolwich Memories

Railway Magazine

May	New Loop at Limerick Junction (Paragraph) Possible Reopening of Harcourt Street Line (Paragraph) Bord na Mona Locomotives (Illustrated paragraph)
July	Saga of the Irish 4-6-0 CIÉ Loco A50 (Illustration)

Railway World

May	NIR 2-6-4T Preservation (Illustrated paragraph) RPSI "Brian Boru" Tour: Belfast/Cork
-----	---

-o-O-o-o-O-o-

An important Feature Article in this issue is an edited version of a report by an Irish Times Special Correspondent.

News Section

CÓRAS IOMPAIR ÉIREANN

Radio Trains

The ever popular Radio Trains, now in their 20th year of operation, are running as usual this year to Killarney and Galway throughout the summer season. However, a new destination has been added for the 1969 programme. An extra Radio Train operates on Sundays in July and August to Limerick. There, the passengers go by bus to Killaloe, where they embark for a three-hour cruise on the River Shannon and Lough Derg. It is to be hoped that this new venture will receive the support it surely deserves, though the small number who travelled on the first day of operation was not too encouraging. But it seems as though the small passenger complement was due to the almost complete lack of advertising of the trip. The inaugural train comprised 5 coaches including Dining Car 2402. Limerick provided E9 for the run to Killaloe, where the MV "St. Ciaran" (the larger of the two CIÉ Shannon vessels) was waiting. However few the Radio Train passengers, there was no shortage of custom for the boat trip and the "St. Ciaran" left Killaloe slightly late with virtually a full complement of 200. The all-in fare from Dublin, inclusive of meals, bus and boat trips, is £4 - a figure not at all unreasonable by today's standards.

Off The Road

Early in the morning of Saturday 26 April 8 wagons of the 22:05 goods from North Wall to Wexford, which was hauled by A50, were derailed near Inch, blocking the line. Later A24 went to the scene, bringing the Inchicore crane; on its way down it crossed the 07:50 at Greystones. The line was cleared by the same evening. The 09:00 to Rosslare ran as far as Arklow only. Its passengers were taken on by bus and the train returned empty to Dublin.

Sold!

Boher station buildings have been sold to the local youth club.

New Fares Structure

A number of alterations to the system of computing rail fares has been made with effect from 9 June. The most notable of these is the introduction of a new "3 day or weekend" ticket for both first and standard classes. The fare charged is single fare plus a third. The previously issued 2-day tickets at the same fare, and the weekend tickets issued at single fare plus half, have been withdrawn. Another important innovation is the introduction of a first-class, one-month return ticket issued at single fare plus a half. Up to now a person staying away more than two or three days was charged double the single fare. It is believed that this new concession is aimed mainly at the Dublin-Cork business traffic, for which there is a competing air service which does offer a one-month return excursion fare. The comparison of fares is: rail - £7-0-3; air - £7-9-0. It is interesting to note that the RTÉ programme "Newsbeat" recently presented a filmed feature which compared the air and rail services, detailing all the pros and cons with commendable impartiality.

Other fare changes have been made. A new one-year rail/road rambler ticket has been introduced, the cost being £225 first class and £150 standard class. This could well prove a popular item with business representatives. New concession fares are now available for travellers who make at least 25 return trips per annum between two specified stations. With certain limitations at peak dates, the traveller may obtain return tickets at single fare on presentation of a special book of vouchers obtainable in advance. There are new family fares too, for a minimum of two adults and one child. The rates of discount vary with the number travelling and can be as much as 30% for 2 adults with 3 children or 50% for 2 adults with 7 children. These fares apply only where the adult standard class return fare exceeds 10/-. For wives travelling with their husbands there is a special return fare of two-thirds of the single fare for a 3-day return ticket. This is also subject to a minimum normal fare of 10/- standard or 15/- first class.

First Use

On 9 June, the first day of the summer timetable, the first scheduled train to use the new crossover between Tara Street and Pearse Station was the 06:52 ex Dundalk which comprised B175 and 5 bogies. The train arrived at Pearse Station, platform 3, four minutes late at 08:40.

Ballinacourty New Railway

Since our last report progress has been as scheduled. By mid-May the junction connection was installed giving a straight run into the new branch, with the Dungarvan spur swinging off to the right. Rails for the first part of the branch were placed end-to-end on either side of the new roadbed with piles of sleepers dropped along the way. While the junction is laid with bullhead rail, as on the adjoining "main line" the branch is being laid for the most part with 80 lb flat-bottomed rail in 45ft lengths on sole-plated timber sleepers; the rails are square-jointed using 2-bolt fishplates. Most of the rails have been salvaged from the New Ross - Macmine Junction section, closed completely in 1963. The sleepers, with soleplates attached, are being brought by road from Dungarvan station, having been reclaimed from the old Mallow line. The strip of land purchased by CIÉ is not less than 30ft wide for the whole length of the branch. By 1 July approximately one mile of track had been laid and on the following

Saturday, in the early hours of the morning, the crossing was laid on the Clonea Strand road using a prefabricated length of rail on “tanalised” sleepers. By Tuesday, 8 July, a further quarter mile of track was in situ, and on this day an A class loco propelled two flat wagons of rails down the line. After unloading the rails the train, which had turned in Dungarvan station, returned to Waterford complete with brake van. It is understood that no track will be laid within the factory premises at present.

Future of Dungarvan

There seems to be little hope of the short spur to Dungarvan being retained once the new line to Ballinacourty is completed. With a lack of any heavy traffic in the area CIÉ is unlikely to change its present policy in relation to railhead deliveries. In addition, the section, short though it is, has no less than six public road level crossings all of which would require gatekeepers. Since the closure the station has deteriorated. Only the 26-lever frame remains in the cabin, all other fittings have gone while vandals have taken care of all breakable glass. Three sidings of the former extensive yard are still connected, while during July the Hammond Lane Co. acquired and removed the turntable (along with that at Abbey Junction, Waterford). The Electricity Supply Board has leased the goods store and the County Council still uses the tar plant though, of course, supplies of tar are nowadays delivered to the site by road. Formerly this added to the revenue of the railway.

Level Crossing Problems

With over a dozen public road level crossings between Suir Bridge, Waterford, and Ballinacourty the thought of the train crews operating the gates seems to have been dispelled. It is understood that crossing keepers still occupying their former gate cottages have been interviewed with a view to their being re-employed by CIÉ. Many have left to live elsewhere and it is learned that CIÉ may be offering better working conditions for the new occupants. The line is expected to be in use from 07:00 to 24:00 for 5 days a week.

Tivoli Sidings

There has been considerable progress on the installation of the new sidings at this Cork industrial estate. Running parallel to the Cork/Cobh line is a siding almost half a mile in length. At MP 167, the centre point of the siding, connection is made to the up line by a trailing crossover; there is a second crossover at the Cobh end. Near the midpoint a connection facing towards Cobh gives access to a line running across the main road of the estate and into the Roofchrome Ltd enclosure. It terminates as two parallel sidings a quarter mile from the main line and adjacent to the river. To judge from the layout, further sidings will be added in the coming weeks. All rails are bullhead type, recovered from the Mallow/Dungarvan section. No siding has yet been laid to the nearby oil depot but one may well run alongside the estate road.

In Use Again

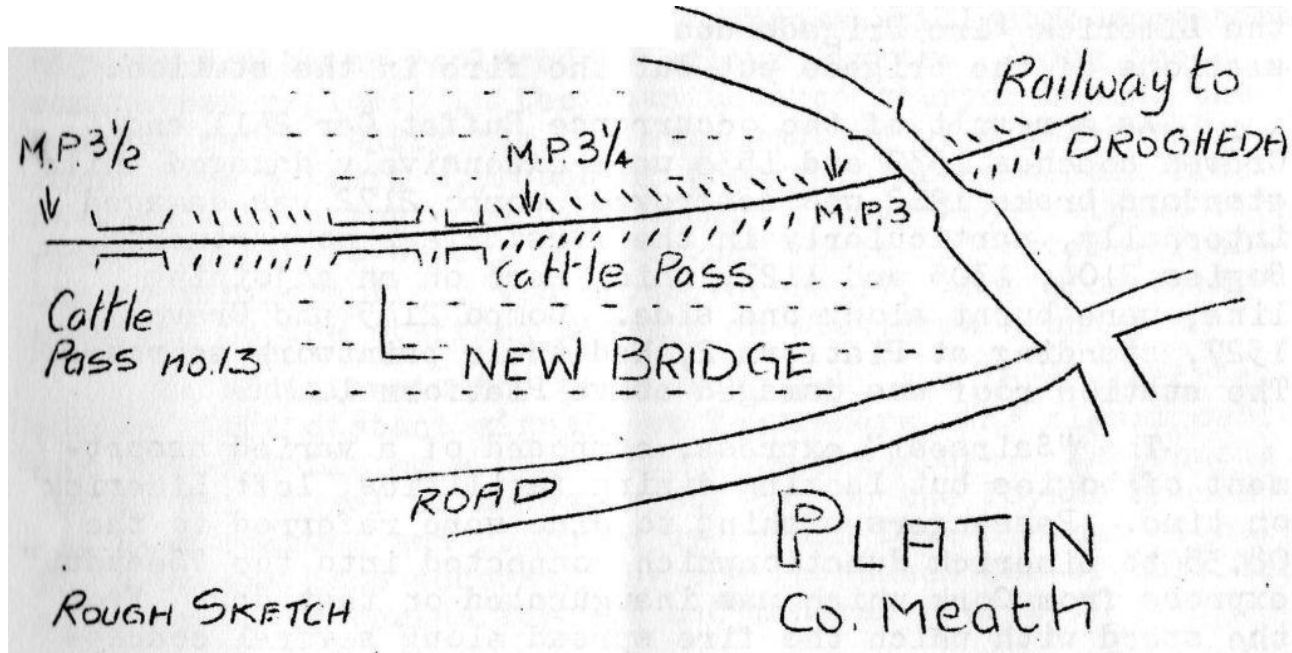
On 1 May the cattle bank at Kilsheelan station, on the Limerick/Waterford line, was used for the first time since 1963, when a spate of closures occurred. No fewer than 320 head of cattle were loaded on a special train bound for the North Wall for export. Messrs Purcell Brothers of Thurles were the dealers behind the welcome happening and it is reported that the firm, which has acquired a nearby farm as a “storage depot”, intends to make weekly shipments.

By Rail To Shannon?

The CIÉ Limerick Area Manager recently discounted the possibility of a rail link to the airport at Shannon which had been sought by Limerick Corporation among others. He stated that such a line would not be economic and while a fleet of buses made 55 journeys a day to and from Shannon the other termini comprised a wide range of places which would still need bus connection and would benefit very little from a railway line from Limerick.

Developments At Platin

The removal of Bridge No.30 on the Mallow/Fermoy line was described in our last issue. As reported then the bridge was earmarked for installation on the Drogheda/Navan line at Platin, where a new cement factory is to be built. The bridge has been installed in its new position, at 3 miles 25 chains from Drogheda. The railway is carried on an embankment at this point and the re-sited bridge will serve to link halves of the site which the railway bisects.



In the above diagram the dotted area represents the factory site. The land is very heavily graded and much levelling will be necessary before construction can begin. Earthworks are in progress at present. As a preliminary the whole area, including the railway embankment, was stripped of vegetation, giving the railway the appearance of a brand new line.

Coaches Are Withdrawn

During July CIÉ withdrew a number of old coaches including suburban compos 2109 and 2112, and standard (secondary stock) bogies 1122, 1126, 1289, 1309, 2105 and 2106. Also withdrawn were 185N - a former GNR 'K15' class coach - and ex-GN standard brake 24N. The latter was used in BUT railcar sets, while the former was done up in 1966 to operate in one of the Dun Laoghaire boat train sets. Another ex-GN coach, No.114N, formerly an intermediate in BUT railcar trains, has been pressed into use for the carriage of mails to Dun Laoghaire Pier.

Fire at Limerick

In the early hours of Monday, 26 May, the coaching stock which had been placed in Platform No.1 at Limerick Station in readiness for the "Sáirséal" express to Dublin at 08:20 caught fire. The fire spread rapidly through the train and set alight the station roof and bogies on an adjoining line. In view of the danger to the station the A class loco of the Limerick-Cork goods was summoned and it removed the burning coaches to a siding near Ennis Junction where a section of the Limerick Fire Brigade dealt with the blaze; other sections of the Brigade put out the fire in the station.

As a result of the occurrence Buffet Car 2411 and Craven coaches 1537 and 1538 were extensively damaged while standard brake 1912 was destroyed; compo 2172 was damaged internally, particularly in the first class compartments. Bogies 2104, 1305 and 1127, which were on an adjoining line, were burnt along one side. Compo 2145 and Craven 1527, standing at Platform 2, had their paintwork

scorched. The station roof was damaged above Platform 1.

The “Sáirséal” express, composed of a varied assortment of bogies but lacking dining facilities, left Limerick on time. Passengers wishing to dine were referred to the 08:35 to Limerick Junction which connected into the “Seandún” express from Cork which was inaugurated on that day. From the speed with which the fire spread along several coaches it has been suggested that the accumulation of leaking gas from the buffet car was the primary cause, though this opinion has not been substantiated.

Lorries In Difficulties

On 14 June a cement lorry became jammed under the new bridge at Howth Junction. Some trains were delayed while the bridge was examined. Fortunately little damage was done and the lorry was extricated by letting the air out of its tyres. Of a more serious nature was the mishap on the main Cork/Limerick road on the morning of 20 May. A lorry laden with gas cylinders crashed through crossing gates, colliding with an empty bulk cement train bound from Limerick to the cement factory at Castlemungret. The loco of the train - A5- was involved and was slightly damaged. The lorry driver was seriously injured. His vehicle was wrecked and its load scattered all over the road - some cylinders even landed on the roof of the loco. It was very fortunate that this collision was not accompanied by a fire or the consequences would certainly have been far more serious.

Signalling Alterations

Most of the extensive track and signalling alterations at Connolly Station mentioned in our last issue have since been brought into use. The new connection, crossover No.17, from the Northern to the South Eastern section, located just north of the Central cabin, was brought into use with the summer timetable (effective from 9 June) and it has greatly eased the operation of through local trains. Electric colour light signals to control this and the other new crossovers are in operation and, as we go to press, still more semaphore signals are being replaced by colour lights. Among the semaphores replaced is the Down advance starter beside the Central cabin, while the two main gantries of signals which confronted a train approaching from the Northern main line have each been replaced by a single colour light signal with route indicators below. Additional route indicators, reading to northern lines via crossover No.17, have also been provided on the starting signals on platforms 6 and 7.

In addition to the provision of Up and Down electric colour light distant signals at Templemore, the signal cabin has been rebuilt as a box-like brick structure. The unusual double-arm signal at Askeaton station on the Foynes branch has been removed and replaced by Up and Down distant signals. The move was made necessary by the increased use of this line by heavy block trains for oil and mineral traffic.

Unwelcome Revival

A most unwelcome feature of the summer timetable (discussed below) which deserves comment concerns the Dublin-Dromod-Ballinamore service. Since the Cavan & Leitrim section closed in 1959 a replacement CIÉ bus service has been provided, being one of the best of the CIÉ provincial services. Good connections with Sligo line trains have always been a feature of this service, the fact being advertised by the insertion of a separate composite bus/train table in the timetable book. The 19:15 bus from Ballinamore arrives at Dromod Station at 19:55, six minutes before the arrival of the 18:45 train from Sligo. The latter reaches Pearse Station at the very respectable hour of 22:20, whereas the 20:10 Night Mail from Sligo does not reach Pearse Station till 01:25 - some 25 minutes later than in recent timetables. Yet the timetable (on Page 42) shows the bus connecting only into the Night Mail which leaves Dromod at 21:08. Some six years ago a similar situation arose when the evening “fast” train from Sligo was advanced but the bus service just missed the train.

Summer Timetable

Effective this year from 9 June to 14 September, the summer timetable, however, shows that a considerable number of trains only operate for a limited period between these limiting dates. The main alterations were mentioned in our last issue, and the only other major changes concern the Dublin area suburban section tables. The Northern and South Eastern line services are now all shown on one table headed: "Greystones-Bray-Dublin-Howth-Dundalk". This has been made necessary by the large number of trains now running through between the two sections, a very welcome improvement.

The afternoon train from Cork to Dublin, which now leaves Cork at 15:30, runs through to Dun Laoghaire Pier. The trains on which only a snack-car refreshment service is available are indicated: 07:30 Rosslare Harbour - Pearse Station; 09:10 Dublin - Waterford; 14:10 Dublin - Limerick; 07:35 Galway - Dublin; and 08:35 Westport - Dublin (and their return workings). It seems odd, however, that no such indication is given in the list of catering services set out in Pages 1 and 2. That would surely be the best place to distinguish between trains with snack and dining cars.

From the point of view of layout the timetable, unfortunately, remains unchanged. In fact, reading (or possibly interpreting) it has been made more difficult by the number of trains which run only on certain dates and in limited periods. Sadly, of the three primary timetables produced by CIÉ - the rail, the Dublin services and the provincial bus - the first is undoubtedly the most inferior. Even so, it would be far more useful if it were available in reasonable time to those planning summer journeys. The public booklet was made available two days before it came into operation, and many stations had not got copies for sale for several days after 9 June.

A Spell "Underground"

On 3 June two standard class bogies, 1373 and 1376, along with NIR Saloon No.150N, were brought to Bray by B150. There the CIÉ vehicles were painted pea green and both numbered 1580, while 150N was painted in French Railways green. On the night of 6 June they were brought to Enniscorthy for the shooting of part of the film "Underground". After a week on location the coaches were brought back up to Bray, where. 1373 and 1376 were speedily returned to CIÉ livery - surely one of the fastest changes in coach-painting history!

At Work at Rosslare

Railcar 2509 is in Rosslare and is being used to bring passengers without cars, arriving on Normandy Ferries vessels, from the pier to the mainland. The boat arrives at around 10:30 and the railcar is in waiting, having left Ballygeary at 10:15. It often makes two trips from the landing stage to the loading bank at Ballygeary.

Unusual Workings

On 12 July CIÉ provided a train to work a number of Orange Day specials between Lisburn and Moira. It made two trips from Lisburn to Moira, propelling over the up line back to Lisburn between trips and continuing on to Portadown after the second. In the evening it made two similar trips in the reverse direction, propelling empty over the down line from Lisburn to Moira. The train returned empty to Dublin from Lisburn.

Rolling Stock News

Other than the new bogie heating vans referred to in our last issue (under construction in Dundalk; they have not yet appeared) very little has been done in the way of new construction. The kitchen car 2407, rebuilt from the buffet car of the same number, went into traffic late in April. Dining cars 2092 and 2093 are again in the news. No.2093 has been reinstated and has, in fact, been extensively rebuilt, appearing in traffic on 6 July with an extremely pleasant interior finish of light-coloured wood panelling. At present the similar refurbishing of 2092 is nearing completion and the vehicle should

soon be back in traffic. Both have been fitted with B4 bogies and, looking at them, it is hard to believe that they are 55 years old, having been built in 1915 by the GS&WR. Other coaching vehicles at present under repair include: 1376, 1383, 1449, 2164, 2177 and 95N. Railcars 2600, 2605, 2619 and 2646 are in for repairs, while 2627 which was out of service following an accident in 1964 was back in traffic in May; 2657 has also been done up.

Underframes have been completed for the 42 hopper wagons for the Ballinacourty mineral traffic: 20 will be for dolomite and 22 for magnesite. The bodies are being built at Dundalk but a prototype hopper with counterbalanced bottom doors is in Inchicore. They are on the new standard length underframe - 20ft. Work is to commence shortly on 200 new "skeletal" flat wagons for container traffic. More bulk cement and oil tank wagons are also to be built.

Loco News

At Inchicore work is continuing on the installation of new 12-cylinder General Motors engines in the A class locos. Of those being converted A4 is complete and is about to go into traffic. A42 and A39 will follow shortly while work is well advanced on A35, A47, A48, A49 and A51. C206 and C222 are also undergoing heavy overhaul.

Demolition Contract

The contractor who lifted the Meath and Derry lines, McGuirk of Carrigans, Co. Donegal, has been awarded the contracts for the Fermoy-Mallow and Thurles-Clonmel lines. His vehicles, railcars A and F (both ex-GNR) and UTA Nos. 101/104, were hauled from Portadown by an A-class loco on 6 June, the cavalcade arriving at Connolly Station at 14:30. The placing of a contract for the remains of the Clonmel Branch (the part from Horse & Jockey southwards) effectively puts paid to rumours that there had been a discovery of minerals near Laffan's Bridge which could lead to the reinstatement of the railway line to Clonmel.

Bell Ferry

On 1 July a new siding was opened in Waterford to serve the container depot of Messrs Bell Ferry. The siding joins the main line at a point approximately 150 yards inside the Up Home signal from Rosslare, at Abbey Junction. At the same time the Up Distant signal was moved out about a quarter mile and two new signals were provided - a down advanced starting signal 200 yards outside the up home, and an up outer home located 440 yards from the new advanced starter. A ground disc signal at a set of trap points governs access from the siding to the main line. The container depot here is one of the largest in the country and already a large number of containers from it are being forwarded by rail. Shortly after the opening of the siding a special train with containers of fruit left for Dublin. It seems very likely that before long the firm will have its own liner train.

A New Service

A very recent innovation is the introduction of a train from Cork to Cobh at 07:55 on Sunday mornings. The return working from Cobh departs at 08:30. The latter service calls at all stations on the way to Cork and it gives a connection into the 09:15 main line train to Dublin. The new service was introduced in response to requests.

Weedspraying

The spray train started its tour on 12 May.

Northern Suburban News

The new station at Kilbarrick was officially opened by Mr Frank Lemass, General Manager of CIÉ, on Friday 6 June. Train services to the station commenced on the following Monday morning and practically all stopping trains have been rostered to call. The buildings consist of small concrete

shelters on the platforms, and there is a footbridge which was formerly at Straffan, on the Dublin/Cork main line. It is hoped that the new station will serve over 600 passengers per day when the houses in the nearby estates are completed and occupied. A very commendable feature of the introduction of regular trains was the awarding of a prize to the first customers, which attracted much publicity. This, coupled with a fairly intensive advertising campaign (still in progress), should certainly help to further boost the suburban rail returns.

A little further out the northern line, at Howth Junction, there have been more developments. Work has continued on the installation of a new footbridge. Until now the station did not boast such a feature. The normal trackwork has been replaced and only a 5 mph restriction is in force. (The works were described in our last issue.) It is expected that a facing crossover installed in the Howth branch will be left in position. A new station building is under construction on the Up Howth platform. The footbridge from Woodenbridge Junction has been installed across the northern main line, while a second bridge of similar DSER pattern will span the branch; the two will be connected. A number of three-aspect colour-light electric signals has been delivered to Howth Junction and it is believed that they will be installed near Portmarnock to break the Howth Junction/Malahide section. The traffic at Howth Junction can also be expected to increase in the near future as a number of housing schemes are rapidly nearing completion within a matter of yards from the station.

Station Snippets

At Goold's Cross the platforms are being raised to the standard height, while at Thurles a new parcels office has been provided on the down platform. A second ISO container gantry crane and an extra siding are being installed on the site of the former granaries store at Heuston Station. The bay platform at Dun Laoghaire has been shortened by 60 feet and the resulting space used for a new entrance for goods vehicles into the platform.

"New" Loco At Work

From mid-April A59R, one of the first pair of re-engined A-class locos, has been working on the Dublin-Belfast line, usually on the 08:30 and 14:30 Down trains and their corresponding return workings. More recently it has worked the down Day goods to Arklow on several occasions in early July. On 17 July it got a taste of suburban working with the 08:07 ex Bray.

Suburban Upheaval

On 30 June B124 and LV 2756 were derailed at Pearse Station on the road leading from the wash plant to Platforms 1 and 2. Up local trains were slowed a little but not otherwise affected, and it was the main line trains which suffered most. Departures were:

08:40 to Galway	left at 09:07	B160 + 8 bogies + LV + 4-wheel TPO
09:00 to Rosslare	left at 09:18	Three-coach railcar set
09:10 to Westport	left at 09:26	B146 + 6 bogies
09:25 to Sligo	left at 09:35	B125 + 6 bogies

The derailed loco and van were back on the road at 12:00. A somewhat more serious effect on the suburban service was caused by a little bridge trouble on Thursday, 17 July. Although first reports were of an alarmist nature, implying complete collapse of a bridge, it transpired that some bricks had fallen from the bridge over Townsend Street in Dublin. CIÉ immediately took every precaution and the suburban service was cancelled after the 19:00 down train. Investigations showed that nothing serious was amiss and the service was resumed with the 20:30 train which ran 30 minutes late. The mail boat left Dun Laoghaire 30 minutes behind time.

Visitor

On 5 June a special train from Ballymena to Dublin was worked by a NIR multi-purpose diesel set: 62,

41, 50, 542, 534, 530 and 38.

Cranes For Export

A recently introduced and successful industry based in Killarney is Liebherr (Ireland) Ltd, which produces the giant cranes used in the construction of lofty new buildings. A measure of the firm's success is the fact that it has secured export orders for its equipment from Canada and the USA. A recent special train from Killarney to the North Wall brought the unassembled parts of the two cranes - no less than 24 wagons were needed!

Open Day

On Sunday, 13 July, Inchicore Works was again en fete on the occasion of its annual "Open Day". Once again this was a huge success; some 30,000 attended.

NORTHERN IRELAND RAILWAYS

A Case of Compression

Due to extreme pressure on space in this issue we have had to omit our customary headings on locos, railcars, etc. As will also be noted, the feature section is shorter than usual.

Conductor Operation

Monday, 9 June, saw the introduction of the long-planned system of conductor operation of trains on all NIR lines, in place of the traditional method of having booking offices and staff at most stations. Now passengers from all but a few principal stations will have direct access to trains and will obtain their tickets on board from the Conductor/Guard. Sixty of the latter officials have been recruited, mainly from the ranks of former guards and ticket collectors; they have been instructed at a special school in York Road Station. Stations are at present staffed as follows:

Bangor Line	Queen's Quay and Bangor: For all trains Helen's Bay and Bangor West: During early turn only Holywood: Conductor on duty for morning rush
Larne Line	York Road and Larne Harbour: For all trains Whiteabbey, Jordanstown, Greenisland and Whitehead: During early turn only Carrickfergus: Early turn (Monday-Friday), all trains (Saturday) Larne Town: 06:30-18:00 on weekdays only
Derry Line	Ballymena, Dunloy, Ballymoney, Coleraine, Castlerock, Limavady Junction and Derry: For all trains Antrim: All trains for parcels traffic only, weekdays Cullybackey: All trains to/from Derry direction only Portrush: Staffed during holiday periods only
Portadown Line	Great Victoria Street, Lisburn, Lurgan and Portadown: For all trains Finaghy, Dunmurry and Derriaghy: Morning rush only (Monday-Friday), longer period on Saturdays

All other stations are completely unstaffed at all times so far as the passenger is concerned, though of course signalmen and crossing keepers remain on duty as before.

New Station At Portadown

The single line working through the site of the new passenger station (the fourth to serve the town) was changed again to the Down line on 25 May to make way for the digging of underpasses.

Standard!

NIR have now adopted the CIÉ “standard” class designation.

Reduced Fares

To coincide with the introduction of conductor operation new “Special Return” tickets for off-peak travel were announced, although they came into operation on 19 May. The new fares apply from 09:30 to 16:30 and after 18:00, and are not in force on the Bangor line or for cross-border journeys. They are exceptionally attractive, being little dearer than the ordinary single fare.

Examples are as follows:

Journey	Single Fare	“Special Return”
Belfast - Antrim	4/-	4/6
Belfast - Coleraine	13/6	14/-
Belfast - Derry	18/6	20/-
Belfast - Larne Harbour	6/9	7/-
Belfast - Portadown	7/-	8/-

The exceptionally cheap Day and Afternoon returns to Portrush, introduced last summer at 12/6 and 7/6, respectively, from Belfast, are retained. It should be noted that NIR tickets are not valid for break of journey at intermediate stations, and that rail and bus tickets are not inter-available.

Operating Surplus?

A press conference on 14 May was told that NIR had ended its first year’s operation with a small working profit. In addition to details of the new fares and conductor operation the conference was told of “generous” grants towards equipment made by the Government. The company hoped for a further grant of £650,000 for new equipment including a new train for the “Enterprise” service to Dublin. The form the new train was to take was not referred to but its planned “excellent rideability” was mentioned.

Other developments touched on were the possible introduction of long welded rails and concrete sleepers, for which depots would be established at Larne Harbour and Ballymena respectively; improvements to York Road Works at a cost of £500,000; the new three-level station at Portadown; and a new goods yard at Adelaide to replace that at Grosvenor Road.

Another Good Move

Perhaps following the example set some years ago by CIÉ, NIR have run special weekend trips to Donegal (the last 3 weekends in March). The inclusive price of £7-7-0 covered rail: Belfast-Derry and back, road: Derry-Letterkenny and back, a tour and accommodation. An extra feature was Saturday evening entertainment.

Summer Timetable

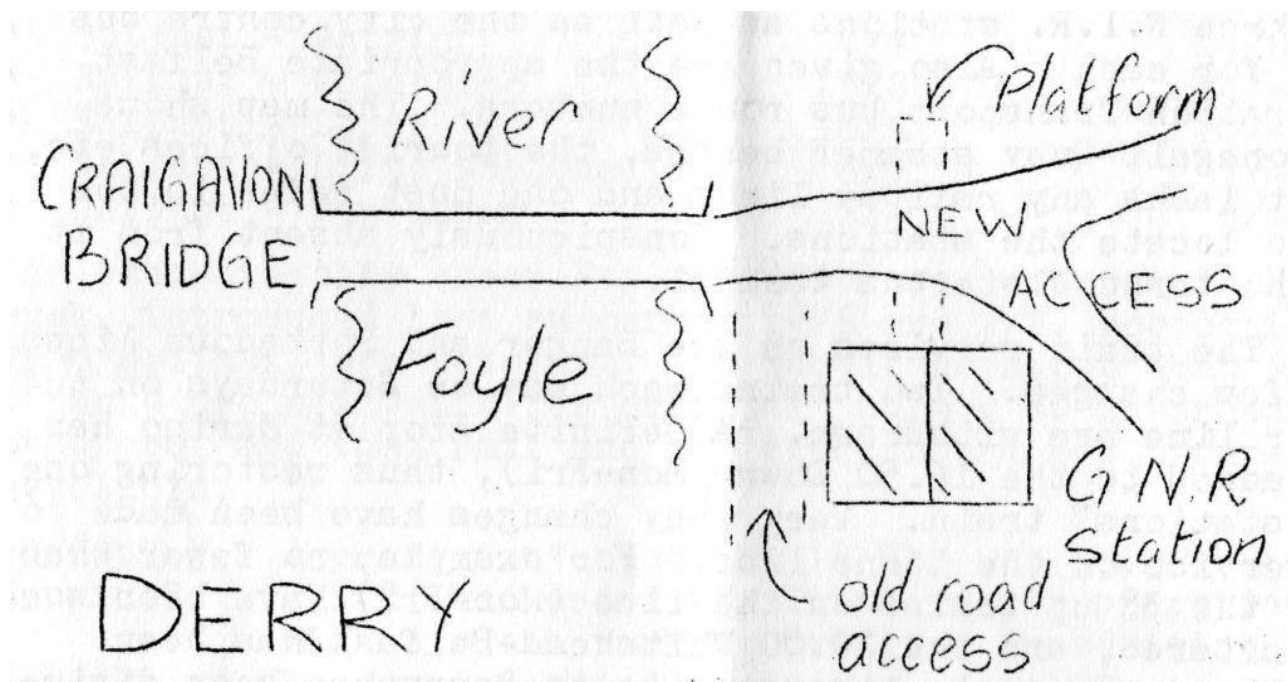
This year the summer timetable came into operation on 30 June, 7 days later than last year. Unlike previous issues it is intended to last for a whole year and thus includes separate schedules which commence on 1 September. The latter affect the Belfast/Derry and Portrush Branch services only. On all the other lines the few “summer only” trains are denoted by symbols. A feature of the new booklet (larger in both contents and price - now 6^d) is a map of Belfast showing, inter alia, the three NIR stations as well as the city centre bus stops for each. Also given are the appropriate Belfast Corporation Transport bus route numbers. The map shows the Donegall Quay steamer berths, the tourist offices, etc., but it lacks any railway lines and one must refer to the key to locate the stations. Conspicuously absent from it are the three Ulsterbus termini.

The train services on the Bangor and Portadown lines show few changes. Two trains each way on Saturdays on the Bangor Line are withdrawn. A definite stop at Marino has been added to the 16:50 Down (Monday-Friday), thus restoring one "all-stations" train. Very many changes have been made to the service on the Larne line. For example, no fewer than 16 of the 38 up trains on the line (Monday-Friday) have been somewhat altered, and the 20:00 Whitehead-Belfast has been cancelled. The main line service to Derry has been disimproved by the imposition of 50 mph limits from Ballymoney Magilligan and Carrichue to Derry. Many trains are 10 or more minutes slower, especially on Saturdays. The two through Saturday trains to and from Portrush have been withdrawn. Through carriages to and from Portrush are shown for a few of the main line trains!

The entire service on the former NCC lines has become slower and more infrequent because of the none too good permanent way. Other factors include the excessively long block sections and a shortage of rolling stock. As a result the benefit of the new cheap fares (substantially less than comparable bus fares) may be entirely wasted unless a much quicker service can be introduced. At the present time the fastest train to Derry is only 25 minutes faster than the Belfast/Derry express bus. Admittedly the railway route is not exactly direct but the differential should be greater than 25 minutes. Further, the bus service has the added attraction of having central termini at either end of its run.

A Bridge In The News

A new two-prong access has been made to the lower deck of the Craigavon Bridge across the Foyle in Derry (see the rough sketch below). The old road access which ran alongside the old GNR Foyle Road station and turned sharply left to run onto the bridge has been closed. The new access cuts right across the old passenger platform.



In mid-May an "oversight in failing to get lawful backing for the bridge which forms the lower deck of Craigavon Bridge" was revealed to a Stormont Committee. It emerged that the railway on the lower deck was converted to a roadway without any legal authority and the QC for the Londonderry Commission stated that it was intended to seek Parliamentary approval in retrospect.

Barrier Crossings

The Minister of Development, answering a Parliamentary question on 25 June, revealed that NIR had 21 sets of automatic barrier crossing equipment in store, valued at £35,000. He said that 14 more were

to be installed, but not until the results of an enquiry into the Hixon disaster had been made known. The (British) Ministry of Transport Inspecting Officer's report into this disaster was published 12 months ago. (It was discussed in the October 1968 issue of the IRN!) Only seven days later an Order authorising the 14 automatic crossings was made. Work on the installation of new barrier crossings has recently been in progress at Castlerock and Coleraine.

Feature Section

AN INDEPENDENT VIEW: CIÉ'S PIONEERING ROLE IN FREIGHT

A significant technological development in the provision of fast and economic transport has been the development of the unit load method of freight handling. This method has expanded quickly in Ireland. In 1960 CIÉ helped to pioneer the first cross-channel container service and revolutionised shipping techniques across the Irish Sea.

To cope with the rapid growth in unit load shipping CIÉ established in 1967 a separate organisation, Irish Ferryways, in association with Ferry Trailers Ltd, a UK subsidiary of Containerway and Roadferry Limited, one of the largest unit load operators in Europe. This is a fully integrated concern with depot facilities available throughout Britain and Ireland.

Through their association with Containerway and Roadferry, Irish Ferryways are represented in Austria, Belgium, Denmark, Finland, France, Germany, Holland, Italy, Norway, Sweden and Switzerland.

Last year Irish Ferryways opened a new unit load depot at Tolka Quay in Dublin. Containers for export arrive on trucks provided by CIÉ for transhipment to container ships berthed at the nearby quay. Inward bound containers are carried to their destination in a similar way. In addition to the new depot at Tolka Quay, another container depot has been set up in New Ross.

A further expansion in unit load traffic took place in January this year when CIÉ introduced fast intercity liner trains between Dublin and Cork and Limerick. The principle of the CIÉ liner train service is the sale of space on flat wagons for container loads. This type of movement combines the best use of road and rail transport by availing of the versatility of lorries for short haul collection and delivery trips between CIÉ liner train terminals and customers' premises. At the same time, it takes advantage of the money saving opportunities of containerised rail haulage.

Special container terminal installations have been constructed at Cork, Limerick and Dublin equipped with 30-ton gantry cranes capable of spanning several railway lines, of moving on their own special tracks over the full length of the train, providing instant lift on/lift off facilities between the adjacent road and rail vehicles.

Because of their high-speed capability, liner trains, which are vacuum-braked, can be operated during the day when main lines are also being used by express and other passenger trains.

This type of operation is, say CIÉ, ideally suited to the railways enabling them to offer better rates than road transport. At present 1.5 million tons of long-haul traffic is being carried yearly on Irish roads. It is this market that the company wishes to attract to the railway.

The operation for the B+I between Cork and Dublin is not the first liner train of this type in Ireland. Since 1965 CIÉ has been running such a train between Dublin and Derry for County Donegal traffic. The operation of a service of a similar type in the form of non-stop "block" trains has been expanding

in the last few years. CIÉ operates “block” trains for freight between Dublin and Belfast. Other examples include the regular complete trains carrying fuel oil, bulk cement and fertilisers. Trains of ore are in regular movement between Silvermines, Co. Tipperary, and Foynes Harbour.

CIÉ intends to develop the liner train concept for the carriage of merchandise in unit loads, and is providing gantry cranes in Galway and Claremorris in addition to those at present in operation at Dublin, Limerick and Cork. In due course such liner trains will come into service on all main lines.

The volume of bulk transport on railways has grown from 250,000 tons in 1964 to 712,000 in 1967. This increase has been largely the result of the growth of bulk traffic such as oil, cement, fertiliser and minerals. Freight transport is in the main identified with regular customers and this is especially true of rail freight where CIÉ gets 70% of its freight tonnage from ten major traffics.

Technological revolution in the form of unit load and bulk transport has been CIÉ’s significant development in the sixties but there have also been considerable changes in the transport of freight in the parcels and sundries class. In 1961 CIÉ commenced the reorganisation of its freight handling methods for which a pilot path-finding scheme was carried out at Kilkenny goods depot, based on the use of pallets for internal movement.

The success of this scheme resulted in the speeding up of collection and despatch of outwards goods and the faster delivery of inwards goods. At present pallet working forms the basis of internal handling methods within CIÉ rail depots.

CIÉ also handles the air transportation of small freight through its subsidiary Aerlod Teo. This organisation has offices at Dublin and Shannon airports and has agency agreements with most big airports abroad. Its business is profitable and growing at a fast rate.

Technology will play a vital role in CIÉ’s future development. As industry expands in the country’s industrial centres so will exports and the import of raw materials increase. This expansion will call for transport in a form which will utilise mechanisation and labour saving devices to the fullest extent.

There will be a rapid growth in the number of large trucks on the roads and in larger wagons on the railways there will be an increase in the use of containers and in a special purpose vehicles for the transport of bulk material.

Technical advances in the maintenance of the permanent way would allow the conventional railway to be capable of much higher speeds than the present 75 mph limit. By improving rolling stock and controls operative speeds of 150 mph are feasible.

Additional Information

Not mentioned in the above article is the new Bell Ferry liner train service - see News pages.

LOCOMOTIVE LIVERIES

The ‘A’ Class Locos

The A class diesel loco was introduced to this country in 1955. The first arrivals entered service in a silver livery but there have been many changes since. The following article deals with this specialised but interesting aspect of locomotive development.

The silver livery of the first As was offset by green numerals at each end and about half-way along each side, by a green CIÉ “snail” emblem on each side, and by the red buffer beams. As the years passed the livery became more and more dishevelled until by 1958 all (except A16 and A19 which were repainted in 1957) were grubby, to say the least. A change was made then: in May 1958 A46 appeared in a livery of dark green with a light green waistband and numerals. The buffer beams remained red. About the same time A36 appeared in a lighter green without the waistband but with

numerals and buffer beams similar to A46. In time A locos 10, 11, 15, 24, 25, 34, 45, 51, 54, 57, 59 and 60 came out of the shops in the “A46 livery”; this was during 1958-59.

Early in 1960 the overall light green livery, as on A36, began appearing on a wide scale. Late in that year A46 itself succumbed and came out sans waistband in the lighter green. The preference for the lighter green livery continued until mid-1961 although it should be noted that no other loco made the transition from the dark green to the light green livery. Thus in 1961 the A class locos bore two green liveries while the original silver livery (in a really poor state) was still to be found.

There was a dramatic change in September 1961, when A6 appeared in a livery of black, golden brown and white. The white consisted of a band around the loco, a little below roof height, which dipped to a point at either end over the ridge between the cab windows. Below this was a wide layer of black which likewise came down in a point, this time below the cab windows and immediately below the point of the white band. The rest of the bodywork was brown, and the buffer beams were the familiar red. The numbers were in white on each end only. This livery spread gradually during 1962-3, though after the first few locos the black band was made narrower. To confuse the picture, however, A16 appeared early in 1962 resplendent in the original silver livery!

Though the “black and tan” livery (as it was very quickly dubbed) was applied to A locos: 1-3, 5-8, 12, 14, 15, 17, 20, 22-24, 27, 31, 36, 37, 39, 40, 47, 48, 50, 52, 56 and 58, there were still some locos running at this time in the old silver colours. The latter were by now exceedingly worn and some numbers were barely visible. Then early in 1964 A30 appeared completely black in colour, the only relief being a white band above cab window level at each end; this rose to a point in the centre, between the windows. There were white numerals at each end and midway along the sides; the buffer beams were orange. This did not last long - only 2 other locos were so treated, A49 and A55 - but was replaced by a slightly-modified version in which the buffer beams reverted to red, and the centrally-placed side numerals were replaced by two separate smaller numbers on the sides: one at each end, just above the bogie and behind the cab door.

The modified black and white livery remained unchallenged until mid-1968 and almost all the class were painted in it. There were exceptions, of course: As 1, 15, 22, 37 and 52 remained black and tan, the damaged A54 was still dark green, while A16, following its efforts in the filming of “Darling Lili”, was in a rather extraordinary livery which was mainly black with a stretch of black and tan at either end. By this time also, A58R and A59R had appeared in black and tan.

In June 1968 A52 appeared in a variant on the all black livery. It had a yellow patch covering each end from just below the cab windows down to the buffer beam, the yellow area being the full width of the loco. The numbers at each end were in black. The livery was not adopted for A15, which was since repainted in black and white, without the yellow ends. The current position is thus: As 22, 37, 58R, 59R: black and tan; As 4, 12, 13, 20, 24, 31, 34, 50, 52, 55: black and white with yellow ends. All others are black and white.

Just what livery (if any!) will appear next is anybody's guess. Even without a new version there has been a varied enough series so far.

JOURNEY JOTTINGS

Saturday 3 May 1969: Limerick Junction - Tralee - Limerick - Limerick Junction

On a rather dismal Saturday morning B144 + TPO + 6 bogies + 2 LV arrived 9 minutes late at “the Junction” on the 06:30 Heuston Station - Cork train (the Day Mail). Prior to its arrival B131 had departed northwards on the 07:45 Cork-Heuston, while B110 + LV + compo 2131 had arrived on the 08:40 ex Limerick. The Day Mail left 9 minutes late at 09:31 and lost a further minute on the run to Mallow. There the station pilot A12 took one of the LVs and attached it to the 09:45 Cork-Tralee train

which was waiting at the far platform. The latter train - A58R + 3 Bogies + LV + HV - departed at 10:43, 13 minutes late.

By dint of some brisk running A58R began to make amends for the late start. After stops at Banteer and Millstreet the train was only a minute late at Rathmore, where B129 was crossed on the 10:05 ex Tralee. Arrival at Killarney was five minutes early, and after waiting for time the train ran smartly to Tralee which was also reached five minutes ahead of time. There, a black and tan C221 acted as station pilot, while A3 was on shed.

At 12:40 B143 + bogie 1460 + 4 wagons + goods brake departed with the goods for Limerick. The coach was provided for the accommodation of a party of Irish Railway Record Society members who were enjoying an outing arranged by the Munster area of the society. As with the preceding train, from Mallow, running was good. Traffic was light although calls were made at Ardfer, Abbeydorney and Lixnaw, before Listowel was reached at 13:48 - 31 minutes early. Here prolonged shunting took place and while it was in progress B167 arrived with the Tralee-bound goods. The presence of the second train in the station did not in any way inhibit the shunters who sorted out some complex moves with ease.

After Listowel calls were made at Abbeyfeale and - after the beautiful run across Barnagh Gap - at Newcastle West, reached 5 minutes early at 16:32. While the passengers went up town to avail of a meal which had been thoughtfully arranged, B143 shunted the yard and built up its train from the 8 wagons it had leaving Listowel to a respectable 20. At 17:44 - 9 minutes late - the goods continued its journey to Limerick.

In the course of the long journey round from the Junction the day had improved considerable and it was in pleasant evening sunlight that the last section of the journey was made. Traffic was light but calls were made at Rathkeale, Ballingrane, Adare and Patrickswell. The smooth running was interrupted only by a delay in the opening of Rathbane level crossing gates, on the outskirts of Limerick, and the train was brought to a stand. In spite of this the train ended its journey in Limerick 52 minutes early. B143 left the wagons and van in the goods yard and completed its task by bringing the coach up to the passenger station, depositing it appropriately enough in the old Foynes platform.

The last stage of the trip, the run back to the Junction, was made on the 20:10 ex Limerick, which comprised a three-coach railcar set (2618/1355/2633) hauled by B156. This somewhat unusual train reached Limerick Junction at 20:35 - 5 minutes early - bringing a most interesting day's travelling to a close.

NEWS EXTRA

Last Days At Banagher - The Demise of the Clara/Banagher Branch

This 17¾ mile line from Clara & Banagher Junction, on the Portarlinton-Athlone line, to Banagher was opened by the independent Clara & Banagher Railway in May 1884; it became part of the Great Southern & Western Railway in 1895. The passenger services were withdrawn in 1947 and the line was completely closed in 1962; it was afterwards lifted. Just over 9 miles from the junction was Ferbane station, today virtually unrecognisable and occupied by the County Council. Belmont, 3 miles away, is still much as it was in the latter days of the railway. The buildings and cabin are still extant, though the roadbed is now occupied by cabbages.

Banagher is comparatively well preserved. The buildings are intact, though deserted, and there still exists an old vertical boiler at the water pump. However, big changes are imminent. The recent great awakening of interest in waterways has resulted in the commencement of work on a new marina between the station and the Shannon. To make access to this it will fairly soon be necessary to obliterate the past.