

THE

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EDITORIAL

In recent times preservation has become an established part of the railway enthusiast world. It is not surprising that Great Britain, where it all started, should today be the hub of preservation and its kindred societies. Railway enthusiasts generally cannot fail to be impressed by the many successfully preserved lines, of different gauges, now in operation there together with some proposed schemes which offer tremendous challenge to the participants. The layman must now be convinced that the railway enthusiast is not merely a train spotter!

At home in Ireland, preservation has its supporters too. Lack of resources - both finance and personnel - have hindered progress to date but nevertheless three worthy operations have evolved. The Irish Railway Record Society has done a good job of document, picture and plate preservation in the twenty odd years of its existence. Plans are now well advanced to establish a permanent home for the Society collection - at Drumcondra. In more recent years the Railway Preservation Society of Ireland has succeeded in preserving examples of GS&WR, GNR and Guinness locomotives in running order. It is hoped to obtain a further loco - an NCC 2-6-4T - from NIR to complete the foursome and add to the growing collection at the Society's Whitehead headquarters. Meanwhile, the Irish Steam Preservation Society, which is very largely concerned with traction engines, is nonetheless building a 2-mile 3ft gauge line on an estate in Stradbally, on which it will operate the 0-4-0WT loco acquired from Bord na Mona.

All three societies have one thing in common - a severe lack of funds. True, appeals have been made and generously answered by some, but much more help is needed and enthusiasts, particularly society members who are worth their salt, should support these worthy causes in whatever way they can. A vast railway reference library is at hand in the IRRS, while the RPSI and the ISPS will offer steam-hauled trains in the years ahead. One wonders at this point if some degree of co-operation is needed between the three preservation bodies to co-ordinate their energies to mutual advantage. An association of preservation societies might well be a good idea - it works in Britain. Apart from widening the interests of the individual society members and thus improving finances, there is need for further preservation. The last working examples of passenger and goods vehicles of yesteryear are fast disappearing from the current scene and some action is called for. With a rake of GS&WR, GNR and NCC coaches and working steam locomotives the "preservation scene" in Ireland would be a lot healthier. And it is not too improbable that the film companies who invade our shores in increasing numbers might be willing to pay some very useful sums for the facility of having period steam trains conveniently at their disposal. Need we say more?

REVIEW

Waterford, Limerick & Western Railway: Excursion Arrangements, Summer 1898.

Introduction by C.B. mac an tSaoir. Transport Research Associates, 40 pages 13"x8", Map.

This fascinating document, the scope of which far transcends the confines of the WL&WR system, is a mine of information on the state of tourist travel at the turn of the century. For example, we may follow the adventurous Scot on Tour No.7, steaming from Glasgow to Limerick, thence by the WL&WR to Waterford, all for £1-13-6 return. If he could slip away from the tour in Limerick on a weekend - surreptitiously of course, since a break was not "specified on the Bills" - he might submit to the rigours of a third class rail trip to Listowel for 4/10^d return. There he could travel on "one of the novelties of the age" - the Lartigue railway (provided he could be accommodated without upsetting its balance). If in poor shape on arrival at Waterford, he might recover at Tramore - "the Brighton of Ireland ... specially adapted to invalids." And what better place to stay than at the Grand Hotel, "lighted throughout by Electricity, and replete with all modern improvements"?

With a wealth of such quaint though illuminating comment, and copious details on fares, schedules and interconnections, this reprint can be warmly recommended to whimsical and serious students alike of men and of transport. Even the cover is worth a leisurely study. It is a riotous assembly of flowers, scrolls, a sun-hatted baby, a variety of type fonts and that marvellous crest of the WL&WR. Transport Research Associates are to be congratulated on a happy thought brought competently to fulfilment.

Annraoi de Paor

INTERESTING INFORMATION

The 4000s

During last summer renumbered CIÉ coaches were observed around the system, the numbers being in the 4000 series. Such a move is very rare indeed. The coaches are those officially designated "Secondary Standard Coaches" and are of wooden construction and of varying vintage. For the benefit of interested readers we give old and new Nos.

New No.	Old No.	New No.	Old No.	New No.	Old No.
4001	845	4016	1294	4031	1314
4002	896	4017	1295	4032	1315
4003	1068	4018	1296	4033	1316
4004	1080	4019	1300	4034	1317
4005	1084	4020	1301	4035	1319
4006	1086	4021	1302	4036	1320
4007	1119	4022	+ 1304	4037	1321
4008	1123	4023	+ 1305	4038	1322
4009	1125	4024	1306	4039	2100
4010	+ 1127	4025	1307	4040	2101
4011	1129	4026	1308	4041	+ 2104
4012	1285	4027	1310	4042	2110
4013	1288	4028	1311	4043	1895
4014	1290	4029	1312		
4015	1293	4030	1313		

+ Indicates that coach is withdrawn.

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

CIÉ Summary Timetable (Winter 1969)

By courtesy of the Public Relations Department of CIÉ we have pleasure in enclosing a copy of this timetable booklet with this issue of the Irish Railfans' News.

News Section

CÓRAS IOMPAIR ÉIREANN

1968/9 Annual Report

The CIÉ Annual Report was published early in October; it covers the year ending 31 March last. The report shows an overall improvement in the financial situation of CIÉ. After making allowance for the annual Government subvention of £2,000,000 there was a surplus of £39,000, compared with a deficit of £480,000 in the previous year. This remarkable achievement was a result of increased revenue totalling £31,200,000 (+£3,800,000 on 1967/8); expenditure rose by £3,180,000. Thanks to increased goods and passenger traffic the losses on railway working dropped from £3,192,840 to £3,174,130 - a figure which, it must be remembered, includes over £900,000 in depreciation and £1,031,175 in financial charges (interest on capital, etc.).

The statistical side of the report shows some interesting trends. Passenger traffic rose by 7.4%, while goods train tonnage increased by 10.2%. The total number of passengers carried in the year was 9,548,722 (8,889,565 in the previous year). It is interesting to note that the number of first class season ticket passengers increased from 79,000 to 81,000. The more important freight figures are:

Commodity	1967/8 (tons)	1968/9 (tons)	+/-
Beet	294,951	327,988	+
Mineral Ores	94,440	240,000	+
Petrol/Oil	204,734	219,819	+
Sugar	40,481	44,896	+
Cement	880,494	877,944	-
Fertiliser	401,915	395,179	-
Gypsum	39,198	44,175	+
Scrap Iron	19,254	14,351	-
Bacon & Hams	17,848	22,107	+
Moss Peat	6,030	7,772	+
Groceries	81,187	84,945	+

Complete Possession

One of the rare instances of Irish trains being diverted by track-laying occurred on Sunday, 12 October. A double-line junction at Glasnevin, Dublin, was completely replaced by new flat-bottomed trackwork previously assembled at Liffey Junction. The work was carried out by the 35-ton steam crane, attended by A20, while A7 was on the train of rail wagons. To give the civil engineer complete possession of the junction the following trains were diverted to and from Heuston Station: 10:00 to Limerick (depart 10:10); 10:15 to Waterford (depart 10:25); 10:40 to Cork (depart 10:50); 18:30 to Limerick (depart 18:40); 18:40 to Galway (depart 18:55); 18:55 to Waterford (depart 19:05); 19:10 to Cork (depart 19:20). The corresponding up trains, morning and evening, also ran to Heuston. The 10:30 Pearse Station/Sligo and 10:45 Pearse/Galway ran via Newcomen Junction and the former MGWR Liffey Branch to Liffey Junction; they were followed by a football special to Athlone and a mystery train to

Galway. The corresponding up trains (along with the 15:30 Cork to Dun Laoghaire Pier) took the normal route via North Strand which was then reopened.

Winter Timetable

The timetable, which came into operation on 15 September, shows little change from previous years, the main alterations being the retention of the second Sunday Galway train (09:30 ex Galway, returning from Pearse Station at 18:40) which runs via Portarlinton in both directions. This of course now provides a regular Sunday service to Tullamore and Clara. A Sunday train is also being provided from Athlone to Westport and back as a connection with the Dublin - Galway - Dublin train (10:45 ex Pearse Station). This is a service which in previous years was provided only on "Cheap Weekend" Sundays, and its introduction means that the Wexford and Mallow/Tralee lines are the only main lines without a regular Sunday service. On "Cheap Weekend" Sundays on the Wexford line, however, there has been an innovation. In previous years a special Dublin - Wexford - Dublin train operated mainly to bring back returning weekenders on the Sunday night. For part, at least, of the present season this train has been extended to Rosslare Harbour. The running of the train is experimental but it has been advertised for all appropriate Sundays up to and including 14 December next. The day excursion fares (also being advertised, especially on buses) are: Wexford 24/-, Rosslare Harbour 26/-.

Cheap Weekends

For the convenience of readers we once again give the list of dates on which "Cheap Weekend" tickets will be available in the 1969/70 winter season. The first date given in each weekend is the Friday. It should also be noted that similar cheap return tickets will be issued for travel by bus, although on a much more limited scale, on the same weekends. However, the rail tickets permit return on the Monday; bus tickets are valid for return on Sunday only. Rail fares are on the basis of return travel for single fare. The relevant dates are:

3 - 6	October 1969 *	23 - 26	January 1970
17 - 20	October 1969 *	6 - 9	February 1970
31 October - 3 November	1969 *	20 - 23	February 1970
14 - 17	November 1969	6 - 9	March 1970
28 November - 1 December	1969	10 - 13	April 1970
12 - 15	December 1969	24 - 27	April 1970
9 - 12	January 1970	8 - 11	May 1970
		15 - 18	May 1970

* Quoted for the record.

It is a tribute to the CIÉ marketing men that the term "Cheap Weekend" has caught the public fancy and that it is frequently heard in ordinary conversation.

More Fares

In addition to the many alterations and additions to the fares structure mentioned in our last issue, new scales of Class 1 fares have been introduced. (Class 1 fares apply between all stations on Sundays and Bank or Church Holidays.) Two scales of charges have been introduced - one for summer and one for winter. The latter has been well advertised, examples of the fares being:

Dublin to Cork	30/-
Dublin to Limerick or Galway	28/-
Dublin to Waterford	26/-

A piece of publicity material which must be highly commended is a booklet entitled "Travel Bargains on CIÉ Train Services", published this summer and widely distributed to the public. It provides in compact form a summary of all the various reduced rate tickets now available: rail Rambler, party fares,

weekend, 3-day, etc. One fare not mentioned in our last issue but included in this booklet is a multiple journey ticket Dublin/Belfast. It allows 20 single journeys in either direction within a 13-week period for £30 first and £20 standard class. CIÉ are also to be congratulated on a further public relations exercise - the production of another booklet, also distributed fairly widely, giving details of the company's finances and achievements over the period 1964-69.

Dolomite Developments

Works at the three sites involved in the new dolomite industry are quickly taking shape and should reach the completion stages by December. Traffic from Bennettsbridge to Ballinacourty is likely to commence before the plant at the latter place is ready for use, as reports indicate that a stockpile of raw materials is necessary.

Bennettsbridge: No sidings had been laid at the beginning of October although the site on the up side adjacent to MP 32¾, and right beside (and to the north of) Upper Dunbell level crossing, had been covered with stone filling. The principal works presently in hand at present are assembly and erection of the steelwork for the conveyor which will carry the dolomite from the mine across a by-road to the hopper which will fill the wagons. As many as four or five loaded trains a day are anticipated to run daily from here to Ballinacourty.

Ballinacourty: A ballast train of 9 wagons commenced operations on the new line in late August; it ran frequently throughout September. Ballast is being loaded at a lineside quarry a quarter mile west of Carroll's Cross Halt. When a load of stone is required the wagons (with brake vans) are left standing on the main line beside the quarry in the evening. Next morning a loco from Waterford draws the loaded train down the grade to Carroll's Cross, runs round, and then proceeds to Ballinacourty. The quarry is owned by a Mr Queally and it may well provide ballast for other lines in the future. All signals between the new "junction" and Dungarvan have been removed and those ballast trains which used to turn in Dungarvan up to early September now use the new loop at Ballinacourty. There, a line has been laid across the road into the factory precincts where it fans out into at least three sidings, although more will be added if the quantity of materials on site is anything to judge by. It is believed that one siding will enter the factory proper.

Spoil from the factory is to be dumped in an inlet between the "junction" and Dungarvan, where the land reclaimed has been earmarked for future development. Drivers of Ballinacourty trains are learning the road on a 'teach yourself' basic at present. The line is as yet unsignalled and is currently classed as an engineer's siding from Grace Dieu Junction, Waterford.

Tivoli: Ballasting and packing on the new siding and the erection of a fuelling gantry are the main works of note.

Smelter For Little Island?

It was reported on 24 September that the Department of Industry & Commerce had selected Little Island, on the Cork/Cobh line, as the site for a new multi-million pound smelter in which ore mined in Ireland would be processed. Such a plant would undoubtedly mean much valuable traffic for CIÉ and no doubt the company is watching developments closely. There has been no confirmation of the lone report.

A Big Task

In mid-September the Cork PWD replaced the 69 sleepers and soleplates under 7 lengths of rail on the Cork City Railways. The section involved was the track in the cutting behind Brian Boru Street. The site of the cutting was originally owned by the Clyde Shipping Co. which sold it to the GS&WR for no less than £10,000. Thereafter the Clyde Co. had two buildings with a railway in between! The remainder of the Cork City Railways runs along streets on rails set in cobblestones or other road

materials. Recent weeks have seen a predominance of B141 type General Motors locos on the transfer trains on this line.

Railway Lifting

With the completion of the Castletownroche - Mallow section in October the 46 miles of track from the latter place to Dungarvan became but a memory. Already a number of stations on the line have been sold, and in the case of Ballyhooley and Castletownroche the new owners were carrying out structural alterations while lifting was still in progress. Bridges and some signals are still in situ and both Carrickabrick and Kilcummer Viaducts are unlikely to be moved at present, if one is to judge by the boarding up of the former. Latest reports indicate that the demolition contractor for the Mallow/Lismore line, Mr McGuirk, will postpone the lifting of the Thurles/ Clonmel line until next season, as the short period of daylight in wintertime would not permit of an economic rate of lifting. A small stretch of the Thurles/Clonmel line was lifted by a CIÉ gang in early September but the 20-mile stretch northwards from Clonmel awaits Mr McGuirk's men.

A Gentle Reminder

Unusual speed restriction boards have been installed at Limerick Junction. They are laid flat in the 5-foot way on either side of the scissors crossing to remind drivers of the very necessary speed restriction on trains which are entering or leaving the main line platforms at the station.

Tokenless Block

A practical trial of tokenless block equipment between Clonsilla and Leixlip on the Dublin-Galway main line commenced on 11 August. The equipment has been supplied by the Dutch firm of Alkaar, and it is understood to be the first trial of the design anywhere. In connection with the trial the Down Starter at Clonsilla has been temporarily converted to a 2-aspect electric colour-light located in the 6-foot way. At Leixlip the Up Main and Up Loop Starters have been similarly altered, the latter being mounted on a low bracket barely over the canal!

The equipment locks the starters and home signals at each end of the section. The starter cannot be turned to green until the signalman in advance releases it, and the home signal cannot be pulled until a treadle in advance of the starter has been depressed by the train to establish that the section is occupied. A further treadle near the home signal must then be depressed by the train before the equipment clears to allow another train to be offered and accepted. The equipment does not establish that an entire train has passed through a section; this still depends on the vigilance of the signalman in sighting the tail-lamp.

In its present form the equipment does not allow for a train being cancelled after it is offered and accepted. Once the operating sequence is initiated it must be completed by the passage of a train through the section in the appropriate direction. The complications which a train failure could cause are therefore considerable and the equipment may have to be modified to cover this eventuality. The apparatus in use by British Rail, Scottish Region, includes provision for cancelling a train before it enters a section and also, under special rules and conditions, for cancelling a train in the case of a breakdown. To allow a ballast train, or similar working, to enter the section and return to the same end an occupation key is provided, which must be carried on the loco in the same manner as a staff. Pending the outcome of the trial normal ETS working is retained over the same section.

Station Prizes

The annual list of prize-winning stations this year is headed by Tullamore and Portlaoise, jointly in Section A, Ballybrophy in Section B and (again!) Malahide in Section C. Malahide also won second prize in the Bord Fáilte national roadside garden competition.

Roundabout Route

The IRRS operated railcar 2509 from Dublin to Dundalk on 20 September and made some unusual stops and side excursions en route. The first call was at Ireland's newest station, Kilbarrack, and other stops were made at the closed Skerries Golf Club Halt and, in Drogheda, at Buckie's Siding, which was traversed. The railcar then made what is believed to have been the first passenger trip over the steeply graded line to the Drogheda Cement Factory. Next, a stop was made at the remote Kellystown Signal Box, after which the car went down the Ardee Branch. At its final destination, Dundalk, a visit was made to Barrack Street, now the goods station, but once the headquarters and terminus of the Irish North Western Railway.

Concrete Developments

Work has commenced on the erection of a building at Buckie's Siding, Drogheda, for the overhaul and painting of bulk cement wagons. At present this is being done in the former engine shed which is not now large enough for the number of wagons involved. Work has also continued on the site of the new cement factory at Platin, on the Drogheda-Navan section, and to cater for the expansion in cement traffic when this plant goes into production a further 20 bulk cement wagons are to be built.

Crossing Accident

The first serious accident at a CIÉ automatic barrier crossing occurred at Bellacagher, County Roscommon, on 4 August. A car driven by a member of Seanad Éireann (Senate) collided with the barrier and was then struck by a train. The senator died in hospital on 3 October.

Sleeping Cars

Four ballast wagons have been fitted with small road caravans from which the wheels have been removed. The wagons were brought from the sleeper field to Sheriff Street on 7 October to have the caravans fitted. The latter were built by Roadmaster, Johnstown, Co. Kilkenny, and are painted in the CIÉ double-deck bus livery of monastral blue and cream. The vehicles are for the use of permanent way gangs. Numbers:

Wagon 24477 now 560A

Wagon 24484 now 561A

Wagon 24073 now 562A

Wagon 24511 now 563A

Also in the line of staff comforts is the news that some 20 and 30 ton goods brake vans have been refitted in accordance with the prototype shown to the staff in 1966 (IRN January 1967).

Loco News

The second batch of re-engined A-class locos (the so-called 'transplants') entered service during July and August. They comprise A35R, A39R, A41R and A42R. A59R has been visiting various depots for driver instruction while A58R has been in Inchicore for repainting. A third batch is presently under conversion: A47, A48, A49, A51 and A40. Indeed, of these, A51R is running while A49R was out on trial in early October. C206, now fitted with a General Motors 950 hp engine, and renumbered B206, has been working the 19:00 to Tralee. It has been repainted in the black and amber livery and has been fitted with Manson-Guthrie staff exchangers.

The confusion over loco liveries continues. B234 has been repainted in full black and amber. This loco did not carry this livery before, whereas B233 had it changed to all black shortly after conversion. E427 has also appeared in black and amber. A variation has been applied to A51R and A58R, on both of which the depth of the amber band reduces steeply in the width of the cab doors, leaving only a narrow stripe along the bottom of the bodywork.

Work at Oola

The formation of the former Up line from MP 19 through Oola Station, between Limerick Junction and Limerick, is being extensively regraded to permit the existing single running line to be transferred from the Down side and thereby realigned. The line was double until the GSR reduced it to a single line in 1925 as an economy measure. There is much speculation that double line running may have to be restored between the Junction and Killonan, as there are over 30 regular trains a day now and it is virtually impossible to accommodate any more. The city of Limerick gives excellent support to its railways; it is a pity that other centres do not follow this good example.

Wagon Livery

Several covered wagons have appeared from Inchicore Works in the new livery of light chocolate brown. At least one 12-ton open wagon with corrugated sides and ends has been observed with its underframe, etc., in the same shade; the numbers and emblem are still white. No wagons overhauled at Limerick have received the new livery as yet.

Re-Sited

Cashel Road level crossing, between Cahir and Tipperary, has been re-sited some yards east of the gatekeeper's cottage following roadworks. Formerly it was on the west side of the cottage.

Station Summary

There have been many improvements and alterations recently and space only permits a brief summary of the more important.

Ardrahan: Two new concrete loading banks surfaced in tarmac built for loading sugar beet.

Castlereagh: Open front of booking hall closed in to make an attractive waiting and booking hall.

Cork (Glanmire): A steel glazed curtain wall erected between cycle park and Cobh circulating area.

Drogheda: Glazed section of Down platform canopy replaced by corrugated perspex.

Dromin Junction: Footbridge removed (station closed 1956).

Dunsandle: Being repainted.

Enniscorthy: Paved area of platforms being extended.

Goold's Cross: Platforms being raised to full height.

Kilbarry: Down side car road being resurfaced.

Kildare: Up side waiting shelter, gent's toilet and staff mess room all rebuilt.

Limerick: Glazed portion of station roof being replaced by corrugated perspex and fire damage sustained on 26 May made good. Blue-painted store being erected on PWD bank on Munster Siding.

Lisduff: Down side shelter demolished.

Mourne Abbey: Platform coping removed.

Mullingar: Subway being retiled and improved lighting installed. The "Evening Press" printing works in the former Down Main Platform refreshment room was closed on 13 August 1969. The works was used to overprint "Late News" and local items on copies sent early from Dublin for local sale.

Skerries: Gent's toilet being rebuilt.

Templemore: New booking office being built. Signal cabin rebuilt (literally under the feet of the signalmen!) as mentioned in our last issue.

Suburban News

At Killester a ramp access to the Down platform is under construction, involving a huge amount of dry-filling. The long promised ramp to the Up platform at Raheny is now in use, while at Howth Junction a new station building is under construction on the Up Branch platform. Girders for the new underbridge at Kilbarrack were delivered on 21 September. Deck beams are being assembled on the platforms. Sutton platforms metalled.

Welcome Plans

In order to meet the expected increase in passenger (particularly first-class) traffic CIÉ has invited tenders for the supply of a large number of new items of passenger rolling stock. Details are:

- 3 Bogie first-class coaches
- 23 Bogie brake/first coaches
- 36 Bogie standard-class coaches
- 10 Dining Cars, bogie
- 40 Bogie heating vans
- 112 Total vehicles

No firm orders have yet been placed and it is possible that some of the figures may be altered to suit traffic requirements.

Bogie Heating Vans

The last of the current series of these vehicles are now entering traffic. The vans are 45ft long and have a guard's compartment at one end, two steam boilers towards the centre, and a luggage compartment with sliding doors at the other end. The vans are numbered 3157-3166; their tare weight is 32 tons approximately.

First Class Conversion

To meet the growing demand for first-class accommodation, composite coach 2177, which formerly had a side corridor first-class and open centre standard-class section, has had its three compartments converted to standard-class, while new reclining first-class seats have been installed in the open section which now seats 17. It is also understood that work is in progress at Inchicore on the conversion of two standard-class Craven coaches to first-class.

Suburban Alterations

Changes have also been made to some suburban composite coaches. Nos. 2164 and 2168 formerly had 3 bays of 3+3 across seats standard class, and 5 bays of 2+2 across seats first-class (one of the latter bays being non-smoking). They have now been rebuilt as under (all seats standard class):

2164:	3 bays	2+2	2168:	3 bays	2+2
	4 bays	2+2		5 bays	3+3
	1 bay	3+3			

All the 2+2 seats are new, the others are old seats. Both coaches are on the set of the 17:07 train (Connolly Station/Bray).

At Last!

Coaches 74N, 1289 (ex 2097), 2105 and 2112, "scrapped" according to official sources, left Mullingar on 29 September for dismantling at Sheriff Street.

NORTHERN IRELAND RAILWAYS

Steam Locos

No.54 has been definitely withdrawn and some parts removed for repairs to other locos. Nos. 3, 10 and 56 are no longer running, leaving Nos. 4, 5, 6, 50, 51, 53, 55 and 27 in service. In the early summer the 17:30 to Larne Harbour was steam hauled quite frequently, while the 13:15 to Portrush was regularly steam hauled for a period commencing on 12 July. Four locos are still required daily for the spoil trains, while another is usually out with a ballast train. While no date has been announced for the final abandonment of steam haulage, it does not seem likely that it will last too long into 1970.

New Diesel Locos

The first of the three 0-6-0 diesel-hydraulic shunting locos arrived in August and was soon on trial in York Road. It was built at the English Electric works at Newton-le-Willows and it bears the works number D1266 of 1969. Leading particulars are:

Engine:	Dorman 12QT, turbo-charged 12 cylinder developing 620 hp at 1,800 rpm.
Transmission:	Twin disc three stage converted with direct drive; type DBS6-138 MS260.
Final Drive:	A.E.I./Wiseman type 15RLGB with 5.48 to 1 overall ratio.
Tractive Effort:	25,000 lb
Maximum Speed:	40 mph
Wheel diameter:	3 feet 6 inches
Weight In Working Order:	44 tons
Maximum Axle Load:	15 tons
Fuel:	285 gallons
Minimum Curve:	250 feet radius

The coupled wheelbase is 11 feet, and the length over buffers 29 feet 4 inches. The maximum width is 8 feet 6 inches. The locos are air-braked but only have train pipe for vacuum-braked stock, an extraordinary arrangement in view of the number of air-braked railcars and trailers in the NIR stock. The rather narrow body restricts the driver's view ahead when propelling coaches; the controls are duplicated for driving from either side.

More?

A report of 2 October in the Belfast Telegraph stated that three diesel-electric locos had been ordered from English Electric, to be built at the Hunslet Works in Leeds. There has been no further comment although a spate of rumours (some rather bizarre) are circulating.

Railcar Roundup

MED: Nos. 14 and 15 were the last MEDs to remain in operation with the original converter drive. Both are now in Queen's Quay shops for alteration to 4-speed transmission. On 18 May a 6-car set ran to Drogheda on a special train - only the second working of these cars south of the border; the formation was 12/523/13/22/526/23.

MPD: All non-corridor units except 48 and 49 are now converted to corridor type. The rebuilding of 46 and 47 has produced odd-looking vehicles, as these, like 48, were compo brakes to begin with. The rebuilding has resulted in 2 first-class side corridor compartments with 12 seats and 44 standard class

seats in a centre-corridor saloon.

BUT: These railcars were seen south of Dundalk on 18 May for the first time since their withdrawal from the “Enterprise” duty. A set worked a special to Drogheda. During the summer they worked the 13:45 Belfast-Dublin (on Saturdays only) and returned on the 18:30.

DE: Power car 72 was derailed at Cullybackey on 14 August while working a CIÉ goods from Lisburn to Derry. Due to damage sustained it had to remain at Cullybackey for some days until a bogie from No.76, then in the shops, could be fitted. Railcar 724, a 7-compartment side corridor standard class coach with 56 seats, has had first-class window stickers affixed to four compartments in a futile attempt to supplement the 24 genuine first-class seats in 701 (a first-brake) on the “Enterprise”. Far more drastic alterations would be required before 724 could even look like first class!

Station Names

The station name boards on the Bangor line were repainted during September in the style already in use on the Larne Line: white letters on a maroon background.

Cookstown Junction

It has been stated that this forlorn relic of better days was to be closed on an unspecified date as the island platform must be removed to permit of track realignment. It is likely that this is only required to allow the installation of an automatic barrier level crossing. The present platform and building would cut off the view of down trains. In answer to local agitation NIR have undertaken to examine the practicability of building a halt in lieu.

An Engine Barbecued!

Oily dirt in and around York Road shed has caught fire on several occasions during the summer. Loco No.10 was caught out of steam on 6 July when a fire suddenly broke out in the pit underneath. No other loco was available to haul No.10 clear and as a result it was badly burned, making its already unkempt appearance decidedly worse. On 31 August another fire damaged the small loco shed; this time a spark from loco No.5 was responsible.

Exit A Siding

No.1 Siding in York Road Station (the carriage siding between Platforms 1 and 2) was lifted, commencing on 17 August. A new diesel running shed is to be built on the site of this siding and that of No.1 Platform to replace existing facilities which must be vacated to make way for the new M2 motorway. The siding was the scene of an unusual mishap on 25 July, when MED set 8 and 21 was misdirected into it instead of No.1 platform road. At the time the Derry-based MPD set, with power car 38 headed outwards, was in the siding and the ensuing head-on collision resulted in the damaging of 38's gangway. Nobody was injured.

Buffet Cars

The AEC-fitted car 554 has had DE jumpers and air-brake equipment fitted in addition to the AEC fittings; it replaced 550 on the “Enterprise” in July. A tiny bar has been installed in place of the former pantry. The car retains its original GNR(I) bogies with Hoffman roller bearings. Although somewhat rough-riding it is a great improvement on 550, which rather resembles an ice-cream parlour. The latter car has been returned to the Belfast-based DE set on the Derry service. The BUT-fitted cars, 551 and 552, are out of use and No.553 is derelict.

Conductor Operation

The revolutionary method of fare collection introduced on 9 June has worked very smoothly. No trouble has been experienced with the machines and the careful training given to conductors is evident from the fact that they rarely need to consult fare tables.

Uniforms

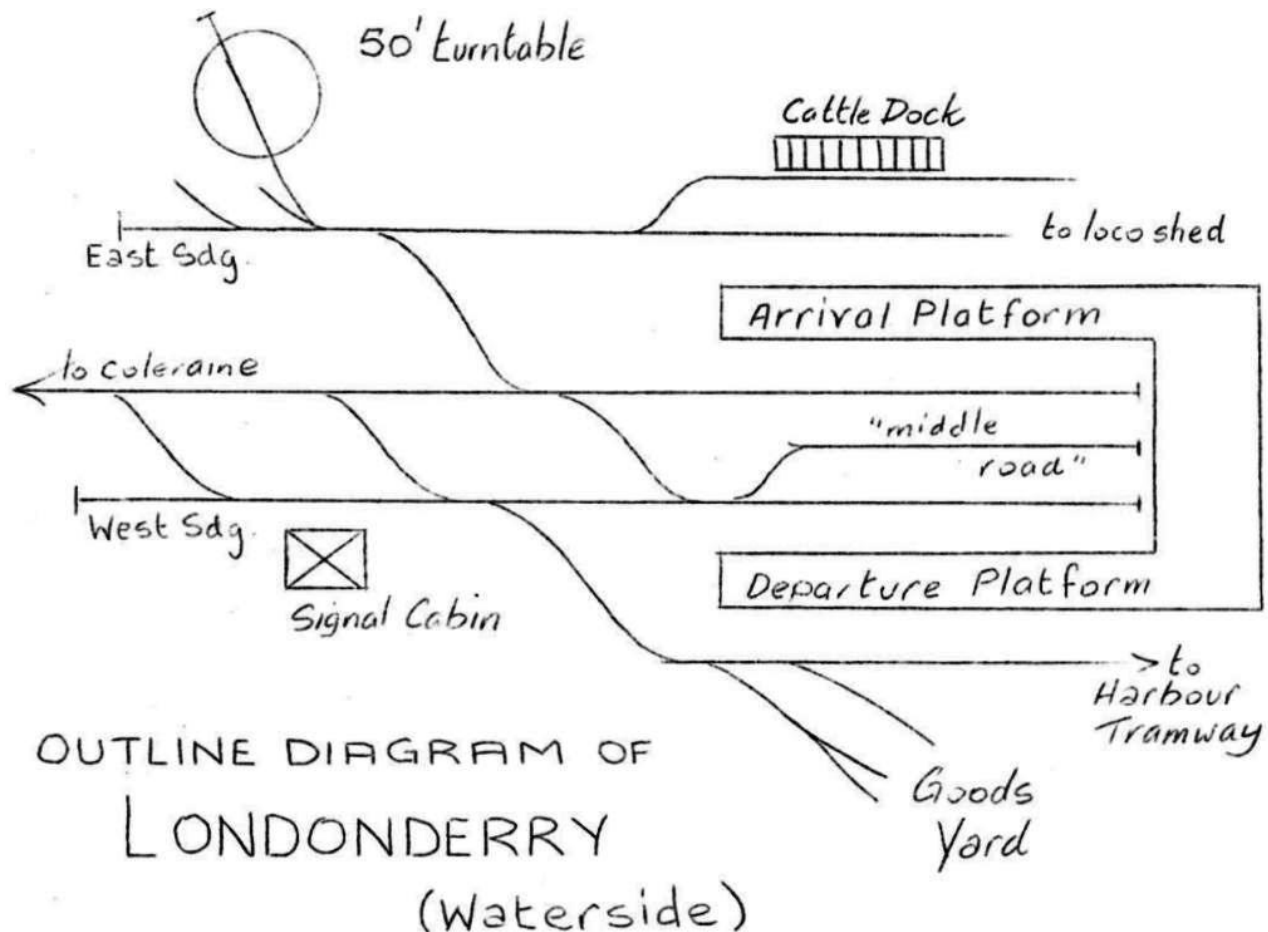
Some of the conductors and a few drivers have been issued with new uniforms in a drab dark grey shade with red piping and badges as before. The new uniforms are very poor in appearance in contrast to the previous issue.

Feature Section

STATION SURVEY

Londonderry Waterside (J.R.L. Currie)

Waterside Station in Derry, once one of the four termini in the Maiden City, and now the sole remaining, was initially the western terminus of the Londonderry & Coleraine Railway, which was incorporated in 1845 and reached Limavady in 1852 and Coleraine in 1853. By 1860 the Bann Bridge at Coleraine permitted of through running to Belfast, and in early 1861 the L&CR became part of the new Belfast & Northern Counties Railway.



The present station building at Waterside dates from 1877 and reflects the then increasing affluence of the B&NCR. It is provided with two platforms, the departure (No.1) being 527ft long and the arrival (No.2) 529ft. These were of course intended for dealing with rakes of boxy six-wheelers and are not particularly suited to long trains. A middle siding runs between them but it is not provided with slips for engine release and running round is accomplished by the use of the crossovers adjacent to the signal

box. The present box dates from the NCC's great resignalling programme of the 1920s and 1930s and it contains 50 levers, 6 of which are spare. The signalling arrangements are comprehensive and there are outer, intermediate and inner homes. The ETS tablet section is 4½ miles long, to Lisahally. The goods yard, nowadays fairly busy, is a miserably-sized affair, accounted for by the fact that the goods store was on the opposite side of the Foyle and was reached via the under-deck of the Carlisle Bridge, which carried the Harbour Tramway (opened in 1868 and closed in 1962). The present bridge across the Foyle - Craigavon Bridge - dates from 1933 and now of course has no railway. Vehicles had to be hauled across by capstans and there were turntables at either side of the bridge. One of the lines from Waterside continued into the yard at Victoria Road Station, owned by the NCC since 1906 but operated by the CDRJC.

The only important goods facility at Waterside was the cattle dock. When normal goods haulage ceased in 1965 this was adapted to handle CIÉ bulk cement traffic. The engine shed was behind the arrival platform and was 120ft long with two roads. It has been de-roofed and its walls cut down somewhat. The 50ft turntable was installed in its present position in 1936; previously it had been at the head of the departure platform but it was desired to extend the latter and the turntable had to be moved.

As mentioned, UTA goods traffic ceased in 1965 and the GNR route to Belfast was closed in February of that year. Shortly Ireland's first completely "fitted" goods trains began to run between Derry and Lisburn. MPD railcars provided the motive power and from Lisburn southwards CIÉ diesel-electric locos took over. More recently these duties have been shared by the DE railcars which have proved much more satisfactory. CIÉ maintains the cramped goods yard at Waterside and a modern travelling crane (on road wheels) is used to transfer goods from trains to the CIÉ lorries waiting to continue the transport to Donegal. Customs offices have been provided on the departure platform - an innovation resulting from this cross-border traffic.

But the big day in Derry is 12 August, when the relief of the city in 1689 is commemorated. The railway always brought thousands to Derry for the big day and until this year steam was very much in evidence; now the DE railcars have taken over. Also of great importance was the first fortnight in August when throngs went on excursions to Portrush.

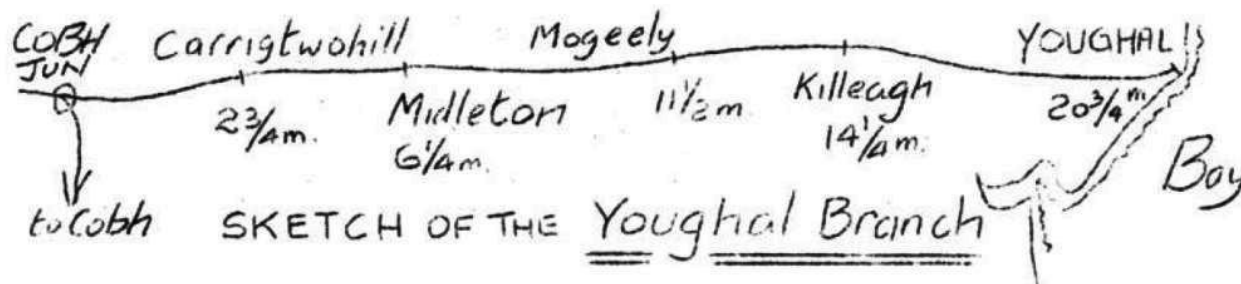
In B&NCR days the best trains to Belfast were the Mails, which took 3 hours for the 95 miles. This timing remained largely unaltered until the opening of the Greenisland Loop Line in 1934, which shortened the journey to 92¾ miles. A time of 2¼ hours was then introduced, a move made possible by running the "express" trains non-stop to Coleraine and providing a railbus or railcar as a following "local". During World War II the naval bases at Derry were responsible for much goods traffic, but the passenger traffic was also very great; timings were about 2½-2¾ hours. The 2¼ hour timing was reintroduced after the war but it had to await the coming of the MPD railcars in February 1958 for this timing to be cut. An ambitious timing of 1 hour 50 minutes was introduced but it soon had to be eased to the even 2 hours. This remained more or less standard until the decelerations of 1968-9 and most trains now take 2 hours 10 minutes or more. The passenger traffic is still fair but there is no reason why, with the permanent way in better order, a 1¾ hour schedule should not be introduced between Belfast and Derry, thus drawing more motorists from the crowded roads.

THE YOUGHAL BRANCH

In the past when we were able to enjoy the activities of the Cavan & Leitrim and West Cork sections of CIÉ, the Donegal Railways and other equally fascinating attractions such as the Sligo-Leitrim our weekend excursions with camera and log book tended to be directed exclusively to such lines. The more uninteresting sections were left for another day. To many the 21 mile Youghal Branch was one line that could be ignored. Such an opinion did the line rather an injustice and those who today are attracted to it just because it is one of the very, very few branches remaining are finding out that it did

have something all its own.

The branch started life as the independent Cork & Youghal Railway and was opened in sections from Cork to Youghal between 1859 and 1862. With an unenviable financial background the company soon succumbed to the Great Southern & Western, which took it over in 1866. That company, however, continued to use the old C&YR terminus in Cork at Summerhill until 1893, when the trains to Youghal and Queenstown were diverted to the new Glanmire Road station opened in that year. It was also in GS&WR days that the line from Queenstown Junction (later Cobh Junction) to Youghal came to be regarded as the branch line; it had formerly been the C&YR main line.



The withdrawal of the passenger services to Youghal in 1963 resulted in the timetable pattern of today. A goods leaves Cork on weekdays at 09:05, reaching Youghal at 11:55, after making four intermediate stops. It returns at 16:20 and takes three hours to reach Cork. Most of the traffic is derived from Middleton and Youghal, although Mogeely and Killeagh both contribute. Among the traffic carried are Youghal Carpets for export. Youghal is a very popular seaside resort with lots of sand and sunshine and many people (who possibly were attracted formerly to Courtmacsherry and Baltimore) enjoy the regular seaside excursions from Cork to Youghal in June, July and August on Sundays. Trains leave Cork at 10:30, 14:30 and 18:15, and there are normally three extra trains (some of which run non-stop) at peak times when there is also a train on Wednesday afternoons. There are different fares for morning, afternoon and evening departures, the whole-day fare being 10/-.

Various locos are in charge of the trains which consist mainly of wooden ex-GS&WR coaches, mostly of side-corridor design, though during the 1969 season two 8-compartment suburban coaches in the 1080 series were in use. Most of these coaches (which have been largely renumbered, as mentioned in our news pages) spend the winter period in storage at Sallins, and elsewhere. Most of the seaside traffic originates in Cork, as might be expected, but the intermediate stations, including the neat halt at Carrigtwohill, also provide useful revenue.

With the holiday season behind, the stations on the branch become loading points for the sugar beet traffic which is very heavy in East Cork between October and January. A recent daily allocation of wagons to the branch read as follows:

Mogeely	11
Carrigtwohill	4
Killeagh	15
Middleton	10
Youghal	12

The traffic, which may vary from day to day, usually requires 2 trains each way between the Mallow factory and the branch.

Just in case the foregoing notes do not provide sufficient interest for a potential visitor to East Cork, it should be noted that the stations are well worth a visit, as each is different. Gate signals, too, deserve attention.

JOURNEY JOTTINGS

5 August 1969: 13:45 ex Sligo (Carrick-on-Shannon to Dublin) - A Trip With A Difference

For the best part of two decades the CIÉ fleet of AEC railcars have done sterling work. Indeed, if their timely advent had not occurred in 1952 it is just possible that the rail network today would be even more truncated. In recent years the railcars have very largely found their way onto the suburban lines north and south of Dublin. However, the Galway, Sligo and Rosslare lines have managed to maintain some main line railcar trains. On the Sligo line a set based in Sligo works the Up morning and Down evening trains and in the summer the Down afternoon train and its return working have long been the preserve of the railcars. A peculiar feature of this latter service has been the very poor patronage in the Up direction - in contrast to its often capacity loads from Dublin.

At various times CIÉ have tried a range of expedients in an effort to attract passengers, choosing departure times ex Sligo ranging from early morning to evening. This year the wheel went full circle and CIÉ are to be commended for scheduling the return of the 14:05 Down at 18:45 hours, thereby giving the Sligo line a good evening service to Dublin. This was all the more welcome as the Up Night Mail had become rather later than usual. However, it should be added that the passengers travelling are none too numerous on this train, although the figure of 13 recorded 14 years ago was more than doubled on the date in question, 5 August.

On 2 August the train - augmented for the Bank Holiday weekend, but still a railcar - had some difficulty in reaching Dublin, trouble being experienced with one or two of the cars. Two days later arrival in Dublin was over 30 minutes late. Both facts highlight the fact that the railcars are declining; they have worked hard and long, and the strain is beginning to tell. The position was made even more clear on the 5th, when the three-coach set failed completely in Ballymote Station; the aftermath was very interesting indeed, especially as the untoward is now a rarity!

On entering Carrick-on-Shannon station seconds before the train was due - at 19:45 - our reporter found things rather too quiet. Admittedly B160 was shunting busily but of the passenger train there was no sign. Inquiries revealed the failure at Ballymote. The question of a relief loco was being considered and there was a possibility that B160 would leave its Up goods and return to Ballymote to pick up the stranded railcar. This was ruled out and an engine was sent from Sligo instead. Fortunately the failure occurred within station limits so there was no tedious venturing into mid-section to pick up the railcar.

While the now very late 18:45 was resuming its journey, B160 with 37 wagons and a van left Carrick for Dromod, where it would cross the 18:20 Down railcar. The latter would normally cross the 18:45 at Longford but on this night it managed to get as far as Carrick. By the time it arrived the 18:45 was at the Up platform, having arrived at Carrick at 20:39. The relief loco was B125 and its train comprised railcar 2637, intermediate and railcar 2604.

With the 18:20 on its way to Carrick the ticket checker on the 18:45 was carrying out a task which, though important, could have been overlooked especially in view of the small complement of 20 - ascertaining if anyone on board wished to take the connecting Ballinamore bus at Dromod. No one did, and the bus was allowed to go on its way. The arrival of the 18:20 left the Up road clear and the 18:45 could resume its even more delayed journey. The departure from Carrick was at 20:59, some 74 minutes late. From Carrick to Mullingar there were stops to be made, although as the following table shows, no time was wasted.

Miles *	Location	Arrive	Depart	Notes
00.00	Carrick-on-Shannon		20:59	
10.37	Dromod	21:10	21:11	Pass goods
17.57	Newtownforbes	pass	21:19	Station closed

21.46	Longford	21:23	21:24	
30.07	Edgeworthstown	pass	21:35	
34.41	Street & Rathowen	pass	21:40	Station closed
36.70	Inny Junction	pass	21:42	Station closed
40.23	Multyfarnham	pass	21:46	Block post
41.31	Clonhugh	pass	21:48	Station closed
45.26	Levington Crossing	pass	21:53	Block post closed
47.42	Mullingar	21:56		

* Distances are given from Carrick-on-Shannon.

Just under 2 minutes were spent in Mullingar, in which time the checker examined the tickets of the 33 passengers before joining the driver in the cab of B125. Ordinarily the guard would operate the staff snatchers located in the van of one or other of the railcars, using the bell system to communicate with the driver. But with a loco at the head of the train this was not feasible. In the unusual circumstances there was no snatcher available, so the ticket checker assumed the duty of exchanging staffs, though, it should be noted, by hand-ring and not by snatcher. The brisk running was complemented by expert staff changing, the timings being:

Miles *	Location	Arrive	Depart	Notes
00.00	Mullingar		21:58:08	
04.05	46 Mile Box	pass	22:04:08	Switched out
08.37	Killucan	pass	22:09:00	
14.43	Hill of Down	pass	22:16:10	Cross A14 on goods
19.70	Moyvalley	pass	22:22:19	Station closed
23.58	Enfield	pass	22:27:00	Cross down goods
29.23	Ferns Lock	pass	22:33:18	Station closed
31.06	Kilcock	pass	22:35:05	Long-section staff
35.26	Maynooth	pass	22:40:55	Switched out
38.78	Leixlip	pass	22:45:13	Switched out
41.26	Lucan (North)	pass	22:48:10	Station closed
43.10	Clonsilla	pass	22:50:17	
47.10	Ashtown	pass	22:54:35	Station closed
48.55	Liffey Junction	22:57:35	22:59:22	Signal check
51.16	West Road Box	23:05:17	23:05:46	Signal check
51.39	Connolly Station	23:07:23	23:10:10	Platform 5
52.10	Tara Street	pass	23:11:45	
52.30	Pearse Station	23:12:34		

* Distances are given from Mullingar.

NEWS EXTRA

Tales From Westport

A recent report that the Westport Quay Branch - a useful 1¾ mile extension of the former Great Northern & Western (later MGWR) line from Westport station - was being lifted occasioned not a little surprise and resulted in a little on-the-spot investigation. As the facilities at Westport itself are rather on the inadequate side and the Quay line was known to be used for grain traffic the tale was a little hard to credit.

HALL'S
MILL

MS HALL'S TRAMWAY

SHIPPING BERTHS

[DIAGRAMMATIC ONLY]

LOADING
BANK

WESTPORT
QUAY

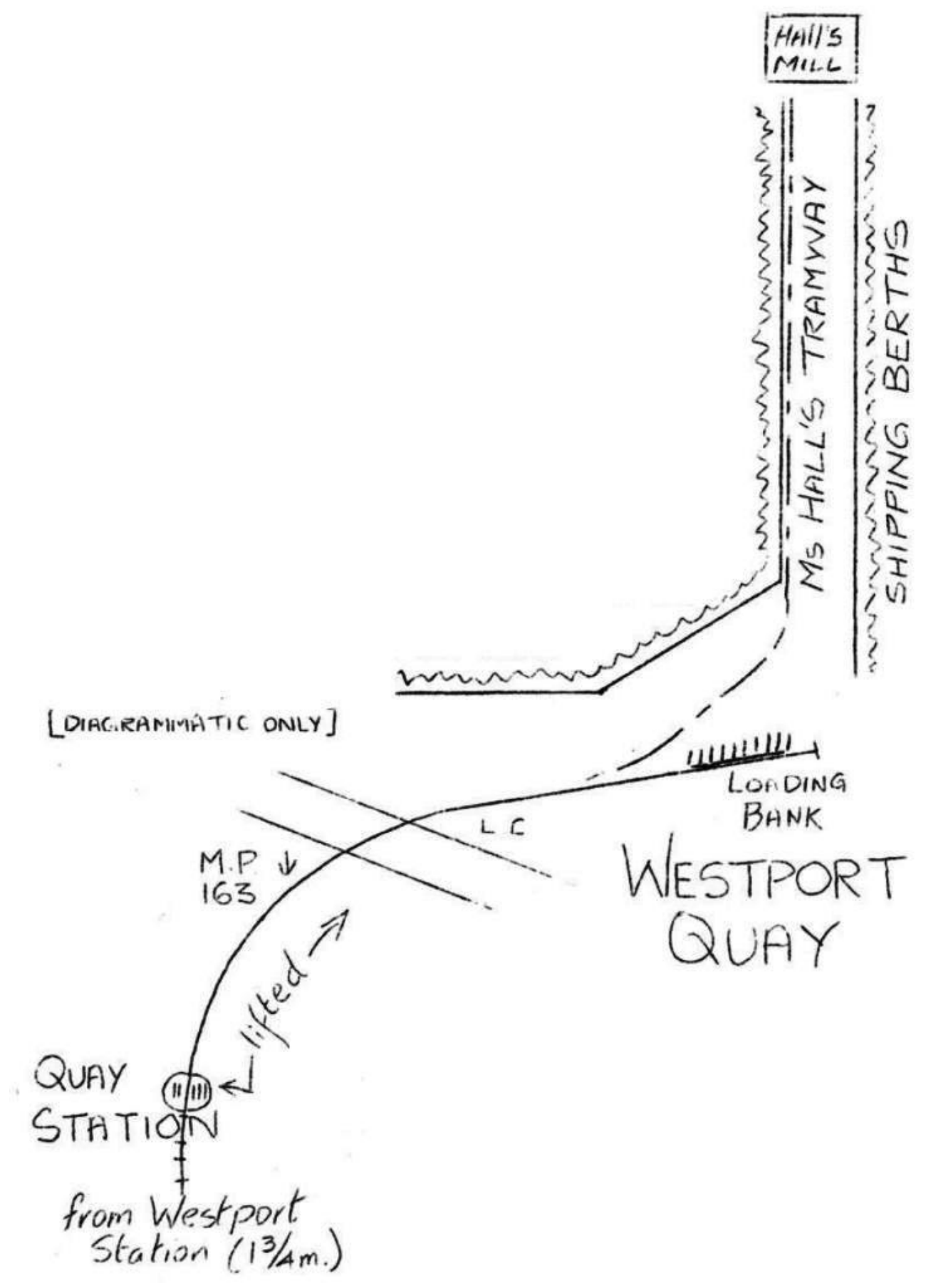
M.P
163

L.C

QUAY
STATION

from Westport
Station (1 3/4 m.)

lifted



Investigation showed that the line itself was intact and in use but that an interesting spur from the Quay Station out onto the Quay itself (about 200 yards) had been completely lifted by the end of July. It used to terminate in a small loading bank and had been rarely if ever used in recent years. Its course can still be traced easily and a fascinating part of the remains are the odd places where the rails of Hall's Tramway exist.

This tramway diverged from the Quay Siding near its end and ran for over 200 yards to Hall's Mill, a structure built about the beginning of the century and which survives as a grain depot. Hall's Tramway was horse operated and it seems to have had doubtful legal authority for its existence. It apparently fell into disuse in the 1930s when the decline of the port began.

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Thanks To All

We are indebted to all who helped us in 1969. For help with this issue we thank B. Hughes and J.R.L. Currie.