

THE

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EDITORIAL

The publication of the Macrory Report by the Stormont Government in late June gives an indication of the developments envisaged for that part of Ireland during the next five years. The main items embrace housing, employment and transportation, and the last of these deals with sea, air, road and rail transport. In dealing with railways the Report recommends the development of the mainly suburban network around Belfast, together with the cross-border main line to Dublin. In the case of the route to Derry the Report states that there is no reason apparent why this line should not be closed within the next five years, having regard to the large amount of money which will be required for renewals if the line is to be retained. It is considered that the line is retained at present only for social and political reasons and the point is made that were the line to close the effect on the roads in the area would merely be to add one extra year's traffic.

It seems to us rather a pity that in the year 1970 there are still people in Ireland - north or south - who would carve up the national rail system (or what is left of it) even further. Since the end of World War II we have seen a continuing series of closures, ending only with the demise of the Mallow-Dungarvan line in 1967. Some of the closures have been completely justified, while others continue to cause much debate (notably the Harcourt Street line!).

Apart from Armagh no Irish city has been left without a rail connection - yet. While the Macrory Report is but one of many to be commissioned by Governments and their agencies (many of which reports end up as waste paper) we feel it our duty to make a protest however small that any thought of closing the remaining Derry Road would be entertained by the Stormont Government at the expense of very many of the people of Northern Ireland.

We are not sure what, if any, consolation to draw from the remarks of Mr Brian Faulkner, Minister of Development, when he spoke last March of welded track and various capital renewals. We wonder if he or any of his colleagues have ever given any thought to developing the extant truncated system with, for example, Freightliner trains.

The city of Derry, as with much of the western and north-western seaboard, suffers from the effects of position in relation to commercial life. Hence any industrialist planning even the smallest investment in such an area must be offered facilities as well as grants. The port of Derry has declined, as have those of Limerick and Galway, while Belfast and Dublin ports reap correspondingly greater benefits.

Freightliner services are increasing in intensity on both the British Rail and CIÉ systems - why not on NIR? If loading gauges present a problem the rolling stock can be modified accordingly at the design stage. There are still quayside rail facilities at both Belfast and Larne Harbour. Why not use them to the full?

The passenger services on the Derry line also require attention. With improving roads and quite a fast

express bus service businessmen will not of their own accord gravitate back to the railway unless they are encouraged. In this context encouragement means enticing them back with a reliable speedy service which has the standards of comfort and catering which have come to be expected and which are readily available on other lines in these islands. For this a basic requirement is a good track and, above everything else, NIR needs money for replacement of its often inadequate permanent way. The Government should make its mind up quickly on this and make available the necessary funds. The Derry line cannot be allowed to decline any further and it must be saved.

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A Note on This Issue

Like every other news medium the IRN can only report the news as it happens, even if this means something of an imbalance in its coverage of the whole railway scene. For this issue we have much of NIR interest to report - notably the Macrory Report and the new "Enterprise". We make no apology for our extensive coverage of these topics but hasten to reassure readers that we haven't forgotten CIÉ!

REVIEW PAGE

"Track Diagrams Vol 1: Mallow-Rosslare", Herbert Richards (Transport Research Associates)

This publication consists of a portfolio of some 55 pages of station diagrams and associated matter in a card folder. The publishers state that in response to requests the original design format of the work was altered to the present one, it being felt that many "readers" would wish to study the plans singly. This has probably been a wise decision though doubtless not everyone will agree.

There is a brief introduction, a list of sources, a map showing the principal and connecting lines, a summary of opening dates, and then the diagrams themselves. There are over 40 of these, each occupying a foolscap page, and they are excellent. Although diagrammatic they show very clearly the "shape" of every station. But it is in the great detail they offer that perhaps their greatest value lies. These are not just plans for the modeller (who will find them invaluable, however), they are a mine of information for the historian as well.

Marginal notes offer a surprisingly large amount of fine detail, often on matters about which little if anything was previously known. To take but one example, the plan of Mallow and its notes tell us that on 6 December 1914 a new North Cabin replaced the old one and that this cabin got a down outer home signal on 7 September 1919 when Two Pot House Cabin was closed. On this as on virtually all plans the lever numbers are given beside each disc, semaphore, point, locking bar, etc. - a most useful feature.

Among the other delights of this collection are the facts about Brigown (a place of which the reviewer was unaware!) and the short-lived Killinick-Felthouse Junction link, about which a wealth of detail is offered. It is not a little surprising to note that Felthouse Cabin had a 26 lever frame in which most were spares!

To complete the picture there is a list of level crossings on the lines covered and a facsimile reproduction of the relevant GS&WR gradient profile charts. Coverage is rounded off by reproductions of the appropriate pages of the GS&WR working timetable of October 1906, and the lot adds up to a really worthwhile collection. It is to be hoped that the success of Volume 1 will prompt further sets of these fine plans.

FQ

News Section

CÓRAS IOMPAIR ÉIREANN

The Berne Convention

As from 1 February 1970 Ireland has adhered to the “Berne Convention for the International Carriage of Passengers and their Luggage by Rail and Sea Services”. Under the terms of the convention, CIÉ, as the principal railway administration, is responsible for its implementation and administration within the Republic of Ireland. Since 1 May, when the Convention (known for short as the “CIV”) became operative, it has been possible to book through tickets from internal points in Ireland to places on the Continent of Europe. It also means that all other railway administrations in the CIV - 40 in all - can issue internal tickets for journeys within Ireland.

The CIÉ stations at which continental bookings can be made are:

Dublin (City Office and Pearse Station)

Athlone	Dundalk	Limerick	Waterford
Ballina	Ennis	Sligo	Wexford (North)
Cork (Kent)	Galway	Thurles	
Drogheda	Kilkenny	Tralee	

The Convention, in addition to facilitating through booking of passengers, also governs the regulations regarding passengers' luggage and the system of registered baggage as used on the continent. It also has a certain amount of control over the information given in railway timetables. For instance it requires that all public timetables must show the classes of carriage provided in each train, information which has so far not appeared in the CIÉ timetables. There are further requirements regarding the responsibility of the railway companies for “missed connections” party fares, seat reservations, etc. Some items covered are surprising: one clause states that tickets must be surrendered if requested. But if the passenger requests it his ticket should be returned to him with a “used” endorsement.

The CIÉ stations to which or between which rail tickets can be booked by the continental railways in the CIV are as follows, there being at least one surprise:

Arklow	Castlebar	Gorey	Rosslare Harbour
Athenry	Castlerea	Kilkenny	Sligo
Athlone	Claremorris	Killarney	Thurles
Athy	Clonmel	Limerick	Tipperary
Ballina	Cobh	Limerick Junction	Tralee
Ballinasloe	Cork	Longford	Tuam
Ballyhaunis	Drogheda	Mallow	Tullamore
Ballymote	Dublin **	Mosney	Waterford
Boyle	Dundalk	Mullingar	Westport
Cahir	Dun Laoghaire	Nenagh	Wexford
Campile	Ennis	Portlaoise	Wicklow
Carlow	Enniscorthy	Rathluirc	
Carrick-on-Shannon	Farranfore	Roscommon	
Carrick-on-Suir	Galway	Roscrea	

** All stations

Ill-fated Venture

In last year's issues we recorded the sorry tale of the new Limerick Radio Train. With its rail journey to Limerick and back, coach trip along the interesting Ardnacrusha Headrace Canal to Killaloe, and cruise up Lower Lough Derg this should have been a bestseller - if it were advertised. A rather better attempt was made for the 1970 season and some - though sadly not all - Radio Train publicity announced that the Limerick trip would be operated on Sundays in July and August. It is sad to relate that this excursion has again come under the chopper, because of insufficient patronage. Doubtless the half-hearted advertising contributed to the cancellation (which took place prior to the first scheduled departure on July 5) but a very large factor may well have been the much reduced number of visitors to Ireland this year. With two unsuccessful attempts behind them it seems highly unlikely that this really attractive trip will be tried again.

Trial Train

On 10 May E421 and E422, working in multiple unit, were used to haul a goods brake van, 26 wagons and another van from North Wall to Heuston Station for trial purposes. The multiple working was effected by linking the controls of the locos with cable connections. Although these locos were built with fittings for multiple unit working these were not used in the trial mentioned.

New Fares Increase

On and from Monday, 22 June, CIÉ main line rail fares were increased by 6.25%. Cross-border, cross-channel, northern suburban and south-eastern suburban fares were increased from 29 June. The last increase in passenger fares took place in December 1968; freight rates were last raised in January 1969. The current increases are necessary to offset rises in expenditure estimated at nearly £10 million (for the whole CIÉ undertaking) in the next year. The increase in freight rates is approximately 10%.

The rates for guaranteed excursion and Knock Pilgrimage trains will not be increased until 30 September 1970, while fares for Educational Tours will remain unchanged till 31 August 1970. The day return fare to Belfast, available between September and June, at present 15/-, will become 20/-, while the Thursday or Sunday day excursion return fare goes from 27/6 to 32/-. The special "contract" fare for a book of 20 single-journey tickets between Dublin and Belfast, valid during any 13-week period, will now cost £35 first and £23 standard-class. There will be no increase in the cost of "Rail Rambler", "Overlander", "All Year Travel" tickets and platform tickets. Seat reservation charges will also remain unchanged. Among the few areas where there is no increase are the Shannon Cruises operated from Killaloe and Athlone.

Bomb Scare

There was a sudden alarm at Drogheda on the evening of Monday, 15 June, about 17:30 when the stationmaster received an anonymous telephone call stating that the Boyne Viaduct would be blown up at 19:00 that evening. Police immediately rushed to the scene and carried out a thorough search while all train services were stopped. The most important trains affected were the "Enterprise" expresses, 17:30 in either direction. The up train from Belfast was ultimately delayed only 8 or 10 minutes but the down train suffered a hold-up of about 80 minutes. No explosives were found on the bridge, which is under a regular military guard, and services were then resumed after some passengers had been conveyed by hastily-summoned buses across the Drogheda-Dunleer gap.

Waterford

Work is presently in hand on the strengthening of the concrete causeway which carries the main road to Waterford around Mount Misery and Waterford North Station before crossing the line by bridge No.124.

Dolomite And Magnesite

Following very irregular running during the first weeks of the dolomite trains the Monday to Friday twice daily service has now assumed a more settled pattern. The initial excessive delays seldom occur now, and when they do they are caused by a lack of ready stocks at Bennettsbridge or by difficulty in unloading at Ballinacourty. At present the trains are being hauled by GM double-ended locos, running in pairs. At first the trains were handled by re-engined A class locos and it has been rumoured that technical difficulties were caused by excessive strain being thrust on the locos when restarting from level crossings in quite difficult locations.

The first magnesite train - B170 + 5 wagons - ran on 10 July. It did not go "wrong-road" to Tivoli but went via Cobh Junction, reversing twice to reach Tivoli at 21:00. Some of the specially-built wagons have been stored in Waterford yard for some weeks. Numbered in the series 26590-26611, the wagons are awaiting the call to service, but Nos. 26591/97/601/604/608/610 are elsewhere on the system. The tare weight of these twin-hopper vehicles is some 9 tons 6 cwt; they are fitted with vacuum brakes and they have Timken axle boxes.

At Tivoli work commenced in July on the erection of the overhead conveyor which will transfer the magnesite the hundred yards from the wagon discharge point to the waiting ship. This of necessity is carried high over the "back" road to the industrial estate. The siding itself crosses the main road which is now protected by a set of standard road traffic lights which remain at green except when a train is in the process of entering or leaving the Roofchrome siding.

Oil Trains

Until the magnesite traffic commences and the return Cork-Ballinacourty workings are used to bring oil to the latter place oil trains are continuing to operate as required to Ballinacourty; usually they run on Saturday or Sunday. The tank wagons are at present filled (three wagons at a time) from small coasting tank ships, via an oil gantry at the North Quay in Cork. The sidings at this location are used mainly for steel traffic from Haulbowline. The oil wagons being used for this traffic are those which were formerly employed on the oil trains from Foynes to the Limerick and Drogheda Cement Factories.

Dungarvan Demolition

Work was completed late in June on the lifting of the loop and sidings at Kilmeaden station, and also those at Carroll's Cross and Burrow & Stradbally. The only track now remaining is the through running line. At Dungarvan all rails have been lifted and the former running line from "Ballinacourty Junction" has been reduced to a spur which terminates about a half-mile short of the town. It is understood that part if not all of this spur will remain in situ for the present, although the points at the junction are spiked for running to Ballinacourty.

Recap On Crossings

In our May issue we inadvertently referred to small gates replacing a larger set at the Abbeyside Crossing, on the Waterford side of Dungarvan Station. This was, of course, incorrect as both large and small gates have been standard here for many years. The large ones were normally closed across the road while trains were passing; they were fastened parallel to the footpaths when open, while the small set was mainly to prevent pedestrians trespassing on the railway line. The latter were superseded by sleeper fences on 7 July, the removal of the track having been completed.

Cork (Kent)

Work is virtually complete on the construction of a new booking and inquiry office at Cork. The modern glass and steel edifice has been erected in the large rectangular circulating area adjacent to the Cobh/Youghal platforms. Four windows face the ticket barriers here while the fifth - a side window - is close to the entrance from the taxi rank. The old railway booking windows are still in situ, with the

exception of that used by East Cork passengers; the latter has now been blocked off. The provision of a glass partition at the cycle park and the concourse has now been matched by a similar partition at the main arrival platform end. This should be of greater benefit to passengers and staff in the winters ahead.

Trains To Kilmokea

To facilitate workers who have recently started on an extension to the Great Island power station trains are once again serving the tiny halt at Kilmokea, between Campile and Waterford. There is a special train service worked at present by a GM loco hauling coach 4018 (ex 1296S) and HV 3153. Trains suit the workers' shifts and are guaranteed by the Electricity Supply Board; they carry about 40 daily.

Unexpected Prominence

Long merely thought of as one of the handful of "carbon-copy" stations on the F&RR&H line across South Wexford (though it has long had the minor distinction of a private siding), Campile has recently gained not a little stature. As will have been noted above, Campile (alone of the South Wexford line stations) is included in the list of stations to which rail tickets may be booked throughout Europe. The reason for this is not immediately apparent though doubtless we shall be able to obtain some explanation in due course. At first glance it seems unlikely to have been due to a previously unsatisfied demand in Abbeville or Trieste!

Campile has got busier, too. The Kilmokea trains have been mentioned above. The basic service consists of one working each way, Monday to Friday. However, on Mondays a second morning train is quite a regular occurrence while an extra train frequently runs from Kilmokea during the late evening. Campile comes into the picture as trains turn there and the coaching stock is stabled in the yard between the morning and evening services, the loco working light to Waterford. Incidentally, the regular evening train from Kilmokea is probably unique nowadays in that it enters platform 4 at Waterford via the scissors crossing, as platform 3 is occupied by the 17:55 Waterford - Rosslare Harbour train.

Loco News

By mid-July 30 A-class locos had received GM engines. The following have entered service: A22R, A27R, A28R, A29R, A44R and A46R. A55R was on trial in mid-July while A25R was almost ready. An important envelopment has been the extension of the re-engining programme to cover all A and C class locos, not just the 30 A class units as originally intended. Locos being re-engined at present are: A8, A9, A10, A19 and A20.

Locos which have appeared in black-and-tan livery are B101, E419, E425, E430 and E433. MAK loco K801 has received an overhaul and has gone on trials on the Cork line, at least as far as Thurles according to some reports. As yet no more C class locos have been taken into the works for re-engining and of the 30 remaining units 18 were in use still by mid-July. They were: C203, C205, C209, C210, C211, C212, C213, C214, C217, C219, C221, C223, C225, C228, C229, C230, C231 and C232. C223 was the Loughrea branch loco and all the others were engaged on banking and pilot engine duties.

Station Alterations

The programme of station alterations was seriously disrupted by the cement strike, but certain works were maintained using other materials, or with small stocks of cement got before the strike.

Portarlington: All work on the new overbridge stopped with the up-side abutment built and the down-side excavations unfinished. Road traffic is diverted by way of the bed of the old canal branch, and a temporary pedestrian crossing has been provided over the branch near the cabin.

Limerick Junction: The top storey of the South Cabin was rebuilt in red-brick during April. The

original masonry base was used. The windows are similar to those in the rebuilt North Cabin but unfortunately those in the end walls are so sited that the signalman cannot watch train movements while standing behind his levers.

Mallow: The rails from Sutton's Coal Store siding opposite the South Cabin have been removed.

Ennis: The car park is being extended considerably. All the earthmoving and levelling is being done now but the surfacing will be done in stages.

Rosslare Harbour: A New road which bypasses the historic "Concrete Bridge" has been built to cater for road traffic to and from the pier. The original road has been widened down to railway level and then the new tarmac road skirts Ballygeary Yard to reach the pier. To ease the corner behind the loco shed, part of the former gas works building has been demolished.

Monasterevan: The platforms have been raised somewhat but are still below standard height. It is hard to know why this has been done as the service is only 3 down and 1 up train a day. Perhaps extra services are on the way.

Sandymount: A new "Gentlemen" has been built on the down platform to replace the previous one on the up side, which was demolished during cable-laying operations. The halt is closed at present but the facilities are required for the signalmen.

Bagenalstown: The two sidings into the long disused loco shed along with the remaining short spur of the old Palace East branch were lifted early in May.

Goold's Cross: The disused goods store has been demolished.

Other Changes

A large new road freight store is being built at Albert Quay, Cork. The former Waterford & Central Ireland Railway carriage shed at Waterford has been demolished. At Farranfore the siding accommodation has been extended to improve facilities for fertilizer traffic.

Menai Bridge

On the night of 23/24 May the wooden lining of the railway bridge carrying the London-Holyhead main line over the Menai Strait caught fire. It burnt fiercely causing serious damage to the bridge, warping some of the girders. As a result it was closed to traffic. On 24 and 25 May the Holyhead trains terminated at Bangor and the passengers were conveyed to the boat by bus, as also happened in the other direction. After the bridge had cooled down and it had been examined it became clear that the damage was serious, as a result of which it was decided that the boats be diverted to Heysham. The departure times were to remain unchanged, however, the schedule being

Dun Laoghaire	dep. 20:45	arr. 10:45
Heysham	arr. 04:15	dep. 03:15

The summer sailings were introduced on 6 July, with two boats each way, the times being changed to the following:

Dun Laoghaire	dep. 13:00, 23:30	arr. 10:45, 21:15
Heysham	arr. 20:30, 07:00	dep. 03:15, 13:45

The new schedules have some disadvantages. The day sailing from Heysham arrives in Ireland too late to catch any trains apart from the 23:00 to Dundalk, while in the opposite direction the day boat service leaves the traveller in London at around 03:00. Likewise, the night sailing from Heysham arrives too late to connect with the morning main line departures. With the sparse (as compared with Britain) summer service operated by CIÉ this means that a wait of about three hours is necessary before onward passengers can continue their journeys.

Train alterations have been virtually non-existent as a result of the bridge damage. However, the 17:00 ex Tralee has been altered to call at Thurles and Portlaoise and it runs through to Dun Laoghaire to connect with the 23:30 boat. However, the 15:30 ex Cork and 15:50 ex Galway (the Day Mails) still continue to run through to the pier even though their passengers must spend nearly three hours before boarding.

Sutton Specials

Six special trains - all six-car AEC sets - ran from Sutton to Dublin on Sunday, 3 May. They brought home passengers who had made their way out on a charity walk from Dublin to Baldoyle Racecourse. In previous years a large fleet of buses carried this traffic but the coincidence of two big football matches on the same day this year meant that there would be insufficient buses available. However, the link with the road passenger section was maintained as four bus conductors were at Sutton to issue tickets to passengers as they entered the station.

Madam's Height

To provide a wider and safer road overbridge at this quaintly-named point near Ballybrack on the Mallow/Tralee line an unusual new bridge is being built. It comprises a long cylinder of corrugated steel which was first put in place on 24 May. Trains now pass through the cylinder which forms the framework of the arch. A similar form of construction was used at Newcomen Junction when the lifting bridge over the Royal Canal was replaced by two culverts, though in the latter case the track is laid over the culverts.

Rathdrum

The running directions through the loop at Rathdrum were reversed on 7 June. Up trains now use the former down loop and vice versa.

Oola

The new deviation was brought into use on 10 May.

Railcar Notes

Railcars 2602, 2613, 2620 and 2633 have had their 44 main line seats replaced by 70 bus seats for higher capacity on suburban workings. The seats are similar in design to those in existing suburban railcars, being upholstered in imitation leather. The van and toilet accommodation in the four cars has not been removed. One of the cars involved in the Dromin accident of December last - 2643 - has been overhauled and fitted with the bus seats. Several railcars have had their paintwork touched up, giving them a somewhat speckled appearance. With the advent of the summer timetable the last railcar working outside Dublin finished. This was the set which worked the Wexford/Rosslare locals. When it was necessary to change the set on these workings the replacement used to be hauled down attached to the 09:00 Pearse Station to Rosslare, the "old" set coming back on the return 15:10. A rare example of a long-distance railcar working was the operation of a relief "mystery" to Wexford on 1 June (cars 2608, 2663, 2662, 2639).

Coaching Stock

Craven first class coach 1149, the third of the series 1147-99, entered service on the "Sáirséal" express from Limerick on 12 May. The former numbers of those converted coaches are: 1147 = 1551; 1148 = 1547; 1149 = 1558. Ex GNR all-first coach 225N has been declassified and was receiving a refit in Inchicore early in July.

The alteration to luggage vans has continued, the usual change being the replacement of the windows adjacent to the doors by panels. Similar replacements of windows by panelling has been carried out on some of the heating vans. Bogie heating vans 3157, 3159, 3160, 3165 and 3166 have been delivered

bringing the total number of those vehicles to 10. Standard brake 2491 has been renumbered 4054, while withdrawn “4000s” are 4007, 4009 and 4029.

Cork Signals

At the beginning of May a new 3-aspect colour light signal and route indicator replaced the two down home signals at Cork (one of which read to the down platform and the other to the loop line). The route indicator has two rows of amber lights in the outline of an X. The row which when illuminated inclines to the left reads to the platform.

Permanent Way Works

On 26 April a new pedestrian subway was installed under the railway a short distance from Balbriggan, on the Dublin side of the station. The work necessitated occupation of both lines from 21:00 on 25 April to 14:00 on the 26th. During this period the local trains ran from Dublin to Skerries and Balbriggan to Drogheda. Buses bridged the gap. The 10:30 to Belfast on 26 April ran from Drogheda only and the 09:30 ex Belfast terminated at Drogheda, the empty train continuing to Dublin after the line had been reopened. The two PW trains on the scene were worked by A15 and A43.

Buffet Bashed

In the early hours of the morning of 16 May Buffet Car 2410 was severely damaged in an accident during shunting operations at Charleville. The car, which was being worked from Limerick to Cork by goods train, was involved in a collision with A34R which was also damaged, one cab being wrecked. This transfer of a buffet from Limerick to Cork happens every night; it is necessary as the car works to Limerick in the evening and its next duty is on the 09:15 ex Cork next day. The transfer is usually by cement train but in May the cement strike was on.

NORTHERN IRELAND RAILWAYS

Spoil Trains

The last of the 7,600 spoil trains ran from Magheramorne to Greencastle at 10:50 on Saturday, 2 May. The opportunity was, happily, taken to obtain much good publicity for NIR and an excellent press release was distributed. Previously, a 3-car DE train had conveyed many VIPs to Magheramorne and the departure of the 20-wagon train was watched by a large crowd. The train was worked by locos 53 and 4, both with large headboards and cleaner than any engines have been for a long, long time. The leading wagon - the last to be loaded - also carried a board with details of the achievements of the 3½ year contract which is likely to have been the last intensive steam operation on any railway in these islands.

The press release included the following statistics of the “Spoils Contract”, as it was known to the railwaymen:

Number of trains operated	7,600
Total train mileage	300,000
Locomotive mileage	over 600,000
Total wagon loads	137,000
Total tonnage (approximately)	4,125,000

The release also pointed out that the loco mileage equalled 24 times the circumference of the earth, and that the spoil, if placed beneath Belfast City Hall, would raise that not inconsiderable building 1,000 feet in the air!

For the duration of the contract there was much of interest to the enthusiast. The steam-hauled trains, usually with a loco at each end, provided an unforgettable spectacle. The route from Magheramorne to

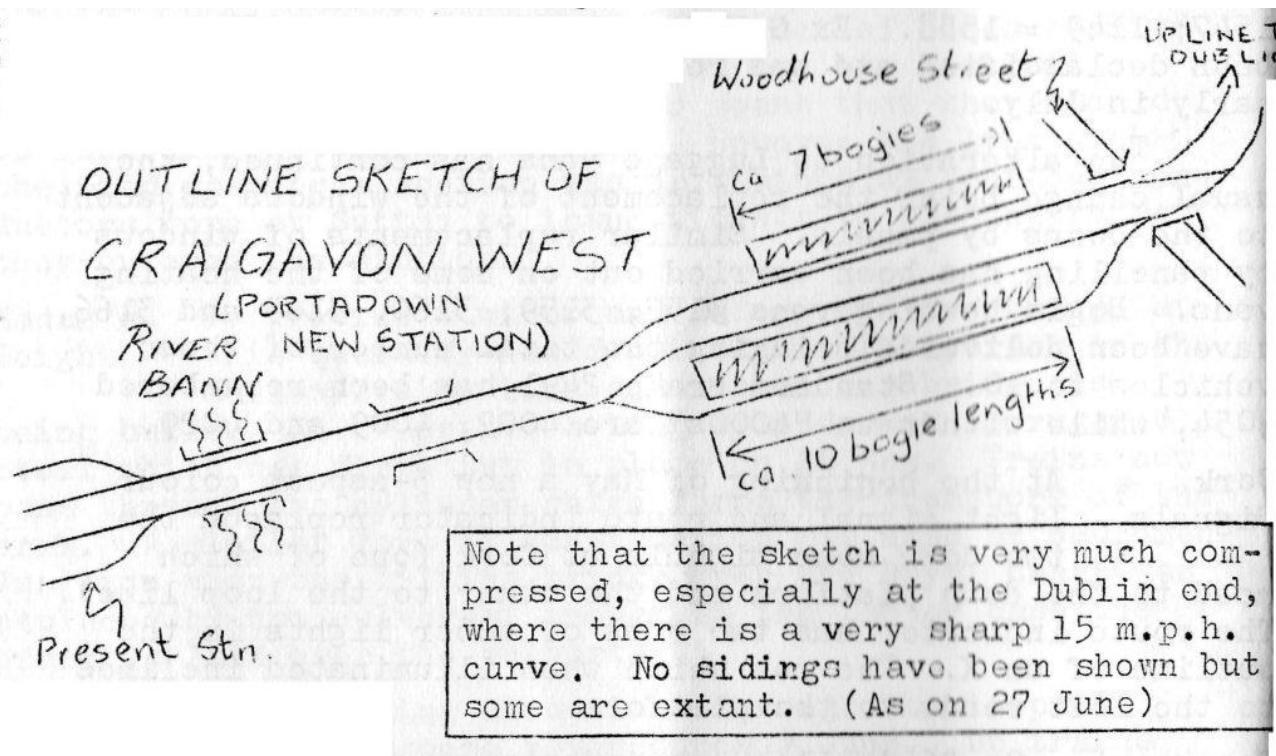
Belfast is a difficult one and, being well provided with vantage points, became a Mecca for photographers and tape recordists. A satisfactory replacement will be virtually impossible to find.

Spoil Wagons

On 2 June NIR invited tenders for the purchase of the 70 spoil wagons which are now in store at Magheramorne. Many are in very poor and battered condition, with large holes in the hoppers. The railway company is acting as agent for the Northern Ireland Ministry of Development which provided the wagons for the contract and owned them all along. There is no indication yet that any further use can be found for these massive wagons.

Portadown New Station

Work on the new station at Portadown is proceeding very slowly. The June opening date has been changed to "Summer 1970". The delay is now mainly due to building works. The sketch below shows the state of things on 27 June. Many new two-aspect colour light signals were in place but there was no sign of a cabin as yet. It is evident that the station is to be called Craigavon West, as this name appears in brackets after Portadown in the new public timetable. After Lurgan appears the name Craigavon East. However, it is intended to build another Craigavon between the two above mentioned at a later stage of the development of the new site.



Here And There

At Coleraine a new public address system has been fitted; it is most useful in ensuring that passengers change trains for the branch. Radio telephones have been purchased for use between certain signal cabins and the tamping and lining machines when they are in use in mid-section. The installation of tokenless block instruments between Ballymena and Ballymoney is progressing. The work includes the installation of colour-light distant and starting signals at each block post. The colour-light signals at Coleraine now have posts painted black; the distant posts have white horizontal stripes. A very welcome change at Antrim is the reversal of the Up to Down main crossover at the Ballymena side of the level crossing from trailing to facing. Some reversals are thereby eliminated.

Workshop On Fire

The former carpenter's shop at York Road Works was destroyed by fire on the night of 2 June. It had been vacated a week previously and was due to be demolished as part of the workshop improvements now in progress. No other railway property was affected but some damage was done to an adjoining animal feeds factory.

Steam Locos

Only locos 4, 5, 51 and 53 remain serviceable and they are still being used intermittently on shunting and ballast train duties. Nos. 3, 6, 10, 50, 55 and 56 are all out of use and are unlikely to be repaired. No indication has been given when steam working will finally cease nor whether NIR will retain a loco for enthusiasts' specials - a potential source of revenue which should receive very serious consideration.

Seagoe Deviation

The track has now been consolidated and normal running is possible over the new route. The mileposts have not yet been transferred from the old formation. It is understood that the old trackbed is required for a new roadway which could not be accommodated elsewhere without disturbing Seagoe cemetery which is still open for interments.

Siding Lifted

The former Petrol Board Siding which trailed off the Up Bangor Line at Tillysburn (MP 2 1/4) was lifted during April. It was installed during World War II but had been disconnected for many years.

Signal Cabins

Ballycarry Cabin was closed on 27 June. The single line sections on the Larne Line are now: Whitehead - Magheramorne and Magheramorne - Larne Harbour. There is a provision for working the single line as one long section by Manual Staff, with Larne Harbour cabin closed as required (mainly on Sundays). Kilroot cabin is switched out and not in regular use.

Holywood Diversion

Work commenced on 1 May on the construction of a new embankment located on the seaward side of the railway beyond the station at Holywood. The railway is being diverted (as at Seagoe) to permit a road to be built along its present site.

On Bullhead Rail

We thank a correspondent for commenting (with reference to an item in the May IRN) that London Transport makes much use of Workington bullhead rail, so that the NIR use is not that unusual.

Revised Timetable

A revised timetable took effect on 29 June; it is due to remain in force for one year. The booklet retains the previous format but the familiar fares lists have been omitted. The principal change appears on the Bangor line where the evening 30-minute frequency will be cut to 45 minutes after the 19:50 Down and 19:00 Up, commencing on 31 August. There has been a very substantial reduction in evening traffic since the disturbances of last year, a difficulty which has also affected the Belfast Corporation bus services. In contrast, the Larne line service is little altered, but the 23:00 to Larne and 23:20 to Whitehead (Monday-Friday) have been combined as a new 23:20 to Larne. In addition the 13:35 to Carrickfergus is extended to Whitehead, whence it returns at 14:20. The 22:55 (Monday-Friday) Whitehead to Belfast is withdrawn. There are also several detail changes to previous departure times, especially up trains from Larne Harbour.

The summer service on the Derry line is much as last year, but the 13:15 to Portrush now leaves at

13:25, completing the journey in 12 minutes less than before. No advantage has been taken of the higher speed limits to speed up any other trains. A further change (Monday-Friday) is the 19:10 to Derry being deferred to 20:10 and supplemented by a new 19:00 to Ballymena. One of the most welcome features appears in the summer Sunday schedules where there is a 14:15 Derry to Portrush through train; it returns at 20:00. This was a popular service in earlier years. There are no significant changes in the winter service. The Portrush branch service is further improved. Most trains are 2 minutes faster than before; there are extra services both ways; specific trains are shown as calling as required at Cromore and Dhu Varren. All trains call at University as required.

There is also a summer Sunday morning service at 09:57 Down, taking a connection out of the 08:30 ex Belfast, and returning to Coleraine at 10:15. On winter Sundays there will be a new down train at 20:20, connecting with 19:25 ex Derry, returning at 21:30. The service to Lisburn and Portadown is almost unchanged but the stopping trains generally are a minute or two slower over all. The 04:38 Portadown-Belfast has been withdrawn. For the summer only, a welcome development is the provision of an 18:30 Dublin-Belfast service. Passengers change at Dundalk.

Speed Restrictions

There have been alterations in the speed limits on the NCC Derry line. With the exception of one 50 mph stretch the top speed permissible is now 60 or 65 mph. The Larne line is still limited to 50 mph but with the withdrawal of the punishing spoil trains (referred to in other pages), the arrears of maintenance should soon be made good to allow the restoration of the former 60 mph limit. The details of the current restrictions are:

Up Main	Ballymena - Kellswater	60
	Kellswater - Antrim	65
	Antrim - Bleach Green	60
Down Main	Bleach Green - Kingsbog	60
	Kingsbog - Antrim	65
	Antrim - Ballymena	60
Single Line	Ballymena - Dunloy	65
	Dunloy - Carrichue	60
	Carrichue - Derry	50
Larne Line	Overall	50
Portrush Branch	Overall	50

Spray Train

As the NIR's antique weed-spraying train (of GNR origin) was in store at Antrim, the 1970 weed-spraying programme was undertaken by the CIÉ spray train which had its usual itinerary correspondingly extended. The train was brought north by a CIÉ loco (it had been brought round the latter system by A26 and later A16) but it was hauled on the NIR lines by diesel-hydraulic loco No.2. During the absence of this loco the NIR diesel-electric No.28 was shunting at Grosvenor Road yard while, on at least one occasion, the yard shunting at Great Victoria Street was performed by a CIÉ loco.

Station Closed?

It would appear from the latest timetable that Doagh station, on the Derry line, has been closed. Recently it had a conditional set down stop of the 17:20 down (daily) and 18:00 Up (Monday-Friday), and conditional pick up stops by the 07:22 (Monday-Friday) and 07:00 (Saturdays only), the latter being ex Cullybackey. All these entries have been deleted from the new timetable although the name of the station remains in print in the appropriate place.

Postscript

It is understood that, following the cessation of the spoil trains, steam locos are now confined to shunting duties in and around the York Road yard.

Feature Section

INTRODUCING THE NEW “ENTERPRISE”

The eagerly awaited new train to work the NIR share of the “Enterprise Express” services between Dublin and Belfast entered service on Saturday, 4 July. This was indeed an auspicious occasion and we have pleasure in marking it by giving full details in the following pages.

The first of the locos, No.101 Eagle, came from Preston to Belfast by the MV Doric Ferry on May 15 and was delivered by road to York Road the next day. The other locos, 102 Falcon and 103 Merlin, came subsequently. They carry builders’ plates for both British Rail Engineering Co Ltd, Doncaster (who actually built the locos), and the Hunslet Engine Co Ltd, Leeds (who secured the contract for them. The latter’s works numbers are 7197/8/9 of 1970, in sequence. Their external appearance is somewhat similar to the British Rail “Western” class, the roof being projected in the form of a short cowl above the windscreens at each end. The livery is all-over unlined maroon with a large yellow “V” on each end; the buffer-beams are red. The number is transferred on each side of the cabs and the NIR monogram appears on each side of the locos. The nameplates are large brass castings and are mounted high on the side towards one end. The rather austere design is not enhanced by the huge searchlights at each end. Drop-head “buck-eye” couplers are fitted; these fold down to reveal a standard coupling for working with existing stock. The side buffers fold back when the buck-eye is in use and there is an additional buffer-plate above the coupler to bear against the base of the adjacent carriage gangway to prevent the latter from hitting the loco end.

The technical details are as follows, being quoted from the Railway Magazine for July:

Wheel arrangement	Bo-Bo
Engine horse power	1,350 hp @ 850 rpm
Weight in working order	68 tons
Maximum axle load	17 tons
Maximum tractive effort	42,000 lbs
Maximum service speed	80 mph
Length over headstocks	41ft. 6in.
Overall height	13ft. 2in.
Overall width	10ft. 4in.

The locos are equipped to haul both air- and vacuum-braked trains, and to provide power for electric train heating. Unusual fittings are driver-to-guard telephones and also a guard-to-driver starting bell.

The eight new coaches which form the new train are a considerable advance on any previous NIR stock and in many respects they improve on CIÉ’s best examples. They are basically the same as the British Rail Mark IIb type. The vehicles are:

801	Open first	42 adjustable reclining seats
811	Open standard/brake driving trailer	30 seats
812	Open standard/brake driving trailer	30 seats
821	Open Standard	62 seats

822	Open Standard	62 seats
823	Open Standard	62 seats
824	Open Standard	62 seats
547	Griddle car	21 individual seats; kitchen, bar and lounge sections

801 was supplied complete by British Rail, Derby, while the other vehicles were delivered in shell form and finished at the NIR works at Queen's Quay, except for 547 which was fitted out at York Road. A striking new livery of maroon, white and blue has been adopted. The lower panels are blue to waist level, where a 1½ inch white line separates the blue from the maroon. The usual gold-leaf monogram appears, but the numbers are plain white as are the door handles. The roofs are dark grey with some black edging.

The standard of interior finish is of the type familiar on similar British Rail coaches. The vestibules have a cheerful orange/red plastic finish. The standard class upholstery is tangerine; it is trimmed with grey and black. The coaches are fitted with pressure ventilation, electric heating, buck-eye couplers and Pullman-type wide gangways not previously used in Ireland. A public address system which is also equipped for relaying taped music is fitted. The train lighting is controlled from the guard's compartment. Air brakes only are fitted and there are no vacuum train pipes. Thus in the event of a failure CIÉ will be unable to work the train as it has no locos equipped to haul air-braked trains.

The overall appearance of the train is very striking indeed and the general finish is to a high standard. The exterior paintwork, however, did not receive adequate rubbing down before the finishing coat was applied, leaving the finish a little short of perfect. The otherwise, outstanding image is slightly marred, too, by crude, carelessly finished woodwork and an unnecessarily drab colour in the guard's and luggage compartments. At the time of writing the driving compartment of 811 is unfinished. It has no access door and opaque glass has been fitted. Its sister, 812, has not entered service.

The unconventional method of operation of the new train is to be as follows. During the summer and other periods when full accommodation is needed all eight coaches will be used with a loco at each end, controlled by multiple unit apparatus. When a smaller train will suffice a five-coach set will be used as a push-and-pull unit with a loco at one end and a driving trailer at the other.

Naturally various trial trips were operated before the new train was rostered for regular services. At first 101 was used for driver training and trial trips on the NCC section. On 27-28 May the loco was observed at Ballymena with 8 old bogies; on 29 May the load had been increased by one bogie. The new locos are reported to have reached Derry and Portrush on trial and it has been intimated that 101 was able to haul a train of no fewer than 17 bogies on test. No further details have yet come to hand of this trial of strength. Trials were then conducted on the route which will be the "home" of the new train - the Dublin-Belfast main line. On 30 June 101 and 103 - with coaches 801, 547, 821, 822, 823, 824 - ran the whole length of the line, arriving in Dublin at 17:40 and returning at 17:55. This was not the first time on CIÉ metals, however, for a trial train operated from Belfast on 5 June. But because of a shortage of time the train turned round at Drogheda, not reaching Dublin that day.

A special Press demonstration trip was operated on 3 July, the train - with a suitable complement of VIPs aboard - leaving Belfast at 10:00 and returning from Dublin at 12:28. The run was preceded by a ceremony at which the Northern Ireland Minister of Development named loco 102 Falcon. But the impact of the occasion was entirely overshadowed by the disturbances in Belfast on the same day which took up most space in all newspapers. The train's inaugural run in public service was the 08:00 Belfast to Dublin on 4 July. The naming of the locomotives is a point of added interest, for the names are the first to be carried on Irish diesels. Further, the names chosen are those carried by three of the five famous "V" class compounds introduced by the GNR on the same route in 1932: 4-4-0s 83 Eagle, 84 Falcon, 85 Merlin, 86 Kestrel and 87 Peregrine.

The superb performance of the new train in ordinary service was amply demonstrated on 8 July, when our reporter travelled to Dundalk on the 17:30 Down "Enterprise". The departure was 2 minutes late and then the train was held at East Wall Cabin until 17:39, the delay being due to the fact that the automatic signals from East Wall to Howth Junction were out of commission. (This was thanks to the attention of vandals.) Understandably the running of the new train from East Wall to Howth Junction was rather restrained, but thereafter the capabilities of the train were demonstrated almost to the full. Despite the 70 mph speed limit being carefully observed the train passed Drogheda at 18:08, 29 minutes 33 seconds from East Wall - a distance of exactly 31 miles!

The 15 mph restriction round the severe Drogheda Curve was taken at 14 mph and speed over the Boyne Viaduct (limited to 25 mph) was recorded at 23.4 mph. Then, however, the power was turned on full. Despite the steep climb up the well-known Kellystown Bank - a long haul - 60 mph was reached in 3½ miles, while 64 mph had been attained by the summit. The time from Drogheda to the summit at Kellystown was 6 minutes 12 seconds, some 15 seconds faster than our reporter's previous best record. From Kellystown to Dundalk the train cruised at speeds very close indeed to the 70 mph limit, while Heynestown Bank brought the speed briefly down to 64 mph. Notwithstanding the stop at East Wall and the restrictions at Drogheda the running time to Dundalk was only 53 minutes 20 seconds.

A net time of about 49 minutes could have been achieved on a clear run without exceeding the speed limit. The present scheduled time for the 54½ mile journey is 58 minutes.

However, all this is hardly surprising in view of the unusually high power-to-weight ratio. As a result it is evident that NIR can now easily maintain the long-cherished dream of a 2-hour run from Dublin to Belfast. Without any doubt they have issued a formidable challenge in terms of both performance and comfort. It will be interesting to see what CIÉ's answer will be.

CHANGES ON THE WATERFORD LINE

(Brian Hughes)

With the introduction of the 1970 summer timetable a new fast train was introduced between Dublin and Waterford. Named the "Deiseach" (a very appropriate title, as the ancient territory of the Decies comprises a large part of County Waterford) as a result of a competition, this train joins the growing list of "front-line" expresses. There is the necessary stop for reversal at Kilkenny but otherwise the train runs non-stop between termini. The overall running time, at 2 hours 15 minutes, is 30 minutes faster than the other trains. The train, which has a rail hostess aboard, leaves Waterford at 08:05, arriving in Heuston Station at 10:20. The return train leaves at 17:15, arriving in Waterford at 19:30. There is a buffet car each way.

The city of Waterford is developing rapidly, having a growing industrial estate, and there has been an increasing need for a fast rail connection to the capital which permits the businessman to reach Dublin in time for, say, an eleven o'clock meeting without having to spend a night away from home. It is likewise important that he can reach Waterford on the return journey at a reasonably early hour. CIÉ is to be commended on this initiative and it is to be hoped that the new service will merit the attention (and the traffic) it deserves. While a short overall travel time is essential it is perhaps a little surprising that a stop at Carlow has not been squeezed in. Carlow is a busy, prosperous town sufficiently far from Dublin for its drivers to think seriously about making that day trip to Dublin by rail if a suitably fast train were available. As it is, the Carlow passengers must await the following long-established morning stopping train from Waterford, which leaves there at 08:25 and reaches Heuston Station at 11:10 - a little too late in the day for the businessman.

To cater for this new train several signalling alterations were necessary on the Cherryville Junction-Waterford single line. At Carlow the Up and Down Outer Home signals were replaced by working

Distant signals. The old fixed distants in each direction were of course dispensed with. This alteration came into force on Wednesday 22 April. A somewhat similar alteration was made at Muine Bheag (Bagenalstown). The Up Outer Home signal was converted to a worked Distant, while the Down Outer Home was removed, a new worked Distant being installed on the right-hand side of the line just $\frac{3}{4}$ mile from the Home signal. The old fixed distants were removed, the change taking effect on Wednesday 13 May.

At Athy both the Outer Home signals were removed and new worked distants were provided some 1,400 yards from their respective Home signals. The "Limit of Shunt" indicator boards were removed. Monday, 27 May was the operative date for the Athy changes.

But perhaps more interesting are the developments to which the above alterations were but a necessary prelude. To ensure that the faster timing is practicable mechanical staff exchanging apparatus has been installed at all stations between Cherryville Junction and Kilkenny, the sole exception being Kilkenny, naturally enough. When the apparatus is functional and is to be used at a station to effect the staff exchange, the distant signals will be pulled "off", indicating to the driver that he may maintain that faster speed than is possible for a hand exchange of staffs. If the driver sees the distant in the "on" position he knows that for one reason or another he must reduce his speed. Either the mechanical apparatus is out of commission or a stop signal ahead is at danger. In either case a drastic reduction of speed is necessary for, even if it happens that signals ahead are clear, it is no easy matter to make an exchange of staffs placed in the pouches used for the "snatchers" by hand. However, with a hand ring the exchange is very much easier to effect.

At Cherryville Junction the procedure is rather different for down trains, and it must be said it seems a little more complicated than necessary. All Waterford-bound trains will find the Cherryville Down Distant at caution but the driver may assume that everything is in order for the pick-up of the staff (this is the start of the single line) to be done mechanically. If the apparatus is out of order the Cherryville signalman must inform his opposite number in Kildare who must stop the train and tell its driver that the staff is to be picked up by hand at the junction.

The procedure for Up trains passing Cherryville is different, too. The staff and pouch are deposited in the "staff pulpit" which is equipped with a net and is sited on the right-hand side of the line at the signal cabin. This deposition of the staff is, of course, done by hand.

The following table shows the location of the Manson/Guthrie mechanical staff-exchanging apparatus in use at the various block posts along the line:

	Block Post	Side of Line	Where Located
Up Trains	Cherryville Junction	See text above	
	Athy Station	Left	Opposite cabin
	Carlow Station	Right	At cabin
	Bagenalstown Station	Right	Kildare end
	Thomastown Station	Right	Kildare end
	Mullinavat BP	Left	Opposite cabin
	Waterford West BP	Left	At cabin
Down Trains	Cherryville Junction	Left	At cabin
	Athy Station	Right	Opposite cabin
	Carlow Station	Left	At cabin
	Bagenalstown Station	Left	Kildare end
	Thomastown Station	Left	Kildare end
	Mullinavat BP	Right	Opposite cabin
	Waterford West BP	Left	Opposite cabin

The mechanical equipment is the latest to be installed on the CIÉ system; it came into operation on Monday, 8 June 1970. Snatchers had been in situ on the section south of Kilkenny since most of the intermediate stations were closed but as was the case on the other lines (notably the Limerick/Limerick Junction section) they were very often unused.