

THE

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EDITORIAL*Every city or house divided against itself shall not stand. Matthew, XII, 25*

It is not often that a biblical text can be found to apply so aptly to the actions of a transport operator, but CIÉ's approach to such a mundane subject as the transport arrangements for the Glasgow Celtic v Waterford Association Football match at Lansdowne Road on Wednesday, 21 October, provoked thoughts on this hallowed theme. On the previous Saturday an advertisement appeared in the newspapers giving details of the special train service to be operated on this sporting occasion of prime importance. (The results are detailed in our news columns. For the benefit of any readers who are unfamiliar with the locality we must add that Lansdowne Road Station is literally a matter of a few yards away from the stadium, so the trains are the ideal form of transport for spectators.)

Not so road transport, especially buses, for Lansdowne Road itself is not a regular bus route and it becomes, quite impassable when a big match is on. It was thus a great surprise to read yet another CIÉ advertisement on Tuesday, 20 October, this time stating that there would be a special bus service from College Street to Lansdowne Road next afternoon. The starting point is only a few minutes' walk from both Tara Street and Pearse Stations, to which the special trains were booked to call.

Even in normal circumstances, it would be a futile exercise for buses to try to compete with trains for traffic on this route and it was thus easy to predict that the by now normal road traffic chaos of Dublin would reach quite intolerable proportions on the afternoon of the match. For CIÉ to supplement the hundreds of extra cars carrying spectators by adding heaven knows how many extra buses was, dare we say it, bordering on the insane. The unfortunate passengers had little hope of a fast or even barely acceptable service. This is not all, for CIÉ is suffering from a very serious shortage of bus crews for its Dublin City Services; outside peak hours many of the bus workings are hopelessly unpunctual and the timetable is only being (roughly) maintained by virtually incessant staff overtime. Thus the special "Celtic Match" service could only have been planned on the basis of denuding other services of the extra buses so necessary to provide something like a reasonable frequency and by incurring yet more overtime.

The muddled thinking behind this little exercise highlights the fact that CIÉ's Dublin City (Bus) Services forms a more or less independent little "empire" within the organisation. It is not, as is the case for trains, road freight services and provincial buses, within the sphere of influence of the Dublin Area Manager and his team of officials. Likewise the city services are independent of the Transport Control & Planning Department, whose sphere of influence covers all other CIÉ operations. It is strange that after 25 years' existence such interdepartmental disharmony (or so it seems to us, at any rate) should be allowed to continue within CIÉ.

That the finances of CIÉ are in a serious state is an undisputed fact. It is evident that if the company is

to continue as an entity all departments will have to be brought under some form of centralised surveillance, charged not so much with eliminating rivalry but with encouraging co-operation between them for the benefit of all. Up to the present time the bus officials have shown a marked disinclination to encourage bus services feeding into the railways. In general, those which do operate were forced on the bus services by various railway closures and service withdrawals. Most are unattractive to the public and are rarely improved after their introduction. We do not know of any cases where the initiative came from the bus department.

Postscript

As is set out in our news columns, what may be the breakthrough was announced (in quite a blaze of publicity in early January) proudly. Under a new arrangement one or two of the bus workings on route 84 (Dublin - Greystones/Willow Grove/Delgany/Kilcoole) will feed passengers into the suburban train services at Bray.

BOOK REVIEW

“Narrow Gauge Railways of Ireland” by H. Fayle (SR Publications)

The late H. Fayle’s book, first published in 1946, soon became a classic of its kind and it has been popular, as evidenced by its being out of print and unobtainable for several years past. While many of the lines mentioned by Fayle have since been the subject of individual books - the Dingle, Cavan & Leitrim, Swilly, Lartigue, Schull & Skibbereen and so on - there is still no alternative general book about the Irish narrow gauge lines. In such circumstances a reprint would normally be welcome but the present expensive volume does little to preserve the value of the original.

It is, of course, a direct facsimile copy produced by photo-offset lithography but sloppy workmanship has spoiled the clarity of the excellent photographs, so well reproduced in the original. In addition, all the illustrations have been moved to the back of the book, an unusual arrangement which makes nonsense of the “List of Illustrations”. The copy studied by our reviewer had eight pages of text upside down.

As is now usual the reprint is prefaced by a new introduction, by one K. Mellor, who is evidently confused (as he should NOT be) by the term “baronial guarantee” - while one might describe the gentry during the narrow gauge era as “land barons” it was not they who had to guarantee the lines. Rather, they derived the benefits of the guarantee. In addition, the “stage Irishisms” in the introduction are uncalled for and are sure to offend many Irish readers. Finally, one may note that this reprint compares unfavourably with that of the late Ian McNab’s “The Isle of Man Railway” (which first came from the same publisher as the original Fayle edition) which, although fully bound, costs only 75p.

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A Word Of Thanks

The Committee of the IRN wish to thank sincerely all their readers who so readily accepted the increase in subscription rates, and also the many who wrote to encourage us. We also thank Brian Hughes and Barry Carse for articles.

News Section

CÓRAS IOMPAIR ÉIREANN

Lifting at Dungarvan

Removal of the spur towards Dungarvan town from the junction with the Ballinacourty line commenced in mid-November. Much of the work was done manually on weekdays, the recovered materials being loaded into special trains on most Sundays in November and December. Our reporter noted a very busy day's work on Sunday, 6 December. First to appear was A48R on a lifting train, which was locked into the old spur. It was followed at 11:15 by A9R on a dolomite train, notable for being hauled by a "transplant" rather than a pair of GMs. Next, an empty magnesite train left Waterford at 12:30 in charge of a GM, while an oil train came from Tivoli at 18:30.

Back Again?

There are persistent, but so far unconfirmed, reports that the line from Clonmel, northwards towards Thurles, may be reinstated at least as far as Laffan's Bridge. Lifting operations were suspended on 8 October when the contractor had reached Fethard station. It is believed that the principals in the Ballinacourty factory have acquired at least an interest in the collieries at Ballingarry, in which district further deposits of dolomite have recently been discovered. Should it be decided to work these, and to bring out the ore by rail, a three mile spur from the old Laffan's Bridge station would also be necessary. We look forward to reporting further developments.

Siding At Sligo

The long refuge siding outside Sligo has been dispensed with from 3 November. It came into being only in 1958, when the former double line to Ballisodare was singled, following the closure (on 30 September 1957) of the SL&NCR. It was entered from the running (former up) line by means of hand-generator operated points previously used at Clara & Banagher Junction.

Opera Train

This year the special ran on 27 October, to Wexford as always. Its operation caused some disruption to suburban passengers, as it left at 17:30.

Timetable Alterations

There have been several more train alterations made since the Winter Passenger Service was introduced on 14 September in addition to those mentioned in our last issue. From 2 November, as a consequence of the introduction of the new Dublin/Portadown newspaper train (see below), the NIR railcars off the 18:35 Belfast/Dundalk train have been available to provide a connection to Portadown off the Dublin/Dundalk 18:30 train, Mondays to Fridays. A further connection (after 25 minutes) is made at Portadown into the 21:20 local train to Belfast. The 18:30 ex Dublin continues to give the usual Saturday connection to Belfast.

While these new arrangements do provide a service of sorts for passengers who cannot make the 17:30 "Enterprise" it cannot be claimed that they are anyway as attractive as the traditional 18:25 Dublin/Belfast express of the erstwhile GNR, which was withdrawn in the winter of 1959/60.

From 2 November the 21:15 Limerick Junction/Limerick (retimed from 20:40 after 28 September) has been altered to an empty working at 21:40. At its later time it had only connected out of the 20:45 Thurles/Cork and could hardly have been expected to carry many passengers.

Further improvements were made to the South-Eastern suburban services from 11 January on Mondays

to Fridays. There is a new 06:55 Connolly Station/Greystones, the 07:25 Connolly Station/Bray is replaced by an 07:20 to Dalkey and the 13:30 Donabate/Dalkey is extended to Bray. The corresponding up line alterations are that the 08:06 Bray/Connolly Station now starts from Greystones at 07:52, the 08:25 ex Dalkey starts at 08:23, and the former 14:50 Dalkey/Connolly Station now starts from Bray at 14:50. It is of interest to note that the buses from Kilcoole and Delgany at 07:35 and 07:40 respectively are being advanced 5 minutes each (Mondays to Saturdays!) to connect with the new (Mondays to Fridays) 07:52 at Greystones. No corresponding return service has been advertised, nor has any arrangement been made for the issue of through bus plus train weekly or season tickets.

Despite all these alterations, and those brought about by the Kilrane/Ballygeary interchange (see below) the only leaflet so far issued by CIÉ refers specifically to the suburban alterations and even this omits all reference to the buses. Why more leaflets are not used is baffling.

Rolling Stock Developments

Details have now been released by CIÉ of the contract for the supply of 95 coaching vehicles for which tenders were invited some months ago. The contract has been signed with British Rail Engineering Limited, and is worth some £2,600,000. The order is for the supply of the following items:

- 36 standard class coaches (64 seats)
- 6 first class coaches (42 seats)
- 9 composite (first/standard) coaches (43seats)
- 11 restaurant cars (40 seats)
- 11 "electric generator brake vans"
- 22 steam heating vans

The coaches are to be based on the current "Mark IID" design of British Rail and will be built at Derby Works. All of the new coaches will be fitted with automatic couplings and they will be air-conditioned, also having a public address system installed.

The first class coaches will have individual adjustable reclining seats, while a new feature of the restaurant cars will be their all-electric kitchens, gas having been used exclusively by CIÉ up to now. In view of the use of automatic couplings for the new rolling stock it seems that the vehicles will operate in block trains and will not be interchangeable with the conventional types of coaches at present in use. One observation which might be made about the restaurant cars concerns their seating capacity. With as many as 40 seats being provided, a rather small kitchen area would seem to be suggested, with a consequent limitation on the facilities for providing a reasonable number of meals, but this remains to be seen.

Out Of The Bag!

The decision of the CIÉ board to place the order for the new vehicles with an outside contractor, rather than authorise construction at Inchicore arises from a shortage of skilled staff at the works and it has led to a rather heated argument being carried on in the newspaper columns and on television. The news was "leaked" at a seminar in November and provided some excellent banner headlines in the Saturday morning papers. Despite quite a lot of protestation the CIÉ decision stood and in the course of discussion it emerged that what was described as an "English-based union" was adopting such an allegedly intransigent stance that CIÉ was more or less forced to place the order outside Inchicore.

Annual Report

The Annual Report of Córas Iompair Éireann for the year ended 31 March 1970 shows a deficit for the year of £584,000, even after allowing for the Government subvention of £2,650,000. The Road Passenger, Road Freight, Tours and Hotels departments together showed a profit of £1,103,133, thus the deficit is squarely attributed to the Railway department, which showed a loss of no less than

£4,212,307.

The number of rail passengers increased by 4 per cent, while the tonnage of freight carried dropped by 3 per cent - due principally to the prolonged cement strike during the year. The importance of the growing mineral ore traffic can be seen from the amount carried - 326,046 tons (compared with 240,000 tons in the previous year). Other traffics which showed increases were: ale and porter, frozen meat, drapery, grain, groceries, gypsum and sugar. There were reductions in the tonnages carried of cement, fertilisers, beet, butter and oil. The total number of livestock carried dropped from 313,000 to 242,000. The passenger statistics show a small decrease in the number of first class ordinary passengers (although the receipts went up), while the number of first class season tickets increased from 81,000 to over 87,000. Standard class traffic also increased - ordinary passengers jumped from 6,819,767 to 7,109,370, while standard season tickets increased by over 100,000 from 2,550,740 to 2,666,732. (This, of course, is the number of journeys by season ticket holders.)

The report is disappointing from the point of view of the railway section. It is hard to see where there can be further improvement other than by further fare increases in the future, while any attempt to analyse expenditure is made almost impossible by the rather vague form the accounts take. For example, more than 50 per cent of the total expenditure of over £15 million is included under the general heading of "Operating and other Expenses". As maintenance of lines, rolling stock and fuel costs are shown separately one wonders what the "other expenses" are - presumably wages and salaries?

One other point, not in the railway section, is somewhat puzzling. The canal working account shows a sum of £38,000 as "Operating Expenses", which again does not include maintenance of buildings, waterways and works. As CIÉ does not operate boats operating expenses should hardly arise. Certainly, lock keepers wages don't amount to near £38,000!

Signal Notes

The distant signals at Carlow have been converted since 2 December to two-aspect colour-light type, the first such installation on a CIÉ single line. Switching-out apparatus was installed at Patrickswell in November to permit the cabin to close at night. However, the station still lacks any means of crossing trains without a shunt being obligatory.

Navan Notes

A road widening scheme is necessitating alterations to Moathill level crossing, the first crossing past Poorhouse, on the Navan Junction/Kingscourt line. Materials for the alterations had been delivered to Navan station by 1 January. At Platin, near Drogheda, one siding had been laid into the factory site in January. Work on the cement factory itself is proceeding apace and it is anticipated that production will start later in 1971.

Boom At Silvermines

Traffic on the Silvermines Branch has expanded to no fewer than 5 trains each way daily - two of zinc concentrates and one block train of barytes, supplemented by two 29-wagon trains of barytes in open coal trucks. Despite the precautions of pinning down all the brakes before the descent of the steeply graded branch, and the use of 30-ton brake vans, the risk of a runaway is considerable.

Locomotive Developments

By the end of December A2R, A9R, A10R, A16R, A17R and A19R had entered service after re-engining, bringing the total number of "transplants" in service up to 38. Locos receiving new engines by the same date were A1, A3, A4, A11, A14 and A21. Also in Inchicore to receive new General Motors engines were C230 and C232. They are expected to be on trial by the end of January with 1,100 hp engines (as in the B181 class).

Dun Laoghaire Alterations

On 8 November, when A27R and the Inchicore crane were in attendance, the crossover from the Down to the Up line at the Dublin end of Dun Laoghaire station was renewed, as were the turnouts from the old station. The down home signal was re-sited on the wall adjoining the track and was lowered to improve sighting. The opportunity was taken to ease the curve into the station. Part of the shelter on the down platform was removed.

New Bridge At Portarlinton

The new bridge at the south end of the station was opened to road traffic on 14 October.

Christmas Eve At Heuston Station

In commendable contrast to other Christmas Eves when adverse circumstances wrought havoc with punctuality, the evening rush was handled with clockwork precision. The trains leaving the station were as follows:

17:30	Limerick Special (via Junction)	departed 17:30	B187 + LV + 4 bogies + HV
17:45	Limerick (via Nenagh)	departed 17:46	B163/B145 + HV- + LV + 11 bogies
18:00	Waterford "Deiseach"	departed 18:00	B191 + HV + 6 bogies + LV + HV
18:10	Waterford	departed 18:10	B146 + LV + 6 bogies + HV
18:30	Cork "Seandún"	departed 18:30	B166/B190 + 7 bogies + bogie HV
18:43	Tralee Special	departed 18:30	B182 + HV + 8 bogies
19:00	Limerick "Sáirséal"	departed 19:00	B177/B188 + bogie HV + 10 bogies

Cheap Weekends

The list given in our last issue was subsequently altered to include 30 October/2 November (Halloween) and ALL in 1971, except 1-4 January (New Year) and 9-12 April (Easter).

Paper Trains

Among the casualties of the Summer 1941 service cuts brought about by the wartime fuel shortage were the Dublin-Cork, Portlaoise-Waterford, Limerick Junction-Limerick, Dublin-Athenry and Mullingar-Sligo morning newspaper trains. A service from Portarlinton to Athlone had ceased previously. The GNR continued to run its train from Dublin to Belfast or Portadown, and over the years it was a boon for nocturnal empty stock workings.

On 2 November a new service of newspaper trains was instituted, Mondays to Saturdays. The trains are the 02:45 Heuston to Thurles/Mallow/Cork, with a connection from Thurles to Limerick; 03:10 Connolly Station (No.2 Platform) to Ballina, serving Mullingar, Athlone, Roscommon, Castlerea and Claremorris; and 03:30 Connolly Station to Portadown, serving Drogheda and Dundalk. NIR convey through vans from Portadown to Belfast. The Thurles/Limerick connecting train operates via the Limerick Junction Loop. The inaugural train from Heuston Station was: B148 with HV 3142 and LV 2558 (for Cork), LV 2547 (Mallow, empty to Cork), bogie van 1115 (Thurles, for Limerick) and LV 2543 (Thurles).

News About Railcars

Car 2600, which was damaged in a collision at Pearse Station early in 1967, has returned to service. It has been fitted with bus-type seats (similar to those in the Atlantean 'D' Class buses, and a very marked improvement on the "bus" seats previously used in railcars). The 69 seats, however, are covered in a light brown plastic material. The car retains toilet and van accommodation and has been fitted with standard fluorescent lights. Other railcars which have been overhauled and fitted with similar lights and seats are: 2611 (69 seats), 2630 (69 seats) and 2642 (74 seats). Cars 2623 and 2637 have also been overhauled but they now have 90 seats as their vans and toilets have been removed. The

12 seats in the former van space are placed (unusually) with their backs to the windows, resulting in a very wide corridor.

2652 has been fitted with fluorescent lights and a new train heating boiler which allows better control of the heating. Its bus-type seats have been recovered to put them in line with those in 2600, etc.; its capacity has been increased to 83 seats. Unusually, most of them have their backs to the driver's cab. Car 2643, one of the victims of the Dromin Junction accident in December 1969 has also returned to service. It has 69 bus-type seats but has not otherwise been modified.

A Big Match

The Waterford v Glasgow Celtic match referred to in our Editorial was scheduled to start at 16:00 on 21 October last. Four special trains ran from Waterford and there was one from Cork (and Limerick connection). One of the Waterfords was "all-in"; all ran to Lansdowne Road. The return trains from Lansdowne Road were local trains:

Special	A33R + HV + 8 Bogies + LV	departed 17:38
17:05 ex Bray	6-piece Railcar	departed 17:45
Special	B177 + LV + 8 bogies + HV	departed 17:53
17:27 Dalkey	A29R + 6 bogies	departed 17:58
Special	B170 + 8 bogies + HV	departed 18:06
Special	B182 + 6 bogies	departed 18:11
Special	B176 + 5 bogies	departed 18:18
Special	4-piece BUT set	departed 18:24
15:10 Rosslare	B134 + 5 bogies + LV + HV	departed 18:28

With the exception of the "all-in" train (which operated from Pearse Station to Wexford to Waterford) the main line specials returned from Connolly Station. Further details of "Match Operations" appear below.

"Brutes" Arrive

A number of Mark 7 "Brutes" has been supplied to CIÉ by British Rail Workshops. At present these are being used as station barrows but ramps are being supplied to various stations which would seem to suggest that they may be intended to expedite parcels transhipment.

Shelton

A new siding for the fertiliser traffic from the NET factory at Shelton Abbey was reported finished on 19 October.

Still More Alterations

The 22:25 Mallow/Tralee train has been withdrawn from 18 January. It is replaced by a bus at the same time and on which rail tickets will be accepted. From 25 January the Wexford - Rosslare Harbour - Waterford goods services were altered to run once daily as follows: Waterford - Rosslare Strand - Wexford North - Rosslare Harbour and vice versa. The arrangements for working the goods station at Wicklow are also changed. The 00:05 North Wall - Arklow goods will be shunted at Wicklow Junction and its loco will pay two visits to the goods station - first, to leave in its own wagons and, second, to make a connection to and from the 23:40 Arklow - North Wall goods.

Castlerea Derailment

The rear 14 wagons and van of the 20:20 Down goods were derailed at Castlerea early on 28 November. The engine and leading 16 wagons were not affected and nobody was injured. The derailed wagons were badly damaged and the mishap was attributed by some sources to a broken axle. A breakdown gang from Athlone cleared the line in time for the 10:10 Up passenger. Passengers on the

08:35 Up train were taken by bus from Castlerea to Ballymoe to join a relief train sent out from Athlone - B167 + LV + 2 bogies + HV, which reached Pearse Station only 17 minutes late. Ballymoe Station was closed to all traffic in 1963 but it has been retained as a block post.

Kilrane And Ballygeary

Since our last issue we have ascertained that the last passenger train to serve Kilrane was a GAA Special from Rosslare Harbour to Dublin on 11 October. It comprised B123 + 6 bogies + HV. The first train to serve the temporary Ballygeary platform was the 07:10 Rosslare/Limerick on 12 October.

In Progress

Work on the permanent Ballygeary halt (a little nearer the harbour) has begun. Work is proceeding also on the conversion of Farranfore Station gates.

Pier Trains

Mail Van 850 has been demoted. Its corridor connections have been removed and it is now used on the parcel post trains to Dun Laoghaire Pier. Also used on these trains are non-corridor bogies 4003 and 4005, both standard class.

The Match Again

The local trains returning from the big match on 21 October have been dealt with above. The main line trains which returned from Connolly Station were as follows:

B141/B184 + LV + 12 bogies + HV	departed 19:05	Platform 2
B166/B151 + HV +11 bogies + LV	departed 19:24	Platform 1
B149/B171 + 9 bogies + HV	departed 19:51	Platform 7
B150/B152 + HV + 9 bogies + HV	departed 20:07	(Cork Special)

The match resulted in some interesting local workings. The 17:07 to Bray was worked by the 4-piece BUT set which returned empty from Bray to form a special. The 18:35 ex Bray was worked by one of the Waterford specials - train (iii) above - which had continued to Bray after leaving its passengers at Lansdowne Road earlier on. The evening workings were dealt with most efficiently, and good use was made of the fact that both through roads at Pearse Station are signalled for working in both directions.

By C To The Sea

On 27 November the 08:25 Dalkey/Howth railcar - 2626/1363/1414/2663/2654/2649 - failed at Dun Laoghaire due to difficulties with 2626. C229, which was shunting there, was summoned and attached to the railcar set, and the train left at 08:42 - 9 minutes late. The load, however, was too great for the loco and a further 10 minutes were lost on the journey to Pearse Station. The eventual arrival at Connolly Station was at 09:17 - 23 minutes late. The 08:25 ex Dalkey normally continues as the 09:00 Connolly Station/Howth but on this occasion a substitute 09:00 was operated. However, as there were some through passengers off the delayed train, C229 continued to Howth, hauling 2626 only. The strange pair returned to Fairview at about 10:00. This is only the second reported working of a C-hauled, train to Howth.

Explosion At Cabra

A loud explosion was heard over a wide area of Dublin at 22:40 on 14 October. Investigations revealed that it had occurred in the railway cutting behind McKee Barracks in the Islandbridge Junction/Cabra section. One man was killed instantly in the blast which did not damage the railway, though traffic was delayed.

NORTHERN IRELAND RAILWAYS

The New “Enterprise”

Loco 103 was officially named Merlin on 12 October by Mr Faulkner, NI Minister of Development. The formation of the train is usually 1 loco and 5 coaches, Mondays to Fridays, and 2 locos and all 8 coaches on Saturdays and Sundays. There have been reports that the three unused coaches and a loco have been pressed into service as a local train on the Portadown line; in addition they were used on 15 December for a special from York Road to Whitehead at 19:35, returning at 23:15.

The train generally runs very well but it has had some rather unfortunate failures. On 26 December, while working the 14:30 Belfast/Dublin it failed at Commons Crossing, south of Dundalk. It stopped on the track-circuit for the crossing, the bells of which tolled continuously till the train was hauled back to Dundalk. CIÉ provided a relief train which reached Dublin at 18:40 - 2 hours late. The down working at 17:30 was taken by an NIR train due for an 18:30 which, in turn, was worked by a CIÉ train.

The consequences of an earlier failure, at Howth Junction on Sunday, 22 November, were more serious. This time the set was working the 18:25 Sunday train. When the brakes were applied for a 5 mph restriction at the junction they could not be released. Relief was most difficult to arrange. Not alone had a signalman to be summoned to open the cabin, but a CIÉ loco had to be obtained to shunt the offending train into the up branch platform. As no CIÉ loco is equipped to work air-braked stock it could not be used to haul the train any further, but at least the line was cleared to allow a relief train to come out from Dublin. Unfortunately, all that could be mustered was a 4-piece AEC railcar set with two suburban units and two suburban Park Royal coaches (and hence no toilet accommodation), none of which was any too clean. Another CIÉ train better suited to the duty was sent from Dundalk to Drogheda where the passengers joined it. They reached Belfast eventually - at 23:50.

As a result of the breakdown the local service was seriously disrupted. The 19:15 to Drogheda was delayed 1½ hours and so was unable to return as the 21:20 ex Drogheda. The failed train was taken into Dublin after the 18:30 up express had passed and after the fault had been rectified by NIR staff sent from Belfast by road; it returned to Belfast under its own power at 02:15.

Railcars With Names

An unusual step has been the naming of the eight diesel-electric railcars after rivers. The move has given rise to a malicious rumour that the next vehicles to be named will be the “Brown Vans”. The names, which appear on plates with yellow-painted letters on a red background, are as follows:

No.	Name	Location of River
71	River Bush	Bushmills, Co. Antrim
72	River Lagan	Belfast
73	River Roe	Limavady
74	River Foyle	Derry
75	River Maine	Kellswater and Randalstown
76	River Inver	Larne
77	River Braid	Ballymena
78	River Bann	Portadown and Coleraine

New Cabin At Antrim

The new cabin has 44 levers, including 11 spare. Access to the sidings on the up side and those off the branch to Knockmore Junction is now controlled by separate ground levers released from the cabin and there are no signals reading to or from the former GNR platform. The down starter has been changed to a two-aspect colour light signal attached to the cabin itself. The former somersault signal was on a

special bracket post as sighting was made difficult by the presence of the station canopy. The most significant change concerns the north crossover, which has been reversed from trailing to facing to allow up Derry/Lisburn goods trains to run direct to the branch instead of stopping to reverse across the road as previously.

Demolished

Many redundant and derelict buildings are being demolished along NIR lines. The list of structures includes the following:

Carnalea	All up platform buildings demolished, except old stationmaster's house, now private house.
Helen's Bay	Up waiting room demolished.
Sydenham	All up-side buildings gone.
Finaghy	All buildings gone.
Lambeg	All down-side buildings gone.
Portadown	Old station being demolished.

Barrier Crossings

Work is still in progress on the automatic barrier crossing at Trooperslane, and has started at Ballymartin and Kilmakee Crossings, south and north of Templepatrick respectively. The Trummery and Drumbane barriers near Moira are apparently ready but the gates are still in use.

A Strange Formation

A really bewildering collection of AEC railcar units and coaches was made up for the 18:35 Belfast - Dundalk train on 31 October. The surely unique arrangement was: unit 115 (facing south), unit 118 (facing south), trailer 581, unit 113 (facing south) and unit 112 (facing north)!

Poyntzpass Siding

The trailing siding on the down side of the main line at Poyntzpass was restored in early October, having been lifted by the UTA several years ago. It is now being used as a base for track machines. The oil tank wagon formerly used at Portadown (Old Station) for emergency railcar fuel supplies was observed there on 19 December, together with the Plasser & Theurer packing and lining machines.

Cullybackey Platform

Work commenced on 9 November on the reconstruction and raising of the down platform at Cullybackey. The platform and fast line through the station are closed to trains during the day and while work is in progress and all passenger trains calling at the station must use the up side till the work is done.

Goodyear

The station name-boards at this new halt, between Portadown and Lurgan, display the "Goodyear" trademark in yellow on a blue background.

MPD Railcars

No.38 was observed on 17 November and 48, newly rebuilt from non-corridor to corridor, on 29 November. Trailers 539, 540, 533 and 534 are stored at Antrim. A 4-car set - 36, 41, 532 and 55 - was sent to the Southern Region in December. On 29 December it was observed on the 10:15 ex Lisburn and 12:20 and 14:20 ex Portadown.

York Road Alterations

This work is still in progress. The train washing plant has been moved from its original site north of the old loco shed to a location formerly occupied by the loco foreman's office and staff mess-room, south

of the shed. The Ministry of Development advertised for tenders, due on 14 December, for the “Demolition of Buildings and Structures North of Milewater Road”. Those comprise, in the main, the loco shed, coaling plant, old diesel shed and weighbridge house.

Christmas Service

Unusually, there was a complete shutdown of the railway on Christmas Day, 1970.

Train Changes

Like CIÉ, NIR have had a spate of train alterations. From 5 October there have been several extra calls at Goodyear Halt and in addition a local Portadown/Goodyear/Lurgan service has been instituted three times daily and also on Saturdays, with one Sunday night working. A reduced schedule for the Bangor line was introduced on 30 November. The off-peak service has been changed from a 30-minute to approximately 45-minute frequency and all empty workings have been eliminated. This has resulted in 5 runs each way being cancelled (6 up on Saturday) and 1 (down) on Sunday.

A new schedule for the Portadown line was introduced on 7 December. It incorporates the various calls at Goodyear and in addition three Belfast/Lisburn evening local trains are cancelled (Mondays to Fridays). The latter are also cancelled on Sundays but not on Saturdays. The reductions have been brought about by a serious fall-off in evening traffic but it seems odd that the unstaffed halts at Adelaide and Balmoral remain unserved on Sundays. There has been widespread public objection to recent Belfast Corporation bus fare increases and some additional traffic might be had if these halts were served on Sundays.

Scrapping Of Coaches

Some redundant stock at Queen’s Quay was cut up in September last. The lot included coaches 248 and 240, sent there mysteriously in 1969. It is reported that their frames will be retained as rail carriers. MED non-corridor trailers 520 and 522 have also been scrapped at Queen’s Quay. They had been a long time idle.

Excursions to Dublin

There has been a welcome increase in the number of cheap Belfast/Dublin Saturday excursions this past autumn. All were worked with NIR railcar stock unlike previous years when CIÉ locos, and sometimes coaches, were used. On 31 October the special was an 8-coach BUT train followed by a 6-piece AEC set.

Here & There

New fluorescent lights, generally three to each platform, are being installed at various halts. Carnalea up side was switched in on 25 November and Helen’s Bay, Sydenham and Bangor West (the last with 4 on up side) as well as Finaghy, Derriaghy and Lambeg are also similarly equipped. Installation of the new Bangor line signals commenced on 21 October. Various signal posts have already appeared but full details of the scheme have not yet become available.

Feature Section

LOCOMOTIVE LIVERIES II - B CLASS LOCOS

(Brian Hughes)

The August 1969 issue of the IRN contained an article about the varied liveries carried by A class locos

during their period of operation. All A class units were (until the start of the relatively recent re-engining programme) of the same type but this is very much not the case with the B class, for the range comprises no fewer than 7 types. It is most convenient to cover these separately in this article.

B101 Class

These Sulzer-engined locos were introduced in 1956 and they all appeared in the silver livery, except for B112 which began its career in the dark green livery with a light green waistband. Unlike A class locos these had no buffer beam as such and the locos were completely silver apart from the green numbers. An effort was made to offset this rather bald appearance on B104, when a red band was painted where the buffer beam would normally be. There was quite a definite improvement and the variation was applied to some of the other locos.

Keeping pace more or less with the A class some of the group were then painted in the “black-and-tan” livery, the forerunner being B110. With the exception of B111 all were eventually painted in the all-black livery with white numbers and red “buffer beam”. The exception remained black-and-tan. In mid-1970, however, two locos re-emerged in the latter colours, albeit in the more recent variation where the tan dips to only a thick band between the cab doors.

B113 & B114

This pair was among the small original stud of CIÉ diesel locos, being introduced in 1951 and having CIÉ bodies and Sulzer diesel units.

At first they were numbered 1100 and 1101 and bore a livery of all-over dark green with light green numbers. A slight modification in later years was the addition of a light green waistband, similar to that on the A class locos. Their next livery was the black-and-tan, which helped to improve the rather unusual appearance of these locos. This livery lasted a number of years and was followed by the all-black with white numbers and red buffer beam, the last-mentioned being a genuine feature this time! Again after its introduction on A and C class units the yellow patch and black numbers was given to both these engines and this is their present livery. Whether they will revert to black-and-tan again is uncertain.

B121 Class

These locos were the first batch to come from the General Motors Corporation of America - they appeared on the CIÉ scene in 1961. All the members of the class were in a livery which was new to diesel locos on the CIÉ system. The overall colour was grey, the numbers were yellow and there was also a yellow strip along both sides of the loco, just above the bogies. Also, there were yellow stripes on the front cab, above and under the grey buffer beam, in the shape of a cowcatcher. The livery, as stated, was unique on CIÉ lines but it was handsome and made an interesting change. A subtle alteration to this livery - but one worth recording - was made on two locos of this group. B123 and B127 received red buffer beams in 1961 and 1962 respectively, the alteration being made as part of the “decoration” of the locos by Grand Canal Street depot personnel, when the engines were rostered to work the Wexford Opera Special.

However, in 1966 locos B131, B132 and B134 appeared the black-and-tan livery. The colour scheme rather oddly fitted these locos, or so it seemed at first, though as more of the class emerged in the same livery one got used to it. Still, there were times when a quick glance along a platform at a waiting train could lead one to momentarily think that someone had made the mistake of providing an E class shunter for a main-line passenger working! In time, all these locos got the black-and-tan treatment, the last to be painted being B122 and B128 in 1968. Repainting, although properly carried out, was no lengthy process. In fact, B128 was noted working a passenger train on a Saturday in the grey livery and on the following Friday the same engine was back at work in gleaming black-and-tan!

The first three locos to be treated were very slightly different to the rest, the difference being a rather more square dipping of the white stripe on the cab front. The livery on all the locos of course includes the “broken wheel” emblem on the side panels.

B141 Class

The second batch of locomotives to arrive from General Motors consisted of 37 units, numbered B141-B177; they arrived in 1963, complete with a sort of black-and-tan livery. The amount of tan on the loco is quite small, consisting of a strip along the edge of the gangway between the two cabs, which widens on the cab front to meet the white just below the searchlight. The rest of the loco is black with numbers in white and a white stripe along the sides, about three-quarters way up. This livery has remained unchanged since 1963, the only change being the introduction of the “broken wheel” sign below the numbers on either side of the loco. However, one or two of this group are still without the “wheel”, for example, B177.

B181 Class

The twelve locos in this class, again from General Motors, arrived from the United States in late 1966. As far as their livery is concerned, they are identical to the B141 class and there have been no alterations to their colour scheme since they entered service.

B233 & B234

In 1966 two unusual locos were added to the already rather varied group comprising the B class range. Locos C233 and C234 were re-engined with Maybach units as an experimental substitute for their original Crossley engines. Due to the increased horsepower of the new engines (which brought the locos into the power range of the B class) the locos were renumbered with a B prefix instead of the original C. The liveries of these two locos are varied and interesting. Indeed, B233 must have been repainted more times than any other CIÉ loco! When delivered as C233 the loco was in the then standard silver livery with green numbers and CIÉ “flying snail” emblem, and red buffer beams. Following the trend set by many of its sister engines it was then repainted in the dark green livery with light green numbers. Some years later C233 emerged resplendent in black-and-tan livery, and it was in these colours that it underwent its change of engine. Then, as B233, it continued to work for a time in black-and-tan. Following this, there was a change to all-black livery, the numbers being the usual white and the buffer beams red - all in all a combination not too becoming for a passenger loco. During 1968 another change was made when the addition was made of a yellow patch under the cab windows at each end; the yellow extended the full width of the loco and it carried the numbers in black. Finally, to keep up with trends in colour fashion, B233 reverted to the black-and-tan livery in late 1969. So, the loco had experienced just about all the colour schemes carried by CIÉ diesels.

B234 was not so varied in the colours it bore. As C234 it first appeared in green, never having been in the silver which was then passing out of favour. The next colours were the all-black, in which guise the re-engining was carried out at Inchicore. This livery remained current for a few years and the only other change was to the black-and-tan late in 1969.

B206 & B222

Another two of the C class locomotives which had their Crossley engines replaced were C206 and C222, but this time the new power units were chosen from the more satisfactory General Motors stock. C206 began its working life in the all-silver livery, later going straight to the black-and-tan. Like most of the rest of the C class it was later repainted in the all-black colour with white numbers and red buffer beams. The colours remained unchanged until it entered the Works to have the new engine fitted. Part of the general overhaul carried out included a repainting in the black-and-tan, and also the fitting of a searchlight just above and between the cab windows at either end, as on the AR locos. The result is a

very handsome loco.

B222 emerged from Inchicore early in 1970 and was the second product of a General Motors re-engining. As C222 it appeared originally in the all-silver colour but it then joined the select few which were repainted in the all-black livery with an orange buffer beam and big numbers on the sides instead of just behind the cab door and over the bogie. It remained in this livery until the re-engining when the first black-and-tan colours to be carried by this loco were applied. The livery was slightly different to that of B206. The tan along the side of the loco between the cabs dipped to form only a wide strip, as on B110 and B101.

This, then, has been a brief look at the liveries that have been applied to the locomotives in the varied B Class range. With the current trend towards an ever-increasing degree of standardisation it seems as if most of the locos will re-appear sooner or later in the black-and-tan livery. Perhaps it is just as well that this colour combination is, perhaps, the most pleasing and suitable of all.

ECHOES OF THE BANDON

The recent disappearance of Innishannon Bridge - or viaduct - on the now defunct West Cork Railway will recall to many the passing of one of Ireland's most interesting systems. The "Bandon" or, to dignify the line by its full pre-Amalgamation title, the Cork, Bandon & South Coast Railway, was closed to all traffic from 1 April 1961. Because of a planned High Court action, designed to prevent the closure and (unfortunately?) subsequently withdrawn, the removal of the track did not commence until 12 March 1962, when a break was made at Baltimore, the remote West Cork terminus of the system.

The last trains on the line were the demolition specials, worked in the initial stages by one of the handsome and well-known "Bandon Tanks", 4-6-0T No.463. Later, ex GS&WR 0-6-0T No.202 was used on the same work but steam was later still replaced by various C class locos when the water supplies became inadequate for the former. Three years elapsed before the lifting was completed to the perimeter of the old Cork terminus at Albert Quay. Demolition ceased outside the station, for the yard is of course still in use today, mainly for fertiliser and tar traffic. Some disused sidings have, however, been removed.

But if the removal of the track was none too speedy the consequent changes have been very rapid. While the track bed of many a line has remained virtually intact for as many as 20 or 30 years, that of the Bandon has had much harsher treatment. The rails and sleepers were not long up before road improvement schemes levelled Clonakilty Junction and Ballinascorthy stations, together with other sections of the line close to the public roads. One of the most picturesque sections of the main line was the rail-road-river approach to Bandon from Cork. This approach was by way of the curved Kilpatrick Tunnel, which led directly out onto Innishannon Viaduct - bridge No.38 - to cross the Bandon River, then to cross the Cork-Bandon road by a lofty stone arch bridge, and on to a wall-faced rock terrace before descending to Bandon Station. First to go after the closure was the stone arch bridge and it was followed by a large portion of the terrace and now, some five years later, comes the removal of the 92ft lattice girder bridge. The stone abutments and mid-river pier still stand, now bereft of their cast iron burden, while Kilpatrick Tunnel awaits development as a mushroom-growing establishment. Nearby, the road now covers some of the old track bed, making surviving mileposts conspicuous.

The stations, too, have been quickly disposed of, again in contrast to those on other closed lines which stood idle for many a long year. Some of the Bandon stations are now private residences, notably Courtmacsherry and Upton. The buildings are pleasant and at the closure they looked really well - they had been repainted about six months previously! Others have found a big variety of uses. We might note the following:

Bandon

The station building is now a County Council depot, while the, station yard

	has been levelled to house a factory which produces, inter alia, bikinis!
Clonakilty	The station buildings and yard form the premises of the Carbery Tweeds factory.
Skibbereen	There is a motor engineering works in and adjoining the station building, while CIÉ retains part of the yard for a road services depot.
Baltimore	The former station is now a boat builder's yard. (This is perhaps the most appropriate "new" use of a station, for Baltimore has long been an important fishing port with a strong tradition of boat building, for which there was even a school.)
Ballineen & Enniskeane	This double-named station now serves as a community centre for the twin towns.
Dunmanway	The building now serves as a merchant's store and the station yard as an hotel car park.

Much of what is presently untouched will not remain so indefinitely. Road widening is continuing apace and fields which were split by the presence of the railway are now being reunified with the help of bulldozer and plough. Following the sale of Bridge No.38 and its removal by a demolition contractor in November and December last, CIÉ has one problem less, but the biggest of all on the old Bandon line has yet to be solved - what to do with the decaying Chetwynd Viaduct. A spokesman for the company said recently that the removal of this lofty structure is on the cards. When that goes, well, the Bandon will really have had it!

DEPLOYING A LOCO FLEET - OPERATIONS IN SUMMER 1970

(Barry Carse)

Virtually every reader has at his fingertips the exact number of locos in any given class on CIÉ but it is not so easy to say just how the various locos are used. Perhaps the best way to cover the subject is to take a specific period and to outline the tasks on which the different classes and engines were observed. With the recent curtailment of summer trains, the period of maximum services is now limited to the months of July and August, and I have chosen this time in 1970 to cover my subject.

At that time the available re-engined A class locos were, in order: A8R, A22R, A25R, A27R, A28R, A29R, A30R, A32R, A33R, A34R, A35R, A36R, A37R, A39R, A40R, A41R, A42R, A44R, A45R, A46R, A47R, A48R, A49R, A51R, A52R, A55R, A56R, A57R, A58R, A59R and A60R. They were in many ways doing the duties of the original As but were working passenger trains of all kinds, from Pier trains to expresses. An interesting pattern then emerging was the appearance of ARs on 10 or 11 bogie trains, regular and special: for example A47R, with a load of 11 bogies, worked a Mystery train to Enniscorthy on 12 July. The ARs are rated at 1,350 hp, the exception being A56R which is 1,600 hp. The last-mentioned loco had an interesting roster - 08:30 Cork to Cobh and back, 11:30 Cork to Heuston passenger and 19:50 Heuston to Cork goods. The remaining unaltered As were principally based on the main line - A1, A2, A5, A12, A15, A16, A18, A24, A26, A31, A38, A43, A50 and A53 being found there. Yet more of the class were either waiting or undergoing the Inchicore re-engining process - A3, A4, A9, A10, A11, A13, A14, A19, A20, A21 and A54. A7 and A17 were regularly on the Heuston - North Wall transfers, while A6 and A23 were on passenger workings on the Bray line on August Monday. An unusual occurrence was the failure of A40R on 2 August on the 20:03 ex Dundalk, which arrived at Connolly Station 3 minutes late with A46R hauling A40R and train. The Silvermines-Foynes trains were worked by ARs as, initially, were the dolomite trains to Ballinacourty. A45R was on this duty but was soon replaced by a B141/B181 combination.

Turning now to the B141 and B181 classes, it may be marked that those locos are very much the “J15s” of today. They handle all sorts of workings as, for example, the Saturday working of the 08:25 ex Sligo by B147 with B132 and train of 7 bogies. The reason for the presence of the former engine was that the Sligo Shipping (cattle) Special does not run on Saturdays and the engine is worked back to Dublin on the 08:25. Pairs of these engines are commonly found on all the principal main line passenger workings. On 8 August the 15:30 ex Cork - the “Day Mail” - headed by B190/B160 was sharp to time entering Mallow, no mean feat with a load of 14 bogies.

The B121 class have a variety of duties. They work the lighter trains on the Midland as well as the 07:30 ex Rosslare, the Limerick/Ballina service and the Cork/Youghal goods. The Radio Train usually has one of these at its head. These locos shared the Heuston/Tralee trains with B222. The second of this “odd” pair - B206 - worked such trains as the 07:20 passenger ex Cork and the 04:35 Liner train to North Wall, returning on the 13:10 Heuston/Cork perishable or, perhaps, the Down Night Mail. On the latter train it has handled 11 bogies without the slightest trouble. Goods workings occupy the B101 class locos, and they were to be found on the Limerick/Waterford, North Kerry and Waterford/New Ross lines, also Cobh and, at times, on the Pier Train.

The original Sulzer locos, now B113 and B114, were working on the North Wall trains, while on 31 July B113 was observed in Connolly Station - one of the very few times one of this pair has been there.

The remaining locos to be dealt with are the shunters, which comprise principally the C and E classes. Formerly the C class were used on many branch lines but were displaced by the programme of closures. In addition, they used to work some of the less important trains on main or suburban lines but this is virtually unheard of today. In July C202, C205, C211 and C214 were shedded at Grand Canal Street for use at the North Wall and on some Pier trains. At the same time C201, C204, C207, C208, C213, C215, C216, C217, C220, C224 and C227 were out of traffic at Inchicore Works. The remaining members of the class were employed as station pilots at various depots, as follows: C203 and C209 (Waterford); C210 and C218 (Limerick); C219 (Waterford); C221 (Mallow); C225 and C226 (Cork); C228, C230 and C231 (Limerick). C212 was engaged on the North Wall transfers while C223 was the Loughrea Branch loco (the one remaining such case); C232 was in Tralee, working the daily goods train to Castleisland. One final case of a C (229) was between Wexford North and Rosslare Harbour (local trains).

The two types of E class locos together number 33. A visit to Inchicore on 4 July revealed 18 out of service, mostly of the E401-19 series. E428 was under repair, while E425 shortly afterwards appeared in Connolly Station. At this time no less than 11 of the class were in the North Wall, with one as Connolly Station pilot. E429 was in Cork, while E402 and E405 were the Heuston passenger pilots.

G601-G603 and G611-G617 were not being used at all. Of these, G602, G611, G614, G615 and G616 were in Inchicore, the others being out of use at the following centres: G601 (Limerick); G603 (Limerick); G612 (Ballina); G613 (Mullingar); G617 (Cork). It was then anticipated that a timber boat would visit Fenit sometime in August and the possibility was mentioned that a G class loco might be needed to negotiate the curves on Fenit Pier.

Of the remaining classes, the D shunters were all out of use bar one - D304, which was shunting the store at Heuston. The unique ex-GNR K801 was still out of use and still, according to constant rumour, likely “to be back”.