

THE

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EDITORIAL

With so much discussion currently going on about "going into Europe", both in Ireland and Great Britain, it is interesting to be able to report that in one small way CIÉ have already made that move. Their new train timetable, which came into force on 6 June and which will operate until 3 June 1972, has been completely recast in respect to its layout and it is now printed in accordance with the more or less standard format used by the majority of European railways. To the majority of users of the booklet, the use of certain symbols will take some getting used to, but for those using such documents regularly the changes are most welcome.

A large number of CIÉ trains are "summer only" services and as the timetable runs for a year there are necessarily lots of footnotes about dates of operation. In the new layout full marks must be given to the compilers as the notes are far clearer than they have ever been before. Another most welcome improvement is the use of different symbols to indicate the extent of the meal service available on the various trains, including the "in-seat catering" for first-class passengers provided on certain trains.

Two other innovations are the showing of distances between stations in kilometres, and the provision of a list of fares between principal stations. However, in regard to the latter, only single fares are shown and there is no indication whatsoever of the existence of any excursion or weekend fares. Surely one sentence admitting that such fares exist could have been squeezed in somewhere in the timetable.

While the improvements in the timetable are, as we have said, most welcome the booklet is not without its faults. We may mention some of them - not just to indulge in facile criticism for its own sake, but in the hope that they may be noted for official correction in future issues. The "through carriage" symbol is used in a few places but it does not appear in many places where it would be relevant. The "Border" or "Customs" station indication is used, for instance, in the Rosslare/Le Havre steamer table on page 40 but it is omitted on the Cork/Swansea table immediately underneath it on the same page, while it does not appear at all in the one place where it would seem to be essential - the Dublin/Belfast tables. With the exception of the "Enterprise" and "Deiseach" expresses train names appear to have been dropped, as they do not appear on the relevant tables. But as they were seldom used by the public and rarely carried by the actual trains this is not, perhaps, surprising.

While we normally deal with actual service changes in our news pages, this time there is relatively little in the way of alteration and what changes there are may be summarised here. On the Wexford line the 18:15 from Rosslare Harbour to Dublin runs all year round. To Waterford there are still trains at 18:00 and 18:10 - surely to defer one to say 19:00 or 19:30 would provide a more balanced service. In the up direction the position is nearly as bad, with trains leaving Waterford at 08:05 and 08:25. A welcome inclusion in the timetable are the Wexford/Rosslare Strand summer seaside trains, though for some unknown reason neither the Drogheda/Laytown nor Cork/Youghal seaside trains appear. An interesting train is the 17:55 from Waterford to Wellington Bridge which brings home workers who reach

Waterford in the morning on the 07:15 ex Rosslare Harbour. Reports indicate good patronage of the new service.

In sum, the timetable is vastly changed in appearance but not in content. It will take some getting used to, but its layout has been thought out well and should not need more than minor modifications. A welcome feature is the route map in front on which the appropriate table numbers are shown, and which is essential for anyone not familiar with the Irish railway network. But perhaps one should have a little sympathy with the poor enthusiast, for the introduction of train numbers for all services seems certain to cause some confusion in the ranks of those to whom 1752 meant the 5:52pm Connolly Station/Bray - not the 13:00 Howth/Connolly Station (Sundays) as it does now!

News Section

CÓRAS IOMPAIR ÉIREANN

More Bull

In our last issue we described some of the confusion caused on 9 March by a bullock on the Loop Line and we promised to relate the chaos caused to the mainline trains. We do so by quoting our correspondent's report:

“The 18:20 Sligo, 18:45 Galway and 19:00 Westport were not seriously delayed, though the 15:10 ex Rosslare (B163, 3 bogies, HV and LV) was delayed about 20 minutes. It was only after 19:00 that the full effects of the single-line working began to be felt. The 15:05 ex Sligo (A47R, SV, BV, 5 bogies and HV) had dropped a staff at Killucan, causing about 30 minutes delay to the 14:50 ex Westport (B192, 5 bogies and HV) and the 15:50 ex Galway (B157, TPO, BV, 5 bogies and HV). These trains were further delayed at Connolly Station and eventually arrived at Pearse Station at 19:53, 20:01 and 20:20 - 63, 61 and 60 minutes late respectively.

“On the Bray line the 18:35 ex Bray (A51R, 6 bogies and HV) terminated 9 minutes late at Pearse Station, while the 18:55 ex Dalkey arrived there at 19:37, 20 minutes late. The 19:00 ex Bray (A22R, 6 bogies and HV) was delayed at Lansdowne Road and Boston Sidings and arrived 37 minutes late at Pearse. The 20:00 ex Bray arrived at Connolly Station at 21:03. The 19:30 Heuston/Pier train (B149, 4 bogies, HV and BV) passed Tara Street at 20:32, leaving Pearse at 20:38 ahead of the 15:50 Galway/Pier, which left at 20.40. The 20:10 Night Mail to Galway eventually got away at 21:20.

“Meanwhile railcar 2622 (which, it will be recalled, had become entangled with the offending animal on the Loop Line Bridge at Custom House Quay) had been removed, leaving only the bullock blocking the down line. His career came to an end at 20:35, when he was shot, and the down road was reopened by an empty railcar set at 21:10.”

Loco Notes

By the end of June no less than 52 A-class locos had been re-engined, the latest entrants to service being A5R, A7R, A12R, A15R, A18R and A23R. The remaining A class locos were then: A6, A24, A26, A31, A43, A50, A53 and A54. Of these, A24, A43, A50 and A53 were in various stages of the re-engining process, while A54 which has been out of service since an accident at Millstreet in 1964 was receiving attention.

B108 has now been painted in black and tan. On the C-class front B204 (ex C204) entered service early in May. B210 preceded it by a week or two, while B201 entered service in June. Since mid-May the re-

engined C-class locos have been working on the Dublin local services and Dun Laoghaire Pier trains. Initially the locos were B204, B222 and B230 but towards the end of June B210 replaced B222 on these duties. With their excellent acceleration these locos are good at keeping time and have proved very reliable, although B230 failed in Dun Laoghaire on 14 June, fortunately without disrupting services, while B204 failed on the 09:20 to Dalkey on the next day. This train finally arrived 33 minutes late, hauled by A59R. At the end of June, C205, C215, C216, C217, C224 and C227 were in various stages of being “transplanted” while C208, C213, C214, C219, C220, C221, C226 and C228 were out of service. E434 which has been out of action for some time, has been overhauled, repainted and returned to service. Mullingar has a G-class pilot and a similar loco is on the Loughrea line.

Rolling Stock Developments

New brake seconds 1914 and 1916, converted from standard class coaches numbered in the series 1601-1610, have entered service. A third coach, 1608, is also being converted but has not yet received its new number. 114N has resumed duty as the brake for the BUT railcar set in place of 232N. Dublin suburban services have 5 standard non-corridor brakes at work: 1893, 1897, 1899 and 2490 are working in the two loco-hauled Bray sets, while 4054 (ex 2491) is in the set used on the 08:11 ex Howth. Less happily, however, there have been some withdrawals: van 850 and secondary standard bogies 4004, 4006, 4013, 4019 and 4040.

Timely Prohibition

From 7 June the working of cattle wagons on passenger trains has been prohibited. The practice had caused a nuisance often, especially on trains which reversed along their journeys.

News Of Railcars

Cars 2621 and 2645 which, as mentioned in our last issue, were receiving attention at Inchicore have had their engines removed and the various apertures for fuel, water, etc., panelled over. The driver's controls have also been taken away and black panelling has been put in place of the front windows. The doors of the former driver's cab have been retained as an extra entrance, and the toilets have been dispensed with. 2621 has been fitted with 83 bus-type seats. There are 14 in what was the guard's van portion, with their backs to the windows which are high and small, giving a gloomy effect to the area. The old second-class section has 48 seats, all facing the front, while the old first-class portion has 21 seats of which 16 have their backs to the windows and 3 face forward. 2645 has 82 seats, having 13 seats in the former guard's compartment; they are backs to the windows. The converted cars have no numbers at present.

Railcars which have been overhauled and fitted with bus-type seats lately are 2601, 2609, 2624, 2635, 2644 and (rather surprisingly) 601N. At the end of June 2632 and 2646 were receiving attention. 2607 was damaged at Drogheda on 18 April when fire broke out underneath; it was quickly put out.

Nice New Uniforms

A most distinctive new uniform has been issued to the CIÉ Rail Hostesses. Their traditional shade of blue, which made an impact when first adopted, has been copied in so many other places that the decision was taken to change to an attractive shade of Signal Red, which, as far as CIÉ personnel is concerned, will be strictly reserved for the hostesses.

Rosslare Area News

Work is still in progress at the new, permanent station at Ballygeary, the nearby temporary station continuing in use meanwhile. At the former Kilrane station the buildings have been demolished and one of the sidings temporarily removed. A new sugar beet loading bank is under construction and when the work has been completed the siding will be relaid.

Renewing Foundations

The foundations of the through running road at Bridgetown on the Rosslare Strand/Waterford ("South Wexford") line were renewed in the spring. For the duration of the work all trains passed via the loop.

Armed Patrols

The Evening Press reported on 6 July that a CIÉ inspection car carrying armed troops and plain-clothes detectives was carrying out irregularly-timed patrols of the Dublin/Belfast line as far as the border, in an attempt to prevent further placing of bombs on the line (see our NIR report). A CIÉ spokesman referred the reporter to the Government Information Bureau which, however, declined to comment.

Paper Train

Another paper train, additional to those previously reported, commenced running on 6 June. It operates on the South-Eastern line, serving Wicklow, Arklow, Gorey, Enniscorthy and Wexford.

Railway Strike

Rail services in Dublin were disrupted on 10 & 18 June by strikes. Since 10 May a union - the AGEMOU - had been staging a one-day strike each week in pursuance of a claim for service holidays. On 10, 17 and 25 May and 4 June the strikes had only affected bus services but on 10 June the union also picketed railway stations and depots. All main line passenger services to and from Heuston Station ran normally as did the Pearse Station/Rosslare services. The midlands and the north were not so fortunate, however, as the 08:40 Galway, 09:10 Westport, 08:30 and 14:30 Belfast trains did not run (likewise their return workings). Hardest hit were the Dublin local services: the Howth branch had no trains and none of the railcar sets based in Bray or Fairview ran, with the exception of a 6-piece railcar (2634/2613/2610/2619/2b) which worked the 06:20 Drogheda/Dalkey and its return at 08:40. It also worked the 17:32 Pearse Station/Donabate. Other northern services which ran were the 09:15 and 18:00 Dundalk, and the 06:50, 07:25 and 16:45 ex Dundalk, the first two to Connolly Station only. On the south-eastern section the 07:52 ex Greystones (B204 and 6 bogies) ran. After that A20R (6 bogies) worked the 15:00 Greystones and 17:52 and 20:30 Bray.

On 18 June more trains ran on local services as three railcar sets based in Fairview were working. Those sets were: the 6-coach BUT set (904N/712N/716N/714N/2b), a 4-piece railcar set (cars 2606/2633) and a 6-piece railcar set (2626/2655/2600/2627/2b). Once again there were almost no Howth trains. The 09:10 to Westport and 18:20 to Sligo were the only main line trains cancelled. Following the events of 18 June negotiations were renewed and the programme of one-day strikes was suspended.

Derailment At Connolly Station

A most alarming derailment occurred beside the Central Cabin at Connolly Station on 17 May. The train involved was the 08:11 ex Howth and it became derailed as it crossed from the Up Main to the Down Main line, en route to No.5 Platform. The loco, B154, and the first two coaches remained on the tracks but the rear-bogie of the following coach, 1607, came off, while the remaining vehicles - 1334, 1476, 1381 and LV - were completely derailed. As there was a bus strike in progress the train was hopelessly overcrowded and so it was amazing that there were only a few minor casualties and some cases of shock. One lady was struck on the legs by a point rod which pierced the floor of her coach.

It is difficult to envisage a location where such a mishap could cause a greater interruption to traffic. The damage to the permanent way was such that it could not be fully restored until the following Sunday, 23 May, and in addition virtually all the mechanical signals and points worked from the cabin had their rodding and wires severed. Of the coaches involved, 1334 was the most seriously damaged. There was little injury to the body but the underframe was badly distorted and even the truss rods were broken off. It is thought to be a write-off - a great shame for, even if of 1936 vintage, it was a very

comfortable coach.

After the passengers had been rescued it was found impossible to resume services for some time as there was damage to the Up line extending as far out as East Wall Junction. In itself, this was slight - not of the massive proportions suggested by newspaper reports - but two facing points were damaged and had to be made safe before Up trains could resume. The first train movement observed was the 09:05 to Howth (at 09:30), followed at 09:45 by the 09:15 to Dundalk. It was then found possible to bring in the first of the long queue of Up trains, the 07:25 ex Dundalk which finally reached its destination at 10:28 - 90 minutes late. The two previous trains, 08:20 ex Donabate and 08:20 ex Howth, being railcar worked, terminated at East Wall Junction (after their passengers had earlier been set down) and were shunted to Fairview Railcar Shed. Thereafter the Down trains began to run nearer to time and the evening services in the rush-hour were handled with commendable promptness.

Up trains, however, were subjected to some massive delays and passengers in many of them abandoned ship and walked in along the line in droves for much of the day. As there were no signals working between East Wall and the Loop Line all trains had to be stopped and verbally instructed as to the route to be taken, most cautious running then being required. The operation of the "Enterprise" deserves special mention, for the 08:00 Up did not arrive until 12:05 (110 minutes late). It was shepherded in from East Wall to No.7 platform by a loco inspector, as the NIR driver could not have been expected to know his way in there! It left again after only 15 minutes. Later in the day the same train returned as the 14:30 ex Belfast and arrived at 17:08, only 33 minutes late. By this time sufficient wreckage had been cleared to allow it in to the usual No.2 platform but it had to cross and re-cross the running lines to gain its objective. The 11:30 ex Belfast ran to the Loop Line and was 29 minutes late; the 14:30 to Belfast, however, left at 14:35.

The mishap provoked the inevitable banner headlines and the papers carried long interviews with passengers. The extent of the damage to the track was predictably magnified quite a lot and the topic was later taken up by editorial writers seeking the cause of the mishap. To date neither CIÉ nor the Department of Transport & Power has seen fit to tell the public just what was the cause. The Department's inspecting officer of railways was observed at the scene but his report has not, as usual, been published.

Signal Notes

The two-aspect electric colour light signals erected some time ago to replace the intermediate semaphores at Caragh, between Sallins and Newbridge, were brought into use on 13 June. At Connolly Station the redundant semaphore posts and the old gantry at the Central Cabin were removed on 20 June. On the same day the original post for the Down Home signal at East Wall Junction was removed together with the post and arm of the shunt signal "Up Branch to Up Main", which had been "crossed" for some time. Another experimental tokenless block unit is reputedly in use at Clonsilla/Leixlip.

Addenda

In our last issue we recorded how, on 17 March, the "Sáirséal" express had been altered to start from Ennis that day for an excursion party to Dublin. On Wednesday, 19 May, it went even further off the beaten track, starting from Newcastle West at 07:00 for a Dublin-bound Educational Tour. Possibly foreseeing our last Editorial, CIÉ stationed two uniformed railwaymen in each of the 14 coaches of a football excursion train from Cork to Dublin (Connolly Station) on 7 April, to ensure that the supporters behaved themselves properly.

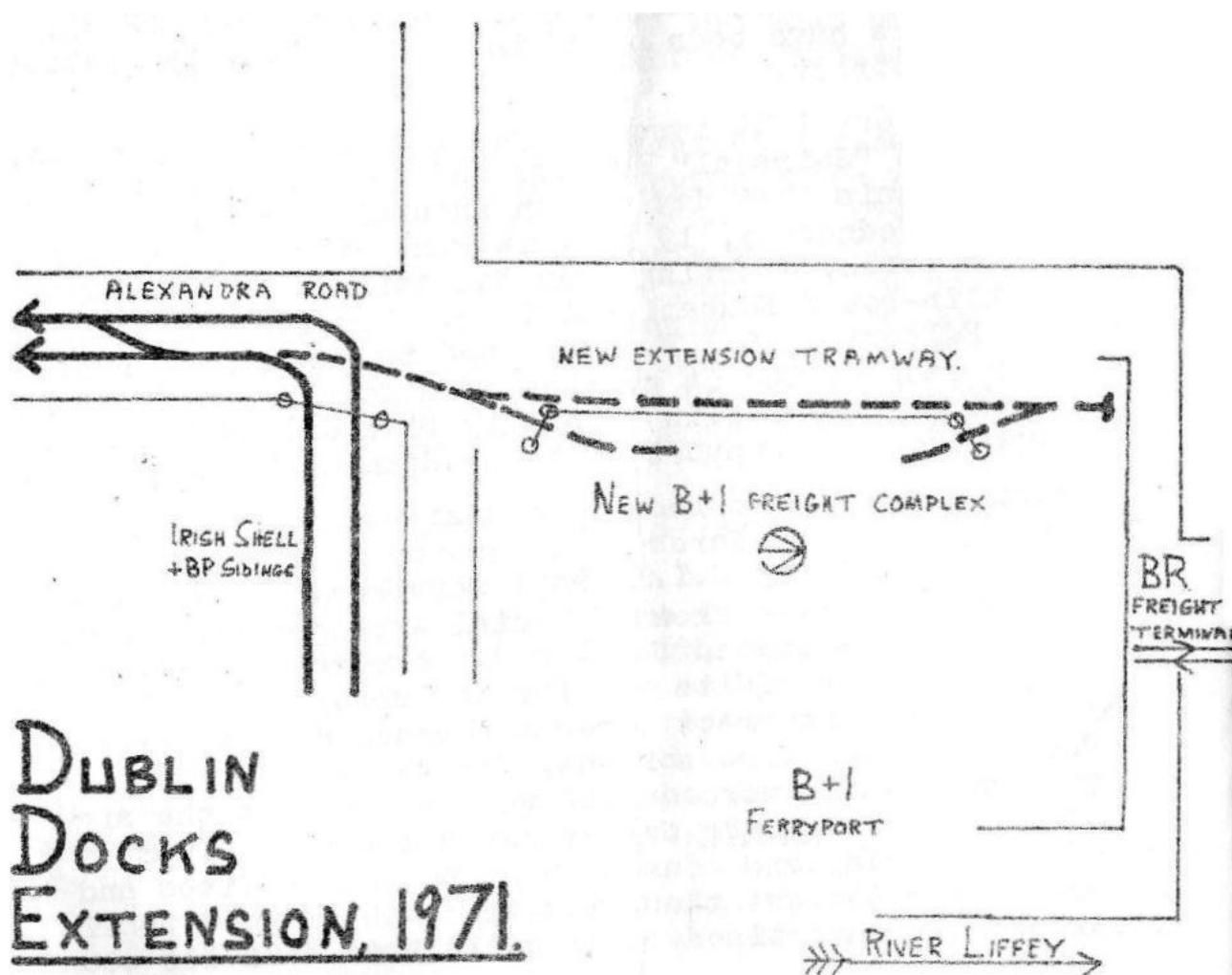
Almex Tickets

As part of a programme for introducing Almex ticket-issuing machines at all CIÉ stations yet another system of code numbers was introduced on 31 May. There is a reversion to a three-digit station code in

which a block of numbers is allocated to each line, with certain eccentricities arising from the use of the series from 001 (Heuston Station) to 186 (Tuam) only. There are a few gaps left at strategic places: 106 - vacant but evidently intended for the promised new station on the Howth Branch; 109 and 110 - vacant, before Portmarnock; and 136 - vacant after 135 (Killiney) for a possible now station at Shankill. The oddities include the codes for Woodbrook (137) and Newbrook Siding (154), neither of which is in use. The latter is highly unlikely to reopen as the racecourse is closed, probably for good. Another innovation is that four NIR stations appear for the first time - Belfast (270), Lisburn (278), Lurgan (283) and Portadown (285). Almex machines have been noted in use at Connolly Station and at Tara Street.

Dublin Docks Extension

Half a mile of 7" tramway rail has been laid in concrete, along with two points for the loop to the B+I freight complex at the Dublin Docks. Provision has also been made for a further extension to the BR terminal when the necessary land has been reclaimed. The B+I Cork liner train will run direct to the new loop when it is opened in the winter. The sketch shows details.



Confusion On Fares

There have been some most regrettable cases of wrong fares being quoted in advertisements for CIÉ rail services. In the case of the June Holiday weekend "Special Arrangements" booklet all the fares quoted for the day excursion to Belfast were 10p short for adults (5p for children). The consequences of an incorrect fares announcement for Sunday, 13 June, were much more serious, for the very cheap

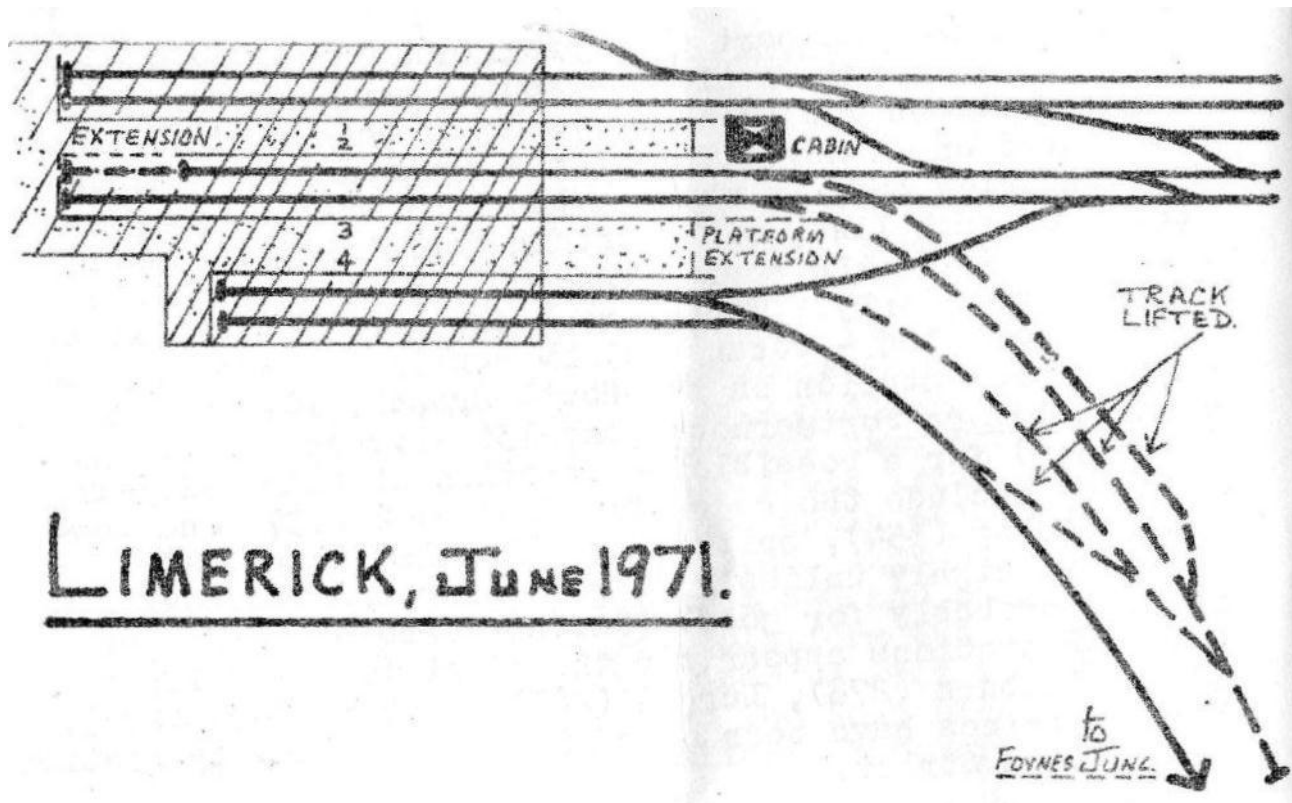
winter Sunday rates were quoted whereas in fact the significantly dearer summer Sunday rates applied. This caused great delay and confusion at booking offices and one would have thought that, for the sake of good public relations, the advertised fares would have been let stand.

Private Tankers

The first private-owner tank wagons to be built in Ireland have been constructed at Inchicore Works for Irish Shell & BP. They are for the carriage of heavy oils under pressure. Constructed on the standard CIÉ 20ft underframe, the tanks' weight is 14 tons and they are permitted to carry a 17 ton payload. At the time of our report four were noted in traffic - Nos. 501-504. They are painted black with yellow side-boards carrying the owners' name and number.

Change at Limerick

Extensive alterations to the layout are being made at Limerick Station, as shown on the diagram. No.2 platform line has been extended towards the buffers. No.3 platform is being extended, consequent on the removal of the direct connection from Nos. 2 & 3 roads to North Kerry. The signal cabin has been completely repaired and new windows have been put in.



Skeletal Flats

The new bogie skeletal flats went into regular service on the B+I liner train on 18 May. The wagons can carry any combination of ISO units up to 40ft in length. In addition, due to the low underframe, non-standard containers 8ft 6in high can also be accommodated. The principal dimensions of the flats are: length over headstocks 42'9"; bogie centres 31'0"; bogie wheel-base 6'7"; wheel diameter 2'8"; width over headstocks 7'7¼"; maximum width over bogies 8'9". Numbers are from 30001 upwards.

A Novel Trip

A very interesting tour of Cork Harbour took place on 23 June, when a party of over 500 passengers made a voyage on the tender MV Killarney. The trip was run in aid of the "Passage Amenity Walk" which runs for much of its length along the old trackbed of the narrow-gauge Cork, Blackrock &

Passage Railway, closed as far back as 1932.

NORTHERN IRELAND TRANSPORT HOLDING COMPANY

The company's annual report was released to the newspapers on 23 June. It reveals that NIR incurred a loss of £90,000 in the year ending 31 March 1971, compared with a surplus of £24,000 in the previous year. The performance of the other companies owned by the THC was:

Ulsterbus Ltd	£295,000	profit after tax (- £30,000)
NI Carriers Ltd	£74,000	profit after tax (- £25,000)

The group profit and loss account shows an overall operating profit before depreciation of £1,316,000 (£1,288,000 last year). Because of higher interest and depreciation charges the net profit before taxation fell to £403,629 (£608,201). Northern Ireland Airports - a new company within the group - took control of Belfast Airport (Aldergrove) on 1 June.

NORTHERN IRELAND RAILWAYS

Barrier Crossings

Automatic half-barrier level crossing equipment has been introduced at three more crossings:

Trooperslane	(Larne Line)	on 20 June
Trummery	(Belfast/Dublin line)	on 20 June
Drumbane	(Belfast/Dublin line)	on 4 July

These are the first such crossings to be brought into use since the Hixon disaster and the equipment at all three incorporates the refinements adopted on BR after that mishap. The crossings at Trummery and Drumbane have been in a state of "suspended animation" since Hixon, but the barriers at Trooperslane have been in the process of installation since January 1970. The last-mentioned are of particular interest as they are in by far the most built-up area for any such crossing in Ireland. There is no further progress to report from either Ballymartin (near Templepatrick) or Kilmakee (near Dunadry) crossings.

Loco Drivers

At the end of steam working, the remaining firemen were either paid off or promoted to driving. Since then their union has refused to permit any driver on the former NCC section to act as a fireman until the question of compensation or reinstatement of the paid-off firemen is resolved. The result of this decision is that neither NIR-owned nor preserved steam locos can be worked in steam over any NCC line at present.

Withdrawn

First-class facilities were withdrawn on 28 June on NIR lines, except for Belfast to Derry and Dublin.

York Road

Most of the work is now complete and the final appearance of the layout is apparent. The traverser, formerly outside the Duncrue Street factory, serves no fewer than 16 bays of both the old and new shops. It has been converted from quadruple trolley power supply to a system involving the use of a heavy-duty cable, the slack of which is kept coiled around a large drum. Contrary to expectations the nearby turntable is a new one, devoid of maker's identification. It is electrically-powered but can be operated manually. Both the works and loco shed turntables were scrapped. Four sets of balances from the former steam loco weighbridge have been installed in the outermost bay of the new shops. It is not yet known what has happened to the rest of the equipment.

The new running shed has 3 roads, each sufficient for a 4-car railcar set. Its facilities include a

messroom, toilets, foremen's office and stores - all on the York Road side of the building. Although the building is rather short it is well-equipped and laid out, except for one aspect. The fuelling point and carriage washing plant have been relocated on the up side of the running lines, close to the site of the former running shed, and therefore any set requiring fuel or a wash must be taken across both running lines (and sometimes back again) for maintenance. This performance must be fitted in between train movements and all other shunts and one wonders why the facilities in question were not put on the so-called "East Siding", the spur of the former Down main line.

The prefabricated building on Platform 4 which acted as a temporary parcels office and fitters' store is now to be used by lady carriage cleaners, while a part of it will be a drivers' messroom. There will also be an office for the loco foreman. Some reports suggest that the parcels traffic has already outgrown the capacity of the new parcels office at Platform 5. There is a new long siding behind this office; its purpose has not been disclosed.

Wagon News

It is understood that NIR have acquired all 70 spoil wagons. Some which are unfit for use may be rebuilt as new ballast wagons - a purpose to which spoil wagons have already been put. Three apparently new (or heavily rebuilt) 12-ton open wagons, Nos. 350-2, were recently seen at Larne Harbour. It is expected they will be used to carry sleepers and other PW materials.

Carriage Stock

The stock has been reduced still further by scrapping and only about 12 vehicles remain. Of these, 9 are the maroon "set", largely employed on Sunday School excursions to Portrush: 274, 276, 340, 342, 354, 358, 360, 392 and 472. Most are Derby-designed LMS NCC side-corridor vehicles, but the last two are the only survivors of the "North Atlantic Express" set.

Almex Tickets

The use of Almex ticket machines has been extended to certain stations. York Road, Ballymena, Coleraine and Derry started on 25 April, and Bangor and Queen's Quay on 28 April. They are used in conjunction with soft insert cards like those used on CIÉ. It is evidently intended to use them for cross-border bookings, for CIÉ checkers on the northern line have been issued with specimen sets. The range of cards includes:

Buff	Standard Single	(also Child ditto)
Green	Standard Return	(also Child ditto, Voucher, Special)
Yellow	Standard Special Return	(also Child ditto)
Pink	Standard 2-Day/Weekend return	
Grey	Standard 1-Day Return	(also Child ditto)
Terracotta	Standard Privilege Return	(also Cycle, Pram, Dog)
Blue	Standard Privilege Single	(also Cycle, etc., Single)
White	First Class Single & Return	all types

Simulated Disaster

There was a general call to all emergency services on 1 May that there had "been a railway disaster" at York Road Station. The rescue squads were confronted on arrival by four coaches, one on fire, disgorging a gory-looking mass of "casualties". It was all part of an exercise to test the preparedness of regular and voluntary emergency rescue services and the organisers stated that they were well pleased with the results. Railway enthusiasts will, however, mourn the fact that the coach chosen to be set on fire was No.182, which was one of the four superb firsts built by the GNR for the "Enterprise". Since its acquisition by the UTA in 1958 it did little work and latterly was allowed to rot in various sidings, a target for vandals. Two other vehicles involved in the exercise were Nos. 240 and 294, both from the

“North Atlantic Express” set. These too have since been scrapped, despite their great interest and (one would have thought) high priority for preservation. The fourth vehicle was MED trailer 527 which was then awaiting an overhaul and which is now in York Road works.

Arms Raid

The 17:30 Dublin/Belfast “Enterprise” was stopped at Meigh on 5 May and boarded by over 100 troops and police, who used ladders to gain access. From there to Belfast they searched the passengers’ luggage for possible arms and the train itself was thoroughly searched on arrival. The train was followed by an army helicopter throughout the operation, the first of its kind on a train.

Central Railway

On 20 May the Minister for Development stated in reply to a question that the financial investigation into the Belfast Central Railway would be completed in November next. He declined to take a rushed decision (in view of the minimum of £1 million which it would take to restore the link) despite pressure from MPs who rightly declared that the line is now an eyesore and haunt of vandals. Official opinion, however, now seems quite well disposed towards the railways and it is quite possible the line will be restored.

Attempt At Sabotage

An attempt was made on 21 June to sever all four rails of the Dublin/Belfast line at Silverwood, near Goodyear Halt, by means of explosives, which fortunately failed to go off. The charges were discovered by a permanent way man on a routine patrol shortly after the 08:00 “Enterprise” to Dublin had passed the site. All traffic was then halted until the charges had been removed by British Army bomb disposal experts. It was impossible to ascertain when they were laid, and it was thought likely that at least 5 other passenger trains had passed over them before discovery. That severe damage and many fatalities were not caused is little short of a miracle.

Fares Increase

All NIR fares, except for cross-border journeys, were increased by 15% on 10 May. Season ticket rates were raised the same day by approximately 12%, and parcels traffic charges also went up. Examples are:

Belfast/Bangor	Single	23p	(+ 3p)
Belfast/Bangor	Weekly	£1.55	(+15p)
Belfast/Lisburn	Single	13p	(+2p)
Belfast/Derry	Single	£1.25	(+15p)

Adelaide

The new Guinness yard now has a fan of 5 sidings. Further out, beyond the station, site work is in progress for the new goods yard to replace Grosvenor Road.

Timetables

A new timetable for all lines took effect on 28 June and is intended to last for a year. Unlike CIÉ, NIR still retain their traditional timetable format. The book now has 64 pages, compared with 80 in 1970, the reduction being brought about by the omission of the summary of CIÉ services and all cross-channel services, Larne/Stranraer excepted. Another notable omission is the summary of the Derry/Belfast/Dublin express services. Fare tables reappear in a new format.

There is little of note in the actual services which in general are those left after last winter’s cuts with certain summertime additions. On the Larne line on Saturdays there is an oddity; the 16:05 to Larne Harbour and 16:35 to Carrickfergus are replaced until 4 September by a 16:15 semi-fast to Larne Harbour. From 11 September there is a reversion to the two former services.

The Derry line services are somewhat altered, on summer Saturdays especially, when the former 17:25 and 20:10 Belfast/Derry trains are now 18:00 and 20:40. In the up direction the 07:05 Derry/Coleraine is restored as a through working to Belfast, but only on Saturdays after 5 September. Last year's 20:25 Derry/Belfast (summer Saturdays) is now a 20:45 Derry/Portrush. In the winter there will be a new 20:20 Coleraine/Belfast (Mondays-Fridays), with a connection from Portrush at 19:55 Fridays excepted.

On the Dublin line the basic through services comprise only the four "Enterprise" expresses, of which only the 11:30 Up is still non-stop. The Dundalk/Portadown connection off the 06:30 ex Dublin is now for mails only, and the 18:45 ex Belfast and 18:30 ex Dublin now run on Saturdays only up to 29 August, leaving the 17:30 as the basic last train in either direction - far too early.

Derry Goods

The 19:50 Derry/Lisburn and 01:15 Lisburn/Derry goods trains are now normally hauled by a DH loco instead of the MPD railcars previously used. The 20:55 Up and 02:25 Down trains are worked by DE railcars. The locos are allowed 350 tons load, compared with the 240 tons (Down) and 300 tons (Up) for 3 MPD cars. If there is no loco available for any reason the MPD railcars are brought back on the job instead. In addition to the two regular services each way, Mondays to Fridays, specials work at times. They are allowed 500 tons when hauled by a DE locomotive.

Feature Section

SPECIAL REVIEW SECTION - BOOKS OF NOTE 1971

Since our last review appeared there have been no fewer than five important publications which will interest our readers. A panel of expert reviewers has studied these and their opinions are offered in the following pages.

The Cork, Blackrock & Passage Railway by A.T. Newham, Oakwood Press. 48 pages, illustrated.

The publication of this book on the CB&PR brings to six the number of minor Irish railways to be covered in the Locomotion Papers series of the Oakwood Press. Both the history and operation of this line were marked by many unusual, not to say unique, features. It was originally opened in 1850 as a standard-gauge suburban line linking Cork city with the residential town of Passage West on the Lee estuary. Mr Newham gives a good account of the inauguration of this early line, together with notes on the locomotives and rolling stock, along with details of the services operated. He describes the complicated arrangements relating to the steamer operation in the estuary, which culminated in 1881 in the granting of statutory powers to the CB&PR to run their own steamer services. By 1890 the CB&PR had bought out the competing steamship company and developed a coordinated network of steamer and coach services in connection with the trains.

It was the increasing cost of running steamers to cater for the summer excursion traffic which led to the decision in 1894 to extend the railway to Crosshaven, converting the system to the narrow gauge of 3ft. The Cork-Passage section was re-gauged in 1900 and the complete extension was in operation by 1904. In its new form the CB&PR had several unique features on the Irish narrow gauge: double track between Cork and Blackrock, two tunnels between Passage and Monkstown, and a subway at Carrigaline station.

The author also covers the troubles caused by the Great War and later the Civil War, and then the decline which culminated in closure in 1932. There are layout diagrams and a map as well as

photographs, some of which are of great historic interest. One feels, however, that the book - not inexpensive at 75p for 48 pages - would have been enhanced by a fuller treatment of the effect of the line on the growth of the region it served, but it is still definitely one for the dedicated enthusiast.

CBM

Irish Passenger Steamship Services Vol 2: South of Ireland, D.B. McNeill. 240 pages, illustrated.

In May David & Charles brought out the second volume of Dr McNeill's long-awaited work. We must be grateful for this, for the book is certain to be an invaluable reference work. While the greater part of the text naturally deals with the multitude of cross-channel services, which needed the treatment they receive, for this reviewer the real "meat" lies in chapters 8-10, whose titles speak for themselves - "Local Inshore Services", "Cork Harbour" and, perhaps most interesting of all, "Inland Navigations". As in Volume 1 the text is complemented by lengthy fleet list; and there is a useful index of ships as well as the general index.

The pictures, too, deserve praise although one could argue that slightly too much prominence is given to illustrations of interiors and diagrams of accommodation. But this is perhaps more than made up for by the magnificent picture of the Dartmouth Castle at Cappoquin. All will have seen other pictures taken of this ship at this point but Dr McNeill has unearthed a new view which is the finest of all. There is so much detail in this book that it is almost impossible to pick out a "most interesting" item so much good stuff is there. As was the case with the companion volume the book is excellently written, with flashes of quiet humour throughout. But because of its layout and its nature it is one which will be referred to constantly for, as evidenced by the case of the CB&PR in particular, many of the most interesting steamers were owned by the Irish railway companies.

PF

Railway History in Pictures Ireland Volume 2 by Alan McCutcheon, David & Charles. 112 pages.

This is also the final volume of a set, and in a sense it is a very pleasant surprise. One felt that when Dr McCutcheon had divided his period in two that the second, being modern for the great part, would be illustrated by pictures with little real impact. It is a pleasure to say that this is incorrect - the book is illustrated with a variety of excellent pictures which blend together very well, and even those which have been seen before (perhaps often) now seem perfectly in place. There are pictures of diesels and demolition, steam locos and stations, and all are accompanied by quite informative captions.

Some of the most interesting pictures are those in the sections entitled "Hey-Day and Decline" and "Industrial Railways including Contractors' Lines". The shots on the Keady line and at Carnlough are very fine, as are those of bridges and bridge construction at various places. In a book of this nature the reproduction of the pictures is crucial; we have rightly criticised similar books where the blocks were very poor. The present book passes the test easily, but one must remark on page 88, where both pictures (of locomotives being scrapped - not in any way rare) are of poor quality. But this is a small fault in a book which deserves high praise indeed.

PF

Midland Great Western Railway (Working) Timetables May 1897. Introduction by R.N. Clements, T.R.A. 44 pages.

This facsimile reprint is emphatically not one to be skimmed through! Unlike others where one may bypass paragraphs headed "Supply of Empty Wagons", and the like, in a quest for meaty detail, in this document one will find interesting facts throughout. There are the timetables proper which occupy some 16 of the 44 pages and these are followed by masses of information not normally found in a working timetable but rather in the separate appendix. It is no understatement to say that this reprint offers more factual information about the operation of the Midland than all the articles which have yet appeared. No little credit for this is due to R.N. Clements, whose introduction is a masterpiece of brevity yet which contains an incredible amount of most valuable information.

FQ

The Runaway Train Armagh 1889 by J.R.L. Currie, David & Charles 148 pages, illustrated.

At the time of its occurrence in June 1889 the Armagh crash was the most serious to date, and even to this day it ranks high in the list of railway disasters involving loss of life. The story of the unfortunate excursion train on its journey from Armagh to Warrenpoint has been recounted many times before but this is the first time an entire book has been devoted to the tragic event. The after-effects of the crash were indeed dramatic and one result was the passing of the Regulation of Railways Act which still governs many facets of railway operation today.

The book deals in considerable detail with the events leading up to the accident, the event itself, and the aftermath. The enquiry held by Major-General Hutchinson and his subsequent report, together with the trials of those held responsible, are all covered. There are several appendices on such topics as the Regulation of Railways Act, the Smith vacuum brake, the damage to the trains and so on. While little criticism can be made of the text one feels that there is not really enough in the story to warrant a full hard-covered book on the subject. This is rather borne out by the large number of sub-headings and the very wide margins. The illustrations tend to prove further that there is a shortage of material for a book of this size. The by now standard pictures of the disaster are reproduced, and one has to look long and hard to try and convince oneself that the pictures on page 89 (full-page) and page 90 (half-page) are anything but different-sized portions of the same picture. In addition, many of the other pictures are only marginally relevant. Still, it may be said that the book is welcome in that it offers in collated form the available details on a memorable disaster. **BP**

Postscript

One other book may be just mentioned as being of possible interest to those students of the CIÉ "empire". It is "Holiday Cruising In Ireland - A Guide to Irish Inland Waterways" by P.J.G. Ransom (David & Charles, 152 pages, illustrated) which includes in its coverage the Grand Canal and the Barrow Navigation, both of which are presently in the control of CIÉ though they seem likely to pass to the Board of Works before long.

THE SHANE'S CASTLE RAILWAY & NATURE RESERVE

For some time past, Lord O'Neill of Shane's Castle, Antrim, has been planning a regularly operated steam narrow gauge railway in his extensive estate. On 24 April there was a public preview of the new line in operation and the whole project, including the adjoining nature reserve, was formally opened on Friday 30 April by the Governor of Northern Ireland. Regular public operation began the next day and will continue as follows until September: Saturdays and Bank Holidays 11:00 to 18:30, Sundays 14:00 to 18:30. Rail fares are 30p return and 15p single (children half fare). In addition, the reserve only will be open on Wednesdays 14:00 to 18:30. Future extension of the railway operation will depend on public demand.

The railway differs materially from most comparable schemes as it is a commercial enterprise and not a preservation project. Thus, most of the work involved in establishing and operating the line has been done without enthusiast assistance and it is evident that the project has had an adequate amount of capital invested right from the start in contrast with the enforced economy of most enthusiast projects, however energetic the promoters may be. Thus, while the order of priorities has been right it has led to the absence of some of the flavour which might be expected of such a novel enterprise.

Through the courtesy of Lord O'Neill we were invited to attend the opening ceremony and the "sumptuous cold collation" which followed at Shane's Castle station - in the best tradition of Irish railway opening! The company, which included peers, MPs past and present, and other dignitaries, were thoughtfully spared the interminable addresses which were considered essential on such occasions in the past. This time there were just two - from the justifiably proud owner and from the Governor.

In his introduction Lord O'Neill described how the line and the reserve came into being and he paid tribute to those who had helped in construction, notably officials and staff of NIR. He amused the company by relating how he had asked if a Light Railway Order were necessary to allow him to build the line, only to be told that the last such order had been granted in 1906 for the Strabane & Letterkenny Railway and that he might do without one.

In his address the Governor promised that in the event of Lord O'Neill being at any time prosecuted for not having such an Order the Royal prerogative would be exercised "whether the Ministry liked it or not"!

The line starts at Antrim Station - not that of NIR - but an entirely new one adjacent to a new car park beside the Belfast-Randalstown road (A6); it is reached through elegant iron gates. There is a two-road loco shed 50ft long and a similar carriage shed 65ft in length. The four road layout which includes a loco run-round loop tapers into a single running line beyond the platform. It then curves to the right, crosses a road and then drops through a shallow cutting to re-cross the same road. It then takes the familiar form of an Irish roadside tramway. This crossing, viewed from an up train, superbly re-creates one of the most hair-raising features of many an Irish narrow-gauge tramway - an acutely-angled, ungated level crossing across which trains would charge with abandon, in defiance of the Board of Trade regulations. However, here there is a big difference in that when trains operate there is no danger of a collision. Likewise the Shane's Castle line differs from prototype in having substantial, well-laid track which will doubtless be well maintained.

After the second crossing the line runs on the left of an estate road which is virtually level, apart from two humps where it crosses streams by substantially-built stone bridges. Fortunately these were already wide enough to take both road and rail. Just before the second bridge there is a halt called MILLBURN, which has a narrow platform on the Down side. Near the terminus the line veers to the left across open ground and stops close to the ruins of Shane's Castle, the total distance being about 1½ miles.

Shane's Castle station is an imposing wooden structure with a large canopy over part of the platform. Apart from the "usual offices" it has a lofty hall with handsome oak roof beams. This will be used as a cafe on busy days. There is a run-round loop opposite the platform, but no sidings have been laid as yet.

The rail, including all the pointwork, was recovered from the extensive marshalling yard of Courtaulds Ltd, at Carrickfergus. It is entirely flat-bottomed, about 80lb per yard, and its origins are now unknown. Apart from the points, which are sole-plated, the rails are screw-spiked directly to the sleepers which were mostly formerly used for the 5ft 3in gauge and now cut short. There are also a few ex-West Clare sleepers. Most of the ballast is coarse gravel, with some broken stone in strategic places. All the points are hand tumbler-operated. In places the track has an air of the County Donegal about it, where curves have been laid without the aid of rail benders, but this can be improved upon in due course.

The rolling stock comprises open coaches 1-5 and covered 6-10. All are 5ft wide and are 10ft 6in long, on 4 wheels. Only No.5 is at present fitted with a handbrake. The coaches seat 12 in two compartments, fitted with safety chains instead of doors. The livery is all-over brown, with black steel floors, underframes, etc. The insides of the roofs are cream and the side panels are lined $\frac{7}{8}$ " red, edged on either side by $\frac{1}{8}$ " yellow. They were built on the underframes of 4-wheeled turf wagons obtained from Charles Tennant Ltd, Glenconway, Dungiven. The original 3ft 6in wheelbase has been doubled. One such wagon is on the line, unaltered. The riding is smooth for 4-wheelers but the steel floors result in quite a considerable noise level. There are two other items of stock on the line - ex B&NCR open wagon 932 and an unmarked 4-wheeler, thought to be the frame of an ex-British Aluminium Co. (Larne) tipping wagon.

The line has four locos - 2 steam and 2 diesel:

1. Tyrone Peckett 1026 of 1904. Ex British Aluminium Co. No.1, and later preserved by William McCormick, Knock, Belfast. Principal dimensions: 0-4-0T; 7" x 10" cylinders; 1'8" driving wheels; original pressure 160 psi; weight 7 tons.
2. Rory Simplex 11039 (Class 60S) by Motor Rail Ltd, Simplex Works, Bedford. Obtained from Chas. Tennant Ltd.
3. Shane Andrew Barclay 2265 of 1949. Ex Bord na Mona, Clonsast, No.3 (also numbered LM45). Principal dimensions: 0-4-0WT; 8½" x 12" cylinders; 2'0" driving wheels; boiler pressure 180 psi; weight 10¼ tons. This is the better of the two steam locos. Modifications are described below.
4. Nippy Planet 2014 of 1936. Ex Ministry of Technology, Safety in Mines Research Establishment, Buxton, Derbyshire. It is the only loco to have had a name previously.

Steam loco No.3 was extensively overhauled at Antrim by Fred Forrest and Nicholas Watson and its present superb condition is a tribute to their efforts. A mechanical lubricator has been fitted and, more noticeably, the spark arresting chimney has been replaced by one from a Burrell Showman's Road Locomotive, complete with copper cap. It now sports an extremely colourful livery of green, black and brown, with red buffer beams and wheels; it is lined ¾" red edged with ⅛" yellow either side. All the motion is burnished brightly and all pipework gleams. The original painted boiler straps have been replaced by polished brass ones. It must be a very long time since any Irish steam loco was in such wonderful order - it is a joy to behold and to listen to!

No.1 shows her age rather, but it is intended to strip down her motion and repair her generally after the opening had passed over. She retains her original livery of green lined ¼" yellow and has a certain jauntiness of appearance which makes us hope she will be fully active before too long. Only "Rory" has so far worked from the diesel stud. It is beautifully finished in navy with red buffer beams. It is in fine order and can charge along at a remarkable pace! "Nippy" lurks in the back of the shed and awaits repainting, being still in its drab green and black livery.

The Shane's Castle Railway is, to the enthusiast, the most exciting railway project in Ireland yet. Chronic lack of funds has prevented the Irish Steam Preservation Society's line at Stradbally, Co Laois, from reaching completion and as it is a purely voluntary effort it will be a long struggle to fulfil its promoters' ambitions. The two lines, however, are sufficiently far apart to be complementary rather than competitive - a feature which is noticeably not the case elsewhere on the preservation scene in Britain.

We commend the Shane's Castle Railway & Nature Reserve to all our readers as a most worthy project. We congratulate Lord O'Neill and wish him every success with his venture.

Shane's Castle Railway

DIAGRAM OF ANTRIM STATION

— Not to Scale —

