

THE

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EDITORIAL

A document published on 1 October could well be described as weighty for various reasons - not least because of its title "Defining the Role of Public Transport in a Changing Environment". In this guise appeared the very eagerly awaited "McKinsey Report" into the workings and future of CIÉ. Without doubt it is by this latter, unofficial title, that the document will be known, as was the case with two predecessors, the Milne Report of 1948 and the Beddy Report of 1957. Not less significant is the price of the new report - £3, which seems, to put it very mildly, unnecessarily large. Even in these days one would expect a hard-covered, glossy-papered and well-illustrated work for that price. Instead one receives 140 pages of unglossy quarto paper and four folded inserts of small maps and diagrams. These and some 39 others in the text are oddly described as "exhibits". The typeface is large and easy to read, and the volume has a glazed card cover.

With a publication such as this quite a number have to be distributed free to interested parties. This is as it should be but we cannot accept that it is either right or proper to levy such a stiff price off members of the public who, after all, have a vital interest in the financial "doings" of CIÉ. It could not be claimed, of course, that any great numbers would rush to buy the report for leisurely study at home, but this is not the point. Surely it would be beneficial to stimulate an informed opinion on this very important topic, and one way would be to have this important material available at a minimum cost. One may be sure that the report cost a significant sum to compile and produce in print. Thus it seems likely that relatively little additional cost would be involved in subsidising its purchase by the public.

The actual contents of the report are likewise "weighty", as might be expected. In view of this no doubt many readers will be surprised in see that it is not discussed in the news pages of this issue of the IRN. Nor will they find any mention of the CIÉ Annual Report for 1970/71, which has just been issued. This is a conscious decision on our part. We feel that both documents are of such importance as to warrant a thorough, extended coverage (along with a detailed analysis), which will appear in the next IRN. To attempt a hasty review of the important matters concerned would be to do them less than justice.

Another reason why we have withheld comment is that ours news pages are rather "full" in this issue. We give extensive coverage to two important topics - the timetable alterations and the revolutionary new Dublin suburban ticket system, both on CIÉ. This makes the point that we feel the IRN should maintain a flexible approach to its contents. Rather than confine ourselves to a rigid arrangement of news paragraphs and a few feature articles in each issue we feel that the format should be adjusted to meet the editorial matter and not the other way around.

With this issue we end out seventeenth year of continuous publication. That we have achieved this is due to the steady support of contributors throughout Ireland and, more important still, to the continuing encouragement (financial and otherwise!) which we receive from our readers. We have acknowledged this before; it is our pleasure to do so again. May we ask for your continued support in 1972, and that

you return the enclosed subscription form as soon as possible. It would also help if you mentioned the IRN to your fellow enthusiasts. We would be delighted to extend our print run to cater for them!

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

End Of An Era

A venerable institution - the Irish Railway Clearing House - ceased to exist on 1 August last, having outlived its London counterpart. Its remaining functions have been taken over by CIÉ who have occupied the premises 5 Kildare Street for quite some time.

News Section

CÓRAS IOMPAIR ÉIREANN

Rates & Fares Increase

All CIÉ rail and road fares and rates were increased on and from 30 August. The average increases are as follows:

Railway passenger services	10%
Railway freight services	18%
Dublin bus and suburban rail services	14%
Provincial bus services	10%
Road freight services	12.5%

It should be noted that these are average increases. In the case of rail passenger fares over longer distances there is a degree of taper in the increases which should help to diminish the effect on traffic which CIÉ is most anxious to retain. The increases will not apply to schoolchildren travelling to and from school who are not covered by the free school transport service. In their case the difference between the rates charged and the new standard rates will be met by the Department of Education.

New Bridge At Ballinasloe

A footbridge with an interesting history in its earlier days has recently been erected at Ballinasloe Station. It was latterly at Ballyglunin, but had earlier been located at Oughterard, on the long-closed (1935) Galway/Clifden branch.

Signal Notes

The special signals to permit up trains to run on the down line from East Wall Junction to Connolly Station were commissioned on 4 July, but no such movement of a train has been observed as yet. Later in July the signals at Rathdrum were altered to allow two-way working in both loops. The former up line is now the "through" road and the down line is the "loop". The distant signals at Sallins are now 2-aspect colour lights and there has been a similar alteration of the distants since 15 September at Ballykeaghan Nos. 1 and 2 crossings at the former Kilmacow Station between Kilkenny and Waterford.

Pensioners' Concession

In mid-August it was announced that the free travel scheme for pensioners previously available only to Social Welfare pensioners and to War of Independence veterans had been extended to include pensioners of the Electricity Supply Board. The scheme retains the oddity that where the wife of the pensioner is also entitled to free travel she must be accompanied by him or else pay the appropriate fare. It has been pointed out with some justification that the pensioners of CIÉ itself, many of whom

gave long and valuable service to the board and its predecessors, do not enjoy this concession unless they are also Social Welfare pensioners. Admittedly many of them have privilege ticket and limited free ticket concessions but it is felt by many that CIÉ should grant the outright concession.

Raid

Armed men raided the booking office at Dundalk Junction on 8 September and took some £2,500. So far they have not been apprehended.

Push & Pull

Experiments with push and pull working in mind are continuing at Inchicore Works. Railcar 2646 has had General Motors control jumper cables fitted, also air-brake pipes. The very long disused 2647 which still sports the old green livery is also involved. It is reported to have had air-brake pipes fitted but neither railcar has a control console as yet.

Railway Rescue

An August Bank Holiday special from Gorey to Dublin had an unusual adventure on 2 August. As it emerged from the long tunnel at Bray Head it was signalled to stop by the patrolman whose normal duties are to keep watch for rock falls on this most exposed line. On this occasion, however, it was not rocks but a lady who had fallen at a place called "the Brandy Hole". Having been cautioned the train (B158, LV and 7 bogies) proceeded to the scene of the accident, where the victim was being tended by Bray Civil Defence Rescue Unit. The train stopped once again and the victim was placed in the front van and brought to Bray Station where an ambulance took over to Loughlinstown Hospital. The total delay to the train was only 10 minutes.

Limerick

Limerick Station alterations are proceeding. A crossover from No.2 to No.3 platform lines is being installed to facilitate locomotive run-round.

Timetable Alterations

Our traditional "Winter Timetable" heading no longer applies for CIÉ's one-year timetable, mentioned in our last issue, remains valid, subject to some alterations. These are contained in a booklet which, as the timetable promised, was valid from 13 September but nonetheless was not available until 15 September. In view of the vast number of assorted alterations it contains this is just not good enough. The publication comprises twelve pink pages designed to supplant pages 117-156 of the timetable (and the "Bus Connections") and thirteen white pages which contain the details of train and ship alterations. The latter pages are on gummed paper to facilitate change to the original book.

Our slave set about altering our office copy of the timetable and discovered this to be a mammoth task which took 1¾ hours!! No fewer than eighty separate pieces had to be cut out and stuck in place. These concerned 45 different CIÉ trains, in some cases on as many as three pages, and in addition there are many revised footnotes. It is hard to imagine that any busy booking clerk, whether employed by CIÉ or by any other organisation, could devote the time to perform this tiresome chore properly, so it seems likely that the incidence of wrong information being given will rise to an alarming extent. As there are so many changes nothing less than a complete reprint would be acceptable.

The actual changes range from a few corrections to typographical errors in the original to some sweeping alterations to established services. The biggest single change concerns the former 17:45 Dublin - Nenagh - Limerick and the 19:00 "Sáirséal" express (Dublin - Limerick Junction - Limerick) which are now combined as the 17:50 "Sáirséal" which divides at Ballybrophy to run via Nenagh and via Limerick Junction to Limerick, as has been the practice in the Up direction in the mornings since the "Sáirséal" was introduced.

The 19:00 path from Heuston Station is now used for a new train to Cork, serving Portlaoise, Templemore and all stations except Rathduff to Cork. It has a train connection from Limerick Junction to Limerick but it is not shown to connect with the 22:25 bus from Mallow to Tralee although there is in fact a good connection (22 minutes). It conveys the buffet car formerly on the 17:45 to Limerick, which (curiously) was worked light to Cork for the 08:10 ex Cork the next morning.

Elsewhere on the Cork line the 17:10 Cork-Thurles runs to Mallow only and the “Sláinte” (18:00 ex Cork) calls now at Mallow, running 5 minutes slower as a result. As a consequence the 15:30 Up is the last train to serve any intermediate stations, except for Charleville and Limerick Junction. Passengers from Buttevant, Charleville, Kilmallock and Knocklong to Limerick Junction and beyond are now permitted to take the 13:10 ex Dublin to Mallow and then travel back on the 18:00 Up without surcharge. On Sundays the 15:30 Up slow is retimed to 16:00 but is only 6 minutes later at Dun Laoghaire Pier - a welcome improvement on a tedious journey.

The Dublin-Waterford page (Table 5) is entirely reprinted, but the principal improvement here is to delay the 08:25 Up till 08:40 to take a connection off the 07:15 ex Rosslare Harbour. In any event its departure was only 20 minutes behind the 08:05 “Deiseach”, and the change should make the service more attractive.

On the Midland lines the former 15:00 to Westport (with a Galway portion) now leaves at 14:30. The side effects of this are felt on both the Ballina and Loughrea branches, the latter now having an additional connection from the Dublin direction into the 17:20 Down, while the connection to Galway off the 15:35 Up is now only 64 minutes instead of the previous 102. Passengers from Limerick, etc., on the 15:40 train are not so lucky for the 14:30 misses the connection at Claremorris for Westport by 20 minutes. The alternative bus connection is 85 (!) minutes slower than before. In the Up direction the 07:35 ex Galway terminates at Portarlinton and connects with the “Sáirséal”, while in the evening the former 14:50 ex Westport and 15:05 ex Sligo are transposed in their Dublin arrivals by being retimed to 14:35 and 15:20 respectively.

In the Dublin suburban area the only significant change is to restore the time-honoured Connolly Station to Greystones at 17:07. This train had recently run to Bray only. This was the lordly “5:15pm from Westland Row”, virtually unchanged since D&SER days. It has since been given a stop again at Lansdowne Road and is 3 minutes slower. The 17:13 local to Greystones has been cut back to Bray only.

Having reviewed some of the changes which the alterations booklet shows, we may now turn to those changes which are not mentioned. We have already referred to the case of the 19:00 to Cork and its bus connection to Tralee. There is also a Sundays only 18:50 Limerick-Ballybrophy, returning at 20:25. This is a “Cheap Weekend” special which has run for quite some time and since all other such trains are shown in the timetable it would seem that this one should be included. In the “Information” part of the timetable there are two alterations to the list of bus services on which rail tickets are accepted but there is no replacement for the fares list (useless since 30 August) and the list of train catering services is little more reliable owing to the train changes already mentioned. On the bright side it is good to see that train name are being restored in the timetable but what about the “Cu na Mara”, “Fáilte”, Down “Sláinte” and the “Seandún”? The last-mentioned is shown only on the Limerick-Dublin page although it is a Cork-Dublin train!

Speed Restrictions

From 7 June last all vacuum-fitted cattle wagons and all horse boxes have been limited to 50 mph operation. Previously any of the former were allowed to run at 60 mph and most remaining horse boxes were branded “XP” for express passenger train operation. The result of this new move is that CIÉ can no longer provide a service by passenger train for cattle or horses. All con flats are also restricted to

50 mph and are likewise barred from passenger trains. While these decisions were no doubt reached in the interests of safety it is rather a pity that they mean the end of the magnificent miscellany of wagons and vans which were such a long-lived feature of many Night Mail trains and, above all, the erstwhile 12:45 Dundalk-Dublin, which was once observed in GNR days as comprising 2 locos, 7 bogie coaches and 24 wagons!

A Gentle Hint

Since the Transport (Miscellaneous Provisions) Act 1971 became law the penalty for misusing the communication cord on CIÉ trains has become £25 instead of the traditional £5. You have been warned!

New Dublin Suburban Tickets

An entirely revised and simplified range of tickets was introduced on the Dublin Suburban services on Monday 30 August 1971. We refer to a rates and fares revision elsewhere in this issue as affecting the rest of the CIÉ system. The first very welcome change has been the decision to extend the limit of the Dublin suburban fare structure northwards from Malahide to include Skerries. Since the days of the GNR passengers from stations beyond Malahide (9 miles) have complained rather bitterly about paying the full rate whereas the cheaper suburban rate applied as far as Greystones (almost 20 miles) to the south. It was initially intended to have the suburban area extend from Malahide to Bray only but public demand for the new monthly tickets encouraged a last-minute extension to include both Skerries and Greystones. This bold decision is highly commendable and one which will surely be amply justified. Now, however, the many commuters from Balbriggan are incensed about being left out so perhaps we shall see another slight extension of the area to Balbriggan. There would be little justification for any further extension north of Balbriggan.

The following new range of tickets is all that is now issued:

Ordinary Single	Adult, Child (u16), Schoolchild (u16).
10-Journey Ticket	Ditto and Student (16-19).
Monthly Unlimited Ticket	Schoolchild (u16), Student (16-19) between 2 stated stations.
Monthly Unlimited Ticket	Adult: Rail only - all stations Malahide to Bray.
Monthly Unlimited Ticket	Adult: All stations Skerries to Greystones and all bus services in Dublin City Services timetable.

The issue of all the following tickets has ceased, between Skerries and Greystones:

Ordinary Return	Adult and Child
Day Return	Adult and Child
Weekly Limited (5/6 day)	One return journey per day
Six-day Limited	Juvenile, Student
Monthly Limited	
Weekly Unlimited	

The 10-Journey tickets introduce several features previously unknown in Ireland. They are not issued for any fixed period of time and the permitted journeys may be made in either direction at will, between any two stations in the area at the rate marked. Most important, they are transferable, that is they may be legally used by anyone - not just the purchaser. These tickets mark the start of self-service ticket cancellation in Ireland. The "token" system of Belfast Corporation Transport Department hardly comes into this category. At each station (each barrier gate at the busier stations) a ticket canceller by Almex has been installed. This simultaneously nips the 10-journey ticket and stamps on it the time, date, machine number and "stage". From the last word comes a clue as to the origins of the equipment. It was purchased for use on one-man-operated CIÉ buses in the Dublin area, but such services have

been so far successfully blocked by the busmen's unions. The first batch of tickets were printed for use on Dublin buses but this word has been overprinted and subsequent batches will be for rail use only. It is reported that automatic turnstiles, released by these and other tickets, may be installed in due course. We also learn from "Nuacht CIÉ" that coin-operated ticket-selling machines will soon appear at suburban stations.

From the staff point of view these tickets are a blessing in that they cut down the amount of manual checking at barriers but they are a menace in other respects. Firstly, bus-type Almex issuing machines have had to be placed in all booking offices concerned. These have only 5 characters - compared with 9 on the rail type - so that each suburban station now has to have two code numbers: a 2-digit for 10-journey tickets only, and a 3-digit for singles, etc. Secondly, the majority of stations only have one canceller, generally installed on the "Up" side, so there is a distinct risk of passengers not bothering to cancel their tickets for "Down" journeys, commencing at out-stations, e.g. Dun Laoghaire - Bray. In these cases passengers are expected to cancel at the "Up" side and then proceed to the "Down" platform but latecomers seem unlikely to do this.

Some checkers have been issued with a new type of nipper which cuts out a square portion from the ticket edge and impresses a 3-digit number in the ticket. Thirdly, the Almex cancellers themselves are not equipped with a bell, as is frequently the case with other makes, thus it is difficult for an observer to be sure if a ticket has been cancelled without inspection. The muted click of the machine is hardly discernible against the cacophony of sounds in a busy station. Fourthly, the cancellers are very sensitive to bent or mutilated tickets; these if otherwise in order must be hand cancelled.

From the passenger's point of view these tickets are also a mixed blessing. They are a boon to the casual but fairly frequent traveller, to whom the previous "weeklies" were no use, and also to the frequent "one-way" traveller. The rate changes - offering a discount of up to a third on 10 single fares - is very attractive. They are less attractive to former users of weekly unlimited tickets who must now choose between buying more than one 10-journey ticket a week or else one of the new unlimited monthly tickets. The latter are really outstanding bargains, but many of the users of the old unlimited weeklies could, perhaps, be termed improvident, and the outlay for a new monthly ticket might just be too high, especially for short journeys.

Perhaps the most revolutionary change of all refers to the two types of new monthly ticket. These are only issued at Connolly Station, Tara Street, Pearse Station and at the CIÉ City Office in O'Connell Street. Each bears a passport sized photograph of the holder and the necessary picture can be obtained (apparatus permitting) at each of the issuing stations, the cost (15p) being refunded when the purchaser leaves the surplus photos with CIÉ for use on subsequent tickets. The tickets cost £5.30 for the combined bus and rail, and £3.90 for the rail only. They are unlimited in use and are not cancelled or nipped. They are colour coded separately for each month and also to differentiate between the two classes of ticket. They are not Almex-stamped on issue as all details apart from the name of the holder are ready printed. Both are most attractively priced, especially the bus and rail one and already it is being used by commuters who "just never use a train". Virtually anyone without a car whose bus fare to and from work is 10p or more can benefit financially from having one and of course there is the convenience of not perpetually rooting for the correct fare! No doubt the busmen's statistics will be upset, but who cares?

The general reaction to the new system has been favourable. Our observations would suggest that close to 50% of passengers already use either 10-journey or monthly tickets and no doubt this proportion will increase in time. The Balbriggan commuters - not an inconsiderable number - will doubtless soon learn to buy the unlimited monthly along with the appropriate Balbriggan/Skerries ticket. If Skerries had been left outside the suburban area its revised single fare would have been 39p compared with the new 20p. Formerly the monthly rail only fare from Skerries to Dublin was £7.60. Now for only £5.30 the

passenger has both rail and road without restriction.

The revised arrangements, however, leave a few unsolved puzzles. Why, for instance, were Day Returns eliminated? In summertime a great proportion of the traffic on these lines is to the seaside and day returns were always sold in large numbers. The suburban housewife must now buy two single tickets for a day's shopping in the city - an irksome business which may not be well received. We also wish we could know why there is no 12p single fare. This had produced some odd effects like the single Dublin/Bray fare: 14p, compared with only 12p on the bus (to Bray, Main Street). The 8½ mile journey from Sandycove to Greystones costs 14p, while the 8¼ mile trip from Connolly Station to Dun Laoghaire is only 10p.

We also observe that a 20p single fare from Skerries covers all stations from Harmonstown to Greystones inclusive - a 22½ mile zone - whereas a 20p single fare from Greystones ranges only from Killester to Skerries (15¾ miles). As the 10-journey rates are directly related to the single fares these show similar eccentricities. The 10-journey rates themselves show some surprising variations in the discounts they offer. A 10-journey ticket for a 3p fare is 20p, a discount of one-third; for the 6p fare the 10-journey rate is 50p, a discount of one-sixth.

One final comment. The method of ticket issue would be simplified if the Nederlandse Spoorwegen (Dutch Railways) system were followed. Under it an identity card, valid for 5 years, is issued, bearing the holder's photo. It goes in a 2-compartment plastic wallet, the other compartment containing the actual ticket. This mode of operation would surely reduce the paperwork and generally streamline things without reducing essential security.

Ballsbridge Siding

Work commenced in mid-August on the lifting of Ballsbridge Siding. This line was on the Up side just south of Lansdowne Road station and was used to provide rail access to cattle and horse shows in the Royal Dublin Society, and also for the storage of secondary coaches at off-peak times. A decline in the use of the rail facilities in the Showgrounds caused its demise. Work proceeded quickly and the final act was performed on 19 September when the connection from the siding to the running line was removed by the Inchicore crane. By that time, indeed, all trace of the siding itself had been bulldozed out of sight and the ground was in use as a parking space for cars and horseboxes.

When the removal was under way some track alterations were made at Lansdowne Road. The facing crossover from the down to the up line was moved out about 40 yards and the trailing crossover from the down to the up line was put in just on the Bray side of this. The Lansdowne Road Up Home signal was moved out to protect both crossovers. At the same time the down starting signal was moved about 40 yards further out. This change will help to prevent long down trains fouling the level crossing at the Dublin end of the station. The changes are shown in the diagram below.

Permanent Way Work

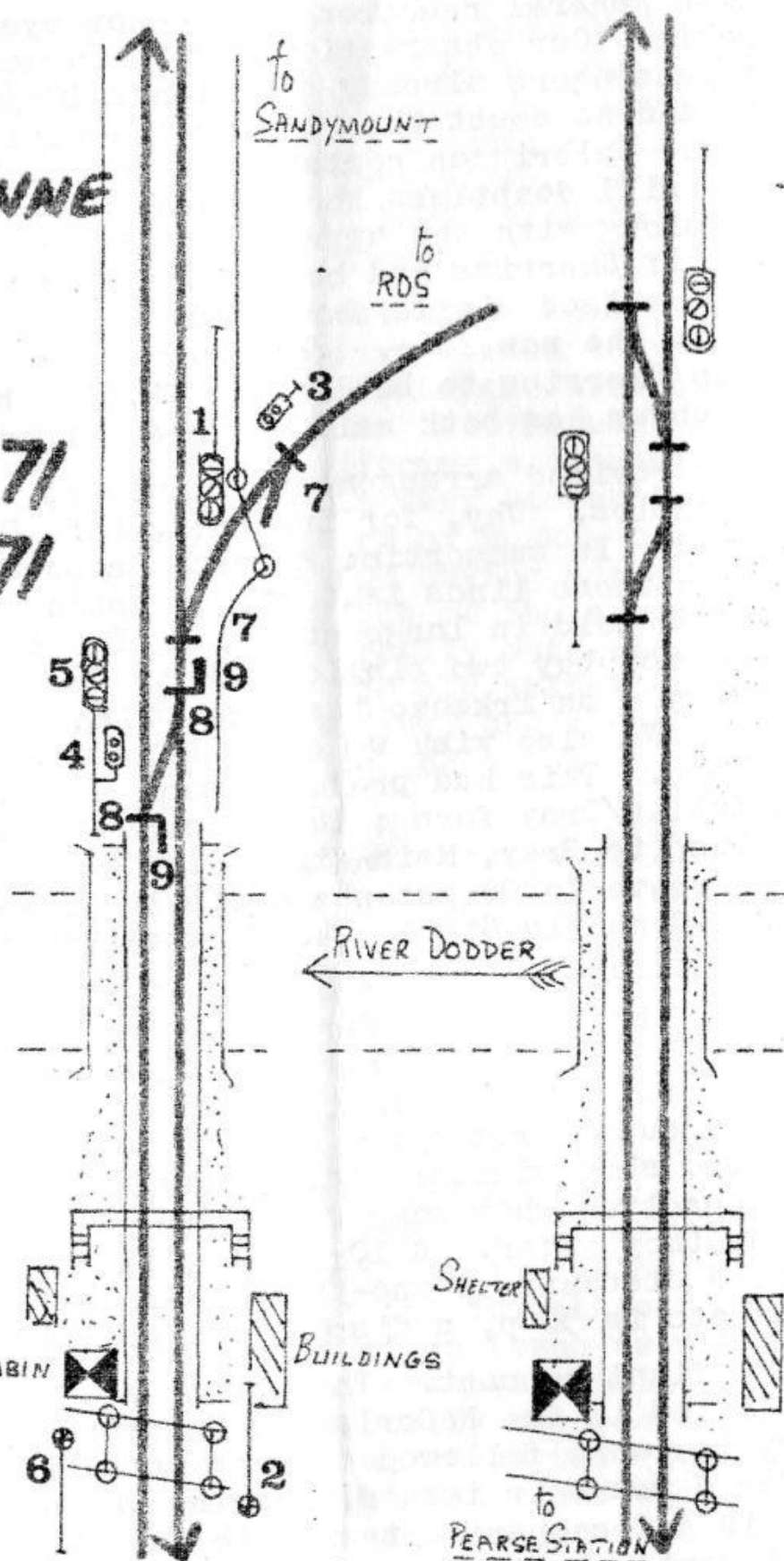
In July quite a lot of work was done on the permanent way between Little Island and Dunkettle Bridge, on the Cork/Cobh/Youghal line. The line was lifted in stretches and the sleepers examined, defective ones being replaced. At the site of the old Tivoli Station about half a mile of new sleepers was put in on one Sunday during which there was single-line working in force. The work was finished off on Monday and Tuesday, between trains. On 31 July the Lisduff ballast train arrived and deposited its load at Tivoli. As Lisduff was shut for holidays the train was based at Midleton and was extensively used in the area to carry stone supplied by Ellis from their Midleton quarry and which was needed at the sites where sleepers were replaced.

LANSDOWNE ROAD,

L. AUG 1971

R. OCT 1971

- 10. UP WICKETS
- 11. DOWN " CABIN
- 12. GATE STOPG
FULL T.C.



Youghal Branch

The seaside Sunday trains ran up to 22 August but there were trains to Youghal on the 29th as well because the branch was open anyway for specials for a football match at Midleton. The heaviest traffic was in July when trains regularly ran at 10:00, 11:05, 12:15, 13:55 and 14:30 as well as in the evening. The support depended on the weather and on one fine Sunday there were five trains before lunchtime alone. At Youghal the short platform nearest to the strand was very little used even though work had gone on at it for the best part of a year. A train ran from Cork at 14:14 on Wednesdays very frequently and it also operated on some Saturdays at the height of the season.

Portmarnock Breakdown

A most rare combination of misfortunes affected the 14:25 Mosney/Dublin on 4 August. The railcars (units 2611/04) failed at Portmarnock. A relief loco failed before it left Dublin and a second relief loco failed at Howth Junction. Eventually B168 went out to effect a rescue and the train finally arrived in Dublin at 17:41 - 139 minutes late!

The Prize Stations

Below are given the results of the 1971 competition for the best-kept stations on the CIÉ system. There are now four prize categories, A, B, C and D, and the stations are graded according to their size.

Category A	1 st	Limerick Coaching	
	2 nd	Galway Coaching	(Joint second)
		Heuston Coaching	(Joint second)
	4 th	Cork Coaching	
Category B	1 st	Tuam	
	2 nd	Tullamore	
	3 rd	Portarlinton	
	4 th	Thurles	(Joint fourth)
		Limerick Junction	(Joint fourth)
	Runner up	Ennis	
Category C	1 st	Ballybrophy	
	2 nd	Collooney	
	3 rd	Athenry	
	4 th	Rathmore	(Joint fourth)
		Bagenalstown	(Joint fourth)
	Runners-up	Ballinasloe	
Category D		Wellingtonbridge	
	1 st	Malahide	
	2 nd	Dalkey	
	3 rd	Adare	
	4 th	Dromkeen	(Joint fourth)
		Little Island	(Joint fourth)
	Runners-up	Attymon Junction	
		Woodlawn	
		Rathdrum	
		Rush & Lusk.	

Pass The Lexicon

In a recent advertisement CIÉ made a novel use of quite a common word. The notice referred to the disposal of the original Crossley engines which were in the A and C class locomotives and, with what

must be the understatement of the century, they were described as “used”. Anyone who has followed the fortunes of these classes and their performance over the years will appreciate the use of this adjective! In all there are 63 1,200 hp (A class) loco engines which are all available and 34 550 hp (C class) units of which 14 were immediately available, the rest becoming so at the rate of one a month.

Rosslare Report

The permanent platform at Ballygeary Halt was brought into regular use on 2 August but there was a brief period of confusion when some trains continued to call at the temporary platform. The remnants of the former Dublin bay platform and also of the “goods road” were lifted in July. The site is being utilised for an extension to the main platform. Further alterations are pending in connection with the future introduction of stern-loading car ferries on the Rosslare-Fishguard service instead of the present side-loading arrangement. The present berth of the Le Havre ferries will be used and there is a proposal to convert the present goods store into a terminal for foot passengers and to utilise the existing passenger hall for goods.

Normandy Ferries have announced that they will not be operating on the Rosslare/Le Havre route in 1972 as they require their vessels for more frequent services elsewhere. Irish Shipping Limited intend to take over the route but it is not known what vessel they might use. In mid-July it was announced that public telephones had been installed on both the “Caledonian Princess” and the “Duke of Rothesay” for use when in port at Rosslare.

There has been a noticeable increase in passenger traffic to and from Fishguard partly as a result of the Dun Laoghaire/Holyhead service being suspended. The 18:15 train to Dublin has been quite popular but on 6 October it left just as the “Duke of Rothesay” docked. Some 100 passengers had to go by bus instead.

Refugee Traffic

A considerable exodus of refugees mainly from Belfast in mid-August taxed the ingenuity of CIÉ’s rail staff in a manner altogether without precedent. Older enthusiasts still speak in awed tones of the multitudes conveyed to and from Dublin for the Eucharistic Congress of 1932 but that operation, however marvellous logistically, was organised with ample warning. The problems encountered in 1971 were totally different, being thrust upon the railway at short notice in a situation which was confused, to put it mildly. In all some 6,000 people were moved, in addition to the normal traffic on the line.

The biggest movement took place on 11 August when some people came on the 14:30 ex Belfast. It called at Gormanston to set them down, arriving in Dublin at 17:13. When the loco, 102, had run round the train left again at 17:39. A special from Belfast (A22R, HV, 8 bogies and HV) ran at 17:20, reaching Dublin at 20:30. It had been formed by the set of a Dublin/Dundalk Mystery Train which was sent empty to Belfast. The 17:30 Up “Enterprise” was delayed until 17:40 and having followed the above special and called at Gormanston it arrived in Dublin at 20:45 (A52R, HV, 9 bogies and HV). To bring back the Mystery Train passengers an extraordinary collection comprising B158, a 4-car AEC set, 6 bogies and LV was made up and sent off. It returned to Dublin reaching there at 21:29 and it was followed at 21:50 by another special which arrived at 21:50 (B152, 6 bogies and HV). This in turn delayed the arrival of the 20:15 ex Dundalk until 22:00, 35 minutes late. Yet another special left Belfast at 21:15.

Lights Out!

As a result of an Electricity Supply Board labour dispute large areas of Dublin, and indeed the country at large, were blacked out for periods during the second week in September. On 9 September Connolly Station was without power for an hour at 20:00. As the station has no stand-by generators the failure

was complete - points, signals, etc., were all out of commission. Next day there was a 2-hour blackout at 08:00, resulting in complete disruption of morning rush-hour services. That evening there was a further interruption but the consequences were not as serious as they had been in the morning. Still, the events should clearly result in the provision of equipment to maintain the signalling.

DEMOLITION DETAILS

In our May issue we printed a detailed report on the lifting of the Clonmel line from our correspondent who has since seen the job through to its completion. We were unable to afford sufficient space to his second report in the last issue and we now repair the omission.

“Just after I wrote last, Mr McGuirk’s men lifted the Grove area. The rails were piled on Powerstown Platform but the sleepers were taken to Clonmel with the chairs still attached. They had some trouble lifting through the Grove as it was hard to operate the crane to lift the sleepers and in fact for one or two loads they left the crane behind and loaded with their little fork lift truck which normally was used to get the sleepers out of the ground.

“On a number of occasions they stayed overnight at the end of the line to help make an early start next morning and a few times they would be loading rails until dark, finishing the job next morning soon after 8am. The next trouble spot was the wet area before and after MP 21 and although the weather was dry it was still desperate in places and made work far more hard for the men. Luckily they just got clear of the wet area when the weather broke. By 8 May they had cleared the last overbridge just before Tannersrath Crossing. Between this point and Clonmel the rails were very bad as they had taken the good rails after the line closed.

“On 11 May they lifted the last level crossing - Tannersrath - where the railcar had been stored the first winter after the Fermoy/Mallow job was finished. The last day of lifting was Thursday 13 May and the final pair of rails was not loaded until 10:20pm. The load of rails had only to be moved 30 yards to Powerstown Platform (to which the line remains). The railcar was shunted to the same siding (in Clonmel) as it used last winter. Mr McGurk had intended getting Hammond Lane to cut up the railcar for scrap but for the present he is keeping it stored. He advertised a lot of the other equipment and sold some of it. On Saturday 15 May all men except one returned to Carrigans.”

In a recent postscript our correspondent notes that the railcar is still in store and that the big pile of sleepers at Clonmel Station should now be reduced in size as CIÉ loaded some on a number of Saturdays.

NORTHERN IRELAND RAILWAYS

A Word Of Explanation

Readers will understand that because of the unsettled position in Northern Ireland the gathering of detailed news, especially from personal inspection of railway sites, is made very difficult and this fact explains the imbalance in the news coverage of this issue. We are indebted to our correspondents who have done their utmost to supply us with data.

Bangor Line

All the new two-aspect colour light signals between Belfast and Holywood appear to be complete but not in use. The crossover at Holywood was disconnected in mid-August and has since been removed. In the event of single-line working being necessary the section is now Belfast/Craigavad (6¾ miles).

Boat Trains

There has been some criticism of the manner in which the Larne Boat Trains have been operated in the

past summer season. As an example, on 23 July the 14:30 steamer ex Stranraer arrived at 17:15, 30 minutes late. A few of the passengers managed to catch the 17:20 local train which was allowed to start on time, leaving the bulk of passengers to wait until the 18:15 train. This was a 3-car DE set including trailer 726, the condition of which left a great deal to be desired. It hardly bears mentioning that the so-called "Boat Train" had left on time 10 minutes before the boat arrived.

Fire!

A small fire developed in MED railcar 28 when it arrived at Bangor West on 26 July while working the 17:45 ex Belfast. The train was delayed 40 minutes.

Derry Crash

A serious derailment took place about one mile from Derry (Waterside) on the evening of 4 August. The train involved was a return excursion special from Portrush and it comprised cars 61 and 46 (MPD) with trailer 541. Torrential rain had caused severe flooding in the area and consequent damage to the railway, leading to the derailment. The leading vehicle was only partially derailed but the others were seriously damaged and they may not warrant repairs. The line was completely blocked until the morning of 6 August. On the 5th all train services were operated to and from Culmore Halt, to which suitable bus connections to Derry were provided. It was very fortunate that the passengers escaped serious injury; only one required hospital treatment.

Dispersal

Following further disturbances in Belfast all spare rolling stock has been dispersed to outlying centres for safe keeping. To help clear the loco yard at York Road loco 103 (DE) made 2 runs of spare stock on 9 August.

Almex Tickets

Ballymoney and Limavady Junction were equipped with Almex ticket machines in July and a Conductor's machine was placed at Bangor West from 24 August. On the other hand Cullybackey was still using card tickets at this period. Despite Portadown, Lurgan, Lisburn and Belfast (Great Victoria Street) appearing in the CIÉ Almex code list, instructions have been issued that card tickets only are still to be issued for all cross-border bookings from CIÉ stations.

Service Cuts

From 16 August the 23:00 ex Bangor (weekdays) has been withdrawn and corresponding cuts on other lines were as follows: 23:00 Belfast - Carrickfergus; 22:20 Portadown - Belfast and 23:00 Portadown - Belfast (Mondays-Fridays); 23:15 Belfast - Carrickfergus, 23:40 Carrickfergus - Belfast and 23:15 Belfast - Lisburn (Saturdays only). From 30 August all of the Portadown/Lurgan local trains were withdrawn, leaving only through Belfast/Portadown trains to serve Goodyear Halt.

Collision At Portadown

The 17:30 "Enterprise Express" from Dublin to Belfast on 7 July was involved in a collision at the new Portadown station. Due to the rebuilding of the Cusher River Bridge at Tanderagee the train was running on the wrong (Up) line under single line working regulations. At the very sharp (15 mph) curve under West Street bridge it struck and demolished CIÉ LV 2711. This was one of two vans attached at the Dublin end of an NIR railcar set which was shunting. The other van involved was an NIR "Brown Van", probably 694. It was also severely damaged. Amazingly there were no serious casualties, only the "Enterprise" driver requiring slight hospital treatment. After the wreckage had been cleared a relief train was brought alongside on the Down line and the passengers "walked the plank" into it, to resume their journey 60 minutes late. The train working the "Enterprise" comprised DE loco 102 + 6 bogies. Apart from some superficial scars and a slightly bent buffer the train was undamaged and was back in

normal service next day.

Incidents

During a riot at Lurgan on 31 August the signal cabin was damaged by fire and on 8 September the goods office at Grosvenor Road, Belfast, suffered bomb damage. On 20 September the track near Lurgan was slightly damaged by explosives and as a result the 08:00 ex Belfast was some 70 minutes late arriving at Connolly Station. CIÉ provided a relief train - B155 with 4 bogies and LV - which ran as the 11:00 ex Dublin.

Sidings At Carrickfergus

On Sunday 10 October the points giving trailing access from the Up line to the sidings at Carrickfergus were removed. The yard has been very little used of late, especially since local ballast supplies have been taken at Magheramorne spoil sidings instead of at Carrickfergus.

Steam

"Jeep" 2-6-4T steam loco No.4 has been acquired by the Railway Preservation Society of Ireland.

Spoil Wagons

Many of the large spoil wagons are in use as ballast wagons and some have had a long overdue repaint. A big surprise was the appearance of M62 on the 10:40 goods train from Dundalk to Dublin (North Wall) on 2 October. It was seen on the following Monday at Inchicore Works but the purpose of its visit south is not yet known.

Oddments

The seventh set of automatic half barriers on the NIR, and the second on the former NCC lines, was brought into use at Kilmakee Level Crossing near Templepatrick on Sunday 22 August.

The mysterious new siding behind the new parcels office at York Road is reportedly for use for container traffic.

Another report indicates that the project to manufacture concrete sleepers at Ballymena loco shed has been dropped in favour of purchase

MISCELLANY

Londonderry Port & Harbour Commissioners

The 0-6-0ST loco No.3 "R.H. Smyth" was brought by road to Portstewart on 25 August. It had been in store in its shed at Boating Club Lane for the many years since it last worked. It was purchased three years ago by the Rev Lawrence Campbell. The loco was built in 1928 by the Avonside Engine Company of Bristol, works number 2021. Its sister, No.1 (Stephenson's 2738 of 1891), is in the Belfast Transport Museum.

Shane's Castle Railway

We are pleased to report a very satisfactory first season for Lord O'Neill's railway at Shane's Castle. In addition to the published operating dates, trains ran every day from 10 to 18 July inclusive. We understand that four additional coaches will be built during the coming winter.

Londonderry & Lough Swilly Railway

It is reported in the October 1971 issue of Modern Tramway that negotiations are in progress between CIÉ and the L&LSR with a view to an amalgamation. So far there has been no comment from CIÉ on the report.

Loco Building In Ireland

If one is prepared to stretch the term “locomotive” then another Irish firm has joined the select few which have built locos in Ireland. There is the added distinction that the firm’s products are for export. The company concerned is Engineering Products Limited, of Francis Street, Dublin 8, and it is presently turning out some 150 “Uniloks” on behalf of the German firm which developed this most extraordinary shunting unit. Units observed leaving the works were Type A4000 - works numbers 1007/8 (on 21 July) and 1100/1 (on 10 August). They are fitted with solid rubber road tyres and buckeye railway couplers.

Irish Shell

Notwithstanding the “obituary” notice, complete with photograph, which appeared in “Nuacht CIÉ”, of Irish Shell’s 5ft 3in gauge Planet loco, we learn that it has recently been repaired and put in good working order.

Bord Na Mona

Ruston locomotive number LM 125 (type 40 DL) has been fitted at the BNM Clonsast Works with a new Gardner 4LW engine. It is now also equipped with a very tall new exhaust pipe and it has been freshly repainted in bright yellow. Locomotive LM 100 (Ruston type 48 DL) has also been overhauled at Clonsast and repainted as well. Wickham railcar number C 27 (works number 4817 of 1948) which was previously allocated to Garryhinch Works is now at Clonsast. It is out of use and has been partially scrapped and it does not seem likely to run again.

A New Railway

We have received preliminary reports of an interesting new industrial line in a remote region and these we are now investigating.

Feature Section

CIÉ RAILCARS - THE NEW SEATING ARRANGEMENTS IN DETAIL

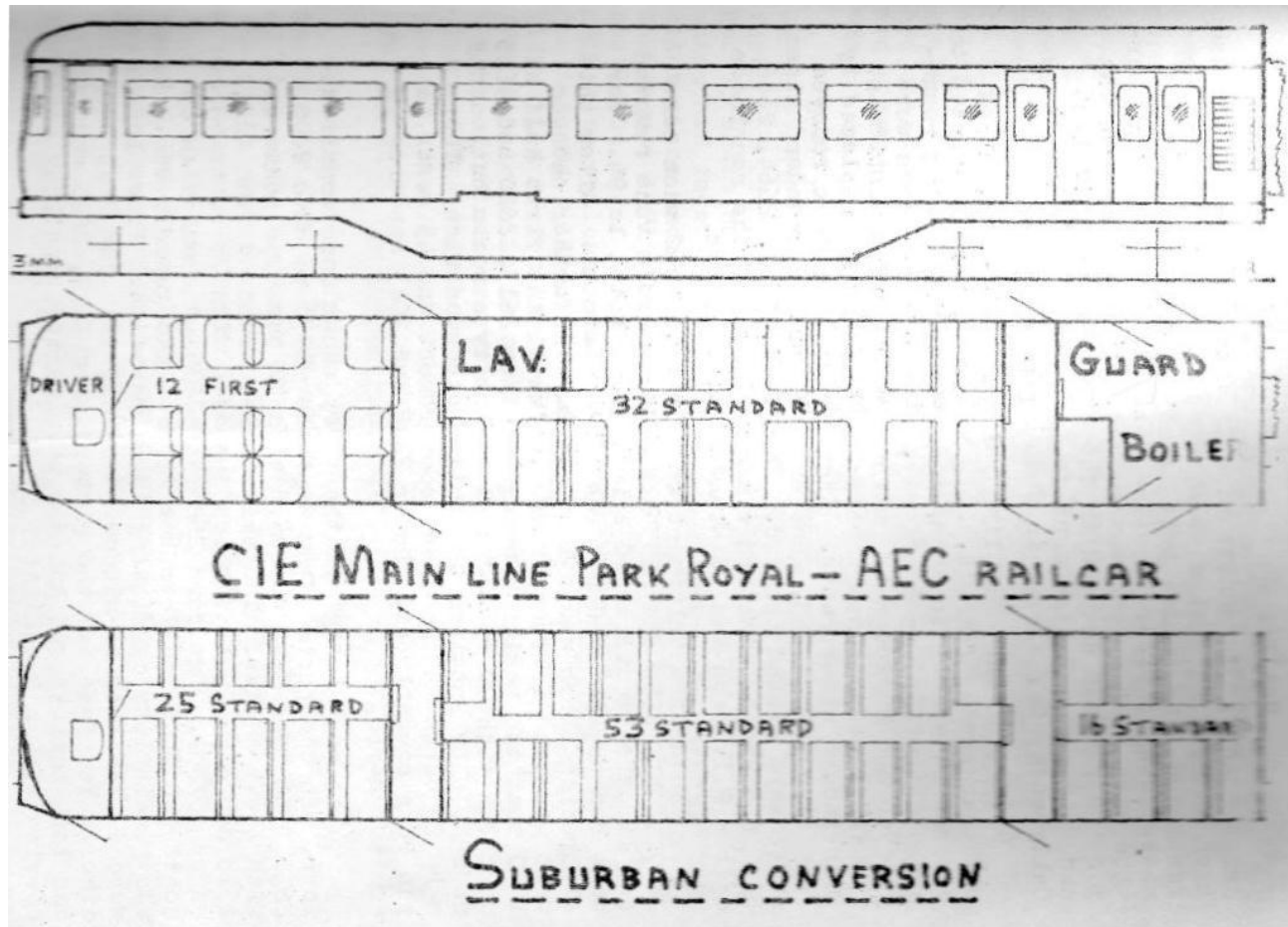
In the last 18 months or so many of the railcars which used to operate on main line services have been fitted with bus-type seats to cater for their present duties on commuter services. The numbers of seats in the different railcars vary quite a bit so it may be useful to take a look at the development of railcar seating and to try and get some idea of why these variations occur.

When the railcars were first introduced all units with even numbers were fitted with train heating boilers in the guard’s van. With two exceptions all cars had a guard’s van while all main line cars had a toilet. Railcars 2600-2647 inclusive were main line type, as were the later cars (designed by Bulleid, sent into service in 1957) 2660-2665. All had 12 first class seats immediately behind the driver’s compartment. Behind them was a vestibule with entrance doors. Next came the standard class compartment in which were 32 seats and a toilet. Further back was another vestibule with entrance doors and at the rear was the guard’s van. Each block of seats had a table (as shown on the accompanying diagram).

Railcars 2648-2656 were intended for suburban work and the general layout was similar to that of the main line cars except that the toilet was replaced by 4 extra standard class seats. Cars 2657-2659 were assigned to the Waterford & Tramore section and had bus-type seats. Car 2658 had 25 seats in the leading compartment and 55 seats in the rear compartment, 80 in all. Nos. 2657 and 2659 had a total of

96 seats as they did not have the guard's van (with heating boiler) which 2658 had.

In 1957 the suburban railcars were fitted with 78 bus-type seats, 25 in the front and 53 behind, in varying arrangements. In addition, main line car 2647, which had been damaged in a fire at Dundrum in summer 1957, was refurbished, its toilet being removed and a total of 78 seats being fitted. In 1960 2614 and 2617 came into service with 78 bus-type seats. No.2614 was a replacement for the railcar damaged in the Straffan crash in 1955 and 2617 was a replacement for one gutted by fire at Ballybrack, Co. Kerry, in June 1957.



In 1961 the main line railcars 2660-2665, along with suburban cars 2614, 2617 and 2656, were converted to powered intermediate cars, the latter three being renumbered 2666-2668, respectively. The drivers' cabs were removed and replaced by entrance doors and a vestibule. The first class compartments had their seats replaced by 20 standard class seats. The guard's vans were removed from cars 2661, 2663, 2665 and 2667 and 12 standard class seats were fitted instead. Thus 2660, 2662, 2664, 2666 and 2668 had 52 standard class seats while the remainder of the PI cars had 64 standard class seats.

The next development came in late 1962 when cars 2649, 2651, 2653 and 2655 had their guard's vans removed and 16 extra seats added bringing the total to 94. For some reason 2647 did not get this treatment. After this alteration there was a long gap before further changes were made and in fact it was not until the first half of 1970 that the position changed. Then 2613, 2620 and 2633 appeared with 70 standard class bus-type seats but, oddly enough, they retained the toilet accommodation. There were 25 seats in the front compartment and 45 seats in the rear compartment. Later 2602 and 2643 appeared in similar style.

The next stages in the story show more complications. In the period from September 1970 to date 2600,

2611, 2630 and 2642 appeared with 70 bus-type seats and with their toilets. The toilets were removed from 2624, 2628 and 2644, all of which appeared with 78 seats (arranged 25/53). But cars 2625 and 2635 came out with 83 seats and their toilets but without the guard's van - hence the possibility of fitting 13 extra seats. Those latter were fitted back-to-window: 6 on one side and 7 on the other. To round off the picture cars 2609, 2623 and 2637 had both toilets and guard's vans removed and they entered service with a grand total of 91 seats.

That was the picture concerning the original CIÉ railcars and we may turn now to the railcars taken over from the GNR in 1958. The AEC railcars on that line were identical as regards seating with the CIÉ main line cars and to date the only change has been the removal of the guard's van from 601N and the fitting of 83 bus-type seats. The BUT railcars have two different seating arrangements. Cars in the 7xxN series have 56 standard class seats while those in the 9xxN series had 12 first class seats in a compartment behind the driver. All faced forward and were graded so that all passengers could obtain a view ahead. These cars now have 12 standard class seats. A second compartment contained 40 standard class seats. None of the BUT railcars has a guard's van.

Some really unique arrangements remain to be covered. Railcar 2652 was overhauled, repainted and generally refurbished in 1970. When it reappeared in traffic it still had 78 seats but in the larger compartment all the seats which had faced the front were now reversed. The drastic alterations made to cars 2621 and 2645 were described in the August 1971 issue of the IRN, to which reference should be made. At the time of writing some unconverted main line railcars remain with main line seating but no doubt these will be altered in time. In view of the proliferation of seating arrangements which have so far come from Inchicore it is anybody's guess just what the now layout of these cars will be. But we will report the developments as they occur.

NEWS EXTRA

An Unlikely Proposal

At a meeting of Ballymoney Rural District Council in July, Mr J.E. Lewis-Crosby of the National Trust spoke of a proposal to recreate the Giant's Causeway Tramway which was closed in 1949. The intention is to boost the attendances at the famous Causeway which have fallen substantially from a peak of 250,000 in 1949. Much as we would like to see the restoration of rails along this historic route we fear that it is too fanciful altogether. This notwithstanding the fact that the Council is reported to have supported the scheme. All too often is the potential of a railway link realised far too late.