

THE

IRISH RAILFANS' NEWS

Volume 18

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EDITORIAL

As we were collating some of the material for this issue a CIÉ press release arrived with details of yet another marketing gem. More detail is given in our news pages but the main points should be stressed here. For the month of July 1972 weekend passengers from Dublin to Cork may travel for as little as £2 return, while Saturday day-excursionists from Cork to Dublin are offered a fare of £1. Travel is restricted to the special late-evening and early-morning trains which are being specially operated with pre-booking of seats. The late departures from Dublin on Friday and Saturday and the early start from Cork on Monday (06:00 hours) really do offer travellers a full weekend in Cork. The 09:00 arrival in Dublin on Monday is sufficiently early to allow most people to get comfortably to work on time, although a 2 hour 50 minute timing, now readily attainable, would eliminate a rush from Heuston Station for those whose workday starts at 09:15.

Although of an experimental nature the promotion has a "sweet smell of success" and we wish CIÉ luck with yet another interesting venture. If the experiment does succeed we would hope that CIÉ will develop the "night" theme, perhaps choosing a suitable name to catch the attention of possible customers. The added attraction of a bar/buffet service might both pay and help to create a "club atmosphere" - a sort of Munster commuters club. With a membership fee of only £2 a week even some hitch-hikers might join!

The experiment is one more move on CIÉ's part to pay its way and its continuance should be beneficial. The Government may counter its effects somewhat by its recently announced plan to provide the country with a motorway system - news which came at a time when the road death toll reached a new high, the accident rate growing daily. A motorway system would give a new incentive to speed - despite the limits - and result in quite an unwanted status symbol. It would seem more appropriate to improve the present trunk road system which, outside the approaches to cities and major towns, is under-utilised by most standards. Bypasses and works to upgrade the present network are a somewhat overdue first priority. If these problems are tackled, any residual funds should be spent in enforcing the safety regulations on many vehicles currently in use but which merit attention. Our need for motorways is a long way down the list.

OBITUARY

We record with deep regret the death on 28 May of Chief Inspector Paddy Gannon of CIÉ. As he had charge of the running of many enthusiasts' specials in recent years he was very well known to railfans in Ireland and much further afield. The following Obituary Notice has been specially contributed by Mr W.K. Boyle, Acting Area Manager, Córas Iompair Éireann, Dublin.

Inspector Paddy Gannon

Inspector Paddy Gannon began his career in transport when he was appointed Porter in 1936 at Drumhowna, a station on the now closed Mullingar/Cavan branch. In the intervening years until 1944 he relieved at very many stations in the Midlands covering such relief as Signalman, Foreman, Guard, Shunter, and it is in this period it can be said that he obtained the vast knowledge of railway working which was acknowledged by all who came in contact with him. In 1944 he was appointed Signalman at Longford and he became Station Foreman there in 1952.

He was appointed mobile Road Freight Inspector in Limerick in 1954 and this could be considered as a departure from normal procedure in as much that an experienced railwayman was appointed as a Road Freight Inspector. This, however, would only be a surface view, when one considers that the Station Foreman at Longford was deeply involved in the working of the Road Freight Depot at that time. Paddy spent 4 years as a Road Freight Inspector in the Limerick District and was acknowledged by all as a most competent Inspector, who had the gift and versatility of getting the job done with the full co-operation of the staff he supervised. This really was one of his great attributes and that this was recognised was borne out in the fact that in 1958 he was appointed District Inspector for the Kingsbridge railway district.

In 1961 he was appointed Inspector to the Operating Superintendent which, in fact, is the senior operative position in CIÉ. Paddy will be remembered, too, for his work in connection with the rail conveyance of Chipperfield's Circus throughout Ireland, where his experience, good humour and understanding for others made this difficult transport assignment an outstanding success. He was involved in many other assignments requiring transport expertise including Presidential special trains, enthusiasts' specials and others too numerous to mention.

In his recent and untimely death CIÉ has lost one of its most experienced Supervisors who carried out his onerous duties with a deep understanding for those he supervised and of colleagues with whom he worked. Paddy's sense of humour was always to the fore, his understanding of the various men in the different grades in CIÉ was deep and sympathetic, and that this was recognised was evidenced by the representative attendance of transport men of all grades and departments at his funeral. His dedication to his job was a by-word but his willingness and co-operativeness in the various tasks allotted to him was a thing of constant wonder; a great soul and a great transport man has passed on. His memory, nevertheless, lives on in the hearts of transport men throughout CIÉ.

NEW IRISH TRANSPORT PUBLICATIONS

The following new publications of Irish transport interest have recently appeared and will be reviewed in the next issue of the Irish Railfans News:

- The Baronial Lines Of The MGWR, O'Cuimin; TSA, £1.20
- Irish Railways Since 1916, Baker; Ian Allan, £3.15
- The Ballinamore & Ballyconnell Canal, Flanagan; David & Charles, £2.95

News Section

INTERNATIONAL UNION OF RAILWAYS - INTER-RAIL 1972 - 50TH ANNIVERSARY

During the period 1 March to 30 November 1972, to mark the 50th Anniversary of the Union (UIC), special facilities are available to all under 21 years of age. CIÉ, NIR, BR and some Continental systems

are all active in the scheme according to which the young traveller purchases a "Travel Authority Card" for £27.50 and then travels at either no charge or at 50% fares. Those buying Cards are entitled to free travel on the continental lines and to the half-fare rates on Irish and British lines. If the Card is held by someone from outside Ireland or the United Kingdom then the position is reversed and free travel on the lines of CIÉ, BR, etc., is allowed.

The scheme also covers BR and B+I shipping services. The Cards are valid for one month and are very strictly confined to under-21 year olds. Before setting out on any journey the holder of the Card must write on the pages provided within it for the purpose full details of the intended journey, including the route chosen. On the expiry of the Card it is to be returned to the issuing office, where the holder will receive a refund of £1.35. The purpose of this procedure has not been fully explained in available literature but it would seem obvious that it is designed to make sure all cards - with their accompanying details of all journeys made - will be returned. Doubtless much study will be made of the travel patterns recorded.

The only previous example of this type of ticket is the "Eurail Pass" which is issued for first-class use only and is further restricted to residents of North America visiting Europe on vacation. It is to be hoped that the "Inter-Rail" ticket will soon be extended to those over 21 who would find it exceedingly useful.

CÓRAS IOMPAIR ÉIREANN

Cork City Railways

Some permanent way work was carried out on the Cork City Railways last March. The rail joints were worked on in the evenings after about 18:40, on the stretch between the "Clyde Shipping Company Cutting" to Albert Quay. Using illumination from a tractor, successive pairs of fishplates would be uncovered, replaced and the resultant holes filled in with tarmacadam. By mid-April the work had reached the entry gate to Albert Quay station.

Railcars

As reported elsewhere in this issue the push-and-pull train has been on trial and further railcars are being converted for this mode of working. Some railcars have been fitted with bus-type seats but have not been repainted: 2604 (78 seats; toilet removed), 2618 (70 seats; toilet retained), 2629 (83 seats; toilet retained but van portion removed), 2638 (70 seats; toilet retained) and 2640 (ditto). Railcar 2650 has been overhauled and repainted, bringing the present total of cars which have been retained for suburban service to 40. All have bus-type seats and are of the 2600 (AEC) type.

Apart from the railcars which have been or are being converted for push-and-pull working, cars 2607, 2627, 2631, 2632 and 2636 are out of service, as are all the powered intermediates. There are, of course, now no railcars numbered 2612, 2614, 2617 or 2656. It should be mentioned that when the guard's van portion was removed from 2629 new panelling was put in rather than merely sealing the doors; the seats in the former van space, however, do not have much light as the area has only small sliding windows similar to those fitted in the toilet accommodation on railcars.

Coaching Stock News

The third delivery of coaches from BR Engineering, Derby, took place on 23 May. This time the train ferry "Essex Ferry" was used and it also conveyed two more steam heating vans (3176 and 3192) as well as 5402 to 5411, which completes the order of 11 new catering vehicles to BR Mark II standard. The precise designation of these cars is not yet disclosed and their kitchens have yet to be fitted out by CIÉ. It is evident that the new trains will not be in service for a considerable time yet. We understand that BRE have been instructed to apply the following numbers to the new coaches:

5101-5106	Open first	Total: 6
5151-5159	Open composite	9
5201-5236	Open standard	36
5401-5411	Restaurant cars	11
5601-5611	Electric generators	11

Many of the mysteries surrounding the recently acquired ex-BR coaches, now converted to "Generator Steam Vans" (henceforth GSV), have been resolved by the compilation at Derby Works, British Rail, of the following list which shows the origins of all the vehicles. Nos. 3171-3176 were originally Brake/Composite and 3177-3192 Brake/Seconds. All have now been delivered.

When the electricity dispute had been resolved those units used as emergency generators were returned to Inchicore Works. Several more have since been repainted in CIÉ livery and have appeared in traffic. One of the emergency generator units, No.3188, was at work at Kildare on 24 April with full livery on one side and grey undercoating on the other!

It is reported that bogie HV 3162 has been converted to GSV. There are also persistent rumours, so far not confirmed, that the present system of axle-driven dynamos and wet cell batteries as a source of power for train lighting may be dispensed with on some of the existing coaching stock. Instead, the necessary power would be supplied from the GSV. Such a step would have many attractions due to simplified maintenance and the elimination of friction due to the dynamo belts but it is more likely that confusion has stemmed from the arrangement to heat and light the new coaches by power from diesel generator vans.

Ex-British Rail Generator Steam Vans List

CIÉ	BR	Builder	Lot No.
3171 (W) *	M21140	C. Roberts & Co Ltd	30187
3172 (W)	M21138	C. Roberts & Co Ltd	30187
3173 (W)	M21146	C. Roberts & Co Ltd	30187
3174 (W)	M21143	C. Roberts & Co Ltd	30187
3175	M21196	Metropolitan-Cammell	30425
3176 (W)	M21137	C. Roberts & Co Ltd	30187
3177	E34227	Eastleigh Works, BR	30021
3178	E34590	Gloucester C & W Co Ltd	30141
3179	M34677	Wolverton Works, BR	30156
3180	E34378	Wolverton Works, BR	30032
3181	M34581	Wolverton Works, BR	30095
3182	M34685	Wolverton Works, BR	30156
3183	M34687	Wolverton Works, BR	30156
3184	M34566	Wolverton Works, BR	30095
3185	M34093	Derby Works, BR	30003
3186 (W)	M34757	Wolverton Works, BR	30157
3187	M34012	Derby Works, BR	30003
3188	M34701	Wolverton Works, BR	30156
3189 (S)	M34264	Eastleigh Works, BR	30021
3190 (S)	M34262	Eastleigh Works, BR	30021
3191	M34076	Derby Works, BR	30003
3192	M34565	Wolverton Works, BR	30095

* These letters indicate original number where different from final regional allocation.

Work has now been completed on the conversion of standards 1601-1610 into standard/brakes 1914-

1923. These vehicles now bear their third numbers. Details are:

As Suburban Compo	As Standard	As Standard/Brake
2162	1604	1917
2163	1605	1918
2164	1601	1914
2165	1602	1915
2166	1606	1919
2167	1607	1920
2168	1603	1916
2169	1608	1921
2170	1609	1922
2171	1610	1923

Bogies withdrawn are: 4054 (2491), 1334, 79N, 93N and 197N.

Security!

The Roofchrome factory has been thoroughly protected and the perimeter gates at the siding are opened only for the entry of a magnesite train. Installations for high-level yard floodlighting have been installed at Albert Quay and, also of railway interest, in the Capwell bus garage - the former terminus of the Cork & Macroom Direct Railway.

Myrtle Hill

In mid-March the level crossing gates on the Cobh line were broken by an up evening train. They were replaced by an old set of gates on the following day.

Management Appointments

It was announced on 27 May that Mr Daniel Herlihy, the General Manager, had tendered his resignation with effect from 31 August next. The Board of CIÉ accepted this with regret and appointed as his successor Mr John J. Byrne BE, the present Deputy General Manager. The latter joined CIÉ in March 1961 as a work study manager and in November of that year became Depot Manager at the then Kingsbridge Station. Two years later he became Area Manager in Limerick on the appointment of Mr J.F. O'Higgins as Manager, Dublin City Services. In 1965 Mr Byrne became Deputy General Manager of the CIE subsidiary Oslanna Iompair Éireann. He became General Manager of it in 1970 and at the same time assumed the role of Deputy General Manager of the parent concern. At 35 he is the youngest ever chief executive of CIÉ. He was a notable rugby footballer as a student, playing for University College Dublin in 1956/7 and 1957/8.

Mr Herlihy, an eminent engineer, graduated in 1931 and before coming to CIÉ in 1951 as Chief Engineer held an appointment as Assistant Chief Engineering Adviser (Roads) in the Department of Local Government. He became Assistant General Manager in 1961, Deputy in 1967 and General Manager in 1970 on the retirement of Mr Frank Lemass. We wish him a long and happy retirement and we look forward to continuing developments under the direction of Mr Byrne.

CIÉ announced on 22 June that two new managerial positions would be created, the first holders taking office with effect from 1 September next. They will bear the titles "Director of Operations" and "Railways Manager" and the creation of the latter post in particular is a welcome step. For too long there has not been a readily identifiable head of the CIÉ railway system. It would appear that this post is subordinate to that of Director of Operations though why this should be so is presently unclear.

The first Railways Manager will be Mr Edmond O'Flaherty who joined the GSR in 1941 and served in various capacities at Limerick, Listowel and Kingsbridge stations before being appointed Transport

Control and Planning Officer in 1961. He became Dublin Area Manager in 1966 and Assistant General Manager (Operations) in 1967.

The Director of Operations will be Mr J.F. O'Higgins BE, who joined CIÉ in 1955 and was at first involved in planning and implementing the changeover from steam to diesel traction. In 1958 he was appointed Production Engineer at Inchicore Works and in 1961 he became the first Area Manager at Limerick. In this position he was both popular and successful and the Area was in many respects a pace-setter for CIÉ rail expansion. In 1963 he became Manager of the Dublin City Bus Services (the "Bus" was omitted later) and inherited an unenviable number of problems some of which still remain unresolved.

It has not been disclosed so far if either Mr O'Higgins' or Mr O'Flaherty's posts will be retained in their present forms.

Annual Weedspray

The weedspraying train began its tour of the system on 15 May and has since then been visiting every odd corner of the railway. The main spraying unit is resplendent in the new wagon livery of medium chocolate brown. Once again its itinerary included the NIR lines (Bangor section excepted, of course) on which it was at work from 19 to 23 June.

A Safety Precaution

Because of the continued increase in the speed of trains it has been decided to increase the spacing of fog signals on the track from three spaced at ten yard intervals to three spaced twenty yards apart. It was considered that at the former spacing the three reports would tend to merge into an apparent single detonation.

Ballyvary

In an effort to render the underbridge close to Ballyvary on the Manulla/Ballina line more conspicuous to drivers of high vehicles white painted gantries to act as loading gauges were erected on either side of the bridge (at a distance of about 100 yards) in early May. Although unlovely they should prove effective.

Edmondson Tickets

While Almex ticket machines are now widely used at stations the traditional cards are still used for certain excursion trains, cross-border bookings to NIR stations and travel agents' bookings. In early June, however, it was decided to issue Almex tickets for GAA trains. The Broadstone ticket printing works was thus able to close for annual holidays.

Signalling News

At Waterford West (from 30 April) a set of traps has been inserted in the Ballinacourty Branch at its junction with the Limerick Branch. The nearby bracket signal has been re-designated: Left Arm - Down Home from Mullinavat; Right Arm - Down Home from Grange. A new Down Home from Kilmacthomas has been erected in front of the bracket signal and the original Mullinavat Down Home has been removed.

At Kilcock the loop is out of service during bridge reconstruction and both distant signals have been fixed temporarily at caution from 21 June. During the work ETS exchange is made by hand rather than snatcher.

From 25 June the Up Main Starter at Kildare has been converted to a 3-aspect colour light signal at ground level. There is an adjacent yellow shunt signal reading to the north siding. The Up platform (loop) starter has been renewed (as a semaphore) while the Up Advanced Starter is now a 2-aspect colour light signal.

The Up Outer Home at Clonmel was made a 2-aspect colour light from 13 June - an unusual step so far on a single line.

Six new 3-aspect colour light signals and posts have been delivered at Howth Junction but there is no indication of their intended use.

Work is in progress at Bray on the laying of cables for colour light signals. The present gantry at the Greystones end of the station is being removed and will be replaced by a colour light with a direction-indicating banner. It is understood that the rest of the Bray semaphores will become colour light signals.

Gort station is being equipped with two-way signalling. From 3 July the Up Platform road will be the through line. At the same time the cabin is being fitted with switching-out apparatus which will make the long section Ennis-Ardrahan. Gort Cabin at present supervises the operation of Kiltartan automatic level crossing but this duty will be transferred to Ardrahan.

Wagons

A number of barytes wagons are at present being built by C & A Parsons at Howth. They comprise new bodies to the original design mounted on former 20-ton conflat underframes. So far as is known this is the first time the firm has fitted bodies to wagons for CIÉ but it has previously supplied bodies for CIÉ to fit.

Late Night Specials

On 3 July an announcement was made that "off-peak experimental Late Night Specials" would commence operations on July weekends as from 7 July. Each Friday, Saturday and Sunday a 21:30 train would operate from Heuston Station, serving Mallow on Friday only, and arriving in Cork at 00:30. Trains would run from Cork at 07:00 on Saturday and 06:00 on Mondays, the latter serving Mallow. All tickets would be pre-booked and would be standard class only. The fare for the return in either direction (except for those making Cork-Dublin-Cork day trips on Saturday) would be £2, applicable to all passengers, i.e. no half fares. However, for the Saturday excursionists to Dublin the return fare would be £1.

The accommodation on the trains is for 500 standard class passengers as follows: standard/brake, 5 standards, compo, standard/brake. The compo is treated as standard class throughout. The trains are operated by AR class locomotives, the load being 240 tons. The coach working is, of course, integrated with that of the regular Cork line trains, notably the 11:00 Heuston Station - Cork and the Up Day Mail, 15:30 from Cork to Heuston Station. There is no such integration, however, regarding ticket issues and the only tickets valid on these special trains are those issued to passengers who pre-book as planned.

South-Eastern Line Notes

Fertiliser traffic from the NET factory at Shelton Abbey was suspended from 14 April to 8 May because of a strike at the plant. On the former date B213 cleared the yard there of wagons and trains of empty wagons to the factory commenced again on 8 May.

On 26 April the line was blocked at Wicklow Junction when three wagons of the 00:05 North Wall - Arklow Goods was derailed. The newspaper train to Wexford was unable to get through but passenger services were unaffected. Passenger trains were delayed, however, on 7 June when there was a points failure at Lansdowne Road shortly after 17:00. The 17:07 Connolly Station/Greystones (B203 + HV + 6 bogies + HV) did not pass Sydney Parade until 17:37 (16 minutes late). This reacted on following trains and matters were made worse by the fact that Killiney Cabin was switched out and trains had to wait at Dalkey till the long section to Bray was clear.

The Irish Sweeps Derby

This race, held at the Curragh on 1 July, attracted the usual large crowd and several special trains were provided from Heuston Station to Curragh (Main Line). These were:

1. Dep 11:45 B173 + 6 bogies
2. Dep 12:00 B164 + HV + 5 bogies + BR HV 3176 *
3. Dep 12:15 B155 + 7 bogies
4. Dep 12:35 B156 + 11 bogies **

* First class only - direct to Curragh Siding

** Train comprised set of 08:10 ex Cork

In addition, there was a special from Belfast at 09:25 through to Curragh Siding, composed of a 7-piece NIR BUT railcar set. The 13:00 Heuston Station/Cork (B133 + 5 bogies) and the 13:20 Heuston Station/Waterford (B149 + 4 bogies + HV) both stopped specially at Curragh (Main Line). Up morning trains calling there were:

1. 08:20	Limerick	B171/B191 + 11 bogies	arr 10:19
2. 08:40	Waterford	A29R + HV + 4 bogies	10:52
3. 09:00	Galway	A20R + 7 bogies	11:00
4. 07:20	Cork	B133 + 6 bogies	11:32
5. 08:35	Westport	A2R + 9 bogies	11:54
6. 09:15	Cork	B177/B172 + 14 bogies *	12:03

* 510(!) passengers were set down.

In the evening all down trains with the exception of the 18:30 to Waterford called at Curragh (Main Line) to pick up. On the Up line there was one special less as the set of train 4 above had to return immediately to Heuston as it was required for regular working.

While the racing was in progress our reporters noted the other regular trains passing the Curragh during this Saturday afternoon. Details may be of interest:

Down	14:30	Cork	B158/B189 + 14 bogies	pass 14:58
		PW Train	A15R + 19 wagons + PW van *	15:18
	15:00	Pearse/Westport	A7R + 7 bogies + LV	15:42
	15:25	Mallow Goods	A14R + liners, etc.	16:24
	15:50	Limerick Junction Goods	B105 + 32 wagons + van	17:08

* One wagon bore 2 Priestman cranes, the rest concrete sleepers.

Up	12:15	Cork	A27R + 14 bogies	pass 15:25
	13:35	Waterford	B186 + 5 bogies	15:53
	12:50	Limerick	B215 + 20 cement wagons	16:07

Farewell To Kellystown

The diminutive signal cabin at Kellystown, near MP 37½ on the Dublin/Belfast line, was dispensed with on 13 June. This well-known timing point was the last intermediate block post to remain intact on an Irish line, if one excepts places like Mountpleasant which is a quondam station. Kellystown was Ireland's smallest cabin, having just four levers (working home and distant signals in either direction). The cabin was so tiny that there was barely room to stand inside it once the levers had been pulled! The frame was an unidentifiable museum piece.

In recent years the cabin has been very little in use and with the very long block sections now on the NIR sector of the line it made little sense to retain it any longer. So far as we are aware it was last used on a few Saturdays in 1968-9 when the Dublin/Belfast day excursion traffic reached its peak when the

fare was cut to the then sum of fifteen shillings. At that time as many as four relief trains were required to the regular 08:30 ex Connolly Station.

Push-And-Pull Train

The first trial of the push-and-pull set on its intended working ground took place on 12 June. The train ran to Bray in the morning, being observed at Lansdowne Road at 10:24 on its outward trip; it passed Dun Laoghaire at 12:10 on the way back. It ran to Howth at 13:10 and returned one hour later. The composition of the train (from the south end) was as follows (old numbers in parentheses): Loco B225, connecting car 6201 (2606), intermediate cars 6302 (2605), 6303 (2645) and control cars 6104 (?) and 6101 (2646). The function of the connecting car which must be marshalled next to the loco is to convert the signals from the former railcar controls on the control car into a form which can be received and acted upon by the control equipment on the loco. Brake van accommodation and train heating boilers are being retained on the control and connecting cars. The first examples have 78 and 70 seats respectively; the intermediate cars have 83 seats and are without toilets. The former driving compartments of the intermediate cars have been converted to entry/exit vestibules and the glazed ends have been restored, unlike the prototypes seen at Inchicore in July 1971. No 6101 has been fitted with a pair of GM-type searchlights in addition to its original 3 headlights.

1972 Summer Timetable

The current timetable came into operation on 4 June and the public booklet is similar in format to its predecessor. The period covered is at least until 31 December and possibly longer but it seems likely that the numerous changes of last year will be avoided thus obviating the many adhesive slips which made last year's booklet resemble a scrapbook. Thus the new Dublin suburban station at Bayside on the Howth Branch has been inserted in the appropriate tables; as yet unbuilt the halt is not scheduled to open until next October. Included in the suburban tables is the reopened Sydney Parade. This station is served by most trains in either direction on weekdays between 08:00 and 19:00 and by all summer Sunday trains. The previous schedules have altered slightly as a result but apart from minor alterations the service on the suburban lines remains substantially as before. It is unfortunate that no regular interval pattern has emerged as yet and that nothing has been done to improve the running time of services to and from the Murrough Station at Wicklow. The road services must inevitably gain from these two shortcomings.

In the main line tables the bleak tourist forecasts have resulted in the cancellation of some well-known summer trains. Notable among these are the 09:00 and 11:30 Heuston Station/Tralee trains and their return workings. However, the 08:45 Cork express now calls throughout the year at Mallow where a connection is given into the retimed 10:30 Cork/Tralee service. The Up 18:00 Cork similarly takes a connection out of the 16:45 Tralee/Cork train. The long-established mid-morning train from Dublin to Cork (for years 10:45) is now timed to leave at 11:00. It detaches a Kerry portion at Mallow which is augmented to through coaches from Cork. The up service leaves Tralee at 14:05, joining the Up Day Mail (15:30 ex Cork) at Mallow.

On the Dublin/Ballybroy/Limerick route the summer "down only" passenger train is not running, but its two-way Waterford line counterpart is retained. On this latter line also the up evening train is deferred by 45 minutes to 17:00. It reaches Dublin behind the Cork Mail and gives a five-minute connection into the Heuston Station/Dun Laoghaire Pier service - an unlikely proposition on busy days.

Another change in the Waterford district affects the 16:30 Waterford/Rosslare Harbour (Ballygeary). Now this all-stations train reverses at Rosslare Strand and runs thence to Wexford South. There will doubtless be some disappointment and concern over loss of business in Rosslare because there are no rail connections west out of and into the morning boat services. Although not over-patronised in recent years one would have thought such a facility useful during the peak summer period.

On the Midland section the most notable improvement is a new train to Ballina. It consists of a through portion of the 09:10 Pearse Station/Westport train which is detached at Claremorris, Manulla being closed and Balla merely a block post. The return working leaves Ballina at 14:15 and joins the 14:35 ex Westport.

Turning to the Northern section, the 08:30 ex Connolly Station now serves Drogheda, while Portadown and Dundalk get an extra call in the opposite direction but by different trains. The 09:10 from Connolly Station to Dundalk is surprisingly extended to Belfast on summer Saturdays. It returns at 13:45 and serves Mosney in both directions - possibly a clue to its extension into NIR territory.

While the new-style "full" timetable is on sale as usual CIÉ have also produced a superior version of the summary timetable which, through their courtesy, we have on occasion sent to our readers. The general format is as before but there is now a heavier card cover with a loose pocket at the back. In this are a set of cards - one for each of the principal service groupings - with the same information on them as is in the timetable booklet itself. A regular user of, say, the Cork service only would thus merely have to slip a single card into his wallet and would be spared the necessity of carrying around unwanted paper. This booklet is available free of charge. (Regrettably, postal services are not free of charge and we cannot therefore offer the booklet to our readers without drastic effects on IRN finances!)

Bananas

Another Sunday banana special of no mean size ran from Cork to Dundalk on 15 April, comprising A58R + 7 bogies + 14 four-wheeled conflat.

Dundalk Sidings

In connection with the considerable traffic from the Guinness-owned Harp Lager Brewery at Dundalk two new sidings have been installed. Adjacent to and running parallel to the up main line at the passenger station, neither siding enters the brewery as did the original siding which served the same premises in their days as the Great Northern Brewery. Instead, they run to a dead stop on either side of a concrete loading bank which is connected directly to the brewery. During June the western siding was brought into use while its counterpart was still being laid.

The casks of lager reach the loading bank by a conveyor belt on which they stand vertically. They are then automatically tipped over to roll down along a guided roller track system to the waiting wagons. The roller track has branches enabling four wagons to be loaded simultaneously. When completed both sides of the bank will be used for loading and two conveyor systems will be employed. Provision is also planned for mechanically unloading empty casks and, at a later stage, for handling lager bulk shipments.

Locomotive Developments

With the completion last October of the re-engining of the A-class locomotives attention is now concentrated on the similar treatment of the C-class units. Up to the end of June B202, B209, B211, B212 and B226 had gone into service, bringing the total of re-engined C-class locos to 26. Of these all but two (B233 and B234) have got General Motors engines; the exceptions have Maybach units. At the end of June C205, C208, C214, C218, C219, C220, C223 and C228 were in various stages of the re-engining process.

On the AR front, most of the earlier ARs have had their livery altered to the dipped black and tan arrangement. The only locos retaining the high dividing line on the side between the black and the brown are A35R, A39R and A41R. Loco B206 also has this old-style livery. An unusual task for Sulzer locos in April was the use of B107 and B110 to provide power to pump lubricating oil out of ISO tankers.

Odd Job

Applicants were sought in May for the slightly surprising post of stationmaster at Liffey Junction.

Rugby Match

To compensate for the cancellation of the international rugby matches against Scotland and Wales the French team arranged to play an end-of-season match against Ireland at the Lansdowne Road venue. Only one special ran from outside Dublin - a 10:15 from Cork to Lansdowne Road (B182 + LV + 3 bogies + HV); B183 worked the return train. Extra local services ran to Lansdowne Road at 13:45, 13:55, 14:20 and 14:30. As the layout at Lansdowne Road had been altered and the RDS siding removed, the trains ran to Dun Laoghaire to reverse. After the match six specials ran from Lansdowne Road to Connolly Station; five of them were well patronised.

Sydney Parade

After some twelve years of enforced inactivity this suburban station came to life again quietly on Tuesday, 6 June. Sydney Parade (CIÉ is apparently totally confused about the spelling - Is and Ys appear completely at random in advertisements and in notices at the station itself!) ceased to function from 12 September 1960 during the cutbacks of the period, and with it went four other South-Eastern halts and many of the trains serving the line to Bray. At that time the line was reputed to be losing £167,000 a year (its northern counterpart, the Belfast/Bangor line, was enjoying an operating surplus of £67,000).

Since then, however, the Dublin suburban railways have taken on a new importance and have been greatly re-invigorated. Young people buying houses often try to be near the railway and even in the established, mature area of Sydney Parade (2½ miles from Pearse Station) the trains are being used once again. Improvements were carried out before the reopening, including the provision of fluorescent lights on both platforms and covering the latter with tarmacadam. An automatic ticket barrier is in position, along with a large notice advising passengers on the use of the automatic ticket machine which serves in lieu of the station booking office. The latter machine, incidentally, was a little late in arriving and it was initially assembled at the Donnybrook Bus Garage. The first trains on 6 June were:

Down	07:55 Connolly Station/Bray	arr. 08:12
Up	07:43 Bray/Howth	arr. 08:16

They comprised 2635/1352/1357/2628 and 2648/1403/1363/2659.

Engineering Works

There has been considerable activity in the civil engineering sphere this year, leading in several cases to line closure or single-line working on Sundays. On 27 February the Limerick Junction/Dromkeen section was closed between 08:30 and 18:30 so the 10:15 up and 10:00 down trains were routed via Nenagh with connecting specials from and to Thurles. In addition, the 16:45 from Limerick to the Junction and its return working at 17:25 were replaced by buses. On the same day the Drumcondra Link Line was closed for most of the day. The 10:30 to Sligo, 10:45 to Galway and 09:50 ex Sligo were diverted via Newcomen Junction and the Liffey Branch while single line working was in force for the passage of the 11:05 to Westport and 09:30 ex Galway, the up road being used. The 07:30 Dun Laoghaire Pier/Heuston Station terminated at Connolly Station and passengers went on by bus. This arrangement was repeated on 19 March.

On Saturday and Sunday, 11 and 12 March, the Portarlington/Athlone branch was affected by reconstruction work at bridges 47 and 57 between Tullamore and Geashill and Clara and Athlone respectively. The Athlone/Clara section was closed on Saturday afternoon and the 17:18 to Portarlington and 18:50 return had appropriate bus connections. The 19:00 from Pearse Station to Westport ran via Mullingar, the Tullamore passengers being carried by special bus from Athlone. On

Sunday the 11:05 to Westport and 09:30 ex Galway ran via Mullingar with bus connections at Athlone for Portarlington, Tullamore and Clara. There was also a train from Clara to Portarlington and back. The evening trains ran as usual.

A much bigger operation was mounted on Saturday and Sunday, 18 and 19 March, when the Up side of Bridge 283, near MP 93 on the Dublin/Cork line was renewed. The new span was one of the biggest concrete units yet made by CIÉ, weighing some 42 tons. To assist with this load the 36-ton crane from the NIR was borrowed to work with CIÉ's 35-tonner. The 20-ton crane from Athlone was on loan to the NIR, being stabled at Portadown. Single-line working was in force over the Down line from 13:30 on Saturday till 18:00 on Sunday. On the following weekend the other span of this bridge was replaced and a "mirror" arrangement was adopted.

It was the turn of the Northern lines on Saturday/Sunday, 8 and 9 April, when the concrete deck units for the platform extensions at Killester (both sides) and Howth Junction (down branch platform only) were put in place. The opportunity was also taken to replace underbridge 20 at MP 6 in the Howth Junction/Portmarnock section.

A more complicated renewal was undertaken at Connolly Station on Sunday, 23 April, when the network of points and crossings at the north end of the Loop Line yard was renewed. The nature of the work precluded any possibility of working trains so the line was closed from 07:00 to 18:00, resulting in some very interesting workings:

- 07:30 Dun Laoghaire Pier/Heuston - terminated at Pearse with bus to Heuston.
- 10:30 Pearse /Sligo - started from Liffey Junction at 10:56 (B169/B151 + 5 bogies + HV).
- 10:45 Pearse /Galway - started from Liffey Junction at 11:09 (B192/B147 + 8 bogies + LV).
- 11:05 Pearse /Westport - started from Heuston at 11:35 (B188/B161 + HV + 6 bogies + HV).

Buses conveyed passengers from Pearse Station in each case for trains from Dublin (see below).

- 09:30 Galway/Pearse - diverted to Heuston (A36R + LV + 6 bogies + HV). No special buses provided.
- 09:50 Sligo/Pearse - terminated at Liffey Junction at 13:28 (B143/B158 + 5 bogies + HV). Special bus for passengers to Busáras (!).

Later in the day these trains were worked round to Pearse Station, passing Connolly Station at 18:14 and 18:05, respectively.

The basic layout at Connolly Station was not altered during this operation but the precise locations of a few of the points were altered slightly. The trackwork had been prefabricated nearby and was lifted into place by the 35-ton crane. Unfortunately the work took longer than planned and full signalling was not restored until next day. Most of the points renewed were converted to pneumatic operation, not yet installed at the south end.

Platin Factory

The new cement factory at Platin commenced regular output on 20 June. It is expected to supply most of the bulk rail cement for Cabra. Drogheda will supply Belfast and Derry, and Limerick will supply Cork and (if necessary) Dublin.

Speed Limit

A temporary limit of 10 mph applies over Gardiner Street Bridge during repair work.

INDUSTRIAL REVIEW

Irish CECA Ltd, Allenwood

The original loco, Hunslet 2280 of 1941, has been acquired for preservation at Stradbally, Co. Laois, on the Irish Steam Preservation Society's line there. It was collected on 27 May and later the same day was run briefly on its new line. However, it will require some repairs before operating regularly.

Bord Na Mona

Delivery of the 25 new Wagonmaster locos has been completed. Hunslet 7251 and 7252 were seen in Dublin on a Bord na Mona lorry on 27 April, while all had left the Leeds works before an enthusiasts' visit on 20 May.

Electricity Supply Board

The Hunslet Engine Company Limited have sold to the Electricity Supply Board their 2ft-gauge locomotives Nos. 2239, 2304 and 2763 which they had repurchased some time ago. The locos now boast the refinement of electric starters. It has not yet been discovered to what use they will be put by the Electricity Supply Board but it would seem probable that they will replace the veteran Orenstein & Koppel locomotives of the "Celbridge Pylons Railway" which have been mentioned in different issues of the IRN.

Courtown Brickworks Railway

The Courtown Brick Works ceased operations towards the end of last year and its equipment was sold by auction on 6 January. Many of the 2ft gauge trolleys were purchased by Messrs Hendrons Limited of Richmond Road, Dublin, who have since offered them for re-sale. The 20in gauge loco, Ruston 264237 of 1948, was withdrawn as it failed by a long way to make its reserve price.

NORTHERN IRELAND RAILWAYS

Coupling Problem

On 2 May the buckeye coupling between Loco 103 "Merlin" (propelling the 14:30 Belfast/Dublin Enterprise) and the adjoining coach (all-first 801) was found to be out of order on arrival in Dublin. A CIÉ train had to run the 17:30 return while 801 was being detached. The remaining NIR coaches ran the 18:30 to Dundalk instead and continued empty to Belfast. CIÉ brought 801 to Inchicore Works, turned it and returned it to Belfast at the rear of the next day's 11:00 Enterprise.

York Road Precautions

Because of the recent explosions of bombs left in parked cars at many places in Northern Ireland, safety measures have resulted in the closure of the two car parks at York Road station. In the case of that at the front of the station, intended for patrons of the Midland Hotel, it was simply a matter of closing the gates but the station car park at the side of the building had to be isolated by a barrier of old rails.

Alarms And Delays

The recent spell of violence in the north which has resulted in much loss of life and damage to property has not affected the railways to any great extent, but there have been delays on a number of occasions, as well as slight damage to railway property. On 15 April some windows at Portadown were smashed during a riot and Lurgan station suffered bomb damage on 13 May. The Enterprise was searched by the Army authorities between Lisburn and Lurgan on 31 May.

On 24 June the driver of a down goods to Belfast reported seeing two beer casks on the lineside just inside Northern Ireland. The casks were rolled down the embankment by the crew who then reported

the find.

One cask was later found and declared safe, at about 06:00, but the crew of the next up train found a second cask at the same location and brought it to Dundalk where safety precautions were taken and the authorities alerted. Protracted delays were the result and both Enterprise expresses were affected. The 08:00 Up was stopped at Portadown while the 08:30 Down (deferred to 08:45) ran to Dunleer only. Two days later much the same thing happened, the expresses being stopped at Portadown and Dundalk, buses being used between.

Central Railway

It is reported that work on the construction of the Belfast Central Railway is due to start about 1 November next and to reach completion in June 1974. It now seems very likely that the works and adjacent sidings at Queen's Quay will be retained when the line reopens as there is very little space for sidings and other facilities at the new Central Station.

Bomb At Bangor

On 29 April a bomb exploded in the Feedwell factory at Bangor. The factory was located in the former BCDR loco shed and an extension thereto and severe damage was caused. Debris was scattered over the tracks and as a wall was in imminent danger of collapse no trains could be run after the 11:30 up. Until the 15:00 up a shuttle service operated to and from Bangor West under single-line regulations from Craigavad onwards.

The New Coaches

NIR finally admitted in public to the existence of the new coaches reported in our last issue. This was in the Chairman's Report speech on 24 May. Nos. 825 and 828 were sent from York Road to Great Victoria Street on 14 April and were first reported in service on the 27th. Two days later the "Enterprise" was made up to ten bogies for the first time. Nos. 826 and 827 were seen in the "Enterprise" on 13 June. Each of these pairs is presently marked "Do not uncouple coaches" and we understand that some electrical connections are only temporarily made. There is still no sign of No.813.

Spring Farm

The level crossing at Spring Farm (at 22½ miles; ¾ mile north of Antrim) was converted to automatic half barrier operation on 28 May.

Contraction at Larne

Recent track-lifting operations at Larne Harbour have reduced the layout to only two sidings in the former goods yard area. There is another by the wall at Curran Road, the former connection to the quayside, and there is still the meagre "Passenger Yard". This operation has eliminated all the remaining 3ft and mixed gauge sidings, except for the diamond crossing where the 3ft gauge British Aluminium siding used to cross the Curran Road wall siding. As a result of this track removal NIR is entirely cut off from direct access to quays or docks at any point on its own system.

The New Timetable

A new timetable applies from 3 July until further notice. A careful perusal of the numerous alterations has not revealed any significant changes and it is difficult to understand why so many tiny changes are still being made. This is especially noticeable on the Larne Line where some trains are now slower than ever.

The position on the Derry Line is even more confused. As a result of vigorous work on the track the speed limits have been raised in places - 70 mph is once again permitted from Ballymoney to Coleraine and up to 65 mph is allowed over an encouraging portion of the line. So far as can be seen the only benefit to passengers (apart from the doubtless smoother running) is a reduction of 2 minutes between

Ballymoney and Coleraine (now 10 minutes) but in general this has no effect at all on the overall time for longer journeys some of which, as on the Larne Line, are again slower still.

The summer service has the former 13:25 Belfast/ Portrush stopped at Ballymena (Monday to Friday) and the 20:40 to Derry is now Fridays only. There is a new 19:30 to Coleraine (Fridays excepted). In the up direction the 07:23 ex Cullbackey is advanced 20 minutes to cover in part for the cancellation of the 06:45 ex Ballymena. The 07:05 ex Derry is now a 07:00 Derry-Coleraine which does not connect with the 07:23 ex Coleraine by 26 minutes. The Saturdays only 13:25 Belfast/Derry (with through portion for Portrush) does not now serve Derry, thus the former Saturday 17:20 Derry/Belfast only starts at Portrush. On Sundays the 10:45 to Portrush is advanced to 10:00 and the 12:15 ex Derry is likewise advanced by 45 minutes.

The future winter service also shows the trend towards cuts. The 09:45 Belfast/Derry is stopped at Coleraine and as a consequence the time-honoured 12:30 “Perishable”, notorious for shunting every siding on the line, only starts at Coleraine. The 19:45 Belfast/Portrush (Fridays excepted) and 19:45 Belfast/Derry (Fridays only) are both cut. A token replacement is a 20:00 Belfast/Ballymena. The same early morning up alterations apply as in summer. The winter Saturday service is bleak. The 13:25 to Derry, 16:00 to Ballymena, 17:25 to Portrush and 19:10 to Derry are all cut off. There is, however, a newcomer in the shape of an 18:00 Belfast to Derry.

By comparison with the former NCC line the so-called “Southern Region” is relatively free from changes on weekdays. The most noticeable cuts are in the cross-border trains where most of the summer holiday extras are deleted. The 09:15 ex Dublin and 15:00 ex Belfast (infrequent operations) are off on weekdays. On Saturdays, however, the 08:40 and 13:45 ex Belfast are retained but there is only one corresponding down service, at 09:10, not 09:15 as previously. Every day the last through service is at 17:30. This time is far too early and, in addition, the operation of the 17:30 ex Dublin now seriously disrupts the intensive (by Irish standards) local service. The Sunday cross-border service is now just two trains each way and the suburban service on that day to and from Belfast is drastically reduced to just five trains to and from Portadown compared with seven before and also six Lisburn services.

Signal Notes

Although still more colour light signals have appeared north of Ballymena the tokenless block apparatus is still not being used. The Down Distant signal at Antrim has been renewed by a semaphore arm and spectacle (No.1) somersault fixed at its centre to the post, while the lamp is on a separate bracket below. The result is a most odd looking arrangement.

Parcels

NIR has won a five-year contract to handle all British Rail express parcels traffic in its area. Previously the railway only had a portion of this business.

Annual Report

Details of the Annual Report appeared in the press of 25 May, disclosing a loss of £146,000 for the year ending 31 March 1972. The losses are attributed to disturbances in Northern Ireland over the period and also to the increased cost of labour, materials and rolling stock maintenance. The chairman suggested that the last-mentioned “should be eventually eliminated” by the purchase of new rolling stock! As is usual the report is not available to the public, unlike that of CIÉ, and analysis is almost impossible.

PW News

Both up and down lines from Ballymacarrett Junction towards Bangor for approximately 3 miles are to be relaid with new 50kg flat-bottomed rails. This will eliminate the lengthy pioneer stretch of long-

welded track on the up line, much to the delight of travellers as its riding qualities left a lot to be desired. The track renewal programme has been almost completed from Ballymoney to Coleraine, using new 50kg flat-bottomed rails on concrete sleepers, and the present 50 mph restriction is being relaxed to 70 mph for the summer timetable.

Up!

NIR fares were increased by some 5% from 29 May.

Easter

The Portrush special excursions on Easter Monday ran as usual. Details of the trains are as follows:

09:50 ex Ballymena	6-piece MPD
10:35 ex Ballymena	4-piece MPD
10:25 ex Belfast	7-piece MPD + trailer 703
09:25 ex Belfast	Loco 103 "Merlin" + 8 bogies *

* The set comprised MPD trailer 542, DE trailer 726 and six of the remaining ten "steam" coaches, the condition of which internally was less than perfect!

Dunloy Mishap

DE motor coach 75 (in the rear of the 08:10 Belfast/Derry) was derailed on 13 June in rather strange circumstances. A passenger reported noticing a "big bump" shortly after Cullybackey and the signalman at Dunloy then saw the vehicle "ripping up the track behind it". Shortly afterwards the driver sensed something amiss and gently stopped the train at MP 48½ (Killogue - between Artiferral and Glenbough crossings). It was then found that 75 was completely derailed owing to, according to an NIR statement, a "mechanical defect".

The Rev Ian Paisley MP, later raised the matter at Westminster and was informed that NIR was conducting an internal enquiry, the result of which would be reported to the Inspecting Officer of Railways of the (Northern Ireland) Ministry of Development. This clarifies the position about the existence of such an official.

Wagon Notes

Bogie PW wagons are numbered 301 up, new 4-wheelers 401 up, and the new brake vans 451 upwards.