

THE

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EDITORIAL

Just about every public body and representative and a great many mere citizens are highly critical of the growing chaos in Dublin's traffic, which is now becoming rather legendary. Tourists have for years marvelled at the sight of hordes of disorderly cyclists weaving their suicidal patterns through the dense motor traffic but, with the growing affluence of society, the number of cyclists has been reduced dramatically. The result is a far worse problem, a huge increase in the numbers of private cars, lorries, and even buses.

The stage of "innovations" like one-way streets and more stringent parking regulations is long since past. Notwithstanding the introduction of quite an intricate network of one-way streets and the installation of traffic signals at many vital intersections (though not, be it noted, at the key points around O'Connell Bridge and O'Connell Street) has helped to an extent but the visitor is forgiven for interpreting the result as a free-for-all. CIÉ's General Manager, Mr John Byrne - a man with a deep interest in the problem - has stated that, apart from Glasgow, Dublin is the most traffic-congested city in Western Europe.

The first hint of original thinking into the problem came with the publication last year of the Heanue Report by An Foras Forbartha (the National Planning Institute). This proposed many radical departures from the previous "the bus is almighty" outlook for Dublin urban passenger transport, and even suggested a modest underground system for the central city area. If constructed, an "underground" would complement the existing rail network up to a point but, regrettably, the bus is still proposed as the means away from existing railways.

Perhaps the most unfortunate aspect of the whole report is its recommendation that the trackbed of the former Harcourt Street line be converted into a "busway". This is hardly a desirable idea; the cost would be at least as much as restoring real transport in some form and there is hardly much point in having a "super-road" disgorge still more buses into the already crammed streets in the city centre. In any event this super-road would only come in as far as Ranelagh.

An alternative solution has been proposed for Tyneside - one which has been proved very effective in many German cities and which deserves very serious consideration for Dublin too as an alternative to busways. This, in some reports, has been described as a "super train", "mini-metro" and so on. Irrespective of the title applied the principle of a light railway for city and suburban service is a well proved reality. Such lines are generally worked electrically, resulting in minimised environmental pollution.

To convert these ideas into action urgent decisions will have to be taken into the means of raising the necessary finance. And perhaps someday soon some of our politicians - like the British Prime Minister - may be forced to sample the delights of a rush-hour traffic jam. Maybe then there might be a similarly

stimulating reaction!

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Standard Abbreviations

For the convenience of readers we list our standard abbreviations which are regularly used throughout the IRN.

BHV	Bogie steam heating van
BV	Bogie brake or luggage van
CIÉ	Córas Iompair Éireann
DE	Diesel-electric locomotive
DEMC	DE motor coach
DH	Diesel-hydraulic locomotive
GSV	Bogie generator steam van
GV	Bogie generator van
HV	4-wheeled steam heat/brake van
LV	Luggage/brake van
MED(T)	Multi-engined diesel (train)
MPD(T)	Multi-purpose diesel (train)
NIR	Northern Ireland Railways
SV	4-wheeled mail sorting van
TPO	Bogie travelling post office

OBITUARY - CYRIL L. FRY

We regret to record the death on 4 November last of Cyril L. Fry, the well-known maker of railway and transport models and rail transport enthusiast. He will, of course, be best remembered for his unique "Irish International Railway and Transport System", which is among the greatest model transport displays in any country. It portrays in model form, on a scale of 7 mm to 1 foot, the development of Irish rail transport through the decades, ranging from the Dublin and Kingstown Railway loco of 1836 (with its unlikely-looking vertical cylinders and bell-crank motion) to the most modern CIÉ stock.

The display also covered Irish tramways, ranging from the street trams of Dublin to such oddities as the Blessington steam tram; even the Lartigue monorail was portrayed in miniature. The standard of these models is one attained by few workers in this field and at various exhibitions over the years the public were treated to the most realistic miniature displays of many aspects of railway operation. Mr Fry's system was a complex one, built up over the years with the help of others, notably his wife.

Cyril Fry's enthusiasm for rail transport extended far beyond Irish shores and he was a member of many enthusiast societies. For many years, up to his death, he was the Irish Area representative of the Light Railway Transport League. His great assistance in many fields has been acknowledged by the authors of innumerable books and papers on Irish railways. He was a prolific writer of articles himself but somehow never got around to the production of a book. Perhaps he felt time was better spent in amassing a most valuable collection of documents, photographs and references - one which was freely made available to researchers who sought his help.

His was one of the best known names among those working on and interested in railways. There will be many who will join us in mourning the passing of one of Ireland's most eminent railfans. We extend to his widow and family our sincere sympathy.

BOOK REVIEW

“Irish Railways Since 1916 by Michael C. Baker, 224pp (Ian Allan)

Covering as it does a most interesting and hitherto largely overlooked period of Irish railway history “Irish Railways Since 1916” is a most welcome arrival. The date at which the story begins is just early enough to enable a picture to be built up of the railway scene as it approached its peak and before many companies were swallowed up by amalgamation.

A particularly welcome feature of the book is the extent to which the financial, political and social aspects have been integrated with the purely railway history, thereby giving a better insight into the reasons for the many developments described. The book is divided into well-chosen chapters dealing with such specific topics as the Milne and Beddy Reports, Dieselisation, the Civil War, Closures, etc., making it an invaluable and handy source of reference.

The illustrations selected (some 65 half-tones) are in general of excellent quality and interest, in particular the older ones. Of the more recent pictures one feels that the overemphasis on telephoto shots does rather spoil the overall effect. But it must be said that the otherwise fine illustrations are not complemented by some very inaccurate captions - a picture described as Ballinrobe is obviously Claremorris; the by now famous “anti-spitting” notice of the B&CDR is attributed to the GS&WR; the West Clare section diesel locos did not go to the Bord na Mona system, as stated under the illustration facing page 112.

There are also a number of small textual points which the reviewer feels should not have been committed to print. These include a reference to a tablet exchange instead of a staff exchange, and a rather unjustifiable criticism of the use of compartment coaches on the Dun Laoghaire Boat Trains - corridors are hardly needed for a 6-mile trip. The reference to the refreshment vans on page 74 as “a windowless wooden box” is totally incorrect and unnecessary. A remarkable omission is any mention of the second Amalgamation of the 1924/5 period.

Notwithstanding these criticisms, the book still forms an indispensable part of any library on Irish railways.

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A Note for Readers

We apologise for the non-appearance of some regular news paragraphs in this issue but there has been extreme pressure on space and even the Feature Section of this issue is very heavily news oriented.

News Section

CÓRAS IOMPAIR ÉIREANN

Diverted Once More

By an odd coincidence our reporter was again a diverted air passenger on the night of 20 December. Arriving over Dublin Airport at 19:40 he finally alighted on the Shannon tarmac about 22:40, having travelled Dublin/Shannon/Dublin/Shannon in the interim. Because of the fog which had closed Dublin Airport some five flights had been diverted and so there were many people awaiting land transport to Dublin. The first of a fleet of ‘D’ class double deck buses left Shannon for Limerick about 23:50, after the passengers had been given refreshments.

When the bus arrived at Colbert Station at 00:25 a welcome sight was the special train which had been laid on. First vehicle visible at the rear of the train, at Platform Three, was a heating van from which there were reassuring wisps of steam. On duty nearby were the station staff to assist with baggage. The train consisted of heating van 3192, 1922, 1438, 1516, 1504, 1541, 2147, 1436, 1498, 2710, and it departed behind a GM B-class loco at 01:05, by which time a very considerable number of passengers had joined. The train ran non-stop to Portlaoise (Keane's Points pass 01:40; Thurles pass 02:03) where a 3-minute stop was made to set down a few passengers. Leaving at 02:41 it continued to Dublin, passing Inchicore Cabin at 03:37 and terminating at Platform 5, Connolly Station, at 03:52, where quite a few people were awaiting its arrival.

ESB Siding

The steeply-graded ESB siding on the main line at Kilbarry, Cork, has been disconnected for several years and the frog of the points removed. In mid-August last CIÉ removed all the remaining parts of the points and lifted the track back to the ESB fence. Later the ESB lifted its portion of track, which had distinctive concrete block/steel rod sleepers.

Heuston Station, Dublin

The new platforms came into use on 11 December. On that day the platform numbers were altered to read as follows:

- No.1 Down Bay Platform ("Military Siding") ex 3
- No.2 Down Main Platform ex 1
- No.3 New Platform ex "No.1 Shed Road"
- No.4 New Platform ex "No.3 Shed Road"
- No.5 Up Main Platform ex 2

The former "No.2 Shed Road" site is now occupied by the new platforms and "No.4 Shed Road" remains as a siding but connected into No.5 Platform road and not into the central track fan as hitherto. The trap points at the exit from the "Shed Roads" have been removed as these are now passenger lines, but a new trap is installed in No.4 Shed Road. At present the new platforms are connected only to the Down Main line so that incoming trains must run "wrong road" from the cabin inwards. Further alterations to the layout may alter this arrangement.

At an earlier stage the trap points at the exit of the "Military Siding" were removed. To prevent vehicles, from rolling out of the adjacent inspection pit siding an unusual scotch block has been installed. This and the siding points are now operated by a 2-lever ground frame, electrically released from the cabin. No.1 lever is both the "king" lever and the facing point lock, and No.2 pulls down the scotch block and operates the siding points.

The signals have required extensive alterations. Exit from the new platform roads is controlled by two 3-aspect colour light signals (40A and 40B) on separate posts. Each has a single yellow shunting disc below, normally extinguished, for shunts to either the "shunt road" or the Down Main. As a temporary measure, the disc beneath the "Up inner Home on the Down Main Line" applies to all movements from the Down Line, subject to a 10 mph restriction, pending the installation of a set of route indicators. Exit from the No.4 Shed Road - which has now been renamed "No.7 Siding" - is controlled by a disc signal of a type not previously used by CIÉ. This presently displays a red aspect at the bottom right and green at the top, while the bottom left is blanked off. It reads only as far as the starters from No.5, which are used to control further movements. To prevent misunderstandings with short trains standing inside the fouling point of No.7 Siding (ex No.4 Shed Road) on No.5 Platform road a giant-sized 3-aspect repeater has been fixed at ground level. It repeats the indications of the starters from No.5 if the line is unoccupied between it and the latter. On No.1 the 3-aspect Down starter has been restored.

Mullingar - Athlone

There has been much speculation of late about the future of the Mullingar-Athlone section of the main line from Dublin to Galway. Rumour has had it that from about April next all Dublin/Galway and Dublin/Westport trains would operate to and from Heuston rather than Pearse Station in Dublin. This move would allow substantial cuts to be made in the overall running times for the train but since Heuston Station is more distant from the City Centre, perhaps a change to Connolly Station would result in a greater overall benefit to the public.

The main effect of such a change could be to withdraw four existing trains each way daily on the Mullingar - Athlone section, three of which serve Moate. It would appear that the Mail trains would continue to run via Mullingar and convey a limited number of passengers. A letter to staff concerned has been seized upon by local interests as an excuse for a rather ill-informed anti-CIÉ campaign in which the true perspectives have been lost.

This letter discloses that Connolly Station would become the terminus for all Sligo, Rosslare Harbour and Dublin/Dun Laoghaire Pier trains, and would also be a central mail, newspaper and parcels depot for Dublin. Pearse Station would then be reduced in status to a suburban station only. The staff in the three Dublin termini would be reduced from over 400 to about 370 but by normal wastage, not by redundancy.

Speed Raised

The 50 mph restriction through Portarlington was raised to 60 mph in late November. Even at speed trains now just drift through with very little of the swaying once associated with this place. The faster run of course considerably benefits overall performance.

Super Standard

The time-honoured designation "First Class" was discontinued by CIÉ on 5 December, the term "Super Standard" being substituted. By this step CIÉ has deviated still further from the practice of the majority of member administrations of the UIC who adhere to the traditional first and second class designations. At the same time the practice of selling first class tickets of ALL kinds, usually at 50% over standard class fares, was abandoned except on cross-border services.

Under the new system all passengers are issued with standard class tickets and those who so desire may then pay a £1 supplement for each single journey. If this is paid prior to 17:00 on the day before travel the passenger is guaranteed a particular reserved seat on the train of his choice. On trains where seats are unreserved or where reservations are not claimed by 15 minutes after departure the travelling checker will collect the supplementary fare and admit passengers to the "Super Standard" accommodation.

When CIÉ introduced this novel scheme it was stated that the object was to reflect in the charges the "true cost" of providing superior accommodation. While this may be true in respect of shorter journeys it should be noted that the supplement is rather less than the amount previously paid by first-class passengers making longer journeys, for example Dublin/Tralee. Taken at its face value the system looks simple enough but it does have some serious disadvantages.

For example, if a passenger who has pre-booked on a particular train is prevented from catching his train his £1 is forfeit and he has to pay a further supplement for the other train he actually uses.

Refunds are only allowed if the reservation is cancelled by 17:00 on the day before travel. Perhaps a more serious snag is that once the "day before" deadline of 17:00 is reached it is just not possible for a passenger to obtain a "Super Standard" ticket at any booking office. Instead, he must be sent out to the actual train and take his chance of obtaining a superior seat on a random availability basis. This is hardly likely to encourage superior standard travel and one would imagine that quite a few people on

their way up the platform to seek a “Super” seat may change their minds on seeing perhaps that there is plenty of comfortable standard class accommodation available. The system is a novel one and credit must be given to those who imaginatively came up with it. But it overlooks the fact that there is still a number of people who wish to avail of the “exclusiveness” of the old first class system, under which, be it remembered, one could book a ticket any time up to the departure of the train. Then, too, if a seat reservation was made and not taken up a much smaller sum was forfeit.

There is one criticism which must be added. Each of the 42 seats in the “Super Standard” coaches is very clearly numbered and a passenger entering the coach with his pink supplementary ticket bearing the number of his reserved seat might be forgiven for thinking that the numbers would coincide. This is not so - the seat plan of the actual vehicle is quite different from that of the “Super Standard” sales system. One result is that, while the sales and booking staff have quickly mastered the details, those responsible for the actual placing of “Seat reserved” notices on the seats between journeys have become very confused on occasion. It does not give a favourable impression when the “Super” passengers at a terminus have to join in the search for their reserved seats.

For the record it should be noted that First Class “Rail Rambler” and “Overlander” tickets are no longer sold. Any traveller holding a standard class ticket of other type may travel superior class on payment of the £1 for each journey. The full supplement is payable for children.

New Level Crossing

A new level crossing at Rosbercon, MP 102½, on the Waterford/New Ross branch was brought into use on 25 October. It is on the main New Ross/Waterford road and replaces a highly dangerous bridge nearby on the old road formation. It is protected by 2-aspect stop signals on the railway (both directions) and by 4 electrically-operated barriers, red flashing lights and warning bells, on the road. It is non-automatic and is worked by a man sent from New Ross station for the purpose. He uses a locked control panel nearby.

Boarding Cards For Christmas

In an effort to regulate the standard-class traffic by rail from Dublin during the Christmas period, to relieve last-minute pressure on station booking offices and to prevent overcrowding on trains, CIÉ introduced a system of “Boarding Cards” for all main-line trains from Dublin on 21, 22 and 23 December. These were specially printed Edmonson cards which had to be individually endorsed with the time and date of travel and destination. The main supply was at the City Booking Office in O’Connell Street but they were also available at the Dublin stations and certain travel agencies.

To operate the system the capacity of each train was decided upon in advance. Boarding cards were then issued up to the capacity level. Where trains were not booked out passengers without cards were admitted to fill the vacant seats, but accommodation was specially labelled “Reserved for Holders of Boarding Cards” as appropriate. The free cards did not reserve a specific seat in the train but merely guaranteed that a seat would be available if claimed 10 minutes or more before departure.

The exercise was at best a mixed success, there being many reasons. Firstly, a few years ago the Christmas rush was concentrated into a hectic two or three days but nowadays it is much more extended and consequently such regulation of travel would be appropriate for only a carefully selected number of the most popular trains. Secondly, there was only six days notice to the public and some fantastic queues developed at the City Booking Office (doubtless they were envied by the nearby cinemas!). Although the office was open until 21:00 on 18-20 December the issue of cards had to be extended until 17:00 on the 21st. The publicity rather gave the impression that the cards were available only at the City Office and in an enterprising effort to correct this misapprehension one travel agency employed a man to solicit business at the trail of a queue 1,000 strong!

The scheme certainly cut down dramatically on last-minute booking at the stations but in view of what seemed to be an abnormally high number of vacant seats it would seem as if many people without boarding cards were afraid to chance being left behind and so sought alternative transport. Perhaps the oddest effect of the plan was to put far more people into relief trains than into regular ones. As a result there was the odd spectacle on occasion of a fairly full train of older stock preceding a poorly patronised train of new air-conditioned stock.

Great benefits could derive from a modified version of the scheme in the future. A longer period of advance availability and a larger number of booking points are the most obvious requirements, combined with a discreet deletion from the system of quiet trains like the various "slows" and night mails. It might even be worthwhile to confine Boarding Cards to AC train workings making a modest charge and thereby emphasising a publicity point that the AC trains are something out of the ordinary.

Harcourt Street Station

The much altered former Harcourt Street station building, until recently the headquarters of the Agricultural Credit Corporation, is being offered for sale as the ACC has moved its offices elsewhere. The building still retains its elegant colonnaded facade but is much altered inside.

Very Cheap Fares

The experiment of especially cheap weekend fares from Dublin to Cork and back by a 21:30 special on Fridays and returning by a 06:00 on Mondays was repeated in November. The Day excursion from Cork to Dublin and back by the 07:00 special on Saturdays (return at 21:30) was also operated.

"The Great CIÉ Train Robbery"

The second generation of "Train Robbery" fare reductions began on 1 January. Like last year the concession fares are valid for return up to one month and are less than single fare. The highest fare is Dublin/Tralee at £4, the others being scaled in 50p units. In general the fares are a little higher than in 1972, there is no reduction in the "Super Standard" supplement, and this time all children must be paid for but in their case the maximum fare is 30p. Early indications are that there are fewer passengers than in the 1972 campaign - there was nothing like the avalanche of travellers in the first four days - but bearing in mind the increase in fares it seems likely that the overall revenue will be approximately the same as in the previous year.

"Travel Express"

Three issues of the CIÉ free newspaper for travellers have appeared so far, covering a wide variety of topics. We particularly commend to our readers the article on the Aran Islands ship "Naomh Eanna" in Vol.1, No.3, and look forward to many future issues. Several colour illustrations appear in each issue, of which the best has been part of an advertisement for Cement Limited showing a bulk cement train passing Islandbridge Junction.

Postscript

The final lines in the story of the Thurles/Clonmel branch line (the ill-fated Southern Railway) were written in mid-October. The last of the piles of sleepers were disposed of and the former UTA railcar 104 (ex GNR "F") is to be broken up by the Hammond Lane Foundry. Its Gardner 6LW diesel engines have been removed by the owner.

Loco News

The re-engining of C class locos was completed early in December when B220 went into service. This gives CIÉ no fewer than 156 GM-powered units: 60 A class, 15 B121 class, 37 B141 class, 12 B181 class and 32 C class (now numbered B201 upwards). The only other large units are the two original mainline locos B113 and B114 (formerly 1100 and 1101), the 12 Sulzer locos, B101-B112, two former

C class locos now powered by Maybach units, B233 and B234, and the MAK diesel-hydraulic loco K801.

Of these, B111, B113, B114, B234 and K801 are out of service. B233 has done some work in recent months. Following the repainting of 001 (formerly A1 and A1R) in a black and brown livery as mentioned in our last issue, B158, B183, B187 and B188 have appeared in a similar livery and have become 158, 183, 187 and 188, respectively. In the case of these locos the numbers are between the cab windows and on the sides just behind the cabs but under the catwalk along the side. It may be added that the new livery as applied to the GM locos is not as suited to them as it is to the more rounded lines of 001.

Opera Trains

Specials for the Wexford Opera Season from Dublin operated from Pearse Station on 26 October (at 16:12) and 1 November (at 17:30), with 4 and 6 bogies respectively (including catering vehicles).

Railcar Developments

Yet another railcar roster has been taken over by loco-hauled operation. This time it is the roster beginning with the 07:55 Connolly Station/Bray. Up to the end of December push-and-pull working had not commenced on a regular basis on Dublin suburban services. On 15 December, however, a push-and-pull set made its debut in revenue-earning service when it worked the 13:01 Connolly Station/Bray and its return working at 13:50. The train was 10 minutes late going out and 8 late returning because of brake problems. It subsequently worked the 16:10 Connolly Station/Bray, its return through to Howth and finally it finished the day on the Connolly Station/Bray. On the next day it worked up from Bray after which the regular 6-piece railcar set took over the roster again. The set consisted of 6101 (ex 2646), 6304 (ex 2621), 6302 (ex 2605) and 6201 (ex 2606); the loco - at the north end of the train - was B225.

Meanwhile work is in progress at Inchicore on the conversion of railcars for push-and-pull working. The units which had emerged up to the end of December were control cars 6101, 6102 (ex 2626) and 6103 (ex 2618), connecting cars 6201, 6202 (ex 2632), 6203 (ex 2602) and intermediates 6301, 6302, 6303, 6304, 6305 (ex 2663), 6306 (ex 2619) and 6307 (ex 2665). Work is in progress on 2608, 2634 and 2638 to convert them to control cars. Railcars 2602, 2630 and 2658 are being converted to connecting cars while 2607, 2615, 2627, 2637, 2639, 2641, 2657, 2660, 2661, 2662, 2664, 2666, 2667 and 2668 are being altered to intermediates, though they will not, of course, necessarily appear in that order. Meanwhile, push-and-pull trial trains may be seen on the Cork line; locos B203 and B220 have recently been observed on these trial workings.

“A Train Every Hour”

The CIÉ General Manager has forecast that there would be an hourly service of trains between Dublin and Cork in the near future. He also predicted that the present schedule would soon be cut as a result of further improvements to the track permitting higher speeds. He went on to say that a new fare structure was being considered with differential fares being offered for peak and off-peak travel. We await further details with great interest.

New Uniforms

A new uniform has been issued to guards and checkers working the new AC trains. It is a partial departure from the traditional styling but without the exaggerated “continental” look of BR. It comprises a 2-piece medium grey terylene and worsted suit and a matching cap on which is the CIÉ emblem in embroidered cloth. There is no piping or insignia; instead the name and rank of the wearer is denoted on a clip-on badge worn on the breast pocket while the bearer is on duty.

Rolling Stock News

On 9 December the 11:00 Heuston Station/Cork and its return at 15:30 had no fewer than three (!) catering vehicles - 2093, 2402 and a snack car. The reason was not the need to cope with a sudden passenger starvation but rather the replacement of 2093 on the turn by 2402, the transfer of supplies taking place in transit.

The full list of composite coaches which have been declassified and renumbered is as follows:

1611	ex 2144	1616	ex 2129	1621	ex 2130
1612	ex 2136	1617	ex 2122	1622	ex 2131
1613	ex 2133	1618	ex 2124	1623	ex 2132
1614	ex 2152	1619	ex 2125	1624	ex 2139
1615	ex 2134	1620	ex 2128	1625	ex 2155

Less happily, there have been further withdrawals, including ex-GN vehicles: 135 (class K15), 264N (K15), C67N (K17), 220N (K24) and compo L22N. CIÉ vehicles withdrawn are: 4002, 4017, 4030, 4031, 4034, 4035, 4042 (all standards) and 4043 (standard/brake).

Broken Rail

A very rare instance of a broken rail occurred on the morning of 24 November on the Up DSE line near Merrion Gates. Heavy frost and the pounding of early trains on a rail joint seem to have caused the break, which occurred about 10 or 15 inches from a joint and was discovered after the passage of the 07:50 from Dun Laoghaire Pier. There were serious delays as a result. The 07:43 from Bray reached Lansdowne Road at 08:41 and the 08:04 ex Dalkey arrived there at 09:13. All the other morning trains followed at intervals, gradually getting back on time.

Derailment At Oola

Services between Limerick and Limerick Junction were stopped completely by a serious derailment late on 8 December near Oola. The train involved was a special of oil tank cars from Foynes to Thurles Beet Factory and it comprised 10 cars and a van of which 5 cars remained on the track. The 35-ton crane came from Inchicore ahead of the 06:30 Down Day Mail and was propelled from Limerick Junction to the accident site at 10:29 by B203. It recovered two cars (23867 and 25012) on the 9th and these were brought to Limerick Junction. The other three cars, 23852, 23809 and 23855, were recovered next day along with the van, 23544. The worst damaged was 23852 which had to be taken away on a flat wagon with its wheels in a coal truck. The line was cleared late on the 10th, in time for the evening trains.

On the 9th all through trains had to be diverted via Nenagh and buses ran instead of the local services. The 08:20 "Sáirséal" was combined with the 07:50 and was near Ballybophy at 09:50; it reached Dublin some 40 minutes late, following the 08:40 ex Waterford and 08:10 ex Cork and it comprised B169 and B177 with 11 bogies.

News From Cork

On 30 September last an unusual method was adopted to cut back the bushes beside the Down line between North Esk and Little Island crossings on the Cork/Cobh Junction section. A road tractor fitted with a rotary hedge cutter was driven along the formation, cutting the bushes as it went. Trains were operated over the Up line only while the work was in progress.

During November some of the deck plates of the old Chetwynd Viaduct (on the Bandon section) were removed at the Cork end of this well-known landmark. While that under the former track was quite sound the side plates were rusted through and were very dangerous.

Tivoli Siding is presently being extended at the Cork end to gain access to the Burmah Oil depot near

MP 166 $\frac{3}{4}$. Grooved tramway-type rails are being laid inside the company's yard but are not yet ready for traffic. This company has not previously had any of its products carried by rail in bulk. The new tram-rails delivered to the Cork City Railway section are not yet laid.

North Kerry

There have been numerous changes to the goods train services, including the reduction of the daily Waterford/New Ross service from two trains to one from 23 October. More significant, however, was the alteration which took effect from 4 December, when the daily goods train in each direction between Limerick and Tralee was withdrawn and replaced by services from Limerick and Newcastle West and back and from Tralee to Abbeyfeale and back on Mondays, Wednesdays and Fridays. This leaves the line without a regular through service but it has not been closed. On the same day the service on the Gortatlea/Castleisland branch was reduced to one train from Tralee to Castleisland and back on Tuesdays and Thursdays only instead of Monday to Friday inclusive.

Bayside

The contractors presently building the new Bayside Halt on the Howth Branch advertised in several newspapers in late November for builder's labourers to work at the site (shades of the "navvies" of the 1840s!!). Work commenced there in early October but progress has been very slow. By early January a large car park had been provided and some track alterations made. The Down line had been slightly slewed and the Up line considerably so to clear the site for the island platform. A shaft has been sunk between the tracks as a start to work on the subway. There is a 5 mph restriction past the site at present. No opening date has been announced, apart from the original "October 1972".

Christmas At Pearse

Because of the planned changes in the Dublin terminal arrangements the rush will probably be the last for Pearse Station. The really busy evening was on Friday 22 December when the outgoing trains were:

17:45	Sligo (Mullingar, Longford and all to Sligo)	7 bogies	13 late
18:20	Sligo (Mullingar and all to Sligo)	8 bogies	1 late
18:25	Rosslare Harbour (as usual)	9 bogies	15 late
18:35	Galway (Athlone, Ballinasloe, Attymon, Athenry)	9 bogies	On time
18:55	Galway (Athlone, Ballinasloe, Attymon, Athenry)	6 bogies	On time
19:00	Rosslare Harbour (Dun Laoghaire and all from Bray)	6 bogies	28 late
19:05	Westport (Claremorris and Castlebar only)	8 bogies	4 late
19:30	Westport (stops of regular 19:00)	9 bogies	20 late

The suburban service had been suspended to help matters.

SHANE'S CASTLE RAILWAY

A fifth loco has been acquired for eventual use on this railway. It is an 0-6-0T built by Avonside in 1908, works number 1507; its name is "Nancy". It worked in various iron ore quarries in Leicestershire until 1959 and it was then acquired for preservation by Mr C.F. Stirland.

As it was stored in the open for some eleven years the loco will require lengthy restoration before going into service on its new line. It is considerably bigger than any of the previous Shane's Castle locos; the leading dimensions are:

Cylinders	10" x 18"	Wheels	2'10 $\frac{1}{2}$ " diameter
Wheelbase	9'3"	Heating Surface	276 sq.ft.
Pressure	160 psi	Tractive Effort	6,260 lb
Weight	19 tons (in working order)		

NORTHERN IRELAND RAILWAYS

Lisburn/Antrim

Extensive work is being carried out to make this section suitable for fast Belfast/Derry through trains. Most of the track on the branch proper has been relaid with new Workington 110 lb flat-bottom rails and concrete sleepers have been used throughout. Between Lisburn and Knockmore Junction site clearance has been carried out to provide a third line on the Down side of the main line. This was a cherished ambition of the GNR(I) and the overbridges in the section have additional arches for this purpose. Unfortunately, the work will result in the demolition of Knockmore Junction Signal cabin which is claimed by some authorities to be the last such structure of the old Ulster Railway.

The level crossing at Knockmore is to be replaced by an overbridge on which work has started. It is expected that a temporary cabin may be installed as an interim measure until the third line is in use. A passing loop, somewhat longer-looking than the original, has been restored at Crumlin and a similar job is in hands at Ballinderry. Neither signals nor cabins have been installed and it is not yet clear which will be the through line at either place. It is thought likely that non token equipment will be in use.

Many curves have been realigned and given increased super-elevation. This work has greatly eased the sharp curve through Glenavy Station where a concrete extension has been added to the down platform to bring it out to the new track location. The nearby underbridge has been rebuilt. The emergency telephone is still at this station but may be removed at a later stage.

The buildings at Ballinderry, Glenavy and Crumlin (but not yet Aldergrove) have been partially renovated. In each case the round arched entrance to the booking hall has been squared off. It is unlikely that any station staff will be employed and very probably all other buildings at these stations will be demolished in due course.

With all this work at an advanced stage it is now expected that the Belfast/Derry trains will commence to run from Great Victoria Street instead of York Road later this year, but it seems a little odd that Crumlin Viaduct, which for many years was barred to double-heading, appears to have escaped attention so far.

Finally, Lisburn Station is receiving a long-overdue facelift, including the buildings on the island platform. One report suggests that the facilities are being expanded to include Customs examination, though entry to the EEC would doubtless affect such a move.

DE Stock

First class driving trailer 813 entered service on the "Enterprise" set in early January. It has 24 seats and a grill divides the luggage section from the side corridor. It faces north. The luggage compartment in 811 is now fully sealed by wooden shutters on the grills beside the corridor and by sheet metal inside the windows.

Fatal Accident

A British soldier guarding a roadblock on the adjoining road near Cloghogue Church was struck and killed by the 09:30 ex Belfast on Sunday, 12 November. The place, MP 67½ on the Dublin/Belfast line, is known to railwaymen and enthusiasts alike as "Father Murphy's".

"Enterprise" Failure

The CIÉ loco of the 08:30 "Enterprise" ex Dublin failed near Portadown on 15 November. At the time the CIÉ staff at Dundalk were in dispute with the management over the payment of "danger money" for working cross-border trains, so NIR had to send one of its locos to the rescue. It later returned the loco and train to Dundalk as the 11:30 ex Belfast. A CIÉ loco took over at Dundalk and the train reached Dublin at 16:20 - 155 minutes late. The 14:30 ex Belfast arrived on time 25 minutes later.

Loco No.28

This antique Harland & Wolff Bo-Bo DE loco, which has shunted at Great Victoria Street and Grosvenor Road yards for many years past, appears to have finally retired. Apart, perhaps, for a very few wagons, it is the last item from the old B&CDR stock to remain in use.

Bomb!

“Moore’s Bridge”, an overbridge near MP 61½ just south of Adavoye, was damaged by an explosion on the night of 13/14 November, blocking trains for 12 hours.

Christmas Services

In contrast to previous years, when a booklet was required to explain matters, the NIR Christmas Train Arrangements for 1972 were comfortably described in a four-page leaflet. There were no trains at all on either Christmas Day or St. Stephen’s Day while on 27 December the services on all lines were restricted almost to the level of a Sunday service.

Track Relaying

Considerable progress has been made with the relaying of the Derry Line. Most of the section between Coleraine and Ballymoney is now complete and work is now proceeding southwards towards Dunloy. Even the motor cars of the DE trains, which were always noted for the hardness of their riding, give a very smooth, satisfactory ride over the new track.

Railcar Notes

All the former GNR AEC railcars, Nos. 111-120, have now been withdrawn from service. 111, which lay at Antrim for some time, has been taken in to York Road for scrapping. There have been some reports that CIÉ might be interested in acquiring some of the better units for conversion for use in the new push-and-pull suburban fleet, but as yet there has been no comment from CIÉ on the matter.

Some of the BUT railcars are also presently out of service and there has been considerable juggling of stock between the Southern and Midland regions. In addition, MED railcars 16 and 17, along with a trailer, have been taken off the Down section by road. This move means that there is now only one spare MED power car on the Queen’s Quay/Bangor section - hardly a satisfactory position.

Steam On The Larne Line Again

The first steam passenger train to run on the Larne line since complete dieselisation in 1970 ran on the occasion of the Annual General Meeting of the Railway Preservation Society of Ireland. The special operated from the RPSI headquarters at Whitehead to Belfast and back and the train was simply made up of “Jeep” 2-6-4T No.4 and coach 861, an ex-GS&WR 12-wheeled former tri-compo brake. Both are RPSI-owned. The loco crew were provided by NIR and managed to reach a maximum speed of 50 mph, to the satisfaction of the reported full complement!

Bridge Reconstruction

Two new underbridges are being built to bring an extension of the M2 motorway under the York Road - Antrim line at MP 15¼, near Templepatrick. Recently a temporary signal cabin has been installed to the north of the work site, to control single-line working thence to Kingsbog Junction. It is not clear whether double-line working will be restored before the Belfast/Derry trains are diverted via Antrim and Lisburn to Belfast, nor is it yet known whether or not the new bridges will be wide enough to carry a double road.

Feature Section

CIÉ VERSUS THE NATIONAL PRICES COMMISSION

A rather bitter conflict between the National Prices Commission and CIÉ over an application by the latter for an increase in fares and freight rates must surely be one of the more bizarre highlights of recent transport developments. While our Irish readers may have waded through the NPC "Occasional Paper" on the matter, CIÉ's brief but fiery reply, and a fairly vast newspaper covering, our overseas readers will not have done so and perhaps may appreciate an attempt to put things in perspective.

The dispute stems from an application by CIÉ on 25 May 1972 to the Department of Transport & Power for approval for proposed increases to the rates and fares to take effect from 4 September last (except for all city bus fares and Dublin suburban fares which were to rise from 1 January). The application was referred on 21 July to the Department of Industry & Commerce for the attention of the NPC, and was circulated to the six NPC members 3 days later. Pressure of business prevented the NPC from considering the matter until 4 September. "Expert help" was enlisted to analyse and evaluate the CIÉ proposals, but the stated urgency of the matter was later advanced as the reason why the "detailed and comprehensive investigation" which the NPC believed necessary for a full assessment of the matter was not made.

The "fruits" of the anonymous experts' thinking, along with the NPC findings, comments, etc., were published on 15 December. The NPC recommendations, coming after pages of questionable statistics and sweeping indictments of CIÉ's "inefficiency", were, basically, that CIÉ might apply their proposed increased rail fares from 1 December 1972 and that from 1 January 1973 they might increase rail freight rates by 5% and road freight charges by 2.5%. The applications for increased bus fares of all kinds were refused. It was added that these proposals were only an interim measure and that further information would be sought from CIÉ after which the matter would be reconsidered.

CIÉ's reaction, as expressed by Mr John Byrne, the General Manager, was short, sharp and unexpectedly vigorous. Indeed, the style adopted was more reminiscent of Mr John Coulthard's all too brief period with NIR than of anything previously produced for or by CIÉ. Just one extract from Mr Byrne's reply gives an insight into the whole unpleasant matter:

There are errors of fact and misinterpretations by the consultants. They admit they did not have full information. Even a simple telephone call would have cleared up these points. CIÉ were unable at any stage to contact them.

Confronted by this unprecedented situation the Minister for Industry & Commerce turned down the NPC recommendation pending the completion of a further investigation of CIÉ's application, and there for the present the matter rests.

We have not the space to comment in detail on the matter but just one set of the many comparisons in the NPC paper which call the entire essay into question may be quoted. On the basis of some odd statistics the NPC makes a sweeping condemnation of the CIÉ road freight department. While we are not in a position to dispute the statistics ourselves, we feel that any attempt to compare the productivity of a large organisation with a wholly unionised staff and that of unencumbered private operators who have nothing like the same obligations is - to put it mildly - a trifle unscientific. Many of the latter are one- or two-man firms which are not noticeable for the "newness" of their vehicles. To state that they "spend rather more on repairs and maintenance" (than CIÉ) may be 100% correct but the extrapolation of this to imply that CIÉ maintenance is inadequate seems to us to be most questionably indeed. As a semi-state organisation CIÉ is rightly subject to scrutiny, but one would hope that such scrutiny -

especially when State-instigated - would be at least properly informed.

THE AIR-CONDITIONED (AC) STOCK - PART 1

In our last issue we noted the introduction of the “Trains of Tomorrow” and promised a review of this most important development. We now print the first part of our detailed treatment of a subject which was one of the “highlights” of 1972.

The Stock is Delivered

The train ferries “Essex Ferry” and “Cambridge Ferry” have paid several further visits to North Wall with the new coaching stock. On 18 July standard-class bogies 5201-5216 were delivered, while the batch of 16 vehicles which arrived on 19 September comprised standards 5217-5219, 5221-5224 and 5229-5231, firsts 5102-5104 and generator vans 5601-5603. On 17 October the ferry brought over generators 5604-5606, firsts 5105-5107 and standards 5220, 5225-5228 and 5232-5236. The remaining generators and composites arrived on 31 October. The new stock may be summarised:

5101-5106	Firsts	42 x first
5151-5159	Compos	24 x first + 24 x standard
5201-5236	Standards	64 x standard
5401-5411	Kitchen/Standard	30 x standard
5601-5611	Electric Generator Vans	

On arrival the vehicles were painted in a bottle green undercoat and there was a degree of experimentation at Inchicore before the final livery - the familiar black-and-tan (but with variations, as described in our last issue) - was decided on.

Trials and Introduction

The first trial train ran to Thurles on 25 September behind an AR loco and since that date trials have been a regular feature. Special demonstration runs were operated at the end of October and the first revenue-earning train of AC stock ran on 14 November when loco 001 left Heuston at 17:30 on a special comprising 5602, 5102 and 5403, conveying the former Speaker of the US House of Representatives, Mr John W. McCormack, to Cork. The new stock went into service on the Cork line on 4 December and on the Dublin/Limerick “Sáirséal” on 11 December. The advent of the new trains was publicised by an extremely attractive television commercial which certainly projected a “go-ahead” image for CIÉ. In mid-December the Dublin/Waterford “Deiseach” and Dublin/Galway “Cu na Mara” services were turned over to the new trains. In addition two of the Christmas specials were operated by them - a 17:40 to Cork on 22 December (GV + 5 standards) and an 08:20 to Galway (via Tullamore; same set) on 23 December.

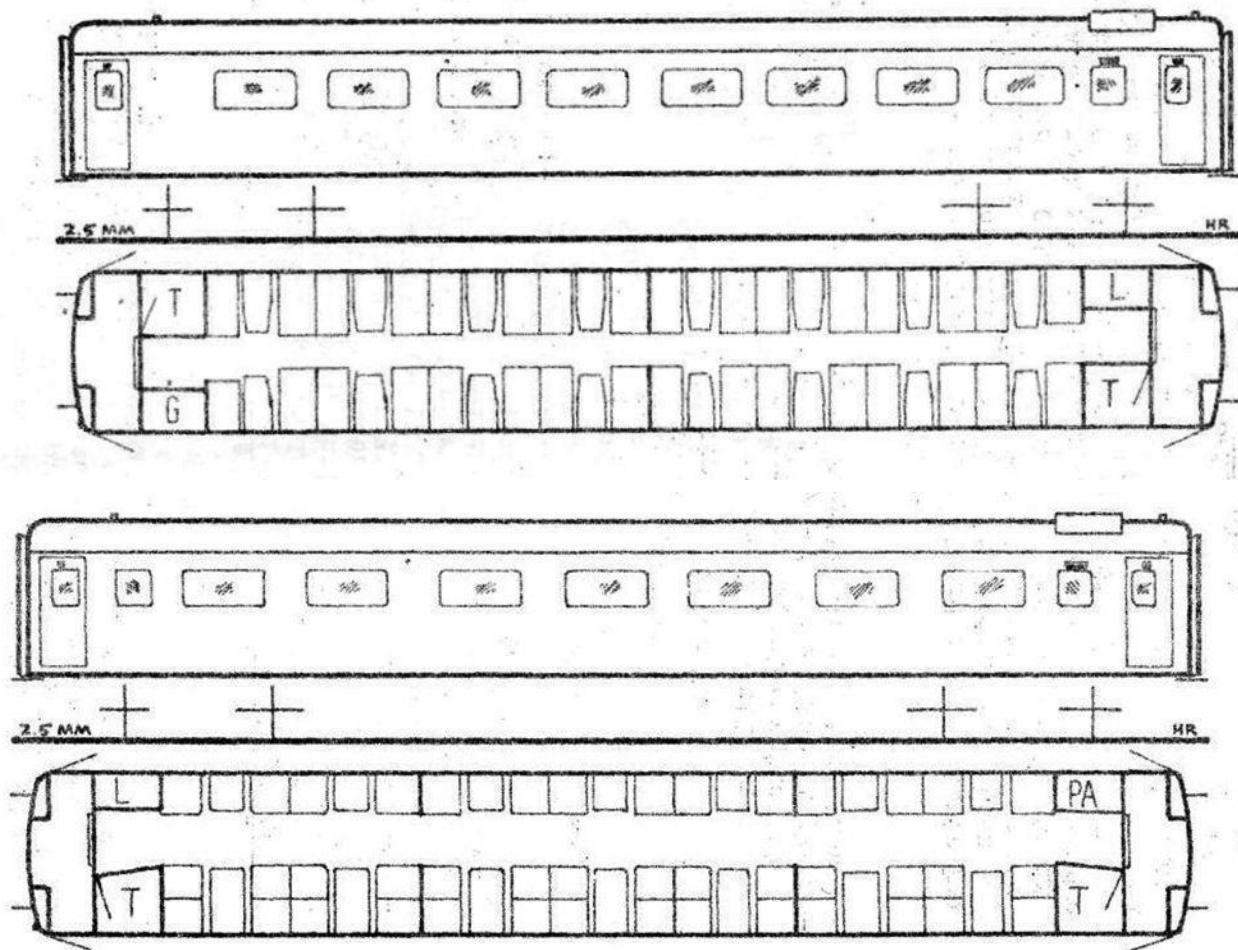
General Technicalities

All the passenger vehicles have B4 bogies to which friction dampers have been fitted, while the generator vans have the heavier B5 bogies, also with friction dampers. As the “AC” implies the stock is fully air-conditioned, with a system which provides filtered air, cooled or heated depending on the time of year; the aim is to maintain the interior temperature in the narrow range 20-22°C. The air is a mixture of fresh air from outside the train and re-circulated air from inside. To ensure efficient operation of the system only the doors at the ends have opening windows.

The coach windows are smaller than those in existing rolling stock, visibly so from outside although the difference is not noticeable inside. Glare-reducing glass is used and the aim behind the window design is to “reduce the possible visual discomfort or hypnotic effect of close objects being passed at high speed”. Certainly there is a vast difference as compared to earlier stock when trains pass at speed, though this is principally due to the heavy and effective sound insulation. The familiar “whump” as the

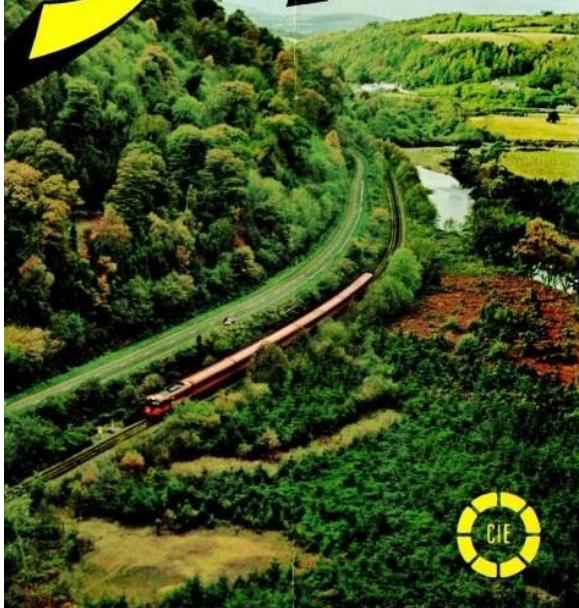
coach side seemed to come in on top of one is gone and the enthusiast will have to take good care not to miss passing trains!

The seating and lighting, as well as the details of the sophisticated vans will be discussed in Part Two of this review. We include drawings of both the first (sorry!, "super standard") and standard class coaches, showing the seating arrangements. Features to note are the provision of small public address cubicles in both the firsts and compos, and of small guard's compartments, complete with brake gear in each of the standard class coaches. Particularly welcome are the luggage racks.



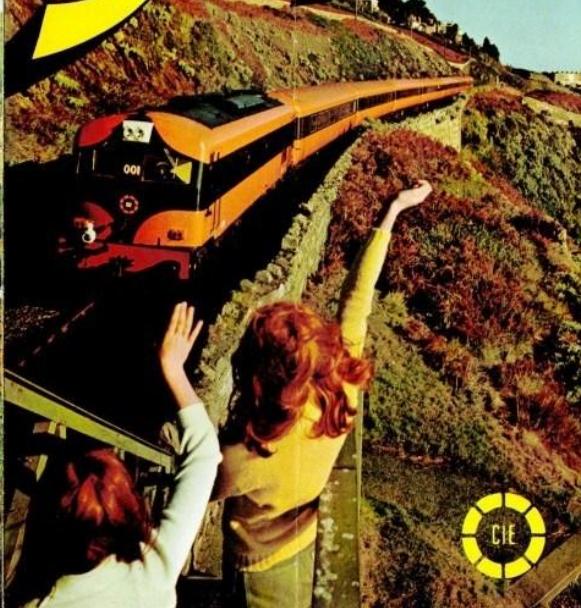
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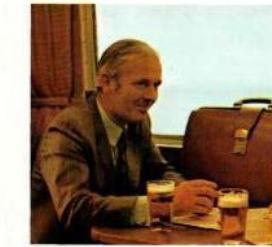
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An advertising leaflet was included with this issue.