

THE

# IRISH RAILFANS' NEWS

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**EDITORIAL**

The new and much improved CIÉ passenger train schedules introduced on 2 April are probably the greatest step forward which has been taken by an Irish railway operator for a considerable number of years. The last decade has seen several extra services introduced, in particular on Sundays, but this was a gradual process - far removed from the 105 extra trains per week running regularly from 2 April last. The move is a bold and imaginative one which deserves great praise and, above all, support from both the public and the politicians who hold the purse-strings. This current revolution is every bit as important in its own way as that in which British Rail took considerable pride when it completed its London-Crewe electrification scheme with its attendant service improvements.

An undertaking such as the compilation of this new timetable represents must have been planned over a very long period and so it was rather a pity that more than a few silly misunderstandings were allowed to arise. There was evidently a lack of communication over the diversion of many Midland section trains to Heuston Station. The citizens of both Mullingar and Moate took offence at the proposals. In fact Mullingar has a far better service than before and while Moate has not been given corresponding improvements it must be borne in mind that the town did not provide a realistic volume of passenger traffic to justify any more trains.

Then there was the matter of the transfer of staff away from Pearse Station. It would appear from press reports that some of the men concerned were not told until the eleventh hour where, or even if, they would be transferred; there were also rumblings about an unofficial strike.

From the public's point of view advance information was scanty, late and easily misinterpreted (even, we have heard, by some enthusiasts). It was 16 March before leaflets about the coming changes were distributed. Fully detailed timetables were not available before 2 April while the usual UIC-style timetable was not on sale for a further week.

It will be interesting to observe the long-term effect of the transfer of the Galway and Westport trains to Heuston Station (formerly they ran to Pearse Station). The former is quite remote from the "City Centre" (or "An Lar" - that designation so beloved of the Dublin City Bus Services!). One of the sights on recent Fridays has been the horde of passengers making their way to Heuston Station on foot along the quays, rather than trying to avail of the recommended bus service - route 79. This serves the densely-populated Ballyfermot district and although it does "serve" Heuston Station it is normally very heavily patronised, especially at those hours when the important trains are scheduled to depart.

What is needed is a special City Centre/Heuston Station service, along the lines of the old GNR "RLY. STN. AND TOWN" services. For many years there has been quite an efficient service from Heuston Station - unofficially dubbed "Route 99" - to the City Centre, the buses leaving after the arrival of incoming trains. What is needed now is a corresponding special service for out-going rail passengers,

leaving from some suitable point near O'Connell Bridge at definite times, along the lines of the Dublin Airport coach service.

But doubtless, this improvement will be forthcoming. As we have been reporting in recent issues, not least the present one, CIÉ is certainly not being tied by outdated traditions and is apparently prepared to revamp any of its operations in an effort to keep up with the times. This is a good thing indeed; the dynamic approach being manifested shows that at the top management levels there is a real belief in rail travel - a belief which must surely filter down to all levels of the staff, resulting in an enthusiastically run railway with benefits for all.

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## News Section

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### CÓRAS IOMPAIR ÉIREANN

#### **The New Timetables**

As already mentioned in our Editorial the new timetable came into operation on 2<sup>nd</sup> April. The changes incorporated in the new schedule are probably the most drastic to have been made at any time since the formation of CIÉ or probably even the GSR. Perhaps the most fundamental change has been the diversion of the Galway and Westport line trains to Heuston Station, and the choice of Connolly Station as the starting point for trains to Sligo, Rosslare Harbour and Dun Laoghaire Pier. Thus Pearse Station is now purely a suburban line station - a return virtually to the position which applied up to the closure of the Broadstone in 1937. Heuston Station now has 30 passenger train departures and arrivals every weekday, thus giving plenty of use to its recently increased total of five platforms.

The changes in services have been so complete that for the first time it is almost impossible to detail them as alterations to established trains. To illustrate the point, the following table shows the weekday departures from Dublin (excluding the Night Mails) to principal destinations before and after 2 April:

Dublin to:	Before 2 April	After 2 April
Cork	6	9
Waterford	3	4
Limerick (both routes)	7	9
Galway	3	6
Sligo	2	4
Westport	3	4
Tullamore	4	7

Not only are more trains being provided but the timings are such that a far wider choice of departure times is now available. Much later departures from provincial areas to Dublin are now possible; for example ex Sligo at 18:25, Westport at 18:45, Galway at 18:25, Limerick at 19:35 and Tralee at 19:00. There is, of course, a consequent improvement in services from intermediate points on all lines, though in some cases the odd station is bypassed.

Sunday train services are much the same as before but with the notable addition of duplicate evening departures to Dublin from a number of points - ex Cork at 18:00 and 18:20, Limerick at 18:30 and 19:25, Galway at 18:05 and 19:00, and from Sligo at 18:20 and 18:45. This development is to cater for the large increase in weekend traffic which has been successfully built up in recent years.

Lines on which there have been little or no changes include Limerick/Ballina, Limerick/Waterford and

Dublin/Belfast. It seems a pity that the second-mentioned, serving such places as Tipperary, Clonmel and Carrick-on-Suir, was not given better connections into the improved services at either end, and it is to be hoped that this may follow at a later stage. Perhaps the one line which has done worst from the new timetables is the Dublin/Wexford/Rosslare Harbour route, which has just one extra train in the Down direction. In fact the service on this line has been disimproved by the elimination of Dun Laoghaire as a stop for all trains - passengers must travel earlier to Bray and change there. The Greystones stop has also been eliminated, a rather inexplicable move as trains have to slow down severely for the change of ET staffs.

Certain changes have been made to suburban services but those are not included in the new timetable booklet, which refers passengers to the current Dublin City Services bus and train timetable. But because of the changes the information contained therein is substantially altered and bears little resemblance to the services operating; one hopes this will be quickly rectified as nothing could be more damaging to traffic figures than to have passengers arriving for non-existent or severely altered trains. Finally, a word of praise for the attractive full-colour front and back covers on the new rail timetable booklet.

### **Alterations In Dublin**

Connolly Station: At the end of January work began on Ossory Road Junction by which Sligo trains will operate to and from Platforms 1 to 4. It is located just north of the Royal Canal Bridge. The first task was to close the brick arches of the link line with concrete walls after which spoil was delivered in lorries and bulldozed up to rail level and consolidated. Pre-fabricated trackwork was installed on 4 February as a trailing crossover between West Road Cabin and North Strand Junction. Further track was installed on 25 March to form a facing crossover from the Down Northern Line to the Up Link Line. These two crossovers will be worked pneumatically from Connolly Station Central Cabin, although they are almost entirely on the area of the all-electric West Road Cabin.

Unfortunately the numerous consequential changes to the signals were not completed in time for the introduction of the new timetable on 2 April and some severe delays occurred as trains were laboriously hand signalled through the maze of tracks. In addition, No.12 crossover, which admits Up northern trains to Platforms 6 and 7 is out of use, so all through Northern/South Eastern local trains must use Platform 5, often in conflict with trains in the opposite direction.

One new signal, the Up Home from North Strand Junction, at Ossory Road Junction, is a 3-aspect colour light with a 5-lamp "position light" route indicator above for movements to the Northern lines. The only previous examples of these indicators in Ireland are at Coleraine. This signal is jointly worked by Connolly Station Central and West Road Cabins. The Down Starter at the Central Cabin has a new theatre-type route indicator. This will show 5 amber lights to indicate: Left, via Ossory Road Junction; Vertical, to Down Main; Right, to Up Main. The central lamp is common to all indications. Ossory Road Junction was first used on 2 April for one train each way but was then put out of use for a week until the Down signals were brought into commission.

Since October last it has been possible to work Down passenger trains over the Up Main line as far as East Wall Junction South crossover. Although not used regularly this facility can avoid many delays.

Heuston Station: In January part of the former Outwards Parcels Office was converted into a bottle store for the Catering Services, and a further portion has been used for a new bakery where most of CIÉ's supplies of brown bread and cakes are produced. About the same time the carriage washing plant on the shunt road was demolished. On 11 February the shunt road was lifted, prior to it being entirely relaid to become the new Up Main line from 18 March. The first train over the relaid track was a ballast train on 15 March (worked by B101), while the last train over the old Up Main line was the 18:00 ex Cork on 17 March.

Since then about half of the spur of the old Up Main line has in turn been relaid and, by means of a new facing crossover, has (from 1 April) been the route to No.5 Platform for Up trains; the remainder is presently a siding. Various signalling alterations have coincided with these changes; these are not yet complete and a 10 mph restriction applies to all up trains from the cabin. Another “landmark” which has disappeared is the 1912-vintage staff bicycle shed behind the buffer stops. A more modern structure to house a tearoom, bar and shops, is rising on its site.

The booking hall is being transformed. A new 10-window has been built to face the entrance and was brought into use on 6 April. The old bookstall on this site has been demolished and temporary facilities are in use elsewhere. The old baggage passageway has gone and when work is completed the booking hall will look most elegant. It has a very fine stucco ceiling previously difficult to appreciate but which has now been carefully restored and repainted. There is a new entrance to the dining room from the booking hall instead of from the platform as before. The refreshment caravan from Rosslare Harbour car ferry Customs area was transferred to the new concourse from 5 April to provide a temporary snack service until the new tea bar is ready. A caravan for advance booking was provided from mid-April.

*Sheriff Street Yard:* A two-sided covered platform is to be built to cater for increased parcels and mails traffic after the new Central Parcels Office is built; it will serve Southern and Midland mail trains.

### **Freight Rate Reductions**

From 12 February reduced rates have applied for small lots, up to 1 ton, to Dublin. It is intended to fill spare capacity in existing trains and to encourage their use especially by small manufacturers and exporters and it will aid rural industries and regional developments. There are four charge zones, to cover the country, with reductions averaging about 25-30%. Examples are Carndonagh/Dublin, reductions of 24% and 58% for 1 cwt and 1 ton lots, respectively. For Limerick, Galway and Wellington Bridge the corresponding reductions are 18% and 35%.

### **Loco Notes**

Locos A8R, A32R, A33R, A42R, A44R and A51R have been repainted in the black and brown livery of 001, described in a previous issue, and they now bear numbers 008, 032, 033, 042, 044 and 051, respectively. B-class locos emerging in the new livery are 141 (B141), 148 (B148), 185 (B185), 186 (B186), 189 (B189) and 190 (B190). In addition three C-class locos have acquired the new livery: 213 (B213 after re-engining), 215 (B215) and, surprisingly, 233 (B233). In addition to their repainting and renumbering locos 148 and 186 have been fitted with Hasler speedometers, already fitted to all the re-engined A and C class locos and to the push-and-pull control cars. These instruments are extremely accurate.

### **Rolling Stock Developments**

The introduction of AC stock has paved the way for further withdrawals, the latest victims being catering vehicles 2400 and 2092; suburban standard/brakes 1897, 1899, 2490; the ex-GNR set used on the Pier Trains (i.e. 63N, 75N, 78N, 105N, C140N, 168N and 195N); and secondary bogies 4012, 4015, 4020, 4021, 4024, 4026, 4028, 4032, 4033, 4036, 4037 and 4038. In addition 4-wheel LVs 2737 and 2739 have also been withdrawn. Craven 1552, previously “upgraded” to first class, has now been declassified by the removal of its carpet.

Two of the new AC composite coaches, 5154 and 5155, have been altered to 54-seat standards, an additional 30 standard seats replacing the 24 original “super standard” seats.

### **Abbey Junction Waterford**

The former D&SER turntable siding was partially lifted by mid-March.

## **Sidings Removed**

A number of redundant sidings, crossovers and spurs of closed lines are being lifted at present. Among those are the following:

Laytown: The South crossover was removed on 10 February.

Killiney: The North crossover was removed on 5 November last.

Mountmellick Branch: The remnants of the branch - about ¼ mile - were lifted in February. A new rail storage bank is being placed on the site of Conniberry Junction.

Killarney: The long-disused siding to the Ballast Pit is being lifted.

Sallins: All the withdrawn coaches and Loco Dept Trial Trains were removed in February. The former loco shed and carriage shed have been demolished and a start has been made on the removal of all sidings in the area including the ¼-mile spur of the Tullow Branch. The South Cabin, which latterly had the status of a ground frame, is to be demolished shortly.

Rosslare Strand: On 5 March the double line junction was taken out of use, pending its removal, as was the siding behind the Up platform. The remaining layout will comprise a passing loop at the Up platform, with the Waterford line making a single connection with this only. Various signals made redundant by these changes will be removed.

Wexford South: The Down loop was temporarily closed to traffic from 26 February.

## **A Railway Facelift**

To enable the Portarlinton/Athlone line to cope with the greatly increased traffic from 2 April the following changes have been made.

At Geashill two-way signalling using the Down side as the through road took effect on 20 March. At the same time the points from the Up loop to the sidings were connected to a ground frame instead of being worked from the cabin. At Tullamore the old Goods Loop was relaid and from 1 April has become the through road for non-stop trains; the platform has been almost doubled in length (towards Athlone) and the necessary 2-way signals installed. The Down Starters from both through road and loop are ground-level colour lights. On 12 March the remains of the Horseleap/Streamstown line from Clara was disconnected. Earthworks for a new passing loop in the 16-mile Clara/Athlone section, at MP 72½-73 at Clonydonnin, commenced in mid-February. A cabin and ETS instruments will be put in.

## **Derailment At Pearse Station**

At about 10:40 on 29 March a shunting manoeuvre in the approach to Platform 5 at Pearse Station ended in disaster when LVs 2763, 2717 and 2556 became completely derailed, knocking down the starting signal for No.5 road in the process. Fortunately the movement was in from the down side siding so that regular traffic was not affected. Even more fortunately none of the derailed vehicles hit the bridge parapet too hard otherwise road traffic beneath could have been disrupted. The vehicles were all re-railed by 18:00.

## **Tara Mines**

Site clearance and development commenced some weeks ago at the new mining location near Navan. The ore - first discovered beneath farmland in 1970 - will (when production commences in 1975) be mined at the rate of 420,000 tons per annum. The area to be worked is west of Navan town and is bounded by the Navan/Kells and Navan/Knockcumber roads. In fact, the surface buildings will be astride the former GNR Drogheda/Oldcastle line.

As the output will be handled by rail it will be necessary to reinstate almost one mile of the old line to join with the Navan/Kingscourt section at or near the site of the former divergence. This section of the

Oldcastle line was removed in 1964 but the earthworks remain intact.

In the early stages of mining the full output will be exported through a new port at Mornington on the Boyne estuary; the port is now at the advanced planning stage. Trains will leave the Navan plant, traverse the 18 miles to Drogheda and then proceed up the main line towards Laytown before running along a new branch to Mornington. This line will be some 2 miles long and will cross at least two public roads on the level. The junction with the main line will be at MP 29, or thereabouts, and the earthworks for the new line should be comparatively light.

At Mornington the railway is to run parallel to the quay but not on to it. The ore will be delivered to a conveyor system for direct shipment or temporary storage. As many as four ore trains a day may run and in addition oil will be sent back to the Navan plant.

### **Malahide**

Following the updating of facilities at other suburban stations Malahide is now receiving fluorescent lights on either platform, New posts are being erected alongside the existing ones which themselves bear the original oil lamp standards, albeit modified for electric bulbs.

### **News Of Bayside**

Works at the site of the new Bayside Halt on the Howth Branch are becoming more evident. By mid-April the island platform, some 200 feet long, was well advanced. Its faces are of concrete block construction while the building it carries is finished in dark red brickwork. The access subway, insisted upon by Dublin Corporation before planning permission was granted, is not yet completed and it seems as if several weeks will elapse before the residents of this expanding area will be able to avail of the new facility.

The original opening date, announced as October 1972, has long since passed but there has been little public criticism so far, probably because of the proximity of Howth Junction and the fact that there is a bus service as well. Additionally, the land to the west of the Howth Branch at this point is as yet only in the early stages of development and the potential of the new halt will not be realised in full for a few years.

### **A Link Severed**

At nearby Baldoyle the well-known racecourse functioned for the last time on 25 March 1973. The 135 acre site of this very popular sporting venue is soon to be developed for residential building and more than 1,000 houses are planned. This and other construction in the pipeline will mean that within 5 years virtually all the land bounded by the railway lines from Howth Junction to Sutton and Portmarnock will be transformed completely, to the ultimate benefit of the revenue of the suburban rail services. Rail traffic to Baldoyle Race Course virtually ceased after World War II. The two-road siding, and floodlit loading bank, were recently shortened to make way for the new Suttonians Rugby Clubhouse.

### **PWD Machines**

The fleet of Plasser & Theurer track maintenance machines all carry numbers in the 5xx series as follows:

500	Tamper
501	Ballast regulator
505/6/10/11/15	Tampers
520	Lining machine
525	Re-sleeping machine
512	The new combined tamper, consolidator and lining machine

## **Thermit Welding**

This rarely-seen operation was performed on various rail joints in Connolly Station yard on Sunday 4 February. Some of the joints in Nos. 3 and 4 Platform roads at Heuston Station have been similarly treated.

## **Burmah Siding**

In mid-January the road surface outside the Burmah depot was reinstated where the new siding crosses. The extended portion of the Tivoli siding through the Burmah turnout has been filled up to road level with ballast and sand to facilitate the new Burmah Company shunting tractor. This can haul 3 empty cars and propel one or two full ones. A low barrier of old rails has been erected to prevent it from encroaching on the adjacent Up. Cobh line.

On 5 March B150 brought out the six new Burmah oil tank cars from Cork to Tivoli, where a CIÉ tractor carried out trials into and out of the depot. The first load was planned for 7 March but a labour dispute over the loading delayed things for a day. Since then the wagons have been operating normally by special train to Rathpeacon and thence to Limerick by regular freight train. Another Burmah depot has been established at the Ennis Junction end of the Munster Siding at Limerick, and the tank cars are emptied here.

## **Blackrock Automation**

Automatic barriers were introduced at Blackrock on 26 February. There are two entrance barriers on the Up side; they consist of a 4-segment turnstile, released for a quarter turn by an Almex ticket canceller which can handle both 10-journey and single tickets. In addition, monthly and annual commuter tickets will also release the barriers but they are not, of course, cancelled. One problem arose with CIÉ personnel entitled to use free tickets from this station. Their passes are not acceptable to the cancellers so from 12 March such persons have had to carry an additional pass specifically designed to release the barriers; however, these passes are not valid as tickets. The barriers in their present form are impassable to prams and bicycles and in addition they must pose something of a problem for portly passengers or those encumbered with baggage!

## **Push-And-Pull**

Following the intervention of a Rights Commissioner of the Labour Court the dispute over the working of these trains was resolved on the basis that all runs should be accompanied by a loco inspector for the first two months. This has, incidentally, provided an opportunity to train a Cork loco inspector in their use as they are wanted for the Cobh line as well as the Dublin locals. Final trial trips ran on 17 February and two 4-car sets entered service on the 19<sup>th</sup>. There were: B220 + 6201, 6304, 6302 and 6101, and B214 + 6202, 6303, 6301 and 6102; one was based at Bray and the other at Connolly Station. The third set, B228 + 6204, 6307, 6305 and 6103 (with through corridors) appeared on 8 March, initially as a relief set but it has latterly operated simultaneously with the other two; it is based at Connolly Station. Six-car working has been deferred for some time.

The refitting of the cars has involved the removal of the engines and transmission and all remnants of main line seating. Bus seating has been substituted in various permutations. Some cars have had too many seats fitted at the expense of legroom and are uncomfortable as a result. It would appear that the springing has not been modified to suit the reduced tare weight and consequently these vehicles tend to roll rather a lot when lightly loaded. Intermediate car 6301 has been fitted with almost unbreakable plastic windows instead of safety glass; in the process it lost half its opening windows and may thus be rather warm in summer as a result.

The controls in the 61xx series control cars are some of the former railcar fittings - the erstwhile accelerator foot pedal has become the "Deadman's" device. The direction selector retains its former

function while the old gear selector is now the 8-notch power control. Gresham & Craven vigilance equipment is fitted, so that the "Deadman" must be released and re-applied at pre-set intervals indicated by a yellow lamp. A Hasler recording speedometer is fitted. An improvement is the fitting of air-operated screen wipers, on the driver's side only. Since the controls are set in well from the side window the guard-to-driver bell is retained for use when driving from the Control Car; when the driver is at the loco end the normal flags or lamps are used.

The normal quick-release vacuum brake, as on the railcars, is retained and in addition there are 3 air-brake bags connected between the connecting car and the loco, but only the large emergency bag runs along the train, as does one General Motors jumper cable. The air bag supplies the hooters and screen wipers.

The brake compartment of the control cars carries a rather noisy diesel-electric generator to power the lights and also the Spanner steam-heat boilers, located in both control and connecting cars. Normally, only that in the control car is used. Since the generator set blocks one of the doors the guard must travel in the other brake compartment sans heat.

Performance-wise, these four-car trains are very sprightly, even if a little rough riding, and are free from major breakdowns. They can also swallow crowds far beyond the capacity of main line stock.

### **Signal Notes**

The Down Distant at Ballyhea Crossing (MP 130½, Cork line) became a colour light signal from 6 February. At both Lucan and Straffan the Up and Down Home signals were dispensed with on 20 February but on the same date the original starting signals were re-instated and re-designated "Home Signals". Straffan was reopened to regular use (the cabin, that is) on Mondays to Saturdays inclusive, with effect from 2 April, to cope with the increased train service. It is reported that intermediate signals are to be erected in the Portarlinton/Portlaoise section in the vicinity of the former Straboe block cabin. At Waterford it is proposed to dispense with the East Cabin (sometimes called Wharf Cabin) and cable-laying to the Central Cabin is in progress. The Down Starter from No.5 platform at Pearse Station has been removed (see above).

### **Boarding Cards**

As a postscript to the "Boarding Cards" episode related in our last issue we must now add that the idea was far from new to Ireland. In 1942 the August Bank Holiday weekend coincided with a particularly critical period of restricted coal supplies and the GNR, unable to provide relief trains, introduced "Travel Control Tickets" for all cross-border trains.

### **News About The Railcars**

As mentioned elsewhere in this issue push-and-pull working has commenced on the Dublin suburban services. The three sets in operation replace two railcar sets and one loco-hauled train. In addition, a loco and train have taken over the roster of the 6-piece railcar set which started the day by working the 07:15 Bray to Greystones and ended by working the 19:00 from Connolly Station to Bray. Meanwhile, on the conversion front, control cars 6104-6107 had emerged by the end of March, as had connecting cars 6204-6206 and intermediates 6308-6323. This list comprises the railcars listed in our last issue as being converted, with the addition of 2613 and 2653 which have been converted to intermediates 6323 and 6322, respectively. (We regret that we have not space in this issue to give a full correlation list of old and new numbers.)

Railcars 2604, 2611, 2650 and 2655 are now being converted for push-and-pull working. The railcars formerly stored at Sallins have been removed because of the layout alterations already mentioned, and have been transferred to Drogheda which is now host to 2631, 2636, 601N, 604N, 605N, 608N, 609N, 612N, 613N, 616N, 617N and 710N. The BUT set - now a three-piece - is still at work though very

irregularly.

### **Robbery At Dundalk**

On 20 February last, when the 08:00 Up “Enterprise” pulled into Dundalk station, an armed gang of seven men and a woman held up the train, its passengers and the station staff as well as the Customs men. A total of eight mail bags were taken from the train and the gang then escaped across the tracks to a nearby roadway where stolen cars and accomplices were waiting to pick them up. The value of the goods taken by the raiders was first reported as being as much as £50,000 but, according to later reports the actual figure was very much less. By coincidence this incident took place during the second of the CIÉ low fares promotion campaigns - the second “Great Train Robbery” - a fact which gave rise to many facetious remarks at the expense of CIÉ’s staff, with whom, be it added, our sympathies lie!

### **Trouble At Malahide**

On 19 February the loco of the 17:25 Dalkey/Dundalk train failed at Kilbarrack but was able to bring the train as far as Howth Junction Down Main platform, thus clearing the line for the following 18:02 from Pearse Station to Howth. The latter was followed by a relief loco which propelled the stranded train on to Portmarnock and Malahide, the latter being reached about 19:00. It was apparently intended to run the relief loco round to the head of the train and, while this was being done, to allow the 18:30 Connolly Station/Dundalk (first stop Balbriggan) to overtake. The passengers on the disabled train not unnaturally demanded that the 18:30 should be stopped for them - a request which was refused. So, while the disabled train retired to the quarry siding to perform its shunts, several of its passengers sat down on the Down Main line in order to ensure that the 18:30 would be stopped. This tactic caused a 25-minute delay to the 18:30 which in the end did stop and take up passengers for all stations northwards.

### **Tailpiece**

We are aware of the “special” bus service on Page 53 of the CIÉ timetable but stick to our views (Editorial).

## **THE RUGBY INTERNATIONALS**

The Lansdowne Road grounds were host to two Rugby internationals earlier this year - Ireland v “The All-Blacks” on 26 January and Ireland v England on 10 February.

### **26 January**

An “All-In” train ran from Cork and had a Limerick portion which was attached at Limerick Junction. The whole ensemble consisted of B152 + B168 with 12 bogies including 2 bogie heating vans as well as catering vehicles 2403, 2407 and 2428. (The Limerick portion comprised one heating van, 2403 and 2 bogies.) When the train had deposited its passengers on arrival at Lansdowne Road at 13:58 (two minutes early) it continued to Dun Laoghaire where its locos ran round. The train went back to Pearse Station empty and it departed from there to Cork/Limerick after the match. A second “All-In” train operated from Belfast to Lansdowne Road; details of it are given elsewhere in this issue.

There were four special trains from Connolly Station to Lansdowne Road, in addition to the normal local services. These were: (i) a 6-piece railcar at 13:20; (ii) B231 + HV + 6 bogies at 13:40; (iii) B181 + HV + 5 bogies at 14:00; (iv) B159 + 6 bogies at 14:10. A special (B200-class + HV + 6 bogies) ran from Greystones, with another (B210 + LV + 6 bogies + HV) from Bray. A further special operated from Belfast to Connolly Station only, the passengers making their way to Lansdowne Road by local services as described; it consisted of a 7-piece NIR BUT railcar set.

## 10 February

For the match on this date there were separate “All-In” trains from Cork and Limerick. The special from Cork comprised loco 001 with 8 bogies, including 2 bogie HVs and catering vehicles 2403 and 2414. After the match loco A4R worked the special back to Cork from Pearse Station. The Limerick special consisted of B155 with 4 bogies and LV (including a bogie heating van and catering vehicle 2407); the return special was worked by B151. The “All-In” trains (including that from Belfast, 102 + 811, 827, 826, 812) all went on to Dun Laoghaire where the locos ran round. As on the earlier date the local train service to Bray was supplemented to a sufficient degree by specials from Connolly Station. The details are given below:

Ex.	Time	Make-up of train
Connolly Station	13:57	B171 + HV + 6 bogies
Connolly Station	14:19	B174 + HV + 6 bogies + HV
Connolly Station	14:37	B190 + HV + 6 bogies
Connolly Station	14:44	Six-piece railcar set
Dundalk	-	B224 + HV + 5 bogies + HV
Greystones	-	B221 + 6-wheel HV + 7 bogies
Bray	-	B216 + 6 bogies + HV

The returning special trains from Lansdowne Road after the match were as follows:

Time	Make-up of train
16:35	B216 + 6 bogies + HV
16:43	B190 + 6 bogies + HV
16:51	B177 + 6 bogies
16:59	B171 + 6 bogies + HV
17:04	B225 + HV + 5 bogies + HV
17:12	B207 + 6 bogies
17:17	Six-piece railcar set

## NORTHERN IRELAND RAILWAYS

### Train Catering

Refreshment Car services between Belfast and Derry were withdrawn from 4 September last, largely because of the run-down state of buffet cars 550 and 554. Both were observed at York Road on 3 April, the latter in bad exterior condition.

### A Taste Of The Future

To give Derry line passengers a sample of good things to come in the future DE loco 101 and coaches 821, 824, 825, 828 and 813 (first/brake driving trailer) entered service on the York Road/Derry service on 2 April. This stock is spare from the “Enterprise” workings on the Dublin line and will work the 08:10 and 15:00 ex Derry and 11:45 and 18:00 ex York Road unless required to strengthen the “Enterprise”. It is noted that 813 now faces Derry and has therefore been turned following its last appearance in Dublin. The set presented an odd appearance on the 15:00 Up run on 3 April as MED trailer 515 was attached to the rear as a parcels van.

### Rugby Specials

The usual “All-In” Rugby specials from Belfast to Lansdowne Road, Dublin, operated on 20 January and 10 February. In each case the train comprised loco 102 with 4 “Enterprise” coaches. On the first occasion it operated as a push-and-pull set but on the second date 102 refused to push so it had to run

round at Dun Laoghaire, a task which took 9 minutes. The catering arrangements provided were a drastic reduction on the previous very high standards. Packed cold meals were provided while hot beverages were supplied from electric water boilers mounted in the luggage compartments of coaches 811 and 812.

### **Faughal Upper**

This level crossing, just one mile north of the border on the Dublin/Belfast line, became unattended from 12 February.

### **Automatic Crossings**

Cookstown Junction crossing was converted to automatic half barrier operation on 18 January. It will be recalled that this was once a giant among crossings as it had to take a very narrow road over the very wide railway necessitated by the one-time island platform layout here. Other crossings which were similarly converted (on 25 March) are Galgorm, Cullybackey No.1 and Cullybackey No.2.

### **Steam Trains**

It has been arranged for steam locos from the collection of the Railway Preservation Society of Ireland to work public excursions from York Road to Portrush on 28 June and on 4, 18 and 25 August. This step is far in advance of anything permitted by British Rail's "Return to Steam" arrangements and NIR deserves praise for agreeing to the proposals.

### **Central Railway**

Tenders for various aspects of the reopening of the Belfast Central Railway are shortly to be invited, according to an advertisement of 22 March. The notice includes a confirmation that the "Maintenance Yard" at Queen's Quay is to be "reorganised". It is hoped to reopen the line during 1974, just 100 years after its original opening. It has been acknowledged that the removal of Middlepath Street Bridge by Belfast Corporation in 1962 was ultra vires and consequently that body is saddled with the cost of its reinstatement. It is possible that the new Lagan Viaduct may have a pedestrian path in addition to the railway. The original viaduct will be retained as a work stage until the new one is ready. The new Central Station will have two island platforms (4 faces) long enough for 9 bogie trains; there will also be a siding leading to a parcels depot. There will be a barrow path across the tracks at the ends of the platforms, protected by suitable signals and confined strictly to staff use.

The new station will present a most modern external appearance, somewhat like the new London Airport Hotel, with the main girders outside the fabric, instead of concealed within the structure. It is intended to provide all the facilities now associated with a modern airport terminal building. The new station will also house the NIR headquarters offices.

### **The "Enterprise" Train**

In addition to other notes about these trains in this issue, we note that No.801, the all-first, was repainted in January. It is the first such vehicle to be repainted and it now carries NIR standard gold-leaf numbers instead of BR white ones. On Sunday, 11 March the set was made up to 10 bogies, with locos 102 and 103 at either end. However, it refused to operate in this form and, for the first time, the train was double-headed to Dublin and back.

### **Bangor Clock**

The new 3-faced clock at Bangor Station referred to in our November 1972 issue was presented to NIR by the Northern Bank Limited. A plaque recording the fact was unveiled by the NIR chairman on 6 February.

## **Portrush Branch**

The new canopy on No.1 platform, using steelwork from that on the former No.1 platform at York Road, is almost complete, together with a new parcels office which is not yet in use. No.3 platform still retains its engine release crossover.

Portrush Town Council is reported to have forbidden the NI Transport Holding Company to demolish the former station building and clock tower. It is not yet clear what the Council proposes should be done with the building, or who would support its upkeep. Unofficial suggestions range from its use as a supermarket to a concert hall.

There is a proposal that the loco turntable at Portrush should be overhauled as that at Coleraine is beyond use. However, that at Portrush has been derelict for very many years. The passing loop at Cromore has been removed and the level crossing there is being converted to automatic half barrier operation.

## **Railcar Notes**

AEC: Cars 112-119 inclusive are stored at Ballymena since November, also trailers 581 and 586. Nos. 111 and 120 are at York Road.

MED: Trailers 511-513, formerly on the Bangor line, were all at York Road in early April. All other such stock - apart from that on the Bangor line - is believed to be on the Portadown line. On the former line cars 30 and 31 are running as a 2-car set. The 17:15 ex Queen's Quay now comprises 3 power cars and one trailer. The extra power car is detached at Bangor and remains there until the 16:30 Up on the following day.

MPD: All these units are now concentrated on the Midland and North-Western regions. Units which have recently been observed after repainting are 55 and 61 (in December) and 538 (in January).

## **Signalling**

The Up Advanced Starter at Cullybackey is now a colour light. The tokenless block equipment between Ballymena and Ballymoney is not yet in use.

## **Railcar No.1**

The pioneer NCC railcar of 1933 has been acquired by the RPSI; it arrived at Whitehead in February. Its restoration will be a lengthy process after its lying out in the open at Ballymena.

## **OTHER RAILWAYS**

### **Shane's Castle Railway**

The 1973 season will be as follows (12:00 to 19:00 hours): April - Sundays, Easter Weekend and Holidays; May to September - Wednesdays, Saturdays and Sundays (but daily during the July holiday fortnight); October - first two Sundays. All trains will be steam-operated except on Wednesdays in May, June and September. Admission charges will be: Return 34p, Single 18p (children half-fare). There is a free car park. Admission to the grounds only is 12p.

Recent developments, have included a 30ft by 10ft building at Antrim platform as a shelter and souvenir shop. Both stations have had original lamp standards erected and wired up. Loco No.1 "Tyrone" has new boiler cladding and is repainted in the same style as No.3 "Shane". No.4 "Nippy" requires a coat of paint but is in running order. "Nancy" is now freed out for shunting but will not be fully restored for a lengthy period. Two Londonderry & Lough Swilly wagons have been acquired: a hand crane used until recently in a static capacity at Letterkenny and a three-plank open wagon; they require restoration. All the carriage wheels have been turned on a lathe and greatly improved

performance is the result.

### **Irish Steam Preservation Society**

Recent developments have included a further 100-yard extension of the track and the fitting of a new chimney to loco No.2. The restoration of railcar No.C39 is now almost completed and work has commenced on the restoration of diesel No.1. The National Traction Engine Rally will be held this year on 5 and 6 August. The railway will be in operation during the rally and also on the preceding day, 4 August.

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## **Feature Section**

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### **RAILS BY THE SEA**

The Waterford & Tramore section of CIÉ closed on 31 December 1960 in an atmosphere of acrimony; at the time it seemed a remote possibility that Tramore would ever again have a railway. Now, however, there will be a railway in, rather than to, Tramore. It is to open on 15 May and will be a 15in gauge miniature line in the amusement park. It will be some 400 yards long, in the form of an irregular loop around the pleasure boating lake. The line will cross an inlet of the lake on a bridge and will have a station complete with picket fences, cantilevered roof and timber buildings.

The equipment for the line is being supplied by Messrs Severn-Lamb Ltd of Stratford-on-Avon, the reported cost being £10,000. The finance is being organised by Tramore Fáilte, the local tourism organisation. The loco will be one of Severn-Lamb's successful steam-outline, petrol-hydraulic locos to a design by David Curwen; it will represent a Denver & Rio Grande Western Railway 2-8-0 tender engine, with all the external features of an old US loco faithfully reproduced, including cowcatcher, sand-dome, bell, slide valves, etc. The cast steel driving wheels will be 12" diameter on 2" diameter axles with Pollard ball bearings. The weight (in working order) of loco and tender is about 1½ tons, combined length 16'6", height above rails 48" and width 30".

The power unit is a 1,600cc Ford industrial cross-flow petrol engine running at 2,000 rpm constant speed. It is coupled to a Lunde PV35 infinitely variable pump and servo control; these items are mounted in the tender on which the driver sits. The power from this unit is taken by triple pipes to a MF 105 motor and thence by a 1" Renold chain to the trailing axle of the loco; the final chain drive will provide a 3-1 reduction. Speed will be up to 7 mph. There will be a small air compressor to operate the 5-note chime whistle and also the continuous air brakes through the train. The loco will probably sport a livery of gloss black, brass boiler straps, polished aluminium domes and cylinder covers, red connecting rods and polished handrails. Other locos of this class are capable of hauling loads of 150 adults, almost 10 tons apart from the train weight - and this on only 10¼" gauge.

The coaches will be bogie toast racks, two of them roofed and two open. The underframes will be welded steel channel girders. The bogies will have 8" diameter cast steel wheels on 2" axles with Pollard ball bearings. Rubber block suspension is employed. The covered coaches will be 12' long and the open ones 16', width 30" and height of covered coaches 48". All coaches will seat 16.

The track is being supplied by the William Jones division of ACE Ltd, London. It is 20 lb/yd BSS flat-bottomed on galvanised corrugated sleepers in 18' lengths joined by fishplates. It was hoped to complete the track-laying on 11 April.

It is intended that the line will operate from May to the end of September, from noon to 21:00. The intended fare is 10p for two circuits. There will be a full-time driver and it is hoped that a retired CIÉ

loco man will apply for the post. It is an exciting project and at present unique within the state. There have only been a very few such lines in the past, the best-known being that at Cork during the 1932 Exhibition. Then, the line was imported complete from Germany and was worked by two 4-6-2 steam locos. The entire equipment was repatriated when the Exhibition closed.

In Northern Ireland there was a 15" gauge line at Bellevue Zoo from 1933 to about 1950. The loco was sold for scrap in 1960 and spent an incredible twelve years under a mountain of junk in Eastwood's scrapyard. In 1972 its remains were rescued and returned to the Romney, Hythe & Dymchurch Railway, for which it was built new in 1926 by Locofabrik Krauss AG of Munich (Works No.8373; RH&DR No.4 "Jean").

More recently Mr Harold Condell of Ballymoney has operated a 9½" gauge line at Portrush and has also supplied the equipment for another at a holiday camp at Magilligan, County Derry. Both these lines, however, were on a much less lavish scale than the impending line at Tramore - a line we await with much interest.

We are indebted to Mr James Tuohy, General Manager of Tramore Fáilte and to the Editor of CIÉ's "Travel Express" for much invaluable information.

### **THE AIR-CONDITIONED (AC) STOCK - PART 2**

We continue below, as promised in our last issue, the description of the new CIÉ passenger rolling stock.

#### **General Description**

The seats are similar in general to those in the Craven coaches, albeit with slight modifications. The toilets are well fitted out, with shaver sockets and foot pedals for both the toilet and wash-hand basin. The gangways are like those in Pullman vehicles and are wider than those in the ordinary stock. To facilitate access the new vehicles have "wrap-around" doors as on the more recent BR coaches. All the new coaches are 9 feet wide and 64'¾" long over headstocks. The firsts are open-centre and have 42 seats, arranged in seven bays along the length of the coach, with 2 seats on one side and 4 on the other side of the gangway in each bay. The seats here are, of course, more luxurious than in the standards, and are reclining type. As shown in our last issue there is one toilet at each end of the coach, balanced at one end by a luggage space and at the other by a public address cubicle.

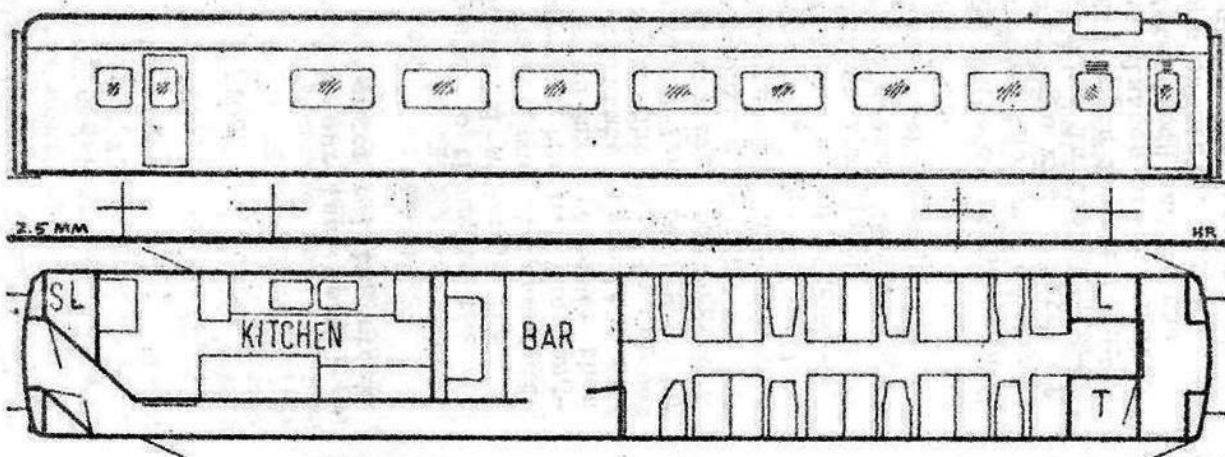
In the composites there are 24 seats of either class. In the first class (we can't seem to get the hang of saying "super standard"! ) there are four bays with a total of 6 seats in each, arranged as above, while in the standard section there are three bays of eight seats in all (four on either side of the gangway). The classes are separated by an entrance vestibule. At the "standard" end of the coach are a toilet and public address cubicle, while at the other end are another toilet and a space for luggage. A slight disadvantage in the standard-class area is that at each entrance the pair of seats in one of the four bays immediately inside the door is smaller than the rest of the seats, in order to facilitate access. Thus 4 out of the 24 passengers in the area have less room than the rest.

The standard class coaches have 64 seats in 8 bays of 4 seats on each side and once again 4 passengers of the total have less room than the other 60. At one end of the coach is a toilet and luggage space; at the other end is a second toilet and a small guard's/brake compartment - a useful feature in that it avoids the necessity to shunt vans from one end of a train to the other.

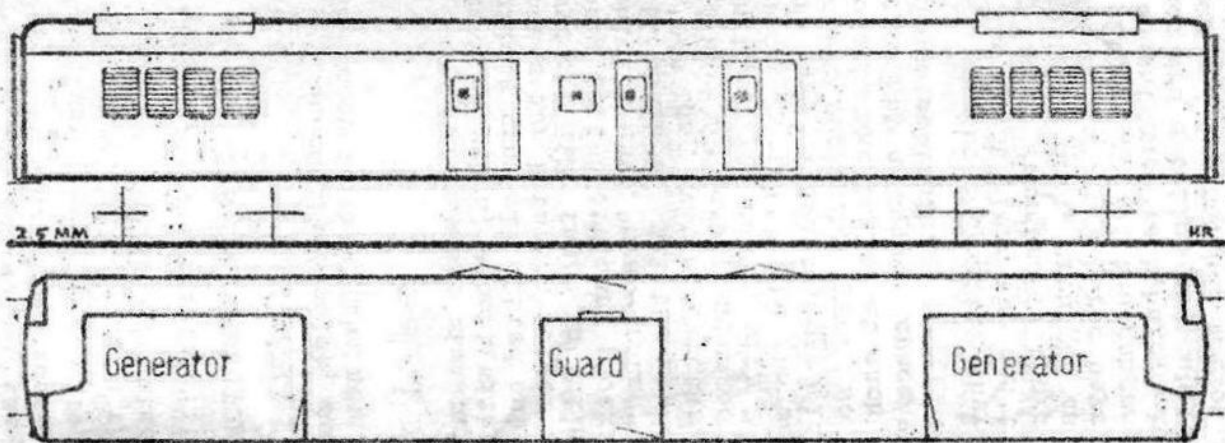
There are 30 standard class seats in the vehicles designated "Kitchen and Standard class". There are no restaurant cars as such as it is the intention that meals will be served to passengers at their seats throughout the train. The kitchens are all-electric stainless steel, but with an emergency gas unit in case of power failures. There is a very full range of cooking and other kitchen equipment including a

refrigerator (supplied by the ESB and installed at Inchicore Works). There is also a small bar area.

The seats in the kitchen/standards are arranged in four bays of four seats on the same side of the coach as the kitchen is. On the other side are three and a half bays of four seats, the reduction being necessary to give access to the side corridor which runs past the kitchen section of the vehicle.



The other vehicles not yet described are perhaps the most important of all - the electric generator vans. These provide power for the entire train: lights, air conditioning, kitchen, etc. These mobile powerhouses supply 380/220 volts AC and they also house the guard in a very heavily insulated compartment, complete with comfortable seat. The finish of the interior is metallic and rather industrial-looking but being at one end of the train they will not be visited by too many passengers.



## Conclusion

The new stock is attractive and very much of its era. We hope the travelling public will realise its potential - even by just using the luggage spaces - and pass the good news on.