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ARIGNA TO ADOON, 14 JUNE 1936

DERAILMENT AT BUSH, 5 JUNE 1963

PHOENIX PARK TUNNEL PASSENGER SERVICES

A TALE OF SIDINGS, ST. JOHN'S, ATHY BRICK, AND SROUGHMORE



#### Cover Illustration:

On Tuesday 16 October 2016, at 14:20 Dublin - Cork - Cork - Belmont - Gland - Belmoran train is seen passing Marrow Hospital, Co. Cork during its last tour for the 2016 season. (Photo © Finbarr O'Neill)

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Former Tralee & Dingle locomotive No. 71, pulling a train of cattle wagons, most likely in the mid 1950s. The location is not certain but may be near Trillick, on the line towards Ballinamore. (Photo © Les Hyland - IRRS Collection)

# A Tale of Three Sidings

ST. JOHN'S, ENNISCORTHY; ATHY BRICK; SROUGHMORE

## Introduction

In the heyday of the railways, as common carriers, sidings were essential elements in the handling of goods traffic. In Ireland, most goods sidings were situated at stations handling both passenger and goods traffic. Stations catering for goods only were relatively rare in Ireland, apart from the cities and some larger towns, e.g. Ballymena and Omagh, where freight was handled at a location separate from the passenger station.

Public service sidings, for the delivery or reception of specific traffics, were however

provided at more numerous locations, while private sidings, catering for the needs of specific industries or businesses, were also a feature of the rail network, and indeed a few still survive.

Barry Carse's reference to Athy Brick Siding, Journal 191, p 175, has led to research into that long-gone facility, the second of our 'three sidings'. Finally, Norman Campion's article following prompted further study of the ephemeral siding at Sroughmore. Hence the third part of our "Tale of Three Sidings".



GSR VR J15 Class No. 105 and J9 Class No. 251, both 0-6-0, as seen northbound on the No. 2 ballast train at the junction for the St. John's siding, Enniscorthy, about 1961. (Photo © Drew Donaldson)



# St. John's Siding Enniscorthy

S. & A.G. Davis Ltd.

NORMAN CAMPION

with additional material from MICHAEL WALSH,  
GERALD BEESLEY, DAVID ROUSTON and ERNIE SHEPHERD

The former grain mill at St. John's, on the south bank of the River Urrin immediately south of Enniscorthy town, is understood to date from 1885, and to have replaced or incorporated features from an earlier water mill of 1858 on the same site.<sup>1</sup> A weir on the Urrin upstream of the mill site provided the required flow of water for this water mill. The Urrin also provided access to the mills from the larger River Slaney for small vessels.

St. John's Siding, serving the mill of the same name of Messrs Samuel and Abraham G Davis, was located at MP 78½ on the Enniscorthy to Wexford line, on the banks of the river Slaney approximately 1 mile south of Enniscorthy.

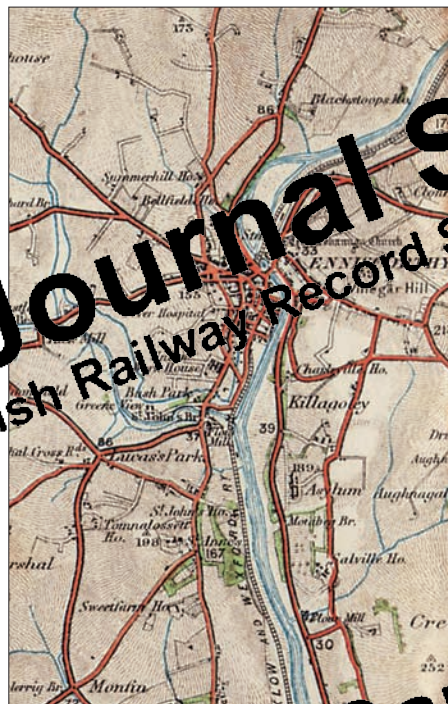
The siding was constructed as part of a 'barter deal' proposed in November 1871 for the DW&WR extension south of Enniscorthy. Messrs Samuel and Abraham G Davis offered to forego a claim for compensation for the railway to traverse their lands at St John's in exchange for the provision of a siding to their mill.<sup>2</sup> Thomas Edwards, the contractor for the Wexford extension, would undoubtedly have constructed the sidings as part of his contract with the DW&WR. The rails used for the siding at St. John's were those from a short branch that had been installed at Sroughmore (between Rathdrum and Avoca) in 1865 to serve the Connorsree Mining Company, but which had closed to be used in 1869.<sup>3</sup>

The opening date for St. John's Siding has generally been given as 1873<sup>4</sup>, but Gerald Beesley believes it to be pretty certain that the 'official' opening date of St John's siding would have been

17 August 1872, the same as that for the whole extension to Wexford (Carcur), half a mile short of the present-day Wexford station, which opened in 1874. However, it is just possible that some wagon movements may have occurred between Enniscorthy and St. John's once the Enniscorthy tunnel had been completed.

The siding trailed in by a crossover from the Up side. A ground frame, released by a key on the section train staff, not only operated the crossing points to St. John's siding but also controlled the down signal. It was checked with the points at least in GSR days, the headshunt of the siding, alongside the main line, was used by Captain Kavanagh for handling cement, tiles and general traffic, for which a loading bank was provided.<sup>5</sup> This bank does not however appear in the earlier maps from the 1900s.

The Kavanaghs were a successful local business family, who lived in St. John's House, approximately ½ mile south of the Mill. In recent years, the house became a hotel, under the name St. John's Manor, but this subsequently went out of business. Military training in "Kavanaghs Field" at St. John's was a source of material for the Bureau of Military History.



Extract from one-inch Ordnance Survey, published 1902, based on a survey of 1898 showing the Enniscorthy area. The St. John's Mills Siding, which is to be seen where the River Urrin enters the Slaney.

<sup>1</sup> <http://www.buildingsofireland.ie/niah/search.jspx?type=record&county=WX&regno=15604026>

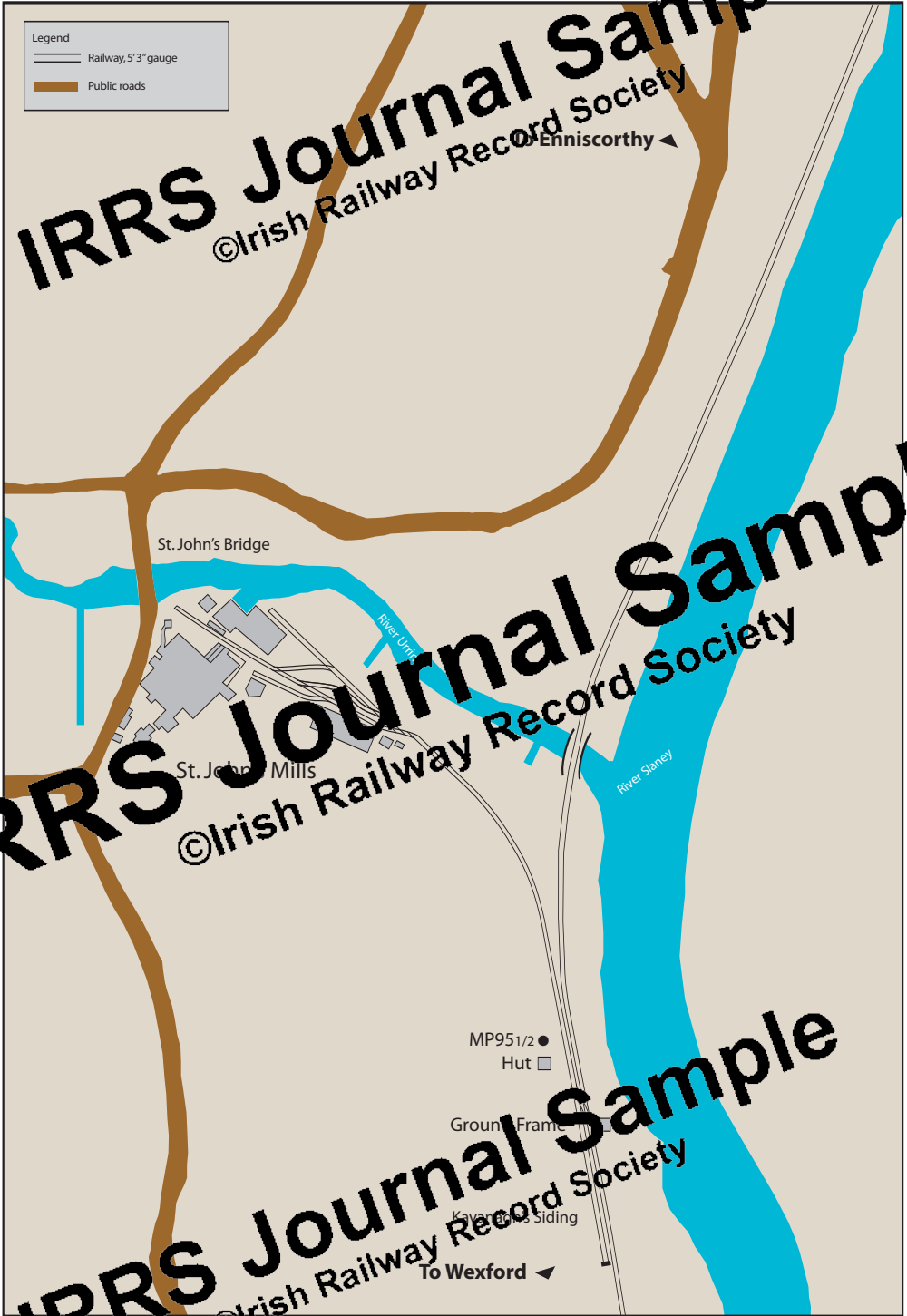
<sup>2</sup> Ernie Shepherd and Gerry Beesley, *Dublin & South Eastern Railway* (Midland Publishing Limited, 1998), 21.

<sup>3</sup> *Ibid*, 21, 67.

<sup>4</sup> *Ibid*, 21,

<sup>5</sup> *Ibid*, 72, 117.

<sup>6</sup> <http://cultural-project.eu/1916/?=artefact/WS1198>



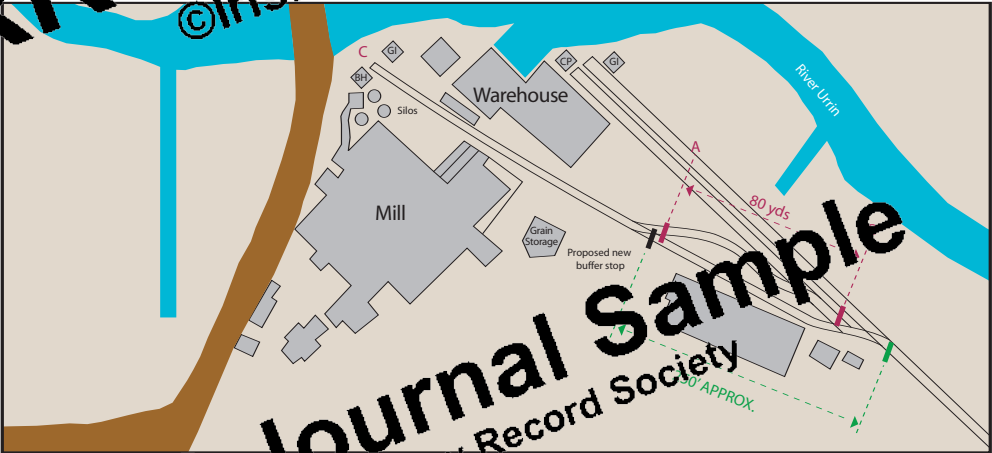
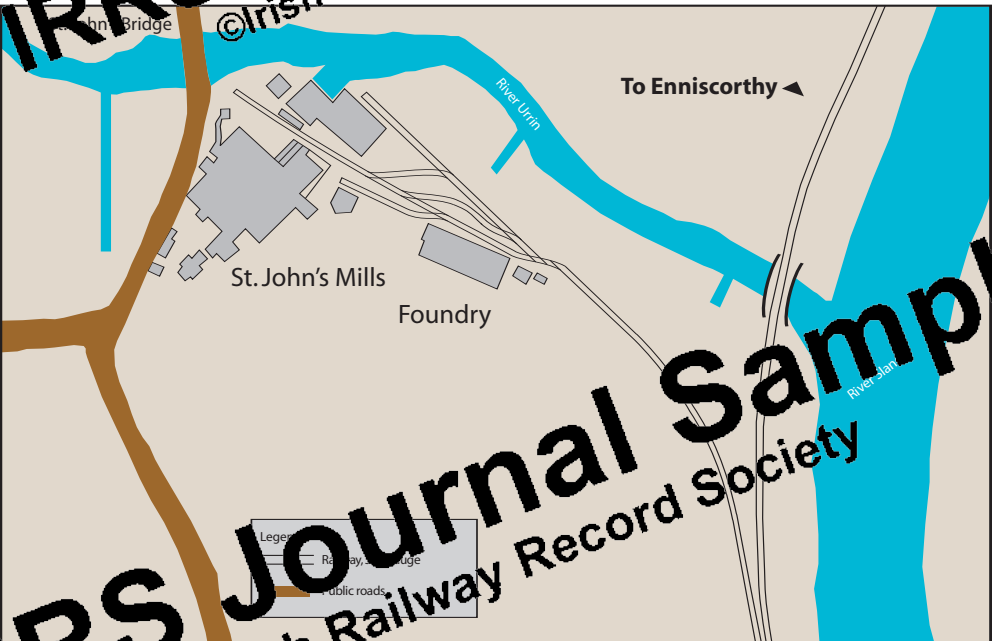
A map derived from the 25" inch surveys available on the OSI Public Viewer, showing a diagrammatic representation of the track layout of the St. John's Mills siding and in the yard at the St. John's Mills, for the period 1900-1910 approximately,

in operation until the early 1960s. Local manhole covers and other cast iron items are understood to still bear the Jessop Davis or St. John's Foundry mark.<sup>7</sup>

At St. John's Mill, several tracks facilitated the intake of raw materials – grain and other ingredients for the production, and coal for the boiler house. This provided power and heating including grain drying. Late coal was received by

fuel oil. Dispatch of finished goods in the early days was by rail, later replaced by road transport, first by steam lorry, and then by diesel lorries. Most of the traffic was to local and county areas.

<sup>7</sup> <http://www.buildingsofireland.ie/niah/search.js>  
type=record&county=WX&regno=15604025

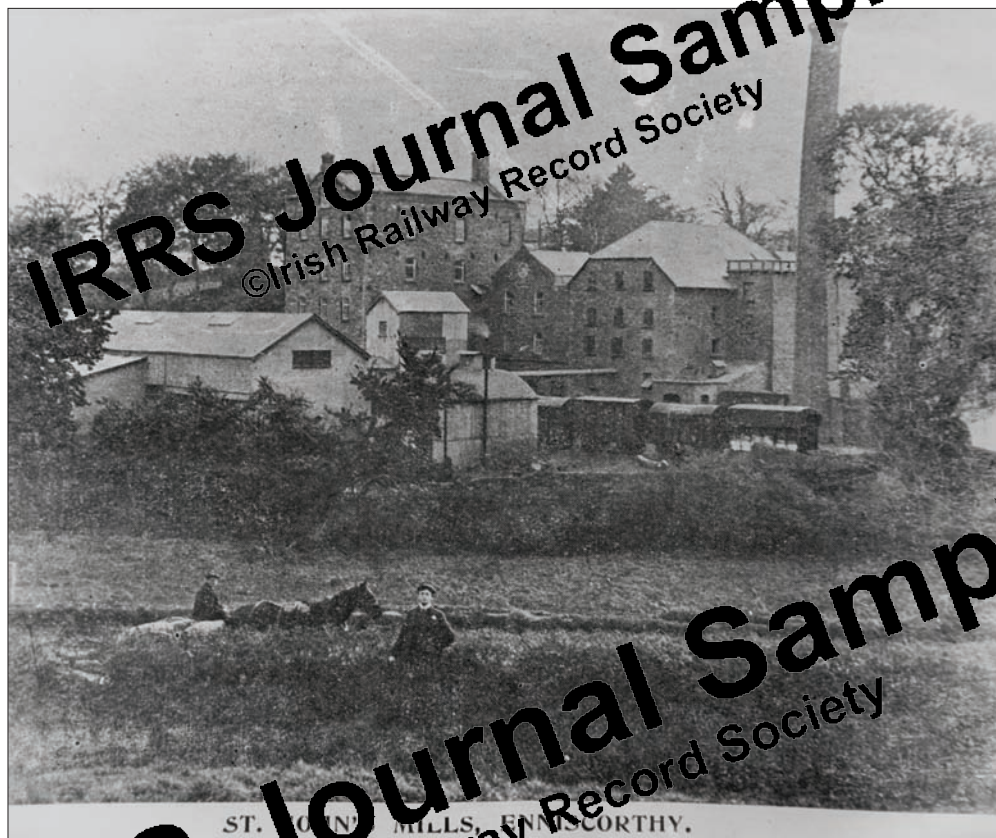


Portion of siding (c. 80 yd) to be lifted  
Portion of siding B to C to be buried  
District Engineers Office, Waterford 10 May 1956

Top: Enlarged detail of the Mill yard in the 1900-1910 period.

Bottom: A diagrammatic representation of the track layout at the Mills in 1956, derived from a CIÉ Civil Engineers' drawing showing changes planned at that time.





A view of the Mills site taken from the north bank of the River Urrin, with traffic on the road from Enniscorthy town in the foreground. (Scanner from a framed print, courtesy Norman Campion)



A side-on view at the north end of Enniscorthy Station in the 1930s. 0-6-0 locomotive No. 446 of J8 Class is former D&G No. 66 Dublin, built by Beyer Peacock in 1912, and appears to be arriving with a short southbound goods. D19 Class No. 44 is much older, a GS&WR 4-4-0 built at Inchicore in 1878. It survived until 1950. (Photo © WA Camwell - IRRS Collection)



Ordnance Survey maps from the early 1900s show three parallel loop tracks, the southernmost of which, along with a northward-extending stub, appears to have served the Foundry. In a drawing of 10 May 1956 stamped by the District Engineer's Office in Waterford, the Foundry loop and stub are no longer shown. This 1956 drawing indicated the intention to remove the remaining loop track and to bury the longer stub track extending between the warehouse and the Mill to the bank near the Urrin. It is not clear from the drawing whether this final alteration was already out.

At this period, wagons with bagged ingredients were off-loaded into the warehouse. Those containing bagged grain were placed on the adjacent siding, where the contents were tipped into an intake hopper, which brought the grain across to the grain storage area. This wagon handling was achieved by using a powered capstan and ropes for moving the wagons along the tracks and from one line to another. Sometimes wagons were placed on the track down the mill yard at a discharge point at a location originally used for unloading bagged grain delivered by sailing barges known as cotts from coastal shipping on Wexford Quays.

Most of the grain delivered by rail was collected from the grain silos of R & H Hall in Waterford and came via New Ross and Macmine Junction. Consignments of up to 300-400 tons of animal feed ingredients were not uncommon and would mean 40-50 wagons being delivered into the mill yard.

Wagons for the Mill were sorted and assembled in Enniscorthy station and then delivered to the sidings by the Enniscorthy foot porter. At one time, up to three foot porters may have been required to manage the movement of up to 50 wagons.

The goods trains listed in the June 1955 WTT (Wexford) are of considerable interest. The 06:20 goods from North Wall reached Enniscorthy at 14:50 hauled by a steam locomotive of Load Group E. At 15:40, a mixed train left for Wexford with only a brief stop at Macmine Junction. This mixed train, mainly for school traffic, returned at 18:15 from Wexford. A steam locomotive of Load Group C was booked for the 20:40 Up night goods from Wexford to North Wall. It called at Macmine from 21:10 until 21:50, taking a connection from the 17:45 goods from Waterford, which was allowed 1 hour for shunting at Macmine. These North Wexford goods trains were worked by steam locomotives of Load Group J. The 21:20 Down night goods (Load Group C) from North Wall reached Enniscorthy at 04:09 and at Macmine made connection with the 06:45 goods from Wexford to Waterford, so Macmine was busy between 05:00 and 06:15. The final loop stub train to mention is the 07:15 from Enniscorthy to North Wall worked by a locomotive of load class J as in the Down direction. From all the above, it is possible to see that the pilot engine at Enniscorthy was in action from 05:45 until 07:45 and from 19:30 to 24:00. It was possible that the pilot engine would visit St. John's siding during the early shift while

wagons to and from Waterford would be worked via Macmine on the Up and Down night goods and the North Wexford goods trains. There were two drivers based in Enniscorthy: Watty Millar and Brenden.

Load Class E locomotives included:-

623 (J5) Class 0-6-0 (former MGWR)  
442 (J8) Class 0-6-0 (former D&SER)  
249 (J9) Class 0-6-0 (former GS&WR)

Load Class C locomotives included:-

257 (J4) Class 0-6-0 (former GS&WR)  
461 (K2) 2-6-0 (former D&SER)  
355 (K3) Class 2-6-0 (former GS&WR)  
368 (K4) Class 2-6-0 (former GS&WR)

The J8 included No. 444, former D&SER No. 18 named Enniscorthy. The 23-strong fleet of J5 locomotives worked mainly on the Midland.

It is important to note that the inclusion of a particular Locomotive Class in a Load Group does not mean that all locomotives of that Class could be used on any particular route. David Houston points out that the J5 Class were prohibited from operating south of Dún Laoghaire. David also advises that there is no evidence of the K4 Classes having worked south of the Urrin. In practice, the Load Group engines on the Down and Up Wexford night goods would have been Nos. 461 and 462, and the former D&SER engines of Load Group E would have been in service on the Enniscorthy goods.

In May 1963, to use the language of the CIÉ weekly timetables, diesel-electric locomotive links were introduced on the D&SE. The locomotive of the 03:30 Down goods to Enniscorthy would form the 19:30 Light Engine from Enniscorthy to Wexford to work the Up night goods from there at 20:45. Similarly a DE light engine would leave Wexford at 06:15 (not in the WTT) to work the 07:15 goods to North Wall.

The North Wexford between New Ross and Macmine was closed completely with effect from Monday 1 April 1963, thereby severing the route from Waterford, and closure of St. John's Siding followed in 1965. So far as is known, no passenger train ever operated onto the Siding.<sup>9</sup>

That is the story of St. John's Siding at Enniscorthy. There were many other private sidings in the area and it is hoped to cover these in another forthcoming article. Many thanks to Ernie Shepherd and Brian Carey for their help.

<sup>9</sup> Ernie Shepherd and Gerry Beesley, *Dublin & South Eastern Railway* (Midland Publishing Limited, 1998), 72.

<sup>9</sup> Tom Wall, *IRRS Outings*, (IRRS unpublished).

# Athy Brick Yard Siding

BARRY CARSE & MICHAEL J WALSH

In Journal 191, p175, Barry Carse noted that the (1946) WTT (working timetable) listed the Athy Brick Siding, but no trains were booked to serve it. It was located a little over a mile north of Athy station, on the Down line, and was accessed by facing turnout coming from Athy.

Research in the Society's collection of GS&WR

circulars and timetables has provided more information on this little-known and long-forgotten siding, while Ordnance survey maps from the early 20th century also allow the layout at this location to be established.

The same research has also enabled us to provide definitive information on the singling of the line between Cherryville Junction and Carlow to provide rails for the Athy & Wolfhill Colliery Railway and the Castlecomer Colliery Railway.

## START OF SERVICE TO ATHY BRICK YARD SIDING

The Siding was not listed in the 1901 WTT for the Carlow line in the WTT from 1901 until further notice. In the next following issue of the WTT in the IRRS collection, that dated from Jun 1, 1900 until further notice, the Siding appeared for the first time.

There are no weekly GS&WR circulars in the IRRS collection from before 1901. There are sporadic circulars from 1901-1910. The first full set is for 1910. Thus it is not possible to determine a date of installation for this Siding from circulars.

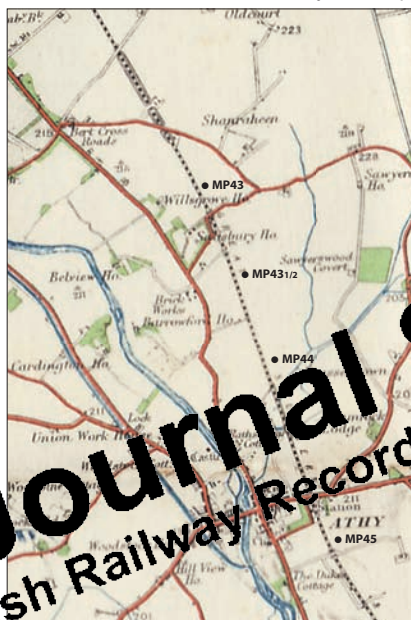
In the 1900 WTT, the Siding was served, in the Up direction only, by an evening 20:50 "all stations" goods from Bagenalstown to Kingsbridge, which was scheduled to spend 40 minutes at the "Athy (Brick Siding)" – 23:15-23:55. In the WTT from November 1902 to February 1903, this train now left Kilkenny at 18:45, was at Athy from 20:23 to 00:00, and served the "Bk. Sd.", as the WTT now referred to it, for 10 minutes, from 00:53 to 01:03. The scheduled timings varied slightly over the years, but the call at the Brick Yard Siding was always a late-night event. The siding had a short headshunt, and presumably wagons were moved to and from

the Downworks by horse, the locomotive merely working wagons to and from the headshunt.

## REMOVAL OF ATHY BRICK YARD SIDING CONNECTION

GS&WR Circular No. 1566 for week ending Saturday, 14 September, 1918 records, under the

heading CASTLECOMER COLLIERIES' RAILWAY, that on Sunday, 14 September, 1918, the Down line Kildangan – Athy was to be dispensed with and ETS (electric train staff) introduced over former Up line. Loop facing points were to be provided at Kildangan from the Athy direction and the Athy Brick Yard Siding connection was to be removed. The reason for 1917-18 is not necessarily complete, but the final WTT in the Society's collection to show a train calling at the "Bk. Sd." is dated 14 March 1917 (presumably March, but that is not stated). The next WTT in the collection is not until December 1918. The circulars may enable an earlier definitive date for cessation of service to the siding to be established, but with the disconnection of the siding on 14 September 1918, it could certainly not have had any service after that date. Despite this, Athy Brick Yard Siding remained listed in the WTTs, for more than another forty years, until at least 1957!



An extract from Ordnance Survey one-inch Sheet 128 revised 1898, published 1900, and printed from transfer to stone 1904. Relevant railway mileposts have been inserted. The Brick Works is shown to the left of MP43½, on the west side of the road. At the time of the survey, the siding had not been installed.

## SINGLING FROM CHERRYVILLE JUNCTION TO CARLOW

GS&WR Circular No. 147 for week ending Saturday, 1 May 1917 records that on Sunday, 3 June, 1917, the Down line Athy – Mageny was to be dispensed with and ETS introduced over the former Up line.

Circular No. 1500 for week ending Saturday, 9 June, 1917 records, under the heading ATHY AND WOLFHILL COLLIERY RAILWAY, that on Sunday, 3 June, 1917, the Down line Mageny – Carlow was to be dispensed with and ETS introduced over the former Up line. The work must not have been done on this date, because precisely the same entry appeared in Circular No. 1501 for the following week ending Saturday, 16 June, 1917, with the singling now to be carried out on Sunday, 10 June, 1917.

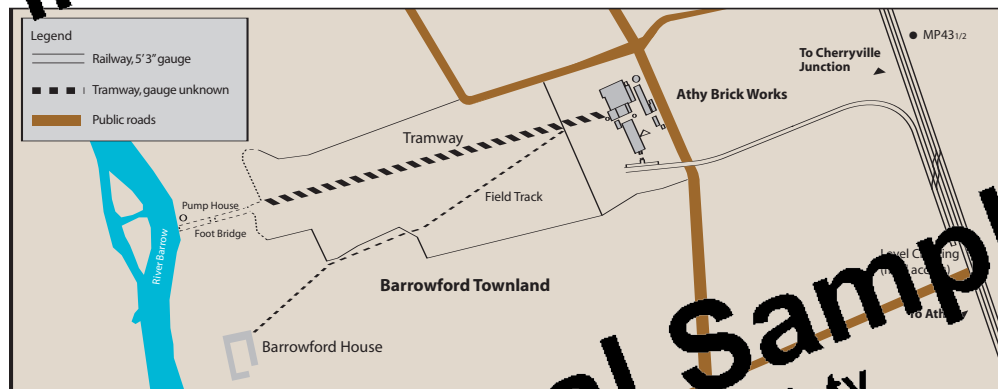


A new signal cabin at Athy was commissioned on Sunday, January 27, 1918, (Circular No. 1534 for week ending Saturday, 9 June, 1918) and the singling between Kildangan and Athy followed on 14 September, as reported already above.

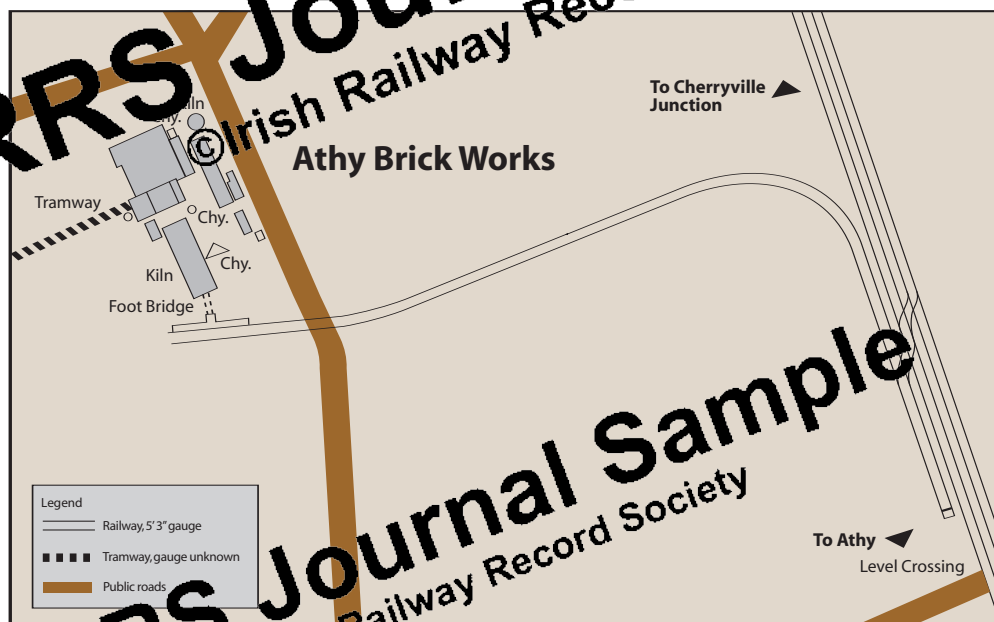
In the final stage, on Sunday, November 23, 1917 (Circular No. 1577 for week ending Saturday, November 24, 1918), the Down line Cherryville Junction – Kildangan was dispensed with and a new line introduced over the former Up line with ETS insulators at Cherryville and Kildangan cabins. Kildangan retained its second platform

and a working loop. By the time of the 1935 Appendix, Kildangan had only one platform in use, as was the case from until its closure. It was demoted to a siding in the early 1930s, appearing for the first time as Kildangan Halt in the MWT effective from 1 July 1932.

The date when Kildangan ceased to be a crossing place and lost its signal cabin remains to be established. Most likely, however, this took place during the great wave of singling and weeding-out of redundant crossing loops that was carried out by the GSR between 1925 and 1930.



Athy Brick Works, overall site layout, based on OS Maps from 1900-1910. The presence of the "tramway", presumably to bring clay to the factory, is interesting, and where it terminates, there is the kind of feature continuing to the bank of the River Barrow, perhaps a ditch, or a footpath is shown across it.



The Brick Works, detailed layout of GS&WR Siding and Brick Works, based on OS 25" Maps from 1900-1910. The junction arrangement with the then double track Cherryville Junction-Athy section is surprising, in particular the facing crossover. The first reaction might be to suspect a mapping error, but the OS have proven to be remarkably accurate in their surveying work, and in other instances where a railway or tramway track arrangement was thought to be improbable, independent verification of the accuracy of the mapping has been forthcoming.

# Sroughmore Siding

MICHAEL J WALSH

## BACKGROUND

Receipt of Norman Campion's paper on St. John's Siding sparked the thought of linking it with an account of the Sroughmore Siding, of which little is known. It is a siding as it went out of use around 1900, I think. But research through mining and industrial archaeology reports and old maps, as well as inspection on the ground, turned up some interesting information and suggested an alternative location for this siding from that generally quoted.

## RAILWAY HISTORY REFERENCES

In his invaluable series of papers in what the Irish railways were doing 100 years earlier, GR Mahon provided the following references to Sroughmore Siding:

"At Sroughmore [sic], south of Rathdrum, a siding was installed for the Connorree Mining Co.'s mineral traffic to Kingstown." <sup>1</sup>

"The Connorree Mining Co. siding near Avoca was ordered to be taken up and this was duly done." <sup>2</sup>

"The Connorree Mining Company asked for the restoration of its siding, about 2½ miles north of Ovoca, which had cost about £450 to lay; the request was refused as 'unadvisable'." <sup>3</sup>

Shepherd and Beesley provide the following details:

"In June 1865, an estimate for £2419.2s.2d. was submitted by Messrs. Fleming for a short branch to the Connorree Mining Company. This was provided but was short-lived, being taken out in 1869 due to non-payment of charges." <sup>4</sup>

"A short branch was installed at Sroughmore for the use of the Connorree Mining Company in 1865, being removed four years later due to non-payment of carriage charges." <sup>5</sup>

"On the down side, a mile beyond Rathdrum,

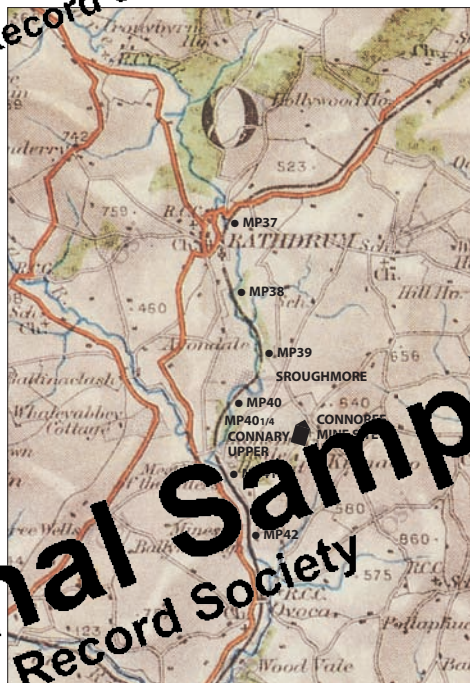


Figure 1. An extract from Ordnance Survey one-inch mapping, c. 1900. Relevant railway mileposts along with other data, viz. some townland names and the site of the Connary Mine, have been inserted.

sidings were installed in 1901 for the Ballece Quarry Company. Two miles further on, there was a siding at Connorree which was in operation between 1864 and 1869 in connection with the adjoining mines. Cronebane or Tigronee siding, a little over a mile beyond Connorree, had a somewhat longer and more successful existence." <sup>6</sup>

Shepherd and Beesley also provide the following distance data for the Rathdrum-Avoca section:<sup>7</sup>

Distance	Location
1.24	Rathdrum
3.17	Ballece Siding
4.20	Connorree Siding
4.40	Cronebane Siding
4.66	Ovoca (Avoca from 1912)

Johnson<sup>8</sup> has exactly the same distances, suggesting that his data is from the same source. The distance given between "Connorree" Siding and Avoca is thus 2½ miles, as per Mahon.

## MINING REPORT REFERENCES

An account <sup>9</sup> of the Connorree [sic] Mine from

<sup>1</sup> George Mahon, "Irish Railways in 1865", *IRRS Journal* 45 (1968): 175.

<sup>2</sup> George Mahon, "Irish Railways in 1869", *IRRS Journal* 55 (1971): 77.

<sup>3</sup> George Mahon, "Irish Railways in 1871", *IRRS Journal* 63 (1971): 186.

<sup>4</sup> Ernie Shepherd and Gerry Beesley, *Dublin & South Eastern Railway* (Midland Publishing Limited, 1998): 2.

<sup>5</sup> *Ibid.*, 67.

<sup>6</sup> *Ibid.*, 115.

<sup>7</sup> *Ibid.*, 154.

<sup>8</sup> Stephen Johnson, *Johnson's Atlas & Gazetteer of the Railways of Ireland* (Midland Publishing Limited, 1997), 85.

<sup>9</sup> J. J. Jones and G. V. du Noy, *Memoirs of the Geological Survey* (Longmans 1869), 43. Available at <http://www.geologicalmaps.net/IrishHistMapsDownload/B02071.pdf>.



1869 describes the main shaft as at the summit of the hill and being about 85 fathoms deep. Copper had formerly been recovered, but the mine was then being worked for sulphur ore.

A further Memoir of 1888 reports that the Connary [sic] Mine is now abandoned, but that "some few years ago an endless wire rope was put up, to be worked by a turbine erected near Sroughmore, old glebe house, the wire rope running on pulleys to Connary and the shaft, a distance of over a mile. This mode of pumping water from the mine has been quite a failure, and the works, as already stated, are now abandoned".<sup>10</sup>

Remarkably two of the towers than carried this rope survive, and a third is located in a tipped-over condition at the Connary mine site.<sup>11</sup>

The 1888 Memoir also incidentally notes that "The remains of a tramway to Arklow is still in existence as far as Newbridge".<sup>12</sup>

A third (and final for the present study) "Memoir" published in 1922 provides an overview of the history of Connary (aka *Connaree*, *Connery*, *Connaree* and *Connoree*, but not apparently *Connoree* as per Mahon, and Shepherd and Beesley.<sup>13</sup> However, a section of "*Connoree*" was deposited in 1876 in the Home Office as that of an abandoned mine. In the 1869 Memoir, the Company is sometimes called the *Connary* Mining Company, but its official name seems always to have been the *Connoree* Mining Company. The 1869 Memoir also has *Sroughmore* in the Index but *Shroughmore* in its Index! Production of copper at Connary was 3,682 tons of copper in 1863, but only 79 tons in 1865. The final report of any known output from the mine was in 1885 (18 tons of "bluestone").

**MAP REFERENCE**  
An extract from a one-inch map of the early 1900s (Fig. 1), with labels marked, shows that if the Connoree Company's Siding was indeed 2½ miles north of Avoca, then it would have been between the crossing of the Avonmore River just south of MP40 and the "Lion's Bridge", just north of the "Meeting of the Waters". The railway is, in this section, on a low embankment. There is no indication on the larger scale maps from this period of any likely site for a siding, or indeed any obvious road access to the lineside. Also the railway here runs through the "Meetings" townland, the Sroughmore townland being some 1½ miles to the north.<sup>15</sup>

So where was the siding? Going back to George Mahon's first mention of it, it would seem that the Sroughmore townland is likely to be the best place to look. Fig. 2 is derived from the incomparably useful and informative Ordnance Survey Ireland public viewer website<sup>16</sup>, which allows inspection of historic 25" maps from the 1900-10 period, along with earlier 6" maps and aerial photographs and data from 1995-2005.

Fig. 2 shows most of the Sroughmore townland and to its south, part of Connary Upper. The Connary mine site extends over parts of both townlands. The line of the endless rope drive is also marked on the

map, as well as the locations of the towers which carried it, if all of which are indicated on the 25" maps and then in situ. The two towers surviving as of 2014 are specifically identified. The north end of the rope drives allows the likely location of the turbine to be pinpointed.

Fig. 3 is an enlargement of the area in the vicinity of the turbine, and is of exceptional historical interest. We can see what appears to have been the head race to the site of the turbine, commencing at the Rathdrum No. 2 Tunnel alongside the railway, passing under the railway by way of a bridge, which still exists, as well as the tail race leading back to the Avonmore River, at right angles to the head race.

The Sroughmore "old glebe house" and the roadway leading to it are not clearly indicated in the 25" map, but information from the pre-railway 6" map has been added, as indicated. It appears that by the 1900-10 period, the old glebe house was no longer in use as a residence, the roadway to it no longer being shown as such.

Most interesting from the railway point of view is the roadway curving away from the railway immediately south of the Rathdrum No. 2 Tunnel, directly at the Sroughmore windmill outfall. After a gentle initial curve away from the railway, it crosses over a small stream by way of a bridge or culvert, and then runs in a straight line, with a relatively wide alignment to a location beyond the end of the head race, where it becomes an unfenced and more winding track, the portion running from the railway has a fence on its eastern side, but is marked as mostly unfenced on the western side.

The stream bridged by this alignment seems to pass over the turbine head race, but it may be that by the time of the 1900-10 survey, the head and tail races may have been largely dry. There also appears to be a small bridge over this stream, possibly a footbridge, at the railway underbridge.

<sup>10</sup> E Hull and RJ Cruise, *Memoirs of the Geological Survey* (HMSO 1888), 29, 30. Available at <http://www.geologicalmaps.net/IrishHistMapsDownload/B02083.pdfDownload/B02083.pdf>.

<sup>11</sup> Wicklow - County Geological Site Report - Avoca - Sroughmore. Available at [http://www.gsi.ie/NR/rdonlyres/8F792381-6644-4B7A-9FA-C9FAB7E7270A/W035\\_Avoca\\_Sroughmore.pdf](http://www.gsi.ie/NR/rdonlyres/8F792381-6644-4B7A-9FA-C9FAB7E7270A/W035_Avoca_Sroughmore.pdf)

<sup>12</sup> E Hull and RJ Cruise, *Memoirs of the Geological Survey* (HMSO 1888), 34.

<sup>13</sup> GAJ Cole, *Memoirs of the Geological Survey* (Stationery Office, Dublin, 1922), 33. Available at <http://www.geologicalmaps.net/IrishHistMapsDownload/B02083.pdfDownload/B02138.pdf>.

<sup>14</sup> Ibid, 115.

<sup>15</sup> <https://www.townlands.ie/> provides boundary maps for many Irish townlands. For Sroughmore, see <https://www.townlands.ie/wicklow/arklow/castlemacadam/cronebane/sroughmore/>

<sup>16</sup> Access point <http://maps.osi.ie/publicviewer/#V2,578432,756724,0,10>

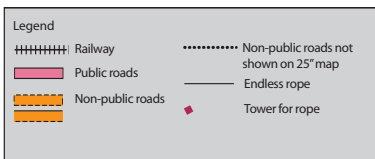
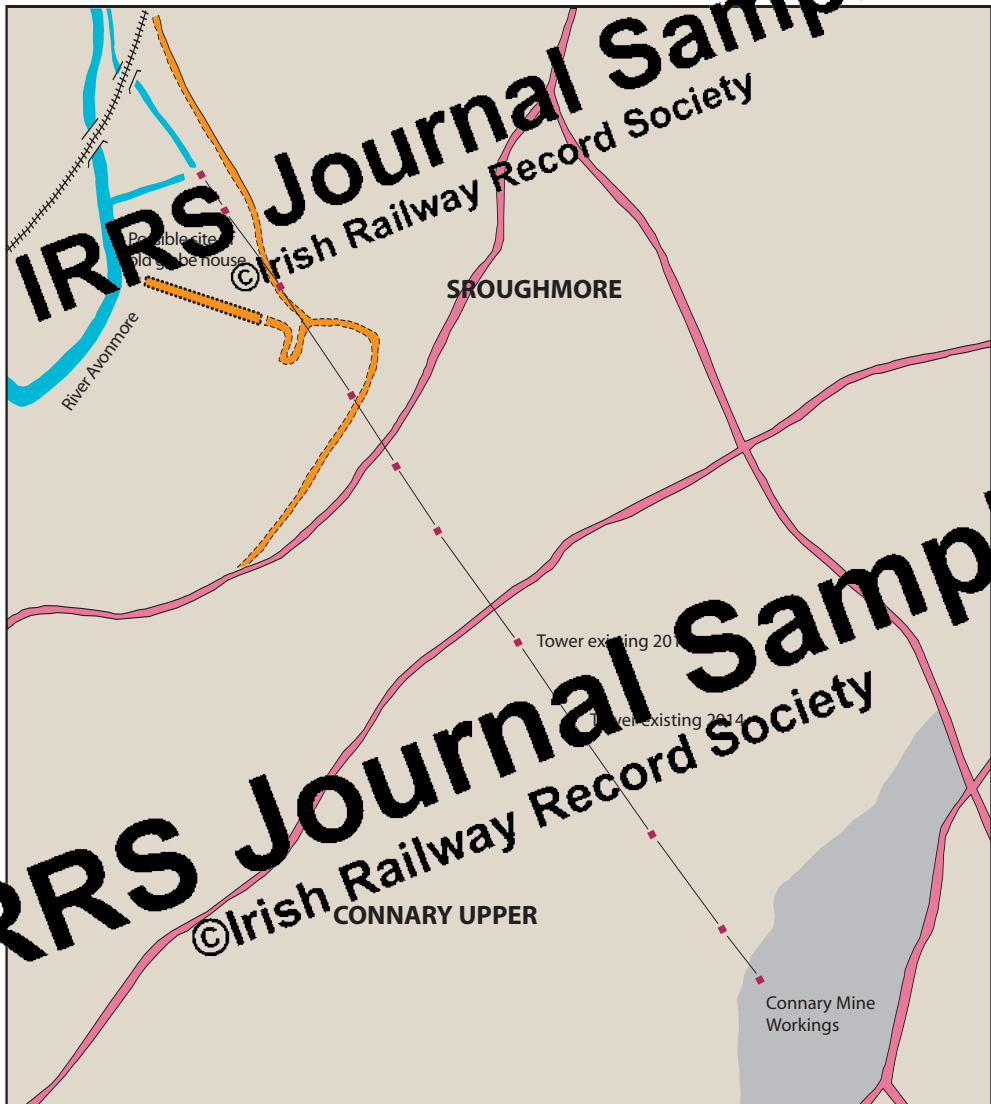
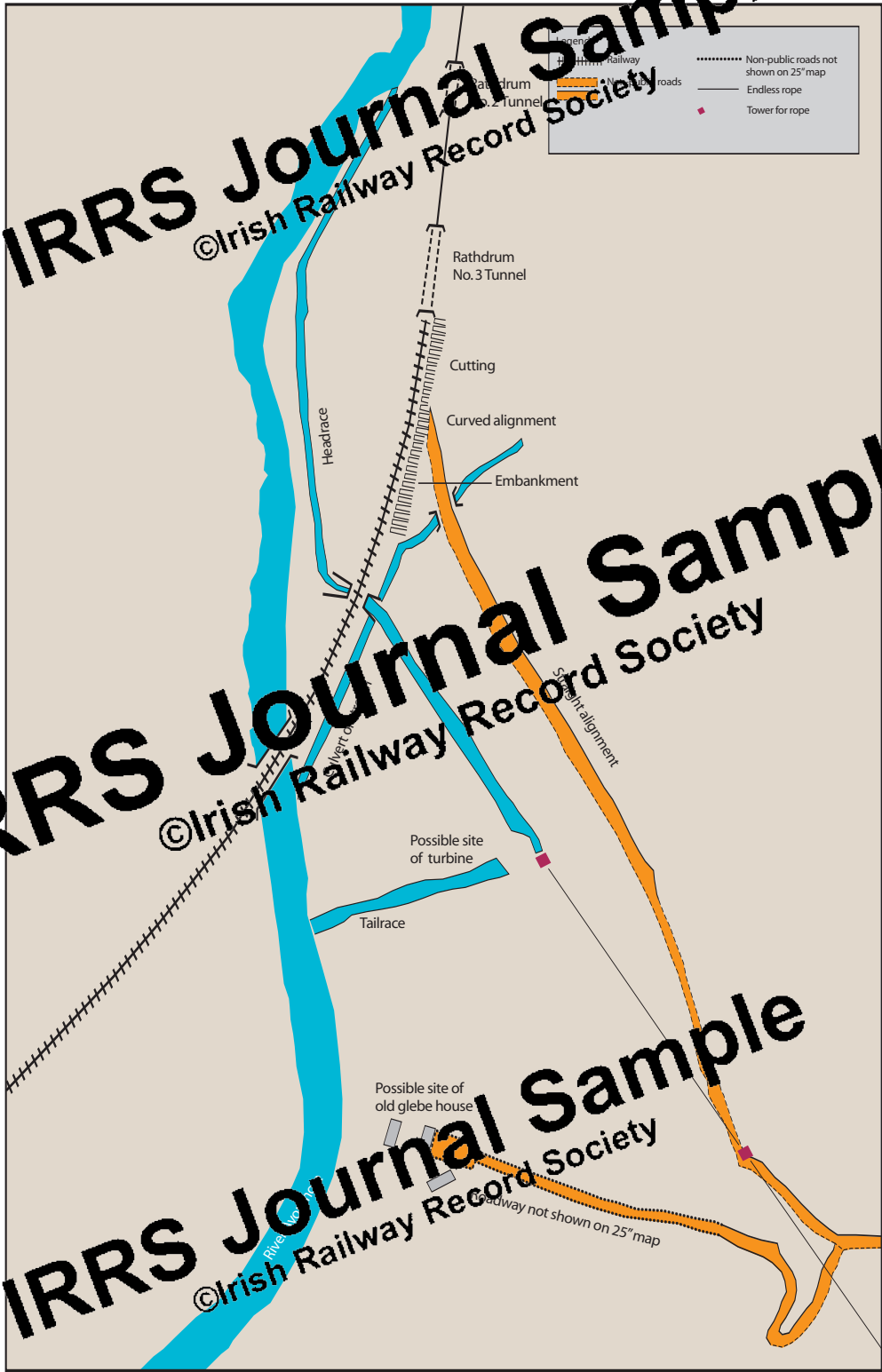


Figure 2. An enlargement of the top left hand region of the previous map. The railway is shown from the Rathdrum No. 3 Tunnel to where it has crossed to the west bank of the Avonmore, along with the various watercourses shown on the 1900, 1904, 1905 maps, namely the headrace, the tailrace, and the dyke or ditch running down to the Avonmore alongside the railway. The alignment curving away from the railway immediately south of the New Tunnel and then continuing in a straight line to a location beyond the end of the headrace stands out as a highly artificial construct in this hilly countryside. The two under-bridges, that bear the railway for the headrace, and that where the culvert crosses under the alignment, are also shown.

Opposite: Figure 3. A map of the Sroughmore and Connary Mine area, based on OS 25" Maps from 1900-1910. The probable site of the old glebe house is indicated, along with the route of the wire rope power drive between the turbine and the mine. On the 1900-1910 maps, all of the towers appear to have been still in existence, but by the time of the Wicklow Geological Site Report, c. 2014, only two were remained. These are specifically indicated.







A Google Earth view of the area shown in the detailed map on the previous page. The courses and tailraces can be clearly identified, and the artificiality of the alignment extending from the railway is again apparent.



A photograph of the above location in 2016, taken from the nearest public road. The linear alignment has now been brought into use as a farm road, since 2005, extending to the right from the bales. The underbridge over the former headrace, long since out of use, survives, and can be seen towards the right of the earth field. (Photo © Michael J Walsh)

There are some buildings on the river side of the railway near the No. 3 Tunnel, which were possibly accessed on foot by way of this bridge and through the rail underbridge.

The present diagrammatic maps have been prepared to illustrate those features relevant to the possible site of the siding, but the Ordnance Survey website contains a wealth of additional detail. Reference to the web material is strongly recommended.

Do we have found the location of the Sroughmore siding? The gentle diverging curve followed by the longer straight section fits the bill. Also at the point of divergence from the line, the embankment height in the eastern side of the line is quite low, as the railway leaves the mouth of the No. 3 Tunnel, but could have been built up sufficiently at the time the siding was connected, if this was indeed its location.

So what does the site look like today? Through the miracles of Google Earth, we can now inspect this site by way of a satellite image, Fig. 4. The information from this is quite astonishing. The lines of the sometime headrace and tailrace can be clearly seen in the field between the suggested siding alignment and the railway. The curve between the suggested siding location towards the railway is very evident. There is a hint of the culvert under this roadway, at the field boundary.

Also apparent is a more recent deviation by which the current roadway on this suggested siding alignment climbs onto the hillside above the No. 3 Tunnel. This development appears to be very recent, because there is no roadway on this alignment in the 2005 ortho view (aerial photograph) on the OSI website.

There is a photograph taken from the public road south-east of the site, underbridge on the railway can be clearly seen, while the suggested alignment of the siding can be seen as now in use as a farm road.

#### SROUGHMORE SIDING?

Have we located Sroughmore Siding? Possibly, but a cautious verdict would be "not proven". Some press reports of AGMs of the Connorree Mining Company for the early 1860s suggest a thriving business, but the collapse in output for 1865 paints another picture. Did the Company make a final effort to retrieve the fortunes of its failing business? We don't currently know when the endless rope and turbine were installed, but if this dated from the mid-1860s, then, for the new DW&WR, opened in 1863, the possibility of inward traffic to the Connorree Company for the building of this venture would surely have been attractive? Possibly sufficient to induce to construct a siding at a rather reasonable location, immediately at the end of a short tunnel and on a steep rise above the Avonmore River. The Sroughmore Siding, created in 1884, was also located at a constrained location, and while the rails of this siding were still visible into the 1960s, the mines which it was to serve had been largely

abandoned even before the end of the 1888 Memoir already advertised, so it didn't have much more success than Sroughmore.

It seems likely that further press reports of the activities of Connorree may exist, because given the nature of the wire rope project, it must have attracted interest at the time. Also its lack of technical success would surely have been recorded in the mining or engineering press. It was essentially a largescale version of a belt drive, or a flying rope drive as used for overheard cranes. Perhaps the deficiency was in the turbine rather than the concept, because the available head to drive the turbine at the Sroughmore site can hardly have been very great.

Wire rope power transmission was used successfully in Switzerland in the 1860s<sup>17</sup> and one installation has survived. A similar drive was also used for the Sassi-Superga hill railway in Turin, using the Agudio system, in which a driving cable ran along the side of the track and passed around two large pulleys on each side of the drive car. The pulleys drove cog wheels that propelled a train made up of the drive car (only occupied by the driver and a brakeman) and up to three passenger cars.

All such rope drives were attempts to apply energy to points distant from where the energy was generated, but when the electricity came along, most such schemes were superseded, because electricity was a much more convenient

#### SROUGHMORE AND CONNARY

Apart from the location of the siding, the Sroughmore and Connary areas are of interest for their industrial archaeology. The mine site at Connary, although not accessible to the public, is an example of a largely unchanged, small 19th century mining complex.

The hamlet at Connary, some 700 feet above sea level, is attractive in its own right, with a small Church of Ireland (Anglican) church, still in use. There has been the idea for many years of developing a "mines trail" through this spectacular but little known area, which is nonetheless only a few miles from the Wexford motorway.

#### CONCLUSION

It is hoped that this short account may encourage researchers with specialist knowledge of the mining history of this area to help further into the story of the Sroughmore site, and especially the wire rope drive. We would hope at some time to be able to complete the story of Sroughmore and its siding.

<sup>17</sup> <http://www.lowtechmagazine.com/2013/03/the-mechanical-transmission-of-power-3-wire-ropes.html>



# Obituary

## JOHN O'MEARA (1921-2016)

Born on 16 October 1921, John O'Meara lived in Ballymote, Co. Sligo, until 1931, during which time he developed a deep passion for the railway becoming friendly with many of the engineers, even at this early age. Sadly, in that year, John's father died, but John went to live in Claremorris, where his fascination with the railway business remained undiminished. In the early 1940s, on completion of schooling, John went to live in Dublin, where he pursued a successful commercial career, while also continuing his railway interests and travels.

In 1957, John married Marie Noone, and they went on to have four children and, later, grandchildren, and to enjoy a long and happy life together. While John's railway enthusiasm never waned, he managed to combine this with a full and active family life, a balance not always easily achieved, but no doubt facilitated by John's warm and engaging personality.

## JOHN AND THE SOCIETY

John O'Meara's name first appeared in the Society's membership list in Journal No. 3 of July 1948, with an address at 116 Lower Baggot Street, Dublin. John was soon active in the Society's formal structures. In Journal No. 7 of Summer 1950, he is recorded as "assisting", along with Sam Carse, in "making arrangements for the meeting". At the AGM of 28 September 1950, he is elected as serving on the Committee as "Liaison Officer" and was re-elected to the Committee at its fifth AGM on 20 September 1951. He was again elected in 1953, when he was serving as Hon. Assistant Secretary. In 1955, John was a rare event, a contested election for the Committee, in which John topped the poll. In 1957, he presented his first paper to the Society, "The Meath Road". That year also brought another contested election, in which John once again topped the poll, and took up the post of "Programme Secretary". Another momentous change of 1957 was John's address changing to Beaumont Crescent, where he and Marie continued to live for their long married life together.

By the AGM of 1958, John's title had changed to "Acting Programme Secretary" and he also presented the Secretary's Report at that meeting. In the Summer of 1959, John led the Society's first lengthy tour, an eight-day journey around Ireland in June, using mostly service trains with some specials to cover non-passenger lines. The highlight for the only Junior Branch participant in the group was an "incompatible" day on the Donegal, railcar to Letterkenny, carriage of live goods from Letterkenny to Donegal, and a special railcar to the branch at Ballyshannon. A new, long-forgotten experience in the Donegal's last year, and with sunshine from Strabane onwards, after a damp start. In that year, the Society had 312 members, 165 being located in

around, this information being reported to the 1959 AGM by the indefatigable John, on this occasion speaking on behalf of the "Acting Secretary".

1960 brought John's second paper to the Society, "The Beet Campaign of 1959". At the 1960 AGM, John's title became "Hon. Programme Secretary". However, in Society Bulletin No. 4 [see endnote], of October 1963, the terse statement appeared that "Members have been informed that Mr. J. O'Meara has resigned from the position of Hon. Programme Organiser, and that the Committee has appointed Mr. P. J. Curran to act in his place in a temporary capacity." Apparently there had been tensions, and not for the first time, between John and P.J. Curran about John's non-adherence to the programme set out in the circular for an outing. In fairness to John, deviations from plan were not always within the Society's control, as witness our return from Baltimore, arriving at Kingsbridge at 03:40 on St. Patrick's Day, 17 March (rather the following day), and being stuck in Rosslare via Waterford at 09:25. Surely not the same year!

Memoirs are often painful and uncomfortable AGM that year, but the outcome was that P.J. Curran went on to occupy the post of Programme Organiser until 1973, a period which saw also the second and final St. Ignace tour of Ireland in 1964, while John stood aside from the Society for a period of years.

## JOHN AS AN AUTHOR

Happily the passage of time saw a resumption of participation in the Society by John and on 19 March 1977, he delivered a paper on the subject of Whit Week, 1961. That was the first of a series of talks and papers by John, several multi-part, which were subsequently published in the Journal, twenty-six in total so far, with a few still to appear in print. A full list of published papers appears below.

John was certainly one of our more prolific authors and his presentations always attracted substantial attendances. He had a unique talent for recreating vividly in words the railway ambience of the past. He had astonishing recall for the journeys he made, but his papers were always underpinned by original research in the Society's Library and Archive. John had a particular rapport with railway staff, especially engineers, and an ability to remember those with whom he travelled on the footplate more than half a century ago was legendary. John's final talk to the Society took place on 14 February 2008, when he read his paper "Banteer to Kenmare".

The contribution of his wife Marie must also be acknowledged, who typed out his papers from John's manuscript notes. John's prolific output was enabled in no small measure by Marie's behind the scenes activity. Marie was also most supportive of John in his railway activities. On a night when John was to present a talk to the Society, she unfortunately suffered a fall in their home and had to go to hospital. Despite the circumstances, she



John O'Meara in characteristic pose at Clara in May 1951. No. 654 is a 650/G2 Class 2-4-0, formerly MGWR No. 28, and very appropriately once named Clara. (Photo © Kevin A Murray - IRRS Collection)

insisted on John's going to the Society meeting and presenting his paper! Happily, she made a good recovery, but John was inevitably a little distracted during his talk.

John was a loyal attendee at Society meetings and had his regular position, in one of the sterner throne-like heavy railway officer chairs, which came to the Society from the GNR offices, and while the chair has not remained vacant, it remains a continuing reminder of one of the Society's most esteemed and respected members. It is a pleasure to record that the Society honoured John with Honorary Membership on 7 September 2006. On 8 November 2011, at a lunch

in Dundalk, this distinction was likewise conferred on Desmond Cunningham, who travelled from Belfast for the occasion. John and Marie were also present at a lunch to mark John and Desmond's 80th and 90th birthdays.

John passed away on 23 September 2016 at the age of 94. The funeral took place on 27 September. The Society was represented at his funeral and members also paid their respects at his lying in repose the previous evening. We extend our sympathy to John's wife Marie, their children Paul, Anne, Clare and Eoin, John's sisters, his grandchildren, and his very many friends. MJW

JOHN'S PAPERS FOR THE SOCIETY

Title	Journal No.	Issue	Vol. No.	Page Nos.
The Meath Road	20	Spring 1957	4	218-240
The Beet Campaign of 1959	26	Spring 1960	5	228-251
Whit Week 1961 – Part 1	75	February 1978	13	168-170
Whit Week 1961 – Part 2	75	February 1978	13	179-182
The Beet Campaign of 1980-81	86	October 1981	14	283-289
Thurles to Shelton via Waterford	94	June 1984	15	12-23
The Royal Visit of 1953	98	October 1985	15	112-120
Shelton to Bray – Part 1	100	June 1986	16	70-81
Shelton to Bray – Part 1	101	October 1986	16	134-143
The Ballinrobe Branch	103	June 1987	16	214-226
The Athenry & Tuam Railway	108	February 1989	17	22-37
Mishaps of 1867-71	113	October 1989	17	270-279
GNR(I) 1939-46	115	June 1991	17	373-389
Three Mile Cross	119	October 1992	18	158-164
The GNR(I) Crisis 1938	123	February 1994	18	342-350
Government Control 1917-19	134	October 1997	19	423-438
The War Years 1939-45 – Part 1	138	February 1999	20	188-202
The War Years 1939-45 - Part 2	139	June 1999	20	241-249
The War Years 1939-45 - Part 3	141*	October 1999	20	318-332
The Mountmellick Branch	144	February 2001	21	2-12
The Cashel Branch	146	October 2001	21	130-147
The Tullow Branch	148	June 2002	21	258-281
Mallow – Fermoy – Mitchelstown	153	February 2004	22	17-33
Mallow – Banteer – Newmarket	157	June 2005	22	257-266
On Reflection – Part 1	159	February 2006	22	197-202
On Reflection – Part 2	160	June 2006	22	462-479
Accident at Moyvalley 19 November 1919	163	June 2007	23	66-68
The Horseleap Branch – Part 1	167	October 2008	23	332-338
The Horseleap Branch – Part 2	168	February 2009	23	390-395
Accident at Church Road North Wall, 14 November 1944	170	October 2009	23	518-519
Accident at Corkinney Midland 2 December 1943	172	June 2010	24	114-116
Trasse to Castleisland, Dingle and Fenit	179	October 2012	25	168-183
Banteer to Kenmare	187	June 2015	26	258-271



# Railtours Ireland Appreciation

Johnny O' Meara joined Railtours Ireland as a Host (as our tour guides are known), a few days after the company commenced operations in June 1998. The planned operating model had envisaged a full guided tour on the rail portion, but it was not long before it was realised that this wasn't working and it was decided to have some help from retired friends and acquaintances from the IRRS and RPSI to shepherd our guests.

Johnny took to his new role with flair and enthusiasm and with his fellow hosts was responsible for the early success of the fledgling company. He escorted groups of clients all over the country but was particularly fond of our 'Ballykissangel' tour, which used the lunchtime departure of the Rosslare Harbour train of MkII carriages hauled by an 071 class loco to Arklow and thence by coach to Avoca. He took a very personal interest in the presentation of this train and in particular our reserved carriage - this was a time when cleanliness of the exterior and interior was not always consistent! On many occasions Johnny would suggest to his friends in the IE staff in Connolly that train should be run through the wash again - and, as he used to say himself, if any of the toilets looked as if the elephant had been, he would ensure that it was dealt with before his guests boarded. If time precluded a return to the wash - the fire hose on the platform was quickly pressed into service!

His encyclopaedic knowledge of Ireland and her railways endeared him to many visitors, and this resulted in many letters and phone calls from our guests who had experienced his warmth, his sisterly warmth, and passion for what he did. We were delighted that he was able to join us with us into his ninety-first year - we will miss him!

## MAURICE GAFFNEY (1916-2016)

Maurice Gaffney was not a member of the Society, but apart from the distinction of being Ireland's oldest barrister and still practicing at the time of his death, Mr Gaffney acted on behalf of CIÉ on various occasions during his long legal career, which commenced in 1954.

He was considered to be particularly expert in the field of railway law, an area in which activity was certainly at a low ebb for much of the latter part of the twentieth century, but which came into prominence again with new developments at the turn of the twenty-first century.

His final recorded appearance in a railway case seems to have been at the Public Inquiry in November 2006 on the Glounthaune-Middletonail Project, when he addressed the Inquiry on behalf of Coras Iompair Éireann, the applicant for the project.

# RPSI Appreciation

John was a long-standing and respected member of the Railway Preservation Society of Ireland (RPSI). An enthusiastic volunteer over many years, he served in the carriage department in both Mullingar and Dublin before in more recent years becoming the regular ticket inspector on railtours. With his tremendous knowledge of railway matters, and the contacts he built up over the years with a large number of railway professionals, John proved to be a great ambassador for the RPSI. There were few stations on the IE network where he wasn't known to staff. With these contacts a warm welcome for a railtour and its participants was assured.

Even in advancing years when he had passed the ticket clipper to a new generation, John remained a regular traveller on railtours - always ready to offer advice, reflecting on past times, or just enjoying himself. The RPSI has lost a dedicated and most valuable member.

DH/JMcK

## Endnote

"The Bulletin" was a short-lived venture for the years 1962 to 1965 under which Society Matters and Current Developments were recorded separately from the Journal, which was then half-yearly. The Bulletins were prepared also half-yearly, between the Journals. Bulletin ceased when the Journal moved to a three times a year publication from January 1965.

## ALAN FRENCH

Alan French died suddenly and unexpectedly in London on 13 September 2016. Alan will be known to many Dublin members as a regular attendee and researcher at the Tuesday Library nights. At the time of his death, Alan was nearing completion of his first paper for the Society, and it is hoped to publish this in due course.

A Memorial Service for Alan was held at St. Paul's Church, Glenageary on 4 February 2017, at which the Society was represented.

We express our sympathy to Alan's wife, Sarah, and to his sisters and brother.

# IRRS London Area Meeting at Irish Embassy in London

On 10 November 2016, by kind invitation of the Ambassador, the London Area of the IRRS celebrated the 70th anniversary of the Society in the splendid surroundings of the Irish Embassy in London.

His Excellency, Ambassador Dan Mulhall opened the evening's event by greeting guests at the top of the stairs leading to the ballroom. He spoke about the shared experiences of railwaymen in Ireland and Great Britain and reflected on the traditional experiences of Irish people travelling to Britain, arriving at Euston and Paddington off ferries to Holyhead and Fishguard. He concluded his welcome with an excerpt from James Joyce's "A Portrait of the Artist as a Young Man", about Stephen Dedalus' experience on the mail train from Dublin to Cork.

IRRS Board member, Alan Hyland, gave a brief history of 70 years of the society, from its initial inception and humble beginnings through to modern times and the introduction of an eJournal. There was a palpable swell of pride among members in the room as he spoke of the community of Irish rail enthusiasts.

London Area's Chair, Tim Morton, spoke about the many links between the railways in Ireland and Britain and the reasons why the London Area of the Society had been established. By Lance Knight, 1961, he gave a history of the Area from its earliest days and then outlined the Area's regular activities, including meetings and the annual Transport Collectors' Market. He explained how the London Area maintains close relations with the parent body

in Dublin through financial support for archiving activity there, expanding the Society in Britain through attracting new members to its meetings, and in handling bequests to the Society received from members and friends based in England.

Leslie McAllister presented the Ambassador with a specially bound version of "Steaming in Three Centuries", one of eight books published by the London Area.

Oliver Doyle, retired Operations Manager for Irish Rail gave a fascinating presentation of Irish Railway history over the 70 years of the Society's existence. He highlighted many key changes in the railway system over that time, generously illustrated by photographs from his time with Irish Rail, including his own involvement in many of the projects described.

Oliver's talk was followed by drinks and networking among those present. Notable guests included Phil Gannon (Chair of Irish Rail), current and previous CEOs of Irish Rail, David Franks and Dick Tennant, Lord Haskner of Wokingham (President of the Heritage Railway Association), Gerald Leavy (Commissioner for Railway Regulation in Ireland), and about 100 IRRS members from both Ireland and Great Britain.

All present greatly enjoyed this very special occasion, the hospitality of the Ambassador and the Embassy, and the opportunity to enjoy the camaraderie of many fellow IRRS members and others. It was unique in the history of the London Area and it was a memorable evening for all who attended.



Oliver Doyle delivering his presentation, all done without notes. (Photo © Ian Grainger - IRRS London Area)



The reception rooms in the Embassy in which the event took place. (Photo © Ian Grainger - IRRS London Area)



London Area Committee member Leslie McAllister presents "Steaming in Three Centuries" to Ambassador Dan Mulhall. (Photo © Ian Grainger - IRRS London Area)



# The Rush Derailment

## 5 January 1963

Aidan Langley CE (MILITARY)

Those who have read "Red for Danger" by LTC Rolt will be familiar with how often a combination of seemingly inconsequential events and circumstances have ended in a catastrophic railway accident with multiple fatalities. Therefore, I was surprised to find that, in 1963, there had been a railway incident at Rush & Lusk station, where I start my commute every morning. Perhaps the most surprising of all is that almost everybody involved walked away from the accident, and very few of the people I stand on the platform with each morning are aware that the incident happened at all. The opening sequence of events are truly reminiscent of many of the unfortunately ending scenarios in Rolt's body of work.

### CONTEXT

Rush & Lusk station today is a busy commuter station on the Northern main line, serving a population of around 17,000, with some 26 services a day, not counting through trains, both to and from Dublin city. Both Up and Down platforms are situated south of Overbridge C, carrying the R128 Rush to Lusk road. The station has an uninterrupted section of track with no crossover or siding between the Down line to the south and Skerries to the north.

Before 1963, in 1963 the population was largely rural, as a traditional centre of market gardening, with only some 3,000 inhabitants. Rush had its own signal box controlling crossovers to the north and south of the station, and where the car

park is now located, there was a siding off the Up line, from which the fresh produce of both Rush and Lusk was sent to the Dublin markets. The Up and Down Platforms were shorter, but both extended north of OB39, as shown in Figure 1, although the station buildings were all in the same location as they are today. The footbridge, however, was added after the incident.

### SEQUENCE OF EVENTS

The 14:15 ex-Belfast train, comprising B160 (locomotive), 3133 steam-heating van, and former GNR(I) coaches N406, N328, N372, N404, N406, N612, had departed Dundalk at 16:15 on Saturday, 5 January 1963. It was running on the 14:15 service as was practice at the time, a diesel electric locomotive and a steam heating van had been coupled to the consist at Dundalk to replace the UTA steam locomotive which had hauled the train from Belfast. After the train had been made up in Dundalk it was checked by the Examiner Thomas Mullen. This included checking all the wheels on the left-hand side of the train, but he did not notice anything wrong with the tyres; the brakes were hard on at this time. He did notice a dynamo belt missing off Coach N404 which he made note of. When the train departed Dundalk, there were in fact 4 people on the footplate, two trainee drivers, an Amiens St. Locomotive Inspector, and the regular driver.

As is the case with the *Enterprise* today, the only stop between Dundalk and Dublin was at Drogheda, and the train made up a minute on the timetable with

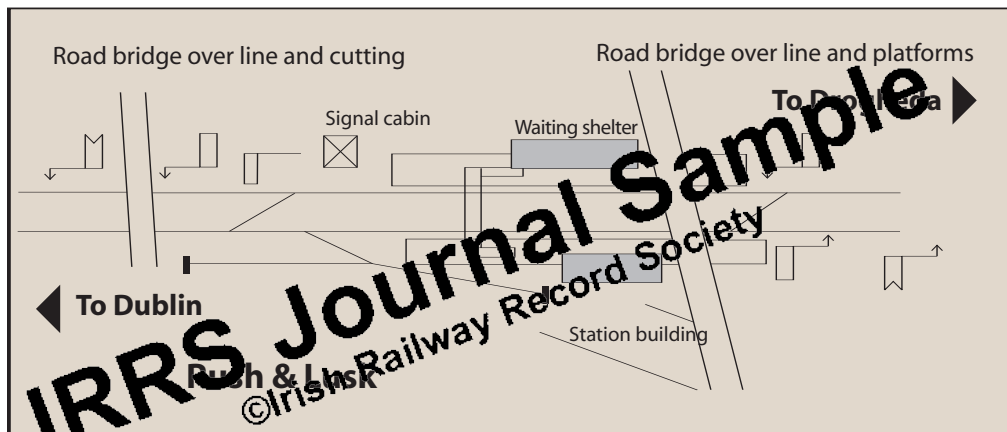


Figure 1. Sketch of site of accident.

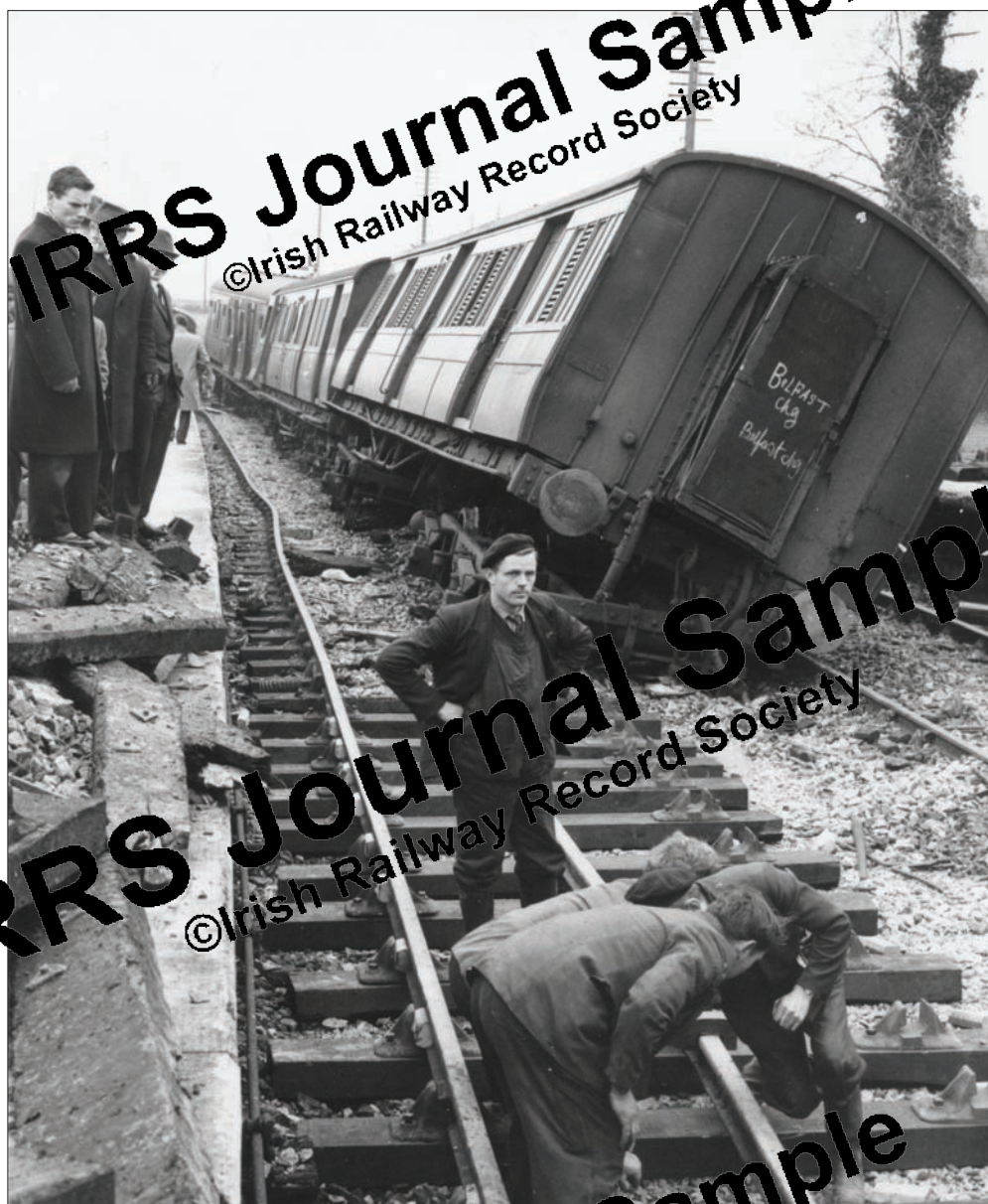


Figure 2. Preparing for the recovery operation, as viewed from the Up platform. (Photo: CIÉ)

IRRS Journal Sample  
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nothing remarkable happening. The train departed Drogheda at 16:44 and proceeded south nonstop through Laytown, Mosney, Gormanstown and Balbriggan travelling at between 50 and 60mph. Passing through Skerries, the train was travelling around 60 mph dropping to 50 mph on the bank between Skerries and Rush as it approached Rush, about 17:10, was travelling at around 65 mph. For the amount of those in the footplate, when as the locomotive drew level with the Rush & Lusk Stationmaster's Office, there was a 'clank' and the engine 'latched', then the brakes were applied automatically and the locomotive was brought to a halt, after about 700 yards, just beyond OB38 (Rogerstown Lane) south of the station. (See Figure 3).

From the perspective of the station, there were mercifully no other trains due at the time, and no one exposed on the platforms. The signalman, having previously booked on at 16:30, had heard the train approach. The line is in a relatively deep but straight cutting as it approaches the station, and he had heard a 'rumbling and thudding' noise, and when he looked down the track saw the train 'beginning to tilt', he saw a 'blue flash' and the train divide, with sparks coming from the rear of the front portion of the train. The rear portion of the train decelerated more rapidly than the front portion, being derailed and ploughing to a stop after 240 yards, still within the station area.

From the accounts of the witness statements, all the key actors performed their assigned roles correctly. At 17:03, the signalman at the Obstruction Danger signal at the Malahide and Skerries signal box (Down line being switched out at the time), followed immediately by the Train Driver and Guard.

The Guard, having been in the rear portion of the divided train, was thrown to the floor of the carriage as it came to rest. He first checked the occupants of the carriage he was in, then alighted onto the Up platform, and, having checked that the rest of the passengers in this portion of the train were uninjured, went to the signal box to check that the scene was protected. A party set out in both directions to lay detonators on the Up and Down lines, whilst calls were made to the Gardaí, rescue workers and platelayers. Having confirmed the site was protected by signals, the guard detrained the passengers in the rear portion onto the Down line as the carriages were tilting so far that alighting onto the Up platform was not practical. From reports there was no panic, a number of passengers offering assistance to others also assembled on the Down platform.

The situation with the front portion of the train was similar: the train was largely on the rails with the exception of the trailing bogie of the rearmost carriage N328. The crew kept the passengers on board the train initially, moving them from the completely dark carriage N328 to the undamaged N406. This portion was some ¼ mile beyond the

station and not within sight of the station or signal box. The Guard alighted at the scene and arranged for the passengers from the front portion to be led back along the line to the station and a cart be sent to carry passengers' luggage back to the station.

Given the season and the time of day, it was dark and below freezing; January and February 1963 was one of the coldest two-month periods since records began, with a 'blocking high' over Scandinavia. There had been heavy snow during the last week of 1962, although there was no snow on the ground at the time of the incident in Rush. The following week, temperatures dropped to -10°C, although weather was not mentioned in the enquiry report. The mean temperature in the area for the 24 hours of 5 January was 2.5°C (36°F).

### CONSEQUENCE OF INCIDENT

As previously mentioned, the front portion of the divided train was largely on the rails. The second carriage (N328) had been torn from its trailing bogie so that the coach frame was sitting on the rails (see Figure 3), having been dragged for almost a mile, and thus having caused some minor damage to the cross-over at the north end of the station and other infrastructure on the permanent way.

The rear portion of the divided train had a much more spectacular rest. The trailing bogie from coach N328 had become entangled in the leading bogie of coach N372 (see Figure 4), derailling it. This resulted in coach N328 striking the Up platform, tearing away the coping stones, and ploughing up the permanent way before coming to rest. The rear two vehicles then struck the displaced coping stones and were also derailed. (See Figure 6).

### INVESTIGATION AND ROOT CAUSE

The CIÉ Inquiry found that the derailment was caused by the 'fracture of the tyre on the left-hand wheel of the leading axle of the trailing bogie on coach N328.' (See Figure 5 & 6). The wheel was of the tyre type in use at the time. As a result of the tyre break, there was no flange, the wheelset had derailed, to the left in the direction of travel. Witness marks found north of the station were presumed to be the point at which the incident started, and a photograph shows the witness mark of the right hand flange striking the shops approaching Rush (see Figure 7). The train must have proceeded unimpeded in this manner, except that the right hand wheel was not captured by the check rail of the cross-over at the north end of the platform, and instead was caught by the trailing point blade towards the platform. The force of the collision with the platform is presumed to have torn the bogie, now fully derailed, from the coach, with the subsequent coaches following as the permanent way was broken up in their path. No reason was offered for the cause of the tyre fracture. The components were sent to the British Transport Research Department in Derby. The result of the metallurgical testing, released the following May,





Figure 3. The front portion of the divided train some 500 yards south of the Rush & Lusk station at Clonsilla, coach N328 without its trailing bogie. As in several of these pictures, the extent to which just about anybody was able to wander around the site is remarkable, certainly as seen from today's vantage point. (Photo: JP O'Dea, courtesy NLI)



Figure 4. The wreckage of the derailed bogie from N328 caught up with that of N372. (Photo: CIÉ)

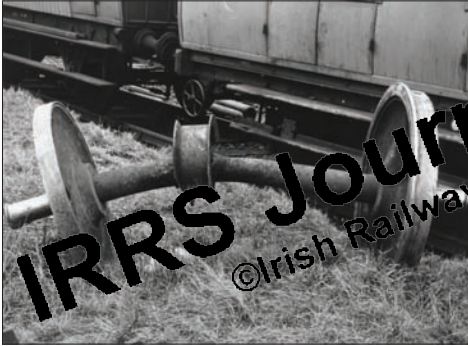


Figure 5. Axle with left tyre missing. (Photo: CIÉ)



Figure 6. Recovered tyre. (Photo: CIÉ)

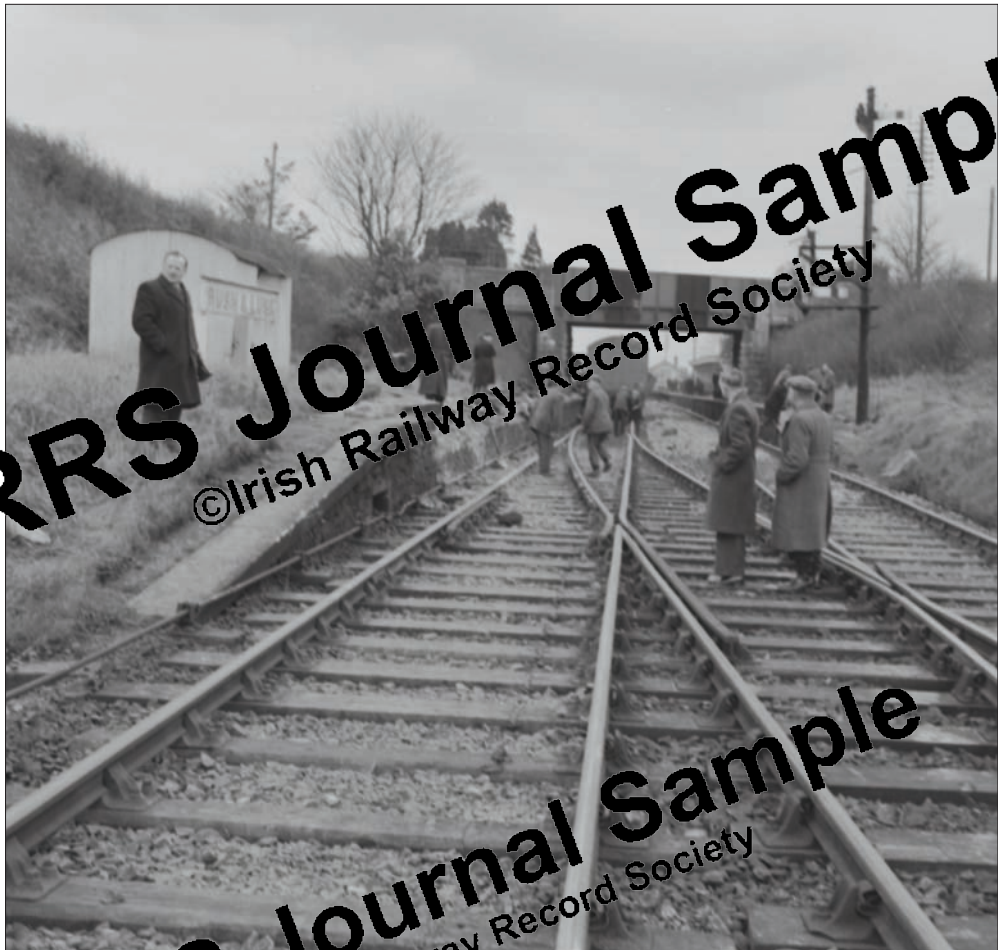


Figure 7. Looking south along the Upland from the cross-over north of the station. The damage to the platform coping stands is clearly visible. Note also the marks on the sleepers from the derailed wheel. Again, lots of people on the track and platform, many no doubt with no reason to be there. Extension of station platforms through an overbridge was a feature of several GNR(I) stations in the Dublin area, including Raheny, Malahide and Donabate, as well as here at Rush & Lusk. (Photo: JP O'Dea, courtesy NLI)



Figure 8. Cross-section of wheel assembly showing Gibson ring. (Photo ©South Devon Railway – used with permission)

found that there was no pre-existing corrosion, obvious crack initiation point, or other latent defect in the tyre.

Subsequent investigation found the cause to have been a loose 'Gibson Ring'. The Gibson ring was developed by J Gibson of the GWR, Wolverhampton, who retired in 1864. As Figure 8 below shows, the Gibson ring is a protruding ring to assemble it the tyre is first heated, then attached to the wheel and the Gibson ring is inserted. Whilst hot, the inner profile of the tyre is then 'crimped' to form around the ring and secure it. It can not be de-attached at a later stage, but in a suggestion was that either during the tyre assembly operation or during manufacture there had been some defect in the ring, which caused it to fail over time. The tyre would then have been no longer fixed, and would have been able to rotate independently of the wheel and move laterally. The fact that the brakes were on when the wheels were 'rung' in Dundalk could have obscured the fact that there was a defect, or possibly the failure occurred after leaving Dundalk.

From the description of the incident and the photographs available, it is clear that the incident could have had much more disastrous consequences. Apart from the absence of people in the path of the wreckage, or any other traffic on the line, if the derailment had happened even a mile further south, it could have resulted in a collision of the train ending up submerged in the Rogerstown Estuary between Rush and Drogheda or the Broadmeadow Estuary between Donaghadee and Malahide.

If the Up platform had not been present to guide the derailed coaches, they could have deviated further out of gauge and struck the pillar of the Overbridge OB39, resulting in a much more

sudden deceleration of the train, and possible harm to passengers.

#### REACTION TO THE INCIDENT:

It is a fact that the incident happened on a Saturday evening and gave reduced interest, as it didn't affect weekday traffic. Traffic was restarted with single line working the following evening at 01:00, only 26 hours after the incident, and a normal timetable, albeit with single line working on the Down line only, from 02:15 on the Monday morning. The Up line was opened again the following Sunday, 13 January. As a result, the impact of the incident on the wider community was limited. Reporting of the incident nationally was a single article in the Irish Times, noting that there were delays, and a British Pathé news crew filmed the recovery operation. For the people of Rush, the incident was noteworthy. Speaking to residents of Rush who were around at the time, they vaguely remember it having happened, but the impact was very limited.

#### CONCLUSION

All the elements were in place in Rush for a truly horrific incident. In many ways the incident was similar to the Deutsche Bahn ICE incident of 1998:

- The cause was identified as a catastrophic wheel failure,
- The train was travelling at speed, (albeit slower) with carriages outside of gauge,
- There was a crossover which aggravated the derailment,
- The derailment happened just before an overbridge.

In the case of Rush, as mentioned, the key actors performed their duties effectively and per the



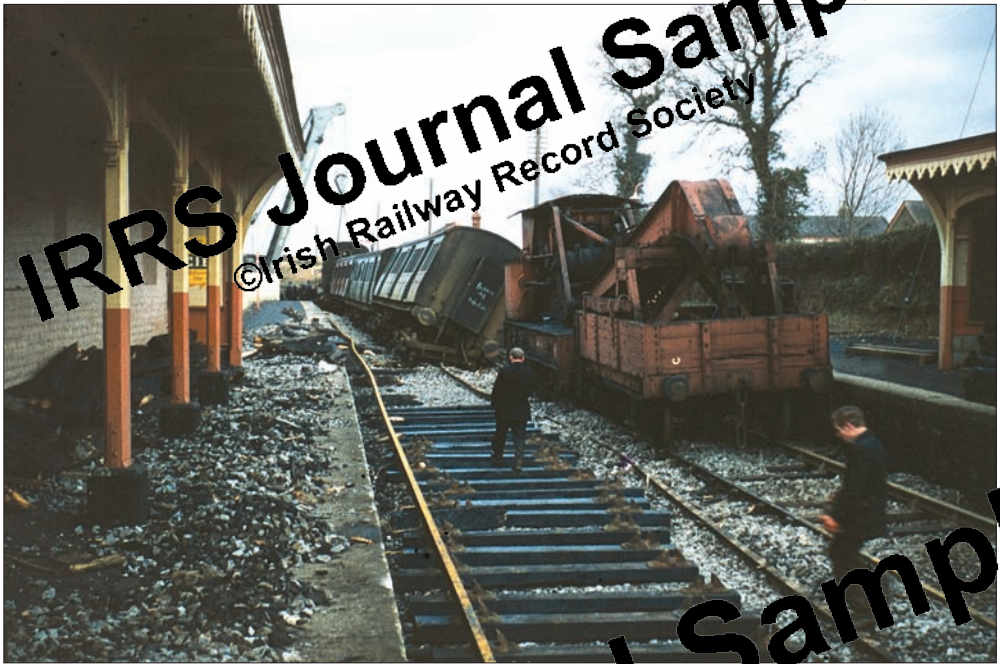


Figure 9. In a scene mercifully free of onlookers, Norman McAdams' picture from the Up platform shows the start of the recovery operation using a steam crane positioned in the goods siding to the rear of the Up platform. A second steam crane stands on the down line. (Photo © NJ McAdams - IRRS Collection)



Figure 10. At the Dublin end of the Up platform, the 35-ton steam crane, working from the sidings, is seen lifting the leading carriage at the platform. The reason for the flames in the foreground is unknown, but no one seems to be particularly alarmed. (Photo © NJ McAdams - IRRS Collection)

Rule Book. Signals were sent, protection put in place, and order maintained in what in today's parlance is the 'Preservation of Life' phase of the incident.

As stated earlier in this piece, there was no conclusive root cause identified; however, it can be speculated that there was some issue with the Gibson Ring, either a defect in assembly or a manufacturing flaw which caused it to fail. In recent practical use of Gibson Rings by heritage railways has been on a rate they can operate effectively even when fitted incorrectly, certainly at the low speed at which most heritage railways run.

The decision to phase out two-part wheels on rolling stock had already been taken when the Rush & Lusk derailment happened, but it can be said that the process of moving towards monobloc wheels was hastened by the incident.

Reviewing the incident and how it unfolded,

highlights just how important seemingly trivial details are in the correct following of processes and vital, and in learning the correct lessons from such incidents can help prevent serious incidents from being catastrophic.

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Discussion with Gerald Beesley

Casey and Ryan families of Rush, Co Dublin

South Devon Railway Engineering Ltd.

Additional research by Tom Normanly



Figure 11. At a later stage of the lifting operation shown opposite, the damaged coach has been swung away from the Up line towards the siding, immediately opposite the wholly undamaged signal cabin. The locomotive is A42. (Photo © NJ McAdams - IRRS Collection)

# Achill Branch Communications

## TF WALL

This branch was promoted in the early 1890s in two sections. The Westport – Mullaranny (the spelling varied) portion was built under the auspices of the MGWR and the Board of Works, and the extension to Achill. The contractor, Robert Worthington, constructed both sections of the 26½ mile line, opening to Mullaranny on Wednesday 1 August 1894 and throughout to Achill on Monday 13 May 1895.

In February 1866, a telegraph had been run by the British & Irish Magnetic Telegraph Company from Castlebar to Westport for the MGWR, at the time the railway was opened. In 1873, a wire for the public telegraph service was erected by the Post Office (PO) from Westport to Newport and this was extended to Achill in early 1891. Also in 1873, the existing single-needle telegraph instruments on the main line circuit were substituted by Morse sounders. The Westport instrument was moved from the Parcels Office to the Ladies' Waiting Room on 27 April 1876 at a cost of £1-9-1. Mullaranny was looped into the Achill circuit in March 1891.

The first contact between the PO and the new railway occurred in 1891, when the contractor's representative, Mr Douglas Gray, telegraphed the PO on 23 March to have two poles moved near Newport. Mr A Raddin, the PO Engineer, replied on 3 April:

"I have to inform you that the poles were already removed. An expense of 9/3 has been incurred by the PO in doing so. Will you kindly inform me how the amount is to be recovered".

The money was duly forwarded by Mr Gray and Mr Raddin sent it on to his Superintending Engineer, Mr W Louth. The latter's reply reveals the procedure to be followed in dealing with contractors.

"In future when a work is being carried out by a railway or other company under an Act of Parliament and you are called on by the contractor or engineer to make any alteration to the Department's wires, let him give you a letter undertaking to pay the cost and then refer it to me for instruction. Of course, where time presses, you should wire me. But in no case receive the money, as that should be done by the Accountant's Branch. What is the exact title of the Railway in this case? I will have to supply it in getting the amount brought to account".

Mr Raddin replied on the 10 April with an explanation of the circumstances of the case:

"Your instructions noted and shall have my attention. In this case, the matter was urgent; the public road was covered and at the junction with new and old portions of road, two of our poles were thus placed in centre of new road and being so dangerous, I thought it best to act at once in moving

them. It will also be seen that I only asked Mr Gray for instructions as to who would pay the cost, the reply I got was the remittance. The title of the railway is Westport – Mullaranny Railway".

The contractor again asked for a pole to be moved in July and this was done at a cost of 6s 7½d. In sending his estimate for the job to Mr Louth, (after the work was completed), Mr Raddin explained the low cost;

"The Contractor supplied the lineman with labour assistance. The lineman also walked from Westport to Barley Hill. There is therefore no conveyance charge". The contractor sought further PO co-operation in moving poles, as Mr R Worthington mentioned in a letter of 16 March 1892 to the PO Secretary:

"On the Westport & Mullaranny (the spelling used in this quotation) Railway there are 5 telegraph poles which require to be shifted; one at Barley Hill just beyond Westport, two at a point called Kilbade about a mile and a half on this side of Newport, one at a point where the railway crosses the Achill road a quarter of a mile beyond Newport and another a quarter of a mile further on. Will you be kind enough to have these posts shifted at once. I shall be glad to pay the cost, on your furnishing me with the bill. If you call at my office at Newport the posts in question will be pointed out to you".

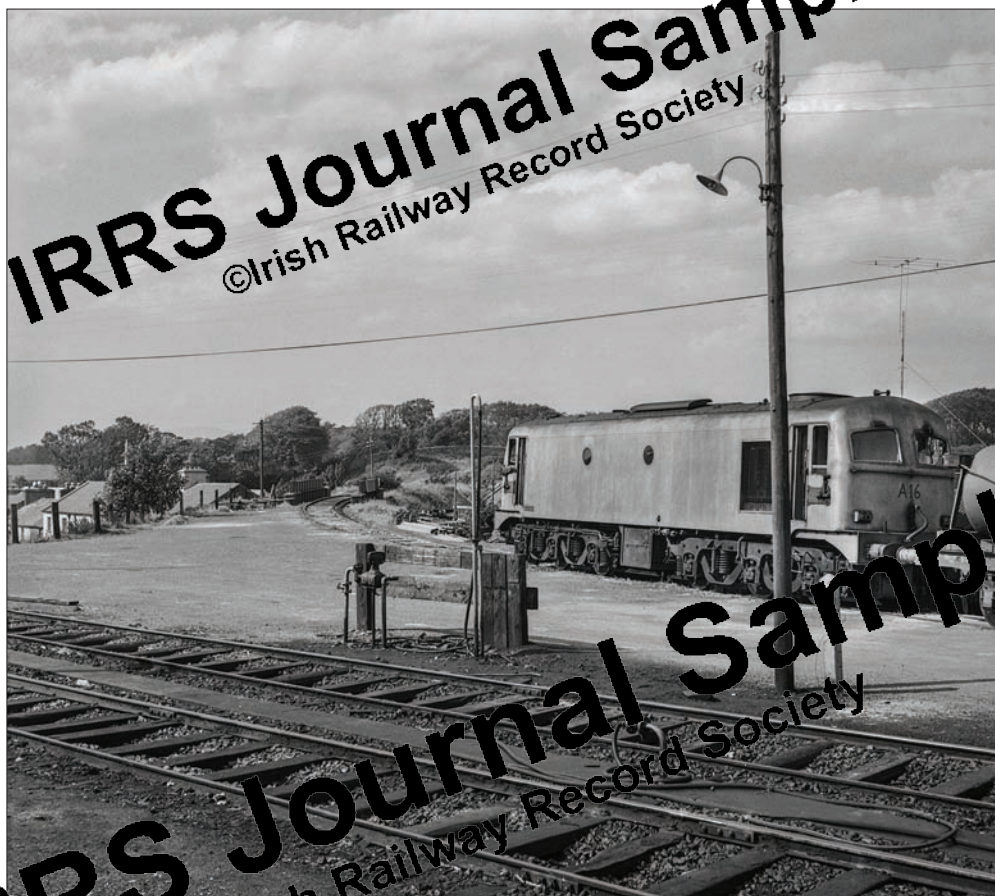
The work was done by 24 March, except for one pole for which the contractor's Travelling Ganger or Inspector, Mr Rice, requested that it not be shifted. The contractor supplied the labour and the only charge (for the lineman's time and travelling expenses) was £1-12-1. The pole omitted was moved on 13 June, Mr B R Le Fanu of the contractor's staff undertaking to pay the charge of 12s 5½d. Further poles were moved in July, at the request of Mr John Fisher, and in December, "as we are now laying our rails and the pole will be in our way".

On the main line, block working was established in response to the Regulation of Railways Act of 1889. This involved running a new wire from Ballyvaunis to Westport on the existing poles and this was accomplished by 10/11/1892. Fitting of the Webb & Thompson's instruments in the sections Castlebar – Westport and Westport – Quay was completed on 7 January 1893, from which date the annual maintenance charge of £4 per instrument commenced.

On 24 March 1893, Mr G W Green, the MGWR Secretary, wrote to the PO Secretary regarding wires on the branch:

"Westport & Mullaranny Railway. The above railway now in course of construction is expected to be completed about August next. We require the telegraph to be erected in the meantime and I shall be obliged by your sending me an estimate for putting up





A16, seen at Westport in the 1960s, on the siding which had been the start of the Achill line. (Photo © GR Mahon - IRRS Collection)

two wires from Westport to Mallaranny – one for the ETS and the other for speaking instruments – the poles and wires to be uniform with those in use on our existing lines. There will be an intermediate station at Newport”.

Four days later, Mr Green wrote again, asking that the PO supply the speaking instruments (Morse sounders). In his estimate for the work, Mr Raddin specified double stays on every pole and this was queried by Mr Louth. The former replied that “railway lines in this District are double stayed – in exposed bog districts this is most desirable”. Mr Louth did not agree, informing Mr Raddin:

“All railway main lines should have double stays on every pole, but I do not think we should put the Railway Company to such a cost on a light line like this. Only single stays on double staying and a third pole and for bare sections, at present.”

Mr Raddin’s estimate allowed for erecting 360 poles over the 18 miles of new line at a cost of £167-19-4. Laying out the poles along the course of

the line needed a special train and providing the engine for this seemed to cause some trouble. Mr Louth requested a special engine from Mr J Tatlow, the MGWR Manager, on 27 June 1893 “as we are now ready to distribute the poles” and the Company replied that “the engine can be provided at your disposal by the Contractor, but not to be paid for”. Mr Louth reminded Mr Tatlow that the cost of the engine would ultimately be charged to his Company and “possibly there you can make better terms with the Contractor than I can”. The MGWR apparently reached their heads of the matter, as Mr Tatlow replied on 3 July “I would rather not interfere in this matter. I should think that you can make as good terms with the Contractor as I could”. Mr C Burge, the PO Assistant Superintending Engineer, tried to negotiate with the contractor, as he reported to Mr Louth on 14 July:

“With a lot of waiting and watching, I caught Mr Fisher at his hotel as he was going away by train. He was not disposed to reduce the figure of £15. Said

he would like to charge nothing, but it was not only wages, engine, etc, but dislocation of traffic arrangements, etc. I had to accept and have wired and written Mr Raddin".

Meanwhile, Mr Raddin protested to Mr Louth on 5 July about the work being delayed:

"We have not yet received any instructions as to special engine for distributing poles at Westport, Mullrany Railway. The engine is arriving at Westport (on wages), the gang is hindered in the work. Please say if we can get the engine back, otherwise it will be necessary to disband the gang for the present".

In a further letter to Mr Louth on 11 July, he expressed annoyance at the frustration he was suffering at the hands of the contractor:

"We are still unable to get our poles laid out. We made application to the Contractor's Engineer who informed us that the contractor Mr Worthington would arrange it with the MGWR Engineer, Mr O'Neill. Mr Worthington lives in Dublin and Mr O'Neill is at present in England. The second Engineer, Mr Prendergast has not received any instructions. We must therefore wait until Mr O'Neill returns. In the meantime, we have been getting on as best we could by taking out poles with our own men on trolley, a slow process, as it is only occasionally we can get a loan of it and then only when the railway milesmen are off work. Our men have either to start early between 3 and 4 AM or after 6 PM. We have got as far as we can go in this way without incurring great loss. If there is still further delay in getting the engine, I suppose the gang must in the meantime be paid off".

Mr Louth replied that he was hourly expecting a reply from the contractor and if a fair arrangement could be made for the use of the engine, arrangements would have to be made for carting by road. Someone – perhaps Mr Raddin – made a marginal note on the letter: "utterly impractical". However, on 14 July, Mr Louth telegraphed Mr Raddin and confirmed it in a letter of the same date, that all was arranged:

"It has been arranged with Mr Worthington through Mr Fisher, to have the use of an engine to lay out the poles. The engine to be available for your purpose at 4 PM on Saturday July 15th. You to do the work between that time and Sunday evening. It is quite possible the work may not go on with the usual expedition on so new a line. Please report completion. The trucks will, of course, be returned to the depot from which they are taken".

In the margin of the above letter, opposite to the reference to Sunday work, Mr Raddin wrote: "Never in the course of my career did I do Sunday work on a Sabbath day and never will, I hope". He also made a marginal note on the reference to the new line: "the area is high and in many places yet highly dangerous". The work was completed on the Saturday, thus sparing Mr Raddin a crisis of conscience. He reported to Mr Louth on 17 July:

"Poles, etc were distributed on Saturday last. We got contractor's engine at 4.15 PM and finished the distribution to Mullrany at 8 PM satisfactorily. I also had an empty truck returned to Westport at 6.40 PM and telegraphically informed the Stationmaster, Westport, of having done so".

Mr J W Fisher of the contractor's staff lost no time in demanding repayment of the cost of the special engine; he wrote to Mr C Burge on the 15 July:

"Kindly remit me cheque £15 in payment for use of our engine in distributing telegraph poles per arrangement".

Presumably Mr Fisher received payment shortly afterwards. In November 1893, Mr Louth inquired of Mr Raddin regarding the progress of the work and the latter replied on 22 November:

"The work as far as erection of poles and wires is concerned is completed from Westport to Mullranny. No apparatus yet fixed; neither train staffs or sounders, owing to huts not being ready to receive them. The Westport and Newport huts are erected, but no battery accommodation yet provided. At Mullrany nothing has been done in the erection of either telegraph station, the men left on completing the line to the point where the station is to be erected. In the meantime the gang is disbanded".

Mr Tatlow wrote to Mr Louth on 7 July 1894 to say that "Mallaranny station will open for business on Monday 11th inst" and asking to have the ETS and sounder instruments connected up and ready for use by then. However, Mallaranny station was not ready and the local lineman reported on 14 July that the instruments had to be placed in a temporary hut, which was 80 yards from the station and 30 yards from the site of the signal cabin, the foundations of which were not even "cut out". Signals were exchanged with Newport and the apparatus was "working well".

In March 1894, Mr Tatlow requested that the sounder apparatus be transferred from the signal cabin to the Stationmaster's office at Newport and this was done on 29 March.

On 19 October 1894, some months after the line opened to Mallaranny, Mr Tatlow wrote that the ETS and sounder apparatus had been transferred to the Stationmaster's office there (the signal cabin was still not ready). Mr Raddin visited the station on 27 October and found that no provision had been made for the instrument or batteries in the office, which was very small, only 12 x 10 feet and "is already fitted with the requirements of the office, including desk, etc". He thought that "we may be able to cram the ETS and sounder in the office", but the batteries would have to be placed in a new compartment at the signal cabin. This was done shortly afterwards.

The railway was at this time being extended to Achill but the poles and wires for a telegraph circuit were not erected by the PO, as Mr Raddin



Les Hyland took this picture at Newport in the 1960s, some forty years after the last train. (Photo © Les Hyland - IRRS Collection)

mentioned in a note to Mr Raddin on 5 March 1895:

"The line of two wires has been erected by the telephone company. The poles are fitted with arms, but not in accordance with PO Regulations; a 24 inch arm instead of 33 inch. The line is completed thus Mullrany to Achill Sound. On one wire is fixed a single needle instrument at each end"

It is not clear if the "telephone company" mentioned was the National Telephone Company or the contractor for the railway signals. About this time, the MGWR requested the PO to maintain the pole route (the letter is not extant) and Mr Raddin duly reported on the condition of the route on 8 April 1895 and provided an estimate of the cost of putting it into "Post Office order".

"Line of two wires supported by 170 poles well creosoted and of sufficient length and scantling. The poles, which are mounted with 24 inch arms, unseasoned and unpainted, are on the whole – with a few exceptions – well placed as regards proximity to the rails and altitude for public crossings. They are, however, very badly secured, little or no attempt being made to firm them by stakes into the soil being nearly altogether negl. The poles are consequently very loose and shaky and will require to be carefully staked."

The poles are plain galvanised, but of a thinner substance than what are used by the PO. They are fastened with thin wire nails, not galvanised, 2½

inches long, but of a very inferior quality; the heads very thin and easily detached, many already off leaving the pole roofs insecure. There are in most cases only two nails on each pole roof and for about a mile, the pole roofs are fastened with straps; the workmen having evidently run short of nails. All these pole roofs require to be overhauled and secured with proper nails.

Insulators are Buller's DSB glazed screw and are of a very superior quality. The wires are however, very badly bound to the insulators, with two laps only and of inferior binding wire. All must be rebound with 60 lb binding wire of good quality".

The estimate for overhauling the line came to £22-17-9. By August 1895, the MGWR apparently were complaining of the state of the work (the letter is not extant) and Mr Raddin replied to Mr W P O'Neill, the MGWR Engineer, on the 16th:

"The sole reason for delay in putting [the line] in Post Office order has been to save your Company money and see how far the Contractor could go in remedying defects. I expect to deal with the residue immediately and of course, no charge for maintenance of wire will accrue until the line is put in order to my satisfaction".

The work was completed by the end of the year and the annual maintenance charge of 60/- for the poles and first wire and 10/- for the second wire commenced on 1 January 1896.



In the meantime, Mr Tatlow had written to the PO on 22 March 1895 asking to have the ETS instruments at Mallaranny and Achill connected up by 1 April. This work was completed on 9 May and the annual maintenance charge commenced on 13 May. The single needle instruments fitted by the contractor were replaced by Morse sounders at the same time.

On 7 April 1906, Mr Worthington inquired of Mr Louth the date when stays were added to the line between Westport and Mullaranny. For some reason Mr Louth gave a date – 1 January 1896 – for work done on stays on the Mullaranny – Achill section, causing an annoyed Mr Worthington to again request the information he needed, Westport – Mullaranny being heavily underlined in the letter. Mr Louth replied in a firm tone on the 14th:

"I beg to say that I do not feel called upon to furnish any information about the Westport – Mullaranny line, except to say that any stays thereon are necessary to its safety. The same remark applies to the present condition of the Mullaranny – Achill section".

Why Mr Worthington needed the date is not clear, but he got no further information from Mr Louth.

In May 1904, Mr O'Neill requested that the sounders at Westport, Newport, Mallaranny and Achill be ceased and replaced by telephones. At Westport, the telephone was fixed in the signal cabin but in the Stationmaster's office at the other locations. The four instruments were brought into service in February 1905. The annual maintenance charge of 30/- per instrument also commenced at that date.

About March 1905, Mr O'Neill requested that the telephone be fixed on the block line between Westport and Newport Quay. The existing telephone at Westport, working on the Achill line, was utilised, a switch being fitted to select either the Quay or the Achill circuit as required. The system was brought into service on 18 August 1905, the long delay being caused by having to cater for the possibility of interference with existing Post Office circuits on the same pole route.

In December 1907 a landslip occurred between Westport and Newport, which involved resetting some poles and stays. The damage cannot have been too serious, as it only cost £1-5-0 to rectify.

On 20 November 1912, Mr O'Neill requested that the ETS instruments at Mallaranny be moved from the stationmaster's office to the signal cabin. This was to facilitate a night mail service on the branch and the work was carried out on 14 February 1913 at an estimated cost of £9.

Mr A W Bretland, the MGWR Chief Engineer, made a similar request on 2 November 1919 regarding the ETS at Achill and this was done on the following Monday at a cost of £16.

During the Civil War, the line between Mallaranny and Achill was closed from 3 February 1923 (a Friday). On 11 April 1923, Mr Bretland wrote to the PO Engineer in Chief:

"My Company and I are mending the line at an early date between Mullaranny and Achill. I shall be obliged, therefore, if you would arrange for the ETS instruments, wires, etc. to be put in order at the earliest possible moment and to replace any telephones which may be required. The batteries will require attention".

The restoration work cost £25 and block working was reintroduced on 4 May 1923 (also a Friday) in the section.

On 30 May 1923, Mr Bretland requested that the telephone at Mallaranny be moved from the Stationmaster's office to the signal cabin, as "on account of the Military using the telephone night and day, the Stationmaster and his family can get very little sleep". This act of kindness cost the Company £2-15-0.

Mr J H Nicholson, the GSR Signalling Engineer, on 25 October 1928, asked to have the ETS instruments at Newport transferred to the Stationmaster's office. This was not a straightforward job, as the PO Engineer explained in his reply on 1 November:

"I have to inform you that the cost of transferring the ETS instruments at Newport is estimated at £16. If you decide to have this work effected it will be necessary for you to provide accommodation for the batteries and it is suggested that the existing press in the Stationmaster's office might be made use of by fitting four doors with locks and one additional shelf. Two brackets will also be required on the wall behind each block instrument to carry the ETS bells".

Mr Nicholson's staff made the necessary alterations by 25 February and the PO made the transfer of the instruments on 2 April.

The PO public telegraph circuit between Westport and Achill was transferred from a road route to the railway poles in February 1931. On 8 August in the same year, ETS working was ceased between Westport and the Quay, when the instruments were recovered.

Closure of the branch loomed in 1934 and a Works Order was issued to recover the ETS and telephone circuits. Closure took place with effect from Tuesday 1 January 1935 and in August the Works Order was cancelled, as the branch reopened on Monday 20 April 1936. There was but a temporary reprieve to allow the roads in the locality to be improved and final closure came with effect from Friday 1 October 1937. The ETS and telephone circuits were dismantled by the PO between January and March 1938.

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E Shepherd: *"The Midland Great Western Railway of Ireland"*

Post Office Engineering Branch Works Order records in National Archives

Currency values are £-shillings-pence and shillings/pence.

# Passenger services through the Phoenix Park Tunnel

ALAN O'ROURKE with input from Richard Maund and others

The GS&WR opened its line from Sandbridge Junction through the Phoenix Park Tunnel in 1877, to Castleknock, where it joined the MGWR Liffey branch, opened in 1864. At the other end, West Road Junction gave the GS&WR access to the docks, where it had its own goods yards, and to the L&NWR station at the North Wall. The GS&WR lost no time starting a passenger service to the L&NWR North Wall depot in Nov 1877. By 1901 (just before the Drumcondra line opened), there were two daily North Wall to Kingsbridge passenger trains (one on Sunday) and four eastbound trains, starting from Inchicore, Kildare or even Queenstown.

The line was also used by the *American Mails* (see DB McNeill's paper, IRRS Journal No 67, 1975). The idea here was that transatlantic passengers and mails could be speeded up by going by train from London to Holyhead on Saturday; by boat to Kingstown; and then continue on Sunday morning by train to Queenstown to pick up the Cunard liners to America. The GS&WR began this service from Kingsbridge in 1855 with horse-drawn road conveyances from Westland Row, clearly the weakest link in the chain, but after 1864, when the first part of the City of Dublin Junction Railway (the Loop line) opened from Westland Row to Amiens St, through quayside-quayside service was provided from Kingstown direct to Queenstown. The DW&WR worked the train to Islandbridge, where a GS&WR loco took over. Until 1894, the *Down American Mail* called at Kingsbridge; after that it stopped briefly at Amiens St instead, to pick up any Dublin passengers. In 1896, Cunard's connection from London switched from the Holyhead-Kingstown route (City of Dublin SP Co) to Holyhead-North Wall (L&NWR), and the Dublin point of transhipment was transferred to the North Wall, which became the starting point for the *American Mail*, with GS&WR motive throughout.

In 1892, a second weekly *American Mail* service on this route began for the White Star Company's steamers to America, running each Thursday from Kingstown to Dublin (at five minute stop); Islandbridge Junction for a loop change from DW&WR to GS&WR, then through to Queenstown. By 1901, both *American Mails* ran from the North Wall, 6 days for Cunard, Tuesday for White Star. The working timetable for March 1901 showed a 03:05 departure (earlier if the mails were promptly loaded), running

through to Queenstown, with short stops at Portarlinton and Limerick Junction (presumably for water) and a brief call at Cork to set down only, mails and passengers.

In the April 1910 Bradshaw, the *White Star American Mail* ran Tuesdays, 05:45 from Kingstown Pier (8 mins behind the regular Cork train), called Amiens Street 06:02 (2 mins behind the regular Cork train), then non-stop to Cork Glanmire Road due 09:54 and Queenstown due 10:12 (the regular Cork train shuttled round to Kingsbridge leaving there at 06:40 and got to Cork at 10:35). Cunard's *American Mail* ran on Sunday mornings, at 05:50 from North Wall, due Cork 06:41 and Queenstown 07:00. Neither company advertised a scheduled return service, steam arrivals being dependent on the vagaries of the Atlantic weather.

In practice, it seems that mails and passengers from ships arriving at Queenstown from America were conveyed to Dublin on the next available daytime train, and then shuttled round to the boats. In 1901, a schedule was the rather slow 05:25 from Queenstown, reaching Kingsbridge at 11:35, and providing a connection from Inchicore to the North Wall, arriving there at 12:05. If the mails arrived at Queenstown between 22:00 and 01:30 the following morning, the PO could request a special train to Dublin, as also happened if demanded by a suitable number of first class passengers. The *American Mails* latterly also provided second class accommodation, but never third class. All these *American Mail* trains ceased running in 1914.

The rather complex railway politics behind the construction of the links with the lines south of the river Liffey are covered by KA Murray in *IRRS Journals* Nos. 66 and 67 (1975). After the opening from Westland Row to Amiens St in 1864, the short connection from Amiens Station to the MGWR Liffey Branch at Newcomin Bridge Junction was more controversial and the subject of a pitched battle between staff of the MGWR and the DW&WR. The latter and seems to have considered the gradient unsafe. In the end, the connection was made and approved by the BoT inspector in 1892, but the GS&WR was reluctant to send its engines over it and the DW&WR acquired the three big Sharp Stewart 4-4-2Ts to work the mail trains from Kingstown Pier round to Islandbridge. By this time however, the GS&WR was engaged in moves to provide its own independent link to the North Wall (see Murray's papers again), and opened its own line from Glasnevin to North Strand Junction, via

Drumcondra, in 1901. From Apr 1 1901, trains ran from the GS&WR to the L&NWR station at the North Wall via Drumcondra, and it is assumed GS&WR local passenger trains on the Liffey branch ceased. Train via Drumcondra did not serve Amiens St as only two rather awkward links existed between the GS&WR and the L&NWR:

Via the Liffey Branch and the Deep line at Newcomen, and via the Liffey Branch and the Glasgow and Drumcondra stations.

The first North Wall Junction (the Drogheda Curve), opened in 1877, but mainly used as the GNR's access to the North Wall.

These 1901 services seem the most direct ancestors of the new suburban services as, over the years, some began from stations on the GS&WR main lines (Sallins, Tullow, Thurles, Kildare, Inchicore, Clonmel, Athlone, and even Queenstown) and some of these services avoided reversal at Kingsbridge and ran direct from Islandbridge to the North Wall. The return workings seem to have all called at Kingsbridge, but then (sometime in multiple portions) went forward to places like Sallins, Thurles, Queenstown, Clonmel (via Fethard), Limerick Junction, Cork, Athlone, and Kilkenny. At one stage, it was even possible to go through from the North Wall to Limerick, in a slip coach dropped off at Ballybrophy.

The local North Wall via Drumcondra service varied over the years between three and six trains each way, but there were usually more than one departure from the North Wall and more than one arrival at Amiens St. Oliver Doyle has given a detailed account of these local services in the *IRRS Journal* No. 135, 1998).

The short, and mostly heavily graded line from North Strand Junction to the DW&WR at Amiens St was not opened until 1906, and with its own independent route all the way from Islandbridge to Amiens St, the GS&WR instituted another local service in Dec 1906 of seven trains a day from Kingsbridge and eight from Amiens St, also serving Glasnevin and Drumcondra. However these were poorly used: there seems to have been little attempt to provide connections with the GNR and D&SER services at Amiens St, and for what local traffic there was, the railway was in direct competition with street trams. These local trains ceased in 31 Dec 1907. The remaining Kingsbridge–North Wall services ceased on 30 Jun 1910 and Glasnevin and Drumcondra stations were closed. This left the boat train service to the North Wall and to Kingstown Pier as the only regular passenger services through the Phoenix Park tunnel, and remaining passenger service to the North Wall ceased in 1922 and for the next thirty years the only publicly advertised regular passenger services through the Phoenix Park Tunnel were the Dún Laoghaire Pier boat trains.

Once it had access to Amiens St, the GS&WR

ran a daily early morning train from Kingstown Pier, which on weekdays provided a connection into the Down Cork day mail, and an evening (Monday–Saturday) one, with a connection into a slower train to Cork. There was one return working: weekdays about 19:30 Kingsbridge–Kingstown Pier. On Sundays, an Up afternoon train from Queenstown was extended from Kingsbridge to Kingstown. By 1922, the link was provided by starting the Down Cork day mail from Kingstown Pier (dep 06:10), and extending the Up day mail (usually about 15:20 from Cork), which reached the Pier at 20:35. These were weekday only services. Later the GSR added a weekday evening train at 17:40, Dún Laoghaire Pier to Kingsbridge, and on Sunday a morning train from the Pier and an evening train (an extension of an Up Cork service) to the Pier. These trains vanished in the fuel crisis during the Emergency and did not reappear in the working timetable until Oct 1950 when a similar service of a morning train to Kingsbridge and an evening extension of the Up day mail to Dún Laoghaire Pier was provided.

But already in the summer of 1951, from Dublin, Amiens St had become the main station for the Cork and Killarney local trains, Down at 09:10, by-passing Kingsbridge, as did the evening return workings.

Also in 1951, in *IRRS Journal* No. 7, Summer 1950 (p. 29), the line through the Phoenix Park Tunnel was used by the daily joint GNR–D&SER Belfast–Cork *Enterprise*, which left Amiens St after a loco exchange at 13:40, called only at Limerick Junction and reached Cork at 17:10. The Up train was 13:15 from Cork, 16:45 from Amiens St. This through service was however withdrawn from 21 September 1953 (*IRRS Journal* No. 13, Autumn 1953, p. 167).

Long before the migration of the Galway and Mayo trains to the Southern route in 1973, CIÉ introduced, in the timetable of 29 June 1953, several trains which, although they began their journeys at Westland Row, went down the Cork line and avoided Kingsbridge:

08.25 Westland Row to Killarney (via Mallow) and evening return. This seems to have been a summer only experiment, and in the September timetable it was replaced by an 08:25 Westland Row to Cork express, which returned from Cork at 18:00, also running non-stop, but to Kingsbridge.

11:00 Dún Laoghaire Westland Row to Galway via Portlinton and return. In 1954, an Up morning Galway train on the southern route was added, balanced by an 18:50 Westland Row to Galway. These trains initially ran fast to and from Athlone, but later stops at Portlinton and Tullamore were inserted.

From 12 Sep 1960, Heuston was closed on Sundays, and the rather spartan Cork service ran to and from Amiens St, augmented from 1964 by





Passengers disembark from 80 class railcar No. 86 at Platform 1, Heuston Station, (the onetime Military Platform"), on Sunday 20 March 1988. The railcar has arrived as the 07:25 am Lao na Le to Heuston Sunday morning "boat train". (Photo © Colm O'Callaghan)



Another view of an NIR 80 class railcar on lease to Irish Rail, with DVT (Driving Van Trailer) leading, working the return empty "boat train" from Heuston to Connolly, passing Cabra Cement Depot on Sunday 3 April 1988. (Photo © Colm O'Callaghan)

one sabbath service each way for Limerick and Waterford. Heuston did not reappear on Sundays until the 14 Sep 1970 timetable. The Galway *Radio Train* also seems to have used the southern route in the Down direction, but to show the tourists a different bit of the country, it returned via Mullingar. With the 9 Jun 1969 timetable, two weekday Westport to Ros each way, although still using Pearse, Tralee, Portllington, and a Summer and Sunday Westport to Pearse round trip. In 1972, a connection to the day boat was provided in the summer timetable by extending an Up Galway-Portarlinton-Pearse train to Dún Laoghaire Pier.

The opening of the new central sorting depot near Connolly in 1974 saw the remaining mail trains diverted there from Heuston. This was certainly the case in the 10 Jun 1974 WTT. In return, Heuston got the other Mayo and Galway services and the *Radio Trains*. However, there now no advertised evening Heuston-Dún Laoghaire service! In fact, the Jun 1974 WTT did show a 19:25 weekdays Heuston - Pier train, running 13 Jul to 7 Sep 1974, but this seems to have got overlooked in compiling the public timetable (the train was advertised in summer 1975 public timetable, and thereafter).

According to the 3 Mar 1975 (i.e. summer 1975) timetable, the Up day Cork day mail train avoided Heuston - and the "in-and-out" working at Heuston by the 15:20 from Cork, before heading round to the Pier, did not re-appear until the 12 May 1979 timetable (but it appeared again with the 12 May 1980 timetable).

In fact, the boat trains enjoyed some form of an official summer service these last years, with additional trains from Dún Laoghaire Pier at 10:15 and 10:40, and services back from Heuston at 10:25 and 11:20, and on Sundays, a morning train from the Pier and an evening service from Heuston. Some of these were summer only trains, and in later years they suffered from 'bus substitution. Also, in the 3 Mar 1975 timetable, the long-standing all-stations 07:10 Cork-Heuston train (it got overtaken at Thurles by the 08:00 from Cork) gained a new extension to Connolly - but this disappeared with the 3 Nov 1975 timetable (leaving the roadside stations on the Cork mainline, closed from 6 Sep 1976, without their once a day all stations Up train).

By 1978, the Up Cork day mail again ceased to serve Heuston and a local 19:15 or 19:25 Heuston to Dún Laoghaire Pier provided the link. This service was summer only (it has no day counterpart) and ran seasons 1975/76, 1978/79, and then again, only at 19:05 from Heuston in the 12 May 1980 timetable. The 12 May 1980 timetable saw both the withdrawal of passenger accommodation from any mail trains that still provided this, and the severing of the Pier rail link

as part of the DART work at Dún Laoghaire. In October, the pier rails were withdrawn with effect from Saturday 17 Oct 1980 upon closure of Dún Laoghaire-Carlisle Pier branch for DART electrification works (i.e. last trains ran Friday 10 Oct 1980). In the final year, the long association of the Up day mail was broken, and the evening Pier connection was provided on weekdays by "change at Heuston", going forward by the "pier train", or by the Tralee train (Sundays), which was booked through to the pier. Morning and evening local Pier-Heuston trains operated on weekdays, and the line briefly obtained a regular Sunday service from 10 Jan 1988 until Jul 1989 in one direction only, viz. the 07:23 Sundays Dún Laoghaire - Dublin Heuston (normally worked by one or both of the hired-in NIR railcars). The cessation date of this service has not been pinpointed more precisely, although the NIR railcars were returned to NIR on 3 Jul 1989.

From 25 Oct 1993, there was a relief train, on Irish public holiday Mondays if they were followed by a normal working day, which appeared in the Weekly Circular but not the WTT. This service ceased after 1 Jul 1998. However, the line again got a regular Sunday service from 8 Jun 1998 by extending the 16:25 from Galway through from Heuston to Connolly and Dundalk. This was also a commuter train to get the two railcar 2600 units back to Dundalk. This ran for the last time on 23 Sep 2001, as in a similar Sunday evening service, 1993 Limerick-Heuston-Connolly, worked by push-pull, which also went forward to Dundalk, and had appeared in the 19 Sep 1999 timetable. The line has had no timetable passenger trains since, until the announcement of the new commuter services.

I would like to thank the following for information on this topic: Michael Walsh, Oliver Doyle, Richard Maund, Tim Morton, Roger Joanes, John McCullagh, Martin Baumann, Gerard McMahon

#### References:

- Doyle O (1998) Drumcondra *Journal of the Irish Railway Record Society* 20: 84-85
- Murray K (1975) The Drumcondra Cork Line *Journal of the Irish Railway Record Society* 12: 12-19; 80-86
- McNelly C (1983) The American and Canadian Mails *Journal of the Irish Railway Record Society* 11: 65-8
- For listings of regular trains booked to use the line from 1967/8 onwards, see the "historic" listings on Richard's web page at <http://www.psu4all.free-online.co.uk/intro.htm>.



# The Boyne Viaduct – Heritage Award

OLIVER DOYLE

The refurbishment of the Boyne Viaduct, Drogheda, won the Historic Structures Restoration Award at the 2016 National Railway Heritage Awards, presented on 7 December at a ceremony in Mermaid Theatre Hall, London.

The refurbishment was significant costing €6.1m jointly funded by the EU INTERREG programme, the Department of Regional Development Northern Ireland and the Department of Transport in Dublin. The project involved the installation of a new drainage system to capture and remove rainwater, steel-work repairs to replace sections of the bridge's steel structure and the relaying of track work over the viaduct itself. In all 25 tonnes of new steel was used and 14,000 rivets replaced. The old paintwork covering the viaduct was removed and replaced with a more suitable and modern protective paint system which will help to safeguard the steel-work over many years. In total 15,000m<sup>2</sup> of new paint was applied. The track-work on the viaduct, 547 yards, was replaced. New high-powered LED flood lighting was installed co-funded by Louth Co. Council.

Right: The sandstone tablet, on the northwest corner of the Boyne Viaduct at Drogheda, erected in 1855 for the Dublin & Belfast Junction Railway, when the structure was almost complete. A good photograph has always been impossible because of the awkward location, but with the erection of scaffolding for the viaduct refurbishment it became possible for a period to get close to this stone carving. (Photo: Aidan Bermingham, Irish Rail)



Left: Stephen Bateson, Principal Engineer, Structures, CCE; Oliver Doyle, Judge, National Railway Heritage Awards; Aidan Bermingham, Project Manager, CCE, Boyne Viaduct, with the Awards Plaque.



# GSR 'Demonstration' Special Arigna to Adoon Sunday 14 June 1936

Michael Davie

I, a keen transport ticket collector for many years, my attention was drawn to a most unusual GSR ticket in a recent postal auction. The ticket was a standard GSR single coupon pre dated return of a type regularly issued in connection with special trains to GAA events or for Sunday seaside excursions etc.

The destination of this special was a most unlikely one, being none other than a 'signal station' or request stop on the narrow gauge Cavan & Leitrim section. I knew the C&L for its last decade of operation and during that time no Sunday trains were run so I was naturally very intrigued to know what called for a special from Arigna to remote Adoon in June 1936.

My friends in Leitrim were similarly mystified and strangely the weekly 'Leitrim Observer' of 12 June proved unhelpful. However, certainly was going to get up, and when I learned I had been unsuccessful in my bid for the ticket I asked if someone could check the relevant GSR Weekly Circular in our Heuston HQ.

This confirmed that a 'Demonstration' excursion train was to be run from Arigna to Adoon calling at all stations and 'flag' stations and times and fares were shown, something never before seen, as these halts were simply shown as 'CR' in the timetables. A return service was provided allowing 3 hrs 45 minutes in Adoon.

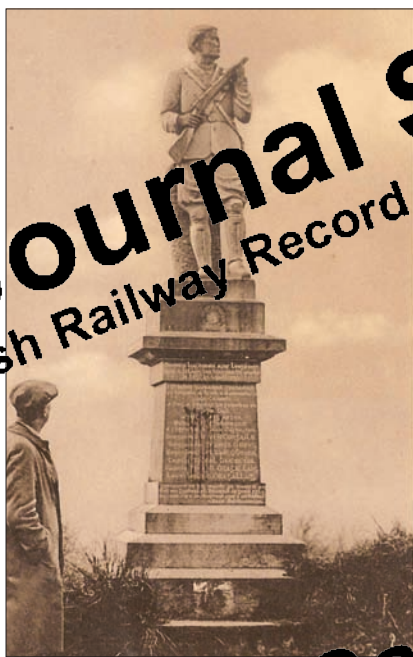
Friends suggested that the train was perhaps provided for participants at a meeting at Cloghan, Adoon being the last station, whilst others suggested a demonstration relating to the Eborah War, then having serious repercussions locally.

The mystery was finally resolved when our member Fred Andrews remarked that the Selton

Hill memorial between Mohill and Ballinamore was dedicated in June 1936 and this proved the correct answer.

Selton Hill near Gortvagh was the scene of a deadly ambush when six IRA men were killed by British troops during the War of Independence on 11 March 1921. It was over fifteen years therefore before the unveiling and dedication took place.

A hand written note on the Weekly Circular states 100 and 1 half which may relate to the number of passengers carried on the special.

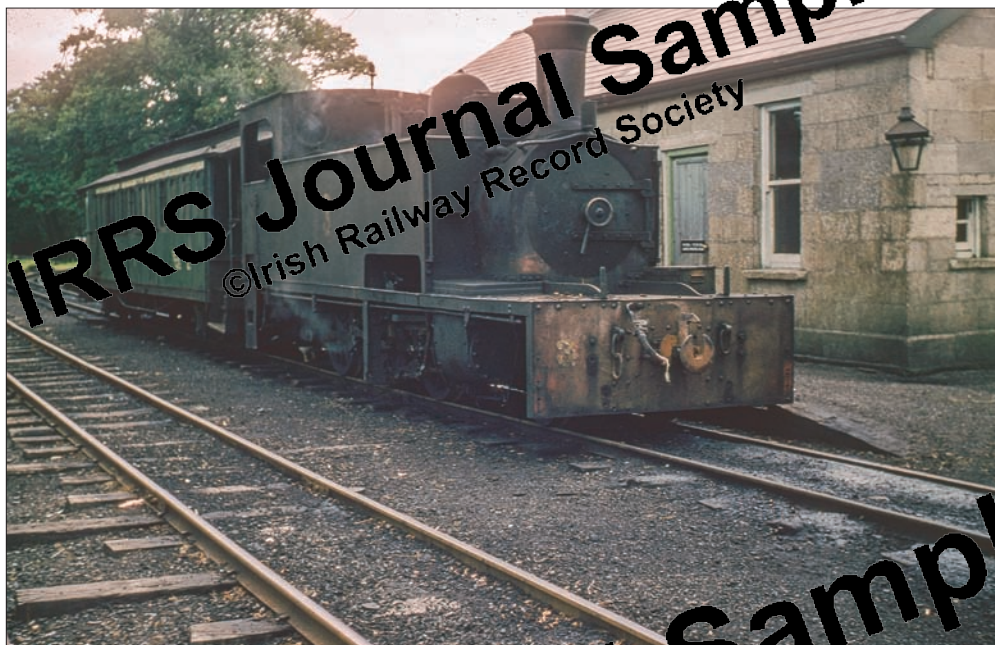


The Selton Hill Memorial near Adoon, which is the third halt from Ballinamore on the line towards Dromod.

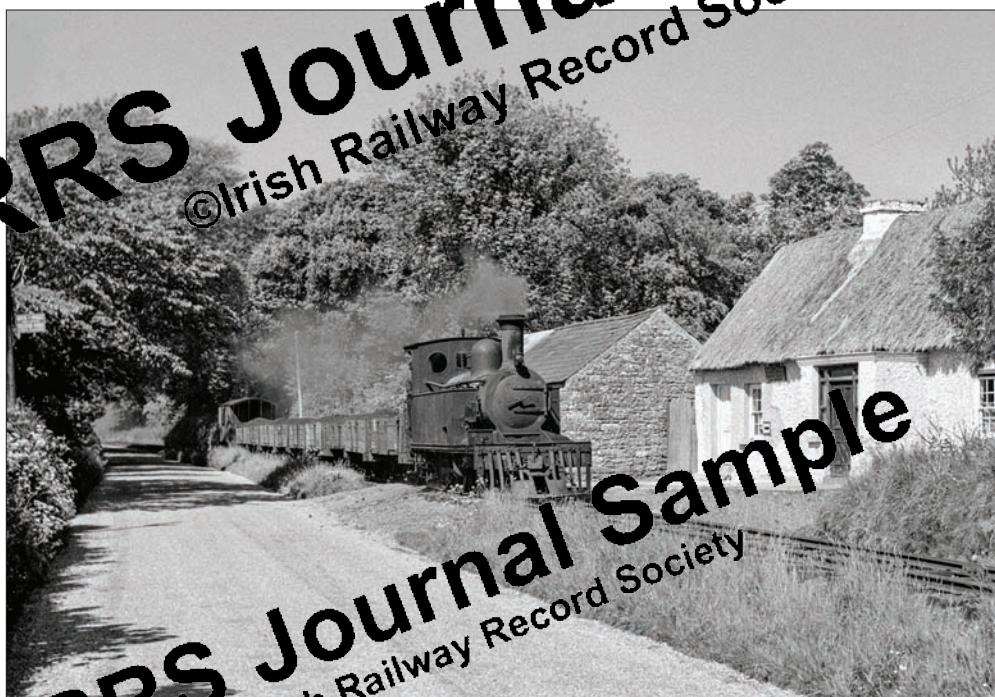
seems a small number as newspaper reports over 400 persons attended. The circular was in stock on the C&L section in 1936 was twelve bogies each seating around 12 each. The Weekly Circular lists no other specials when one might have thought trains would have been run from Belturbet, and to Dromod on the broad gauge. No doubt huge numbers would have walked as this was quite normal in those pre car days, whilst a few buses may have been locally organised.

The other mystery sadly not clarified by the Weekly Circular is the disposal of the locomotive and stock between the outward and return journey. As the tablet section was a mile more to Mohill the empty train must have proceeded there, and water was available for the locomotive. However, C&L trains were never observed with the locomotive running in reverse, and with no turntable at Mohill the engine presumably went to Dromod to turn.

Finally, my ticket from Ballinamore to Adoon is numbered 0003 and snipped no less than THREE times! I would love to know where it has been kept all these years. We shall probably never know if tickets were also printed from Arigna, Drumshanbo and the seven 'flag' stations between Drumshanbo and Adoon.



No. 3T (former Tralee and Dingle locomotive) at Arigna station on 16 July 1958. (Photo © Tom Davitt - IRRS Collection)



Corglass Post Office and Leitrim Locomotive No. 8L passes Drumcong Post Office in Corglass townland in the mid 1950s, with a passenger train from Arigna. The Post Office lies outside the townland for which it is named, the boundary being a short distance behind the train, just before Kiltubrid station. It's not clear why the station is thus named, because the closest settlement is the tiny hamlet of Drumcong. (Photo © Les Hyland - IRRS Collection)



# TRAMWAYS RESTORED

## The story of a library book

TIM MORIARTY

The Society has established a reputation for the conservation and restoration of library books and after many years our copy of Dawson's *"Electric Railways and Tramways"* of 1897 is now restored to its original condition. The author, Sir Philip Dawson (1866–1938), was at the then forefront of the new technology of electric locomotion and wrote this book because "no complete and up-to-date treatise on electric motive power applied to railways and tramways exists at the present time".

Somewhere during the book's lifetime some ill-disposed person (a more indelicate epithet is appropriate!) tore out all pages containing Irish tramway references plus the 60pp appendix of legal matter leaving the book damaged and worthless as an information and research tool.

But most of the missing pages were discovered in an old folder although six pages (421–426) describing the Bessbrook & Newry Tramway were still wanting. A trawl of our collections turned up these pages badly cropped, stapled and held together with adhesive tape! But they were usable. So the delicate and time-consuming task of re-inserting these pages back into the volume while preserving its original appearance began. To do this the book had to be taken to pieces.

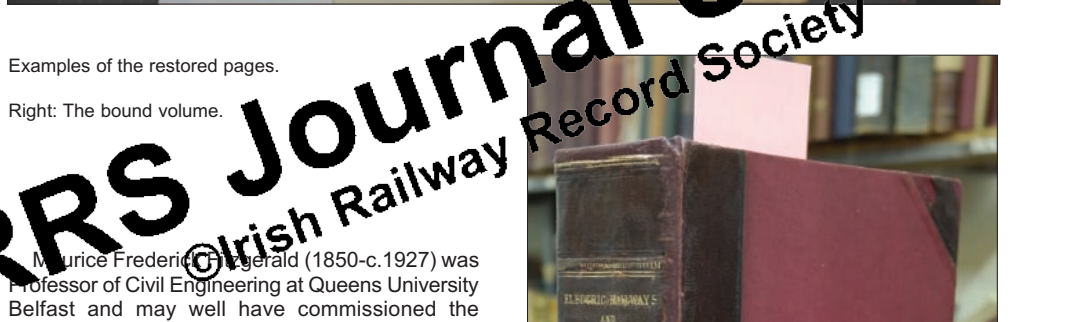
Despite some wear and tear to the covers, the sewing was as good as the day it left the bookbinders. New gutter margins to support the missing pages were made up and the volume re-sewn on cords – a procedure rarely undertaken by binders nowadays. Most of the original binding has been preserved, new corners and joints have been added while the original spine with its five imitation bands, title and tooling has been retained and restored. Our copy of Dawson is once again an impressive volume of some 700 pages, 29 x 23cms, about Victorian tramway construction in these islands.

Although we don't know how or when it came to the Society it has an interesting provenance. It is a late Victorian top of the range binding, hand-sewn on five cords in the top, bottom, half and in maroon morocco with high quality cloth sides and top edge gilt. While the actual binder is not known it was most likely bound in Belfast being transported through William Mulligan the Belfast bookbinder described in the *Oxford History of the Irish Book* as "a bookseller (who) published occasional books many of historical and political interest." The title page bears an inscription "Maurice F. Fitzgerald, Belfast, 1898".



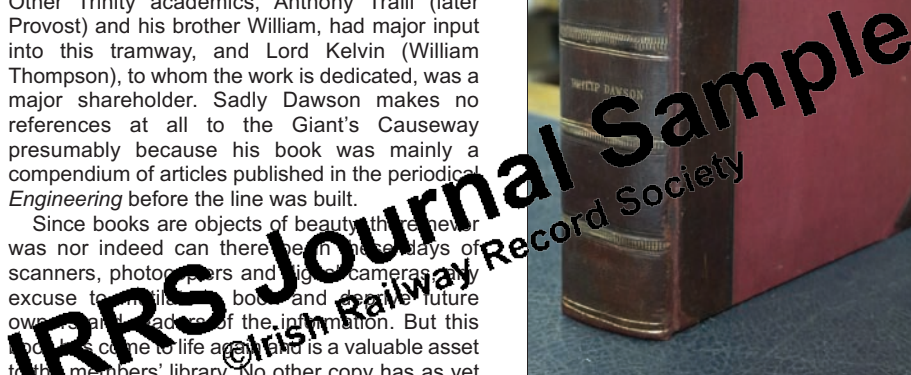
Reproduction of photograph from the book.





Right: The bound volume.

Since books are objects of beauty, their preservation was nor indeed can there be in these days of scanners, photocopiers and digital cameras, any excuse to still the book and deny the future owner any access to the information. But this book has come to life again and is a valuable asset to the members' library. No other copy has as yet been located, although a paperback re-print is available in the Cambridge Library Collection.



## 70th Anniversary Supper – Dublin

To celebrate seventy years of the Society, some forty nine members and guests attended a special and enjoyable anniversary supper in our premises at Heuston Station on Thursday 20 October 2016.

For the modest sum of €10 participants were treated to a three course meal, main, dessert and tea/coffee. The soft drinks were also provided. A catering company was engaged for the occasion and table service provided by the Hon. Librarian and a professional waitress friend. Special mention must be made of the variety of desserts specially made for the occasion by Mrs Daryl Hyland, wife of our Hon. Treasurer, Alan Hyland. These equalled, if not surpassed, in quality and quantity, those available in the best five star restaurants.

In his after dinner speech, Mr Hyland welcomed

those present and gave a short history of the Society. He spoke about the Journal, meetings and outings. He went on to speak of the relationship between the parent body and the branches in London and Cork, stating that a close relationship existed between the committees of all branches. He concluded by looking forward to the future and to plans for the 75th celebrations in 2021.

Because of seating logistics, participants were seated in both the Currivan Room (the main meeting room) and Library, Mr Hyland found it necessary to speak twice, first to those in the Currivan Room and then to those in the Library. Surely a first for an after dinner speech and a bonus for our Hon. Treasurer, the principal organiser of the event.



Above: Discussion reigns in our main meeting room, the Currivan Room, and with the watchful supervision of the portraits of our two distinguished members, Norman McAdams and P. Currivan. (Photo © David Wynne)

Below: The hushed environment of the Library experiences an unwelcome animation, as the catering service attends to the most important business of the evening. (Photo © David Wynne)

# Reviews

Shaun A Martin, *Crewe to Ballywatermoy*, 2016, 200pp, 23x15cms, map, glossary and list of line closures. NI, 2016, published by the author, ISBN 978-1-366-678591-6. Price £10 stg. Softback.

Set against the post war condition of the railways in Ulster, one could be forgiven for believing this is a fictional account for happenings on the NCC. This illusion is reinforced by the reproduction of a system map from 1948 (p294). But this book is a novel and all characters are fictitious.

The story begins with the arrival of the newly appointed NCC chief officer, Malcolm Ross. Reflecting cross-channel control by the LMS his arrival is heralded with out of earshot sarcasm – “not another bloody Englishman coming over here to tell us how to run our railways” (p69).

Through the eyes of Ross we are taken on a journey over the NCC, stations, staff, issues, locomotives, excursion trains and railway operations. Some of the events did happen or are indeed indicative of what could have happened and many described are based on facts or at least very credible. – “The Ballymoney tablet having been dropped at speed, the express was now under the control of Coleraine’s colour light signals, a section controlled by direction levers” (p80). The story of the escapades of the Whiteabbey station (p164-5) is possibly factual and a delightful tale.

This book has all the hallmarks of a historical novel and attempts to convey the spirit of the events with realistic detail and clarity. Not all is about the NCC and there is a love story and accounts of journeys on the continent. It is enjoyable to read and is to be recommended. Available on e-bay at a price stated plus postage and packaging and also from our hon. resident bookseller at library nights and meetings. TM

Roy Carlisle, *The Tracks of my Railway Years*, 179pp, 26x21cms, illustrations, bibliography. UK, PharmaSolutions, 2016. ISBN 978-1-5272-0124-8. Price, £16.99 stg. Softback.

There must be literally hundreds of private collections of Irish Railway images for the past fifty years stored in private collections. Roy Carlisle has had the courage to open his treasury of photographs taken since 1970 and make them available for all to see and enjoy.

This book then is the publication of a private collection of some 400 Irish railway images taken since the 1970s. It includes steam, colour and monochrome of steam, diesel, railcars and signal boxes mainly in Northern Ireland. The photos themselves are full of information. The author was one of an informal group of enthusiasts from Northern Ireland who photographed everything that moved on the Irish railway system in the 1970s despite the “Troubles”.

Highlighting his railway enthusiast’s days seem to have been a visit to Inchicore works in 1975 –, one of the most enjoyable “gricing” days out that I have had...it really was like being “a kid in a sweetshop” (p134). He devotes a whole chapter (pp131-148) to this visit which with forty-two photographs he describes as a “summary of CIÉ Locomotive traction and rolling stock”.

This is a well produced and illustrated book which will appeal to our readers. While there is a bibliography, an index of the illustrations would certainly have added to the book’s value as a reference tool. TM

Jonathan Beaumont & Barry Carse, *Rails through North Kerry – Limerick to Tralee and Branches*, 26x21cms, 144pp text, colour and monochrome illustrations with extended captions, map, diagrams and timetable. Limerick. Colourpoint Creative Ltd, Newmarket, 2016. £16 stg. Softback.

This book is a scenic pictorial journey along the North Kerry line between Limerick and Tralee through images culled from the private collection of one member Barry Carse. It depicts the twilight years of this interesting but sparsely documented line from 1951 onwards. Like “*The Tracks of my Railway Years*” (also reviewed in this issue) we are given access to yet another private collection of railway photographs. To complete the story the authors have also drawn on illustrations from other collections.

Here we can follow the weed spraying train (pp116-129), travel Patrickswell to Foynes, Tralee to Fenit, Tralee to Castleisland and the cement line to Castlemungret. And in our own times we can walk or cycle the Great Southern Trail as it was in 2011 – part of the former line opened as a tourists amenity (pp130-135).

This book has over 180 excellent illustrations showing many locations and examples of motive power used on the lines. The reviewer was particularly drawn to Brian MacDonagha’s photo of the horse and mind carting at Kilgobbin in 1955 (p. 30) and the RPS special in open country near Enniscorthy in 1972 (p 69).

While the book has much to recommend it and the authors are to be congratulated, by its nature it does not lend itself easily to index or bibliography. The inclusion of an index of locations and locomotives would certainly however have greatly enhanced it as a research source. TM

Joe Coleman, *Falling Gradient, Limerick’s Railway Connections*, 29.6x21cms, 464pp text, 335 photographs, maps, facsimile timetables and other documents. Published by the Author, Limerick, 2016. €24.95. Softback.



This is a book to be commended for what it is rather than criticised for what it is not. It is not a conventional railway history, although it does contain much history deriving in particular from Joe's paper on *Limerick as a Railway Centre* in Journal 182 of October 2013, which itself was based on Les Hyland's *Limerick as a Railway Centre* from Journal 23, Autumn 1967.

What Joe has provided is a wide-ranging and highly readable account of a diversity of railway matters all linked in some way with Limerick, the link being admittedly rather indirect in some of the more far-reaching sections. It includes much oral history, a lot about railway officers and staff, including a warm and affectionate portrait of the author's locomotive driver father, Joe Sr, and where else will you read about such byways of history as the Limerick Soviet and how it impinged on the railway!

There is an extensive range of pictures, all monochrome, but mostly adequate in quality, and those that are less perfect are justifiably included for their historical interest. Two pictures of the Clayton steam railcars in action are especially noteworthy.

There are many fascinating memories of the West Clare, and an expanded account of the Marston and Portumna Bridge, also the subject of a previous paper by the author in Journal 179 of June 2012, which includes two hitherto unknown pictures of excellent quality, showing the viaduct at Riverstown and the underbridge at the Lorrha-Portumna road.

As indicated, it is not an enthusiast's book in the normal sense, but it has certainly captured the attention of the general reader with an interest in local history, because, if you have not already purchased a copy, you are now likely to find that it is already sold out! Good going for any book on railways!

MW

#### Forthcoming book

William Fairbairn, the experimental engineer, by Richard Byrom

To be published in the UK by the Railway & Canal Historical Society, April 2017. Hardback 400+ pages, 200 illustrations

For further information contact David Joy of the R&CHS, email: dawjoy1@rchs.co.uk

## Observations and comments

### FRONT COVER AND FRONTISPIECE

The Volume No. should have been "27" and not "6" as printed. The current volume is 27, and commenced with Journal 189 of February 2016. It will conclude with Journal 214 of October 2017.

Each volume consists of six issues of 64 pages each, thus 384 pages in total, excluding covers. This is manageable number of pages for binding.

The number of pages per volume has varied over the years, and some volumes exceed 500 pages, quite difficult to bind successfully and also to handle when bound. It is intended to adhere to the 6-journal, 384-page volume for the foreseeable future.

### PAGE 148 UPPER PHOTO

Locomotive 086 with MkIII trial train at Broombridge, 24 April 1990

It is amazing the photos that come up in the Journal. There was a series of braking trials between Enfield and Maynooth around that time for a new wheel-slide protection system being tested on a MkIII standard. It was one of a MkIII EGV and one (non-push-pull standard) with a 071 locomotive that gave enough power to enable repeated 100 mph-20 mph attempts in service. I do remember that trial train, mainly because I travelled on it! I \*think\* I got the bus to

Enfield from Busaras that day, and then definitely travelled on the trial train at least as far as Maynooth, although I may have travelled on it to Connolly - can't remember that bit although my guess is that I went to Connolly. I do know Jack Ahern was the loco inspector on it since I remember talking to him about it that day. We did a few 70-0-70 stop-starts between Enfield and Maynooth and if I remember correctly the technical guys from Inchicore had some tubes running down to near rail level on the MkIII that put some sort of washing-up liquid mix on the rail to simulate low adhesion during the braking. There weren't any flats on the Mk3 on the way back, but I don't know what ever became of the equipment that was used. Surely the carriage paintwork damage to wasn't finished until after the trials were complete. I also have a vague memory that the loco was the 071 normally allocated to the Enterprise which was substituted either with an A or pair of 141s, could be wrong on that part though. [David Hegarty].

### FURTHER OBSERVATIONS AND COMMENTS

We have had a significant number of constructive and interesting observations on Journal 191, which we are unable to include in the present issue. We would hope to report them fully in a future Journal.

# Irish Railway News

## NATIONAL TRANSPORT AUTHORITY (NTA)

### NTA RAIL REVIEW 2016-2035

The NTA's Rail Review, already the subject of much debate (both in railway and national media), was considered by Cabinet on 12 November 2016 and has been published. It says that the rail network will cost €103 million a year over the next five years to ensure its survival.

While less than 10 per cent of those who commute into and around Dublin travel by rail, worsening congestion on the capital's roads is likely to mean commuting numbers, including those who travel by Luas, will rise from the current 7 per cent figure, the Review predicts.

However, the railways are failing, or unable to deal with, commuters in the other cities.

Just 1 per cent of people working in Cork, Limerick and Waterford travel by rail.

In Cork, houses have been built away from existing stations, rather than near them, making rail travel unattractive: "[This] is a major issue for the city and needs to be addressed," the Review says.

**Almost irrelevant** Meanwhile, rail commuting is "almost irrelevant" in Galway. Fewer than 400 people travel into the city on the Galway-Limerick line. Galway's scale and density makes proper commuter services unlikely to develop in the long term.

In Waterford, the use of rail for travel to work is "significantly less likely to remain viable in the population and scale of demand in Limerick, and it will find it extremely challenging to play a significant role".

Some rural routes should be considered for closure, the Review argues. The Limerick to Ballybrophy (via Nenagh) line carries as few as 22,856 passengers a year, costing approximately €550 per passenger.

The Limerick Junction to Waterford line carries 35,018 annually at a cost of €362.40 per head.

The Review says all five stations between Ballybrophy and Limerick – Roscrea, Cloughjordan, Nenagh, Birdhill and Castleconnell – and all four stations between Limerick Junction and Waterford – Tipperary, Cahir, Clonmel and Carrick-on-Suir – are among the 15 least-used on the network.

**Critical** Labour TD Alan Kelly has criticised the closure calls, saying more investment is needed. Vital pieces of infrastructure should be protected and were not designed to make profits.

"The idea that unprofitable public transport routes should be contained could lead to the withdrawal of public transport from whole swathes of both urban and rural Ireland," he said.

The Review also suggests the Ennis to Athenry line, which was revived in 2010 at a cost of €100

million, might be a target for closure, though its possible expansion is mentioned in the Coalition deal.

Defending the link, Minister of State Seán Canney said passenger numbers had doubled over the past year, helped by online ticketing and more useful timetables.

Ten stations accounted for some 46 per cent of total boardings nationally and 48 per cent of total alightings. With the exception of Cork's Kent Station, all of the top 10 stations were located in Dublin.

David Franks, chief executive of IE, said the State subvention must rise, or else fares will have to. The current level of funding is "unsustainable" and was the primary cause for the deterioration of the infrastructure.

**Positives as well:** Passenger numbers are continuing to climb, with fleet capacity currently under the demand curve. To cope with this, in the medium term, two proposals are in place. The first is the refurbishing of 11 Class 2700 sets, with 11 sets in service and 1 spare. This is estimated to cost €100,000 per vehicle. The other option under consideration is up to 48 new CR-B centre cars, although with 80 seats and no toilets (compared to the current 72 and 1 toilet). These are estimated to cost €2.6 million each. Both options require significant investment but are required to cope with rising passenger numbers.

The Review was posted for public consultation from 15 November 2016 until 18 January 2017.

The full Review is available to view on [www.nationaltransport.ie/consultations/consultation-on-rail-review-2016/](http://www.nationaltransport.ie/consultations/consultation-on-rail-review-2016/)

## PASSENGER CENSUS 2015

The results from the passenger census conducted on 19 November 2015 were released as both an independent report and as part of the Rail Review. As before, it was conducted on a "typical day", with the favoured Thursday being used.

As before, the busiest stations were in Dublin (Connolly, Pearse, Heuston and Tara Street), the busiest train being the 09:00 Glaston – Malahide (1,236 passengers total, 923 maximum at one time). A total of 412,477 journeys were made, an increase of 11.2% over the similar survey done in 2014.

The full report is available on the National Transport Authority website.

## NTA STATEMENT TO JOINT OIREACHTAS (PARLIAMENTARY) COMMITTEE ON TOURISM, TRANSPORT AND SPORT

The Greater Dublin Area Transport Strategy 2016-2035, approved by the Minister earlier this year, sets out how the vision for greater use of sustainable transport could be delivered by 2035

allowing also for a 29% increase in transport demand over that period.

The strategy outlines the heavy and light rail networks and the core bus network, as well as a supporting cycling network and demand management measures that are necessary to ensure that 55% of the trips in 2035 are made by sustainable modes (up from 38% in 2011).

The cost of all the measures in the strategy is €10bn, which averages at €50m each year over the 20-year horizon of the strategy. Delivering these projects will accrue an overall benefit to cost ratio of 1.5 to 1. However, the current capital funding for improvements to public transport are not at the levels required to meet the GDA Strategy goals.

Approximately €350m is provided each year for the next three years for public transport across the state which includes the funding required for steady-state funding of the rail network across the entire State. The Authority will shortly publish its statutory Draft Implementation Plan, which will set out what can be delivered within the current financial envelope in the next six years.

**Growth in Travel** Following a period of reduced transport usage and suppressed transport growth, both in relation to private car use and also public transport patronage, 2014 saw the start of a reversal of these trends. Public transport usage has increased for all modes since then – bus, Luas and commuter rail. Paralleling the changes in public transport, car travel has also increased across the Dublin region since 2014. Demand for travel is now on the increase and patronage of public transport is growing. To date in 2016, bus and rail numbers continue to grow with an estimated 6.2% return growth in 2016, about 5% expected by the end of the year.

This trend of increased overall demand is expected to continue and accelerate, with further economic recovery and population growth envisaged over the next 5 years.

It is unlikely that all such demands can be met within existing service provision and capacity, particularly within the City and other urban areas where population growth will be highest, and where existing peak capacity is already well used.

**What is being delivered now?** Over the next year, the following transport improvements will be delivered:

- Luas Cross City will commence services at the end of 2017;

- Train services from the Kildare Rail Line linking with the City Centre through the Phoenix Park Tunnel have just commenced;

- A 10-minute DART service will be introduced from early 2017; and

- Additional buses will be acquired and additional capacity added on busy routes currently experiencing high passenger numbers in peak hours.

**What will be delivered as part of the Capital Plan up to 2027?**

- Some additional bus fleet and improvements in bus corridors;
- Design and planning for construction of New Metro North;

- Extension of DART to Balbriggan and designs for electrification of commuter sections of Kildare and Maynooth lines;

- Redesign of DART Underground; and
- Construction of a new national train control centre.

However, the City region cannot wait for these projects to be delivered. Rail projects have a long lead-in time. Work must commence immediately on improvements to the bus infrastructure across the region in order to meet the growing demand and offer an attractive alternative to car drivers.

**What needs to be delivered now?**

- Accelerated development of bus lane provision on the Priority Bus Corridors forming the Core Bus Network;

- Further enhancement in terms of bus fleet numbers and bus services;

- Introduction of Bus Rapid Transit service on some high passenger volume bus routes;

- Provision of higher quality and amended rail services on certain commuter routes into Dublin which requires investment in new rail carriages;

- Measures such as Park & Ride provision and fare initiatives; and

- Accelerated delivery of key elements of the cycling network.

In the short term, improvements in the core bus network are proposed until rail infrastructure can be built to match demand.

## FARE DETERMINATION 2017

The majority of rail fares were frozen at 2016 levels for 2017. However, Leap Card fares have moved to a distance-based rather than zone-based charging, resulting in some fare increases as well as decreases. The Dublin Short-Hop Zone (Leap Card Zone) has been extended to Sallins/Naas on the Heuston line and Kilcoole on the Rosslare line. Both should improve loadings, especially from an already busy Sallins, via the new Phoenix Park Tunnel service.

Key changes are:

- Iarnróid/Eireann – Moving Sallins/Naas and Kilcoole into the Short Hop Zone, no increase in day frequency fares, increase of 2% on Adult and Child Weekly and Monthly intercity tickets

- Luas – Merge Zone 3 and Zone 4 fares resulting in changes from -4.2% to +7.4%, 10 to 20 cent increase on adult single cash fares, and adult monthly and annual taxsaver fares + 9.9%.

## MERRION GATES

The launch by the NTA of a public consultation on plans for Sandymount to Blackrock 'bottleneck' was reported in *The Irish Times* of 27 October 2016.



A continuous pedestrian and cycle route running from Irishtown, on the city centre side of the strand, to the Seapoint area of Monkstown is included in the proposals.

The closure of the railway level crossing at Merrion Gates to through traffic and a new link road between Merrion Road and Strand Road are also proposed in a consultation document released by the NTA and Minister for Transport Shane Ross. The scheme was put out to public consultation until 16 December 2016.

NTA chief executive Anne Graham said the scheme, if approved by An Bord Pleanála, would cost between €40 million and €48 million and would take two years to complete. The NTA confirmed the compulsory purchase of approximately 35 properties would be required.

It aims to improve the rail service as well as travel times for buses and cars, and to eliminate accidents and "near-misses" at Merrion Gates.

Part of the scheme involves a realignment of Strand Road, incorporating a new bridge over the rail line about 250m to the north of the current level crossing.

The full details of the scheme and the consultation were available at [iti.ms/2dJoW5](http://iti.ms/2dJoW5).

#### LEAP FAMILY CARD

The Leap Family Card was a promotional ticket to encourage families to use public transport around Dublin during the 1916 commemorations of the Easter 1916 Rising. It could be used by adults and up to 4 children (under the 15th birthday). It was valid for 24 hours after the first occasion of use on all Luas trams, scheduled Dublin Bus routes, Éireann services, and DART and Dublin trains within the Shandon stop area.

It was a promotional ticket that could only be used until 31 December 2016. A maximum of 10 Leap Family Cards could be purchased per order, but were only available while stocks lasted. Users were warned that if they had more than one Leap Card, to ensure that they only put the one they wanted to use near the validator. If a Leap Family Card was validated by accident, it would automatically expire after 24 hours.

The Family Card proved to be popular and ceased to be available after 2 November.

#### COMMISSION FOR RAILWAY REGULATION ANNUAL REPORT

On Wednesday 21 December, the Commission for Railway Regulation released their annual report for the year 2015.

**Iarnród Éireann:** Whilst Iarnród Éireann was taking a "noticeable different approach to safety regulation", the report stated that it had successfully encouraged key staff to implement improvements for the benefit of rail safety". The CRRA, assisted by DNV-Q2, produced a draft report on strategic management of safety in IE (comparing it to a High Reliability Organisation),

which was rejected by IE. However, following a leak of the draft to the media, the report was finalised and formally issued. IE responses to this report and other CRRA regulatory activities in 2015 resulted in a strained working relationship.

#### Key points:

Information of an IE Board Safety Committee.

Signals Passed at Danger increased from 10 in 2014 to 15 in 2015 (down from 18 in 2013 and 22 in 2010).

18 other reportable incidents are listed, including 7 derailments (all in yards).

"The MkIV Intercity Carriages were authorised for service operation on the entire IE network during 2015".

**Transdev:** A new SMS was adopted by Transdev in 2015, resulting in two audits. One highlighted minor non-compliances and the other resulted in no non-compliances.

**Northern Ireland Railways:** A minor audit on train crew was conducted during 2015. This highlighted a number of deficiencies regarding formal recording systems to monitor training and on-going competence.

**Balfour Beatty:** A number of areas required action to be taken during the audit of Q4 (the fourth quarter of the year) in 2015.

The full report is available at [www.crr.ie/publications/annual-report-2015/](http://www.crr.ie/publications/annual-report-2015/).

#### TRANSPORT INFRASTRUCTURE IRELAND LUAS CROSS CITY

**Broadstone:** The LUAS Cross City route takes it past the former Midland Great Western Railway station at Broadstone and under the current bus garage. With a car park currently in front of the building, and a substantial drop down to track level, a large concrete wall was erected to prevent subsidence of the bank and to prevent cars from reversing too far.

Local residents were "outraged" at the structure, with an angry backlash via social media and printed press, notably *The Irish Times*.

Green Party councillor Ciarán Cuffe, a former Minister of State for planning, was also involved. "It seems to me that some of the worst aspects of this rather sheer and brutal wall could be mitigated if the upper part of the wall were replaced by carefully designed transparent vertical railings at the top 1200mm section," he recently told the Luas project team.

The Luas Cross City responded by pointing out that the parapet was needed for "public safety reasons" to prevent vehicles using the space in front of the Broadstone building from falling onto the Luas stop area below. This arises because the "public space" in question is being used as a car park by Bus Éireann staff. The finished wall is to be clad in "panels of white limestone".

Due to the backlash from this, Luas Cross City have agreed to look at the plans again and consider redesign. Interestingly, the former building

was hidden from the road for many years by the Maxol petrol station that stood on the site of the trackbed.

**Progress Update:** During 2016, significant progress has been made with the Luas Cross City project. Track laying in the city centres is not complete. Construction of the stop at Dominick Street, Marlborough, O'Connell, PCP, Trinity, Cabra, Dawson, Westmoreland has completed. This includes the installation of the newenary stop furniture. The new track work between the Luas Red and Green lines have been completed. The track across O'Connell Bridge linking Dublin's North and South quays has been installed. Work on laying the OCS (Overhead Conductor System) is now in progress. The reinstatement of heritage pavement has started. Construction work on the new depot at Broombridge is at an advanced stage. Two new substations have been built. A new bridge has been built at Broadstone while the deck has been replaced on the Liam Whelan/ Fassauga Road Bridge.

**Traffic Alterations:** A number of traffic restrictions were implemented to facilitate construction work. The Dawson Street/Nassau Street Junction was closed to vehicular traffic and cyclists between Duke Street and Nassau Street from 3 October for four weeks. This allowed works to take place at the junction of Dawson Street and Nassau Street. The junction reopened on Friday 28 October. The O'Connell Street median taxi rank was permanently closed on the morning of Tuesday 1 October. At the same time, a platform taxi rank opened on O'Connell Street outside the Gresham Hotel, on both sides of Cathal Brugha Street, and on Fleet Street (east of O'Connell Street). There is a plan for new taxi ranks on Prince's Street North and Earl Street North (both night time runs), on Parnell Street (west of O'Connell Street), and on Middle Abbey Street. Vehicle access into and out of Duke Street from Dawson Street was prohibited from Tuesday 1 November until Thursday 24 November. The right turn from O'Connell Street to Cathal Brugha Street was closed permanently from Wednesday 9 November. The alternative route to the area for general traffic is now via Parnell Square, Gardiner Row, Great Denmark Street and Hill Street. Buses, taxis and cyclists may access the area via Parnell Square and O'Connell Street, turning left into Cathal Brugha Street from O'Connell Street. The left turn from Westmoreland Street to Fleet Street closed for a period of 6 weeks from Monday 1 February 2017. Access to the Car Park and the local access to the Fleet Street area will be available by diverting via Aston Quay. This closure will be lifted before St Patrick's Day.

**Tramway and Urban Transit:** In February 2016, a decision was made to driveless trams, TUS report that in 2016 following the Luas strike Dublin was the first city to call for tram automation. A proposal by Councillor Smyth to Dublin City

Council that "Given the disruption, both civic and economic, caused by the Luas drivers' strike...this committee calls on the new Minister for Transport, the National Transport Authority, Transport Infrastructure Ireland and Transdev, to future-proof all new guided rolling stock so that it is capable of being fitted with self-driving software..." was passed by the Council's Transport Committee. SIPTU Drivers' Union organiser, Owen Reidy dismissed the proposal as a "hair-brained crazy scheme".

## TRANSDEV IRELAND

**Fill a Tram:** Between 07:00 and 19:00 on Thursday 8 December, approximately 8,000 shoeboxes of Christmas gifts for the homeless were collected in tram 3005 at Connolly Station. The scheme was for the benefit of the Inner City Helping Homeless charity, and also served around 350 hot meals and 60 haircuts for those in need.

### Service Disruptions

**Friday 7 October 2016:** Services on the Luas Green Line stopped shortly after 09:00 on when two trams failed due to a technical fault with overhead wires. The line was closed until 06:30 on Saturday, 8 October.

During the disruption, Luas tickets were valid on Dublin Bus while Fingegan's Coaches of Bray provided a service between Parnell Station and Brideshead stops.

**Friday 28 October 2016:** Tram 3005 was involved in an accident with a Dublin Cityscape school bus (Volvo B7TL / Plaxton President 09-KE-16301) at Bow Street, on the city centre side of the Smithfield stop. Units of the Dublin Fire Brigade, ambulances and Gardaí were in attendance, and by 13:00 the bus was moved from the tram. Services operated between Blackhorse and Tallaght / Saggart from approximately 11:00 until 13:50. The tram made the journey back to Red Cow depot under its own power. Members of the Rail Accident Investigation Unit were in attendance. 7 people were hospitalised.

**Monday 7 November 2016:** Luas Red Line services experienced delays of up to 40 minutes following a collision between a car and a Garda car at the Queen Street / Benburb Street junction. The incident occurred shortly after 21:00. No injuries were reported. Delays continued until 22:30.

**Monday 14 November 2016:** Major disruption to Luas Red Line services occurred shortly after 7:00 when a lorry carrying an excavator brought down the overhead conductor system at the Kingswood / Belgard Road junction. Following the accident, the road at Belgard was partially closed. Luas services only operated between Red Cow and Connolly / The Point.

**Wednesday 7 December 2016:** A car and tram 4002 were involved in a collision at the Tallaght Hospital stop at approximately 12:00. The pantograph section was derailed in the collision. The line between Belgard and Tallaght was closed



Stationary tram at St Stephen's Green during the service interruption on Friday 28 October 2016. Note the earth connection from the overhead line to the running rail – something not often seen. (Photo © Kieran Comerford)



The aftermath of the accident on Friday 28 October 2016. (Photo © Kieran Marshall)



from 12:00 to 14:41, with replacement bus services in operation. Trams from Saggart inbound were not affected.

**Wednesday 14 December 2016:** Red Line trams ran between Tallaght / Saggart and Smithfield between 08:08 and 08:21 due to a power issue. Tickets were valid on Dublin Buses for the duration.

#### IRISH RAILWAY FUNDING CRISIS

IE cannot sustain losses beyond 2016 without affecting safety, the company's chief executive David Franks has warned.

In a stark outline of the company's position reported in the Irish Times of 10 October 2016, Mr Franks said Government funding for the railways had been cut from €195 million in 2007 to just €98 million last year.

He said the Government's Strategic Framework for Investment in Land Transport (SFILT) "and other reviews" had identified a shortfall in annual funding of €90 million in the amount required to keep current service levels on the existing network.

"Other reviews" include the latest Rail Review, carried out by IE under the supervision of the NTA, as discussed earlier.

The Rail Review was initiated by Mr Ross's predecessor after it became apparent that funding for IE was insufficient to provide "steady state" in terms of maintenance of the railway.

Mr Franks said IE could not withstand "further losses beyond 2016 without impacting on service levels, performance and safety maintenance".

He also said the situation facing the State railway company was now "critical", even though IE had reduced its cost base by €73 million a year since 2010, as the crisis deepened.

**Passenger growth:** Mr Franks said not even better than anticipated passenger growth would make up the difference.

The funding shortage at IE affects existing track, signalling and infrastructure assets but also plans for automatic train protection systems, which prevent trains from passing red lights or exceeding speed limits. Such systems are commonplace across Europe.

The problem also affects plans for investment in level crossing safety and the prioritised renewal of the national train control centre.

Mr Franks said IE had a vision for the future which included journey times between Dublin and Cork of less than two hours and between Dublin and Belfast of less than 90 minutes, as well as encouraging more environmentally friendly public transport.

In a "sustainably funded environment", the company could deliver an expansion programme for the DART alongside "transformative levels" of train equipment and capacity, he said.

The comments by Mr Franks were contained in a written submission to the Oireachtas committee on transport dated 5 October 2016. The

submission was partly featured in an address by Mr Franks before the committee took the remaining element of the speech "as read".

The review is known to have considered options of the sustainable funding of IE. It is known to have considered the cost of little-used rail lines such as the Limerick to Waterford line, the Ballybrophy-Nenagh-Limerick line and the reopened Ennis to Athenry section of the Western Rail Corridor.

**Passenger business:** A survey of usage of these lines by *The Irish Times* last year indicated numbers using the Ennis to Athenry line had doubled since it opened, but the line faced competition from buses on the nearby M18 motorway, as discussed in detail in "The Rail Review".

The Ballybrophy line was its least-used line by passengers.

However, while Mr Ross said the short-term future of public transport was "less rosy", he said the longer-term vision was to go ahead with major improvements such as Metro North and DART Underground: "all those projects which have not been shelved but which have been postponed because of the economic crisis", he said.

#### EXPANSION OF DART

IE is developing a truncated version of the DART expansion project to reduce the substantial €4.5bn cost to a level to secure government approval to allow construction to begin in just over three years' time. Less tunneling, requiring passengers to change trains, is amongst the options being considered. Originally proposed was an 8.6km tunnel from Inchicore to East Wall, with stations at Inchicore, Heuston, Christchurch, St Stephen's Green, Pearse Street and Spencer Dock. Options are:

- Shortening the overall tunnel length by removing the section between Inchicore and Heuston. Instead, additional running lines would be built above ground, and Inchicore station would be dropped.

- Terminating the tunnel at Pearse station; connects with the existing DART lines but reduces capacity.

- Connecting lines with passenger-changing trains at Heuston for Hazelhatch and the Kildare line.

A full assessment of all options is being made by IE, looking at both options and the cost-benefits of each. This will be provided to the NTA with a view to possibly progressing to a Railway Order (planning permission), with construction works to start in 2020 (The Planner)

#### SERVICE DEVELOPMENTS

**Phoenix Park Tunnel Launch:** On 21 November, the new Phoenix Park Tunnel timetable was launched, with the new Grand Canal Dock (GCD) – Hazelhatch / Newbridge service being inaugurated. As per Journal 191, there are 10 services in the

morning and 8 services in the evening peak. Initial loadings appear to be healthy, inbound in the morning and outbound in the evening, with 42 on the first service to Grand Canal Dock and over 150 reported alighting at Newbridge in the first hour. Apart from a DART signalling fault at Sharnahilly on the first evening, integration of the two lines has reportedly been relatively painless.

The sets in use on the first day were as follows:

05:40 Heuston – Newbridge / 06:00 Newbridge – GCD - 22020.

06:20 Heuston – Hazelhatch / 06:50 Hazelhatch – GCD - 22023.

06:15 Heuston – Newbridge / 07:00 Newbridge – GCD - 22026.

06:35 Heuston – Newbridge / 07:20 Newbridge – GCD - 22028.

16:35 Heuston – Hazelhatch / 17:00 Hazelhatch – GCD - 22047.

16:20 Heuston – GCD / 17:00 GCD - Hazelhatch - 22023.

14:35 Heuston – Newbridge / 15:10 Newbridge – GCD - 22024

15:20 Heuston – Hazelhatch / 15:55 Hazelhatch – GCD - 22045.

16:58 Heuston – GCD / 17:28 GCD - Newbridge - 22028

The final previous regular working over this route was on Sunday 23 September 2001. It was the regular 16:20 Galway to Connolly via Heuston, which consisted of a 4-piece 2600 railcar. It was due in Heuston at 19:25 to reverse out to Sloughbridge Junction at 19:33 before proceeding to Connolly, where it was due at 19:55. At that time, the same set formed a service to Dundalk and this outward connection was advertised in the published timetable.

**Service Change:** To accommodate the above service, a number of minor changes have been implemented. Although mainly following the proposals set out in Journal 191, the 17:25 Heuston – Limerick remains and the 17:20 Heuston – Portlaoise has been deferred to 17:28.

In addition, a number of trains now serve the various platforms in Heuston to prevent track circuit and signal failures in areas that previously had no regular service and also at other locations on the system.

The 15:25 Heuston – Limerick, for example, is booked to use the Down Loop at Ballybrophy. The 19:00 Heuston – Cork uses Charleville Down Loop.

The 20:20 Cork – Heuston uses Mallow Platform 3.

Other locations include Thurles Down Loop, Banteer, Killarney bay and Farranfore.

**Leaf Fall:** From Monday 24 October the 01:30 Dublin Connolly – Belfast Centre and 10:30 return became an ICR working because of slipping on the Belfast line. The De Dietrich set with two glass haulage units used each day on the 13:20. This arrangement lasted until 19 November.

**Late Night DARTs:** Once again, Iarnród Éireann provided a late-night commuter service from Dublin Connolly, with the following additional services:

00:30 and 01:30 Dublin Pearse – Howth;

00:00 and 01:00 Dublin Connolly – Greystones;

00:40 and 01:40 Dublin Pearse – Dundalk;

00:20 and 01:50 Dublin Pearse – Maynooth.

These services 2, 3, 8, 9, 10, 15, 16, 17, 22 and 23 December. Additional late night services were provided for the New Year's Eve concert, with trains running an hour later than above.

## INFRASTRUCTURE

**Track:** The speed limit from Hazelhatch to the Curragh Curves outside Kildare has been increased to a consistent 100mph, compared to the previous fluctuations between 90 and 100mph.

**Signalling:** The automatic signals (PL101, PL103 and PL102, PL104 and their associated distant signals) between Laois Traincare Depot and Ballybrophy have been renewed with LED signal heads. Noted on Wednesday 26 October 2016.

**Ballast Cleaning:** The Heuston – Connolly ballast cleaning was continued on the following dates:

**Saturday 29 and Sunday 30 October 2016:**

Ballast Cleaning took place all weekend on the Up Line between Newbridge and Kildare. Cleaner 784 Talper 74 and Ballast Regulator 704 were in attendance.

**Sunday 5 November 2016:**

Cleaning between Hazelhatch and Sallins on the Up Road.

**Saturday 3 December 2016:**

This date concluded the 2016 Ballast Cleaning programme, with the Down line between Sallins/Naas and Newbridge.

**Ballast:** IE have tendered for ballast delivery worth up to €13 million for 3 years, supplying to North Wall, Mallow, Charleville, Lisduff and Portllington.

## Depots

**Harristown Bus Garage:** Iarnród Éireann (not Dublin Bus!) advertised for a contractor to work on the administration buildings of the Dublin Bus garage at Harristown (by Dublin Airport). The contractor is required to conduct remedial repairs to the glazing system of the administration building which will require removal of all glazing from top to bottom, constructing a new perimeter concrete ground slab and reinstalling the existing glazing. Due to the use of Architectural aluminium cladding, the successful company would have to work with this to allow replacement windows to be installed. The tender closed on 13 December 2016.

**Route Information Booklets:** A fresh set of Route Information booklets, featuring speed restrictions, bridge locations and platform lengths, is currently being issued by the Infrastructure department. They are split into the main routes, with drafts for Dublin-Cork-Cobh/Midleton and Killarney Junction-Tralee having been published so far.

## PIGEONS AT HEUSTON

The ingress of pigeons into Heuston Station over many years had a sequel in the Circuit Court last December when an employee of a retail outlet at the station was awarded some €25,000 damages for injuries received when she slipped on pigeon droppings three years previously. The claim was brought against both her employer and CIÉ as the station landlord.

The Irish Independent of 12 December 2016 reported that it told the court that efforts it had made to keep the pigeons out and that the restaurant owners had done what was reasonable to keep its premises clean and clean up after the pigeons. Although both defendants were joined in the action, the judge made an order for the full amount in favour of the restaurant and against CIÉ. We understand that an appeal may be lodged.

ROLLING STOCK  
LOCOMOTIVES

**071-class:** IE advertised for the supply and overhaul of dampers on this class as well as for the 201, 2600, 2800 and 22000 fleets. In addition, a separate tender was announced for the supply of new bogies and bolsters for the fleet. This is to be spread over 5 years with a minimum of 2 bogies and 2 bolsters to be supplied at a time, with all 36 bogies covered.

076 was sent to Cork on Monday 2 January 2017 to collect failed 234.

**201-class:** Knorr-Bremse (UK) have been awarded a contract for the fitting of sanding equipment to the 201 fleet. This is to be fitted after the 2001 fleet has been fitted.

201-class was fitted with the logos for a motor hood at North Wall, worked the 09:35 North Wall – Ballina on Tuesday 4 October 2016. The logos were only applied on one end and removed a week later.

229 suffered a cracked windscreen on Wednesday 5 October 2016, the damage occurring whilst working the 17:00 Heuston – Cork. The train terminated in Ballybrophy, with 3-piece ICR 22047 working onwards. The MkIV set (4007) then worked the 18:25 Portlaoise – Heuston local service, calling at Portarlington, Kildare, Newbridge and Heuston (in place of 22047)..

216 was dispatched on 29 November 2016 from Heuston to Mallow to collect failed loco 215. The consist returned that evening.

Locos 217, 220, 232 and 234 were all released to traffic during the period under review. Of these it is that 217 and 220 have gained yellow-backed nameplates, in place of the more conventional black-backed nameplates.

218 failed on Thursday 29 December 2016 whilst working the 12:20 Heuston – Heuston. Passenger sets were de-trained at Ballybrophy, and 231 and Light Engine to rescue the set (4006).

234 failed on Friday 30 December 2016 whilst

**Re 071-class:** Retro liveried class leader 071 was busy from October to January. On Thursday 13 October 2016, it worked 3 empty HOBBS wagons from Portlaoise to Platin for loading and then dropping on the Navan Branch.

On Monday 17 October, it worked 11:00 Platin – Heuston per way train, then the following day to Thurles from North Wall with 11 empty spoil wagons.

It remained in Limerick area from 22 October after working the RPSI Special from Dublin Connolly via Athenry. It remained working there for a number of weeks.

On 23 November, it worked 3 empty timber 10:00 Limerick to Waterford and returned 13:15 Waterford to Limerick with 1 CPW and 1 empty timber wagon.

It remained based in the Limerick area until Thursday 8 December, when it worked the 07:50 Limerick to Inchicore wagon transfer consisting of 1 CPW and 1 wheelcarrier, before moving back to Cork with 084 returning to Limerick L.E. (light engine).

On 2 December, it was at the Tara Mines working with 077 being observed on 2 December of the 09:20 Tara Mines – Alexandra Dock Road and 14:00 return.

On 2 January 2017 it was swapped for 076, and went L.E. to Kildare for a timber.

working the 07:00 Heuston – Cork, the failure happening south of Mallow. Cork standby 229 went to rescue the set, and dragged it into Cork. 216 was sent as standby loco.

216 was finally used in passenger service on Sunday 22 January 2017, working the 12:20 Cork – Heuston and 19:00 Heuston – Cork. It then did a full diagram on Monday 23 January, finishing up in Heuston and being placed as standby loco for the Tuesday. On Wednesday it worked the 08:00 Heuston – Cork, 11:20 return, 15:00 Heuston – Cork and 20:20 return.

Inchicore: On 7 January 2017, 216 was in the paint shop. 222 and 206 were undergoing body overhauls while 217 and 234 were in fleet overhaul shop undergoing repairs. 081 was almost ready for entry to traffic after body overhaul, repaint and repairs, as were modifications including new air tanks, new cab consoles, new handbrake, and replacement overhauled bogies. 082 had finished its body overhaul but undergoing work similar to 081. Noted body-overhauled so far are: 216, 217, 220, 224, 226, 227, 228, 230, 231, 232, 233, 234.

## COACHING STOCK

**MkIV News:** An additional set has been brought back into traffic, making the 08:00/16:00 Heuston –



Cork and the 11:20/19:20 Cork – Heuston MkIV operation. The table below shows the workings now in the hands of MkIVs:

On Friday 23 December, all seven MkIV sets were in traffic for the first time since November 2012. This was due to increased demand on the

Monday - Thursday	Friday - Saturday	Sunday
07:00, 08:00, 09:00, 11:00, 13:00, 15:00, 16:00, 17:00, 18:00, 19:00 ex Heuston	07:00, 08:00, 09:00, 11:00, 12:00, 13:00, 14:00 (FO) 15:00, 16:00, 17:00, 18:00, 19:00 (FX) ex Heuston	10:00, 12:00, 13:00, 14:00, 15:00, 16:00, 17:00, 19:00 ex Heuston
07:00, 09:20, 10:20, 11:20, 12:20, 14:20, 16:20, 18:20, 20:20 ex Cork	07:00, 09:20, 10:20, 11:20, 12:20, 14:20, 15:20, 16:20, 17:20 (FO) 18:20, 20:20 ex Cork	08:20, 10:20, 12:20, 13:20, 15:20, 16:20, 17:20, 18:20, 19:20 ex Cork

last Friday before Christmas. The seventh set is nominated as maintenance spare and not normally used. This resulted in the following workings:

13:00 Heuston – Cork: 217 + 4006set (8pce)  
14:00 Cork – Heuston: 4004 (7pce) + 231  
12:20 Cork – Heuston: 4001 (8pce) + 219  
14:00 Heuston – Cork: 224 + 4002 (8pce)  
15:00 Heuston - Cork: 220 + 4003 (8pce)  
16:00 Heuston – Cork: 231 + 4004 (7pce)  
14:20 Heuston – Cork: 4007 (8pce) + 221  
17:00 Heuston – Cork: 219 + 4001 (8pce)  
15:20 Heuston – Cork: 4005 (7pce) + 234

#### RAILCARS

**Class 2600:** 2601+2602 transferred to Limerick Depot for a B-exam on Wednesday 13 October 2016, working as the 20:30 Cork – Limerick Ety.

**Sanding Equipment:** The 2600 class railcars have been retrofitted with an on-board sanding system. It is a fully automatic variable rate system with an additional manual function. In automatic mode, the system will deliver sand to the railhead whenever the train experiences wheel slip, as indicated by the Wheel Slip Protection (WSP) system. As regards variable rate there are limits on the amount of sand that is allowed to be distributed on the railhead to ensure that train adhesion is not lost. A variable rate system can



Black and liveried locomotive 216 propels the 09:20 Cork-Heuston away from Portlaoise on Monday 23 January. (Photo © Seán Marshall)



New internal railcar numbering. (Photo © Kieran Marshall)

adjust the quantity of sand being distributed allowing more sand at higher speed and reducing the amount as the speed drops.

In the cab, the activating button on the driver's desk illuminates whenever the system is dispensing sand in automatic or manual mode.

Externally a sand box is fitted in each corner behind the front cowling. It is connected to the main reservoir pipe which supplies the air pressure for distributing the sand. A hose goes from the box to the sanding nozzle which directs the sand under the leading wheel in the direction of travel. Knorr-Bremse Rail Systems (UK) fitted the systems at Limerick works.

**Class 2800:** Due to the Ballast Cleaning requiring 8-piece ICR formations (that cannot be done at Ballybrophy), the Ballybrophy Limerick service was extended to Portlaoise on 29/10 October, 5 November and 5 December for all services connecting into the Cork services. This requires an empty 2-car Portlaoise to Ballybrophy runs, due to the signing layout at Portlaoise. 2807+2808 were needed on 5 November.

**Class 22000 ICR:** The ICR fleet is currently going through an external deep clean, with the appearance of such sets being far brighter than previously. Sets so far observed are: 22010, 22027, 22019, 22058, 22006, 22061 and vehicle 22331. In addition, the fleet are slowly getting blue seat-back tables, to reduce the appearance of dirt. Sets so far treated are: 22001, 22002, 22005, 22007, 22010, 22019, 22027, 22031, 22038, 22047, 22061.

The new front as described in Journal 188 continue to be fitted. Since Journal 191, the following vehicles have been fitted: 22131, 22133, 22135, 22136, 22201, 22202, 22205, 22209, 22210, 22213, 22215, 22217, 22219, 22220, 22225, 22226, 22227, 22230, 22249, 22250, 22252, 22259, 22301, 22302, 22303, 22305, 22309, 22313, 22315, 22317, 22319, 22327, 22328, 22330, 22331, 22333, 22333, 22333, 22350, 22351, 22352, 22359, 22361. This makes 25 sets fully fitted with the new fronts, with a total of 62 sets fitted. Note is that the bottom bar of the new front is vulnerable to damage, with several vehicles noticed with damaged or missing

bars. Apart from that minor issue, the new fronts are standing up to the damage.

**Lumbering:** The fleet is gaining internal UIC numbers displayed on the cab doors, replacing the previous style. It appears that only the number above the cab doors are being done, with other numbers left in the original style.

**Failures:** 22010+22043 failed on Sunday 16 October 2016 whilst working the 09:50 Heuston – Galway. They overnighted in Tullamore, and 22010 was identified as the issue. Repair of 22043 was achieved on site, and it was worked back to Laois Traincare Depot. Due to the unavailability of a Laois Traincare driver, the set stabled in the Down Yard at Portlaoise, making a new section of the network covered by ICRs. 22010 was dragged back to Laois Traincare Depot at a later date.

**Unusual Working:** 22036 was allocated to the 16:55 Docklands – M3 Parkway service following the failure of booked set 22044. This marked the first visit of a 5-car Premier Class set to Docklands and M3 Parkway. It worked the 17:05 M3 Parkway – Docklands, 18:25 Docklands – M3 Parkway and 19:05 M3 Parkway – Connolly and back.

**Trial Refurbishment:** 22038 was chosen as a trial set for a refresh. New interior panels have been fitted, replacing the previous cloth material with a Laminate material. The lower interior panels around the buffet area have also been replaced from a grey cloth to light blue.

**Class 8100:** Lower cars 8107 and 8112 have a new rainwater fitted along the entire bodyside in a new design.

#### SPECIAL WORKINGS AND DISRUPTIONS

**Saturday 1 October 2016:** The replay of the All Ireland Final between Dublin and Mayo resulted in an interesting day on the "Mayo Road". The day started with the 06:20 Belmond Charter from Roscommon to Heuston. It had overnighted at Roscommon. The 09:08 Athlone to Westport crossed a number of trains with GAA supporters. At the very long loop in Ballyhaunis it crossed the 09:05 special from Ballina (3-car ICR Set 22048). In Claremorris there were two crossings, the regular 09:45 and the special at 10:05 from Westport. Both these trains were 4-car ICRs. The 09:08 was held from 10:05 until 10:43. For the record, the Ballina to Westport was 2803/2804. In Westport the Railcar Ireland Charter was stabled on the stub to the Westport Quay line. It left at 11:22 for Connolly.

**Sunday 2 October 2016:** The FAI Cup Final Cork City v Dundalk at the Aviva Stadium was on the Sunday. Although it was the same teams as 2015, the rail arrangements were slightly different. The 08:05 and 09:10 from Cork (4-car and 3-car) ran through to Lansdowne Road. From Dundalk traffic was very heavy. The 11:50 and 12:05 specials ran through to Grand Canal Dock and both were 8-car 29000 railcars. The 11:50 operated to the No. 3 platform (southbound

platform) and then went empty into the Down Loop en-route to Connolly. The 12:05 was probably the first scheduled train to arrive on Platform 2 (terminating platform).

**Saturday 19 November 2016:** Ireland v The Blacks at Aviva Stadium. The 07:30 Dublin Connolly – Belfast Central had a later 201 haulage but failed at Skerries. The replacement ICR 5-car set 22-36 left Belfast at around 11:03, but the 10:30 was made up of Translink 3009+3005 C3K (2x cars) and ran non-stop from Newry. The 11:05 special from Belfast was 3001+3002 C3K while the 12:05 special from Belfast was 3004+3003 C3K. In the Down direction, there were problems with the badly timetabled 11:20 from Connolly to Belfast. It only passed Clongriffin at 11:47 having been blocked by the 11:10 Pearse to Dundalk, which only reached the loop at Clongriffin at 11:43. This in turn had been blocked by the previous DART, 10:25 Bray to Howth.

**Friday 23 December 2016:** A freak gust of wind caused the raised barriers at Baldoyle LC to come into contact with the OHLE, causing power to be shut down. Howth Gardaí were kept busy directing road traffic over the single lane that was open. Early morning services on the Howth branch were cancelled, and later workings were disrupted due to damage repair.

**Monday 16 January 2017:** 075 stalled in "The Dip" while working 09:35 North Wall – Ballina IWT due to wet rails. It propelled back into North Wall, and 073 was removed from the Dromod/Dund HOBS train, which was stalled at the crossbank, and replaced 075 on the IWT liner to 076 (which was

delayed behind the IWT). It left North Wall for Portlaoise with 3 empty wagons laden with scrap truck panels at 11:10. 073 departed North Wall at 12:10 with the late 09:35 IWT (18 full, 13 tanks 5 containers). It was overtaken by the 12.45 Heuston - Westport at Portarlinton. 075 departed North Wall for Dromod at 13:25.

#### FREIGHT

**IWT Liner:** With the increased capacity of the DFDS liner requiring the spare rake of LX flat wagons, the additional Tuesday/Wednesday IWT Liner now uses the Container Pocket Wagons. They transferred from Waterford on Saturday 5 December with 084 providing traction. They were in service the next week, with 075 being noted hauling them through Newbridge as part of the 08:15 Ballina – North Wall.

**Thursday 29 September 2016:** 087 worked the 09:35 North Wall – Ballina liner.

**Saturday 8 October 2016:** 231 worked 08:15 Ballina – North Wall IWT (18 wagons, 11 laden).

**Saturday 29 October 2016:** 223 worked the 09:35 North Wall – Ballina liner (18 wagons, full load).

**Tuesday 1 November 2016:** 233 worked 09:35 North Wall – Ballina IWT (18 wagons [9 tanks 9 containers]).

**Friday 11 November 2016:** 074 worked 08:15 Ballina – North Wall IWT (18 full wagons).

**Monday 14 November 2016:** 223 worked the 09:35 North Wall – Ballina liner, 18 wagons, full load.



Garda protection at Baldoyle Level Crossing on Friday 23 December 2016, during overhead line repair. (Photo © Barry Pickup)



**Thursday 24 November 2016:** 086 worked 09:35 North Wall - Ballina IWT (18 wagons, 16 full).

**Tuesday 6 November 2016:** 075 worked a 15:00 North Wall - Ballina IWT (12 CPWs full).

**Wednesday 7 December 2016:** 075 worked 08:15 Ballina - North Wall IWT (12 CPWs full).

**Tuesday 13 December 2016:** 079 worked the 14:30 North Wall - Ballina (12 CPWs full, 3 tanks, 4 containers).

**Monday 12 January 2017:** 079 worked the first down IWT of 2017 with 12 CPWs full, passing St. Columba's Bridge 11.23.

**Wednesday 4 January 2017:** 079 worked 08:15 Ballina - North Wall IWT (12 CPWs full, 2 IWT branded containers and the remainder loaded with tanks).

**Friday 13 January 2017:** 223 worked 09:35 North Wall - Ballina IWT (18 full, 16 containers, 2 tanks).

**Friday 13 January 2017:** 075 worked 8.15 ex Ballina IWT (18, 17 full).

#### DFDS Liner:

**Thursday 6 October 2016:** 084 worked the 11:05 Ballina - Waterford, 12 CPWs, 9 containers. 084 was replaced by 075 at Kildare..

**Thursday 13 October 2016:** 075 worked the 11:05 Ballina - Waterford, 12 CPWs, 1 container.

#### Timber:

**Thursday 6 October 2016:** 080 worked the 11:40 Waterford - Westport empty timber.

**Thursday 13 October 2016:** 083 worked the 11:30 Waterford - Westport empty timber.

#### Tara Mines:

**Wednesday 21 November 2016:** 074 derailed in North Wall whilst working the 14:00 Alexandra Road - Tara Mines empty train. It was re-railed later that day.

**Tuesday 22 November 2016:** 080 worked the 09:20 Tara Mines - Alexandra Road.

**Monday 5 December 2016:** 079 with 12:20 Alexandra Road - Tara Mines empty train passed Rush / Lusk at 13.55.

**Wednesday 21st December 2016:** 071 worked 09:20 Tara Mines - Alexandra Road service (10 wagons). It arrived into North Wall at 11:55.

**Thursday 22 December 2016:** 077 worked the 23:15 Alexandra Road - Tara Mines (11 wagons).

**Wednesday 28 December 2016:** 077 worked the 08:30 Tara Mines - Alexandra Road (12 wagons).

071 worked the 12:20 Tara Mines - Alexandra Road (12 wagons).

**Thursday 29 December 2016:** 077 worked the 12:20 Tara Mines - Alexandra Road (11 wagons).

#### PERMANENT WAY DEPARTMENT

**Thursday 29 September 2016:** Multi-Purpose Vehicle (MPV) 790 worked the 10:30 Portlaoise PW - North Wall in preparation for the Sandite season.

**Friday 30 September 2016:** The empty new rails

train ran from Portlaoise to Waterford. Loco 073 + 10 bogie haulage ran round in Kildare 11:21-11:39.

**Tuesday 4 October 2016:** 073 worked the 08:55 Portlaoise PW - Clonmel relay train. 7 wagons.

**Monday 10 October 2016:** 071 worked to Portlaoise PW to act as shunt loco.

076 worked the 21:50 Portlaoise PW - Inchicore - Sallins CWR Train.

**Thursday 20 October 2016:** 074 worked the 08:15 Portlaoise PW - North Wall empty new rails train. It ran approximately 80 minutes late passing Portarlinton.

781 ran to Thurles for Ballast Cleaning.

**Sunday 23 October 2016:** Ballast Cleaner 781 worked from Thurles to Kildare following work between Thurles and Limerick Junction the night before.

**Tuesday 1 November 2016:** 077 worked 11:05 North Wall - Portlaoise materials train (10 bogies of scrap materials).

**Thursday 24 November 2016:** Ref 070 worked 07:50 Limerick - Inchicore wagon. Tara Mines wagon, 1 new wheel arrangement, 2 refurbished L wagons and 1 panel wagon).

**Thursday 7 December 2016:** 781 ran from Portlaoise PW to Kildare, departing at 10:35.

**Monday 5 December 2016:** 083 worked the 10:30 Portlaoise PW with loaded CWR train. Ballast Regulator 703 ran south, passing Portlaoise at approximately 11:00.

**Monday 9 December 2016:** 083 worked the 10:45 Portlaoise PW - Waterford empty steel.

**Monday 19 December 2016:** 087+2 Spoil+10 wagons, 9 laden with materials worked a 12:00 North Wall to Portlaoise PWD, the redundant materials coming from the Howth branch.

**Wednesday 11 January 2017:** Track Recording Vehicle 700 (EM50) conducted surveys over the Cork-Cobh/Midleton routes.

**Friday 13 January 2017:** 076 worked 11:30 Portlaoise to North Wall 12 empty panel wagon to collect old scrap panels.

**Wednesday 18 January 2017:** Multi-Purpose Vehicle (MPV) 790 failed at the 40 Milepost (Portlaoise) whilst heading for Kildare to Portlaoise. 076 was used from Portlaoise PW to rescue and dragged into the yard.

**Saturday 20 January 2017:** 075 returned from Droghda observed passing Ashtown at 12:10.

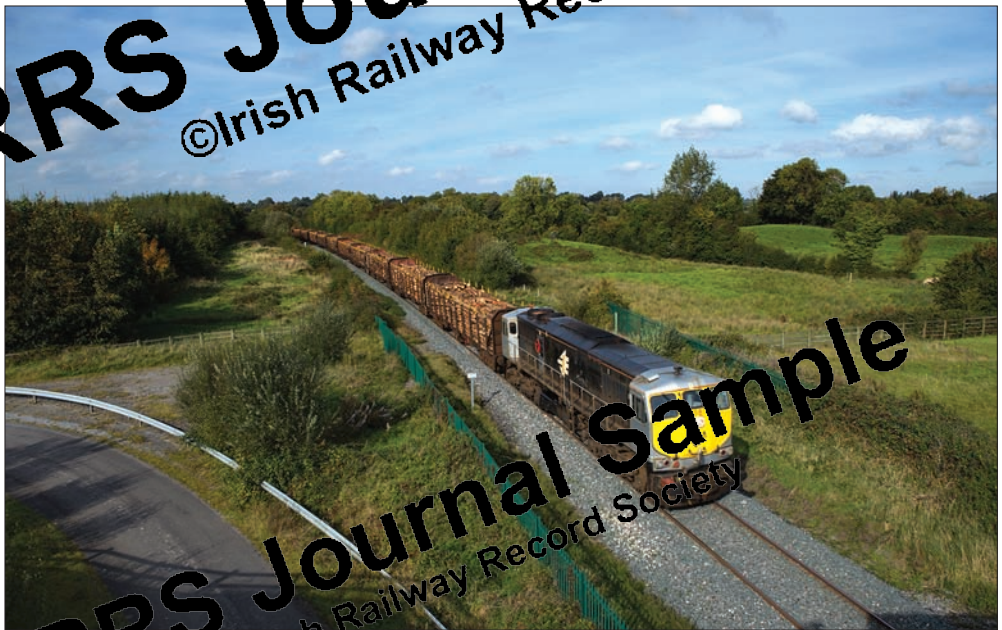
**Monday 23 January 2017:** 083 worked a 10:30 Portlaoise - North Wall laden panel train, 10 wagons of new panels.

#### TENDER DOCUMENTATION

In the period since the last Journal, a number of interesting tenders have been issued for contracts worth over €25,000. These include Seat Trim Repairs, Coupler System Overhaul, DMU Destination Indicator replacement



At Cuishinkeel, a few miles out from Westport, 078 heads the 1,000 Westport to Waterford timber train on Monday 16 May 2016. The 764 metres high Croagh Patrick mountain is in the background. (Photo © Gavin Roose)



065 with the Galina-Waterford timber service near Clonnydonin on Friday 7 October 2016. (Photo © Dave Geraghty)



(2600/2800), Supply of Suspension components, Real Time Fuel, Condition and Positioning Monitoring for Diesel Rail Vehicles, Weed Spraying System and Mechanical and Electrical Design Consultants for the new National Control Centre (CTC). Two tenders in particular attracted attention.

The first involves a Train Wash Tagging System. The system should be able to track where and when a train last went through one of the 7 wash plants on the network (Herston, Connors, Fairview, Dugally, Louis, Faircare Depot, Cork, Limerick), as well as being able to produce a report on the number of trains washed in any one plant in a user-configurable period of time (e.g. a week) and monitor train speed. The system would read the Siemens RFID tags fitted to all stock, thus producing an accurate report. The tenders calls for the design, supply and installation as well as a minimum of 12 months warranty and support. Any other system apart from RFID must be already proven in similar applications.

The more interesting tender is that for the 201 Locomotive Mid Life Re-Power. This turnkey project to repower the 201-class was issued on 18 March 2016 and closed on 22 April 2016. The objective of the project is to deliver significant fuel and maintenance savings based on the current working cycle. The tender states that the core requirement is to design, build and integrate proposals that meets or exceeds current performance. Most or all of the equipment between the cabs above the boiler (such as electrical, cooling and control equipment), together with the existing boilers and traction motors, is to be reused. The Lead Integrator is responsible for delivering the project from planning board to daily use.

## TRANS LINK – NORTHERN IRELAND RAILWAYS

### SERVICE DEVELOPMENTS

**Timetable:** A new Working Timetable was issued for use from Sunday 11 December 2016. This timetable includes :

#### BELLARENA

From 21 November 2016, all Coleraine-Derry trains were to use the Bellarena loop track and those to Londonderry the main line, with revised timings for crossings, (Mon-Fri):

•07:13 ex-Derry dep 07:35, Bellarena 07:59 (cross 06.05 ex-GVS), Castlerock 08:08, Coleraine 08.16 then as before.

•16:13 Derry-Coleraine dep 16:35, Bellarena 16:59 (cross 15.10 ex- GVS), Castlerock 17:07, Coleraine 17:16.

•17:55 Coleraine – Derry dep 17:25, Castlerock 17:50, Bellarena 17:58 (cross 17:33 ex Derry) Derry 18:25

### INFRASTRUCTURE DERRY/LONDONDERRY

On 6 October 2016, the Deputy First Minister,

Martin McGuinness, and Infrastructure Minister, Chris Hazzard, confirmed that the Old Waterside Station in Derry will be the site for a new transport hub. The station was the public's preferred site following a consultation in 2013.

During a site visit to the station, the Deputy First Minister, Martin McGuinness said: "The transport hub will support the growth of the local economy and is of massive importance to the city of Derry and beyond.

"This is an ambitious project on the Old Waterside Station which will balance preserving the historic building and also meet the transport needs of the future.

"We will only attract more people to use public transport if we have the right infrastructure in place and the development of this transport hub is an important piece of the jigsaw in the north west."

Infrastructure Minister, Chris Hazzard said: "Over the last few years, much has been done to transform both sides of the Foyle. The new transport hub project will provide a train station that complements regeneration and transforms this historic building into one fit for use today and for generations to come.

"Investing in public transport is vital if we want to attract investment, talent and tourism. Alongside projects like the A1 and A6 roads and the development of City of Derry Park, those living west of the Bann are set to see a real change in the development of the local infrastructure over the coming years.

Following the Minister's announcement, Translink Group Chief Executive Chris Conway said: "We are very much looking forward to building this exciting new transport hub. As an iconic building in the city, the new hub will help encourage



A Google Earth view of Derry/Londonderry, showing the "New" station, proposed to be closed, and the "Old" station, intended to be reopened.





Waterside Old. Car 57 leads an MPD formation on Tuesday 5 September 1961. The livery record, which was short lived, and is described as "Catherwood Blue/eau de nil" by Colin Maughan in his book, 'Diesel Trains'. We have no detail of the train working. (Photo © NJ McAdams)



Waterside New, on Saturday 21 May 1983. 80 Class car 94 heads the stock which will form the 14:45 service to Belfast Central. The IRRS was visiting the station on that day, by way of a special service which stopped at the disused stations en route. The IRRS train is just visible in the bay platform and is another 80 Class set. (Photo © Norman Gamble)

more active travel for a healthier region. It will also act as an important gateway to the North West for visitors as well as help to regenerate the local area and make it more attractive to business and investors, helping to create local jobs and enhancing the local economy."

Work is expected to take 18 months and the station is to open in 2020. The hub will include Park and Ride facilities.

**Belfast to Dublin:** A series of night-hauls runs was undertaken between Poyntzpass and the Border, with the train loading at Poyntzpass. 6 wagons were used, with 112 providing power on 15, 17, 27, 29 and 30 November.

**Wednesday 9 November 2016:** 111+6 hoppers worked an 11:15 Ballymena to Poyntzpass trip.

### ROLLING STOCK

**Enterprise:** On Monday 12 December, the 16:50 Dublin Connolly – Belfast Central service was operated by an Irish Rail Class 22000 ICR due to mechanical difficulties with the booked De Dietrich set on the 14:05 from Belfast, which ended up being formed of a C3K unit.

**MkIII:** Enterprise MkIII EGV 9606 has had the former luggage compartment doors plated over.

**Locos:** With the various modifications to the De Dietrich sets on refurbishment, loco allocation has been strictly to the nominated and liveried loco. 206, 207, 8208 and 227 were observed during November, with 8209 and 228 being additionally observed during December 2016.

'Spare' loco 233 was observed in Belfast for modification to work with the De Dietrich sets. It is being added to the necessary communication equipment for working the train. 231 has carried on working Cork line services.

**80-class:** This year was the final season of the long-standing 80 Class on Sandite runs. Working mainly at night, the last runs were conducted on the evening of Thursday 8 December and the morning of Friday 9 December. The runs were done with 8090+8752+8097+8069, working from Belfast York Road to Portadown, Bangor, Antrim and Carrickfergus. As always, the VMT Water Jetter ran ahead of the train, allowing the Sandite mixture adhere better to the rail head.

**New MPV:** NIR took delivery of a new Windhoff Multi-Purpose Vehicle on 14 October 2016. Numbered as 99 70 9428 011-9, it is intended to be used on Sandite runs, replacing the existing 80 class combination. It was delivered by road to Adelaide, where NIR 111 hauled it to York Road at the 22:55 ex Adelaide on 5 November. It is 22.06m long and weighs 7.5 tonnes.

**New Sandite wagons:** At least 10 new spoil wagons have been created, replacing existing flat wagons with new 'lift off' boxes, similar to the larger Eireann vehicles. The bodies are built by Chiefton.

### PROCUREMENT

**Civil engineering consultants:** Translink issued a tender for the use of Civil Engineering consultancy services, split into various lots to allow for different areas such as buildings, structures and formation. The lots were:

Civil and Structural Professional Services Minor Works (2016-2020) - awarded to Aecom.

Network Engineering — 2016 – Amey, ARUP, Doran Consulting, WDR & RT Taggart and Mott MacDonald.

### RAILWAY PRESERVATION SOCIETY OF IRELAND

**Whitehead:** In a press release dated 5 October 2016, Robin Morton, RPSI Events, advised that a ceremony had taken place at the Railway Preservation Society of Ireland in Whitehead to mark the successful completion of the construction phase of a new £3.1m railway museum.

MSM Contracts from Portadown finished work on the 12-month construction contract at the start of September and the new buildings have now officially been handed over to the RPSI.

The next stage will be to put the new museum and the new train to open the new tourist attraction to the public in April 2017. While work progresses, the site is closed to visitors.

The construction project has involved the installation of a 60t locomotive turntable along with a period style signal cabin, the construction of new sheds and the extension of the existing facilities.

Denis Grimshaw, RPSI chairman, said the Society's base had been transformed thanks to the £2m construction contract.

"This is a pivotal point in terms of the development. We will now commence fitting out the museum with multimedia displays, educational facilities and audio links, plus a café, all of which will be key to creating this significant new tourist attraction.

"An exciting element of the museum will be the opportunity for visitors to walk through historic carriages, examine mainline steam engines at close quarters and see the railway in works in action.

"We aim to attract at least 10,000 visitors in the museum's first year of operation. We will complement other tourist attractions in the area, such as the Gobbins Cliff Path and Black Head Lighthouse.

Funding for the project has been provided by Heritage Lottery Fund and Tourism Northern Ireland (part financed by the European Regional Development Fund under the European Sustainable Competitiveness Programme for Northern Ireland and administered by Tourism Northern Ireland), with additional support from Mid and East Antrim Council and Ulster Garden Villages.

As well as creating a major educational and interpretation centre for visitors to what is now the sole surviving traditional railway workshop in Northern Ireland, improved engineering and staff facilities will be provided, to facilitate more extensive restoration work on our historic railway locomotives and carriages.

The development project comprises extensions to the locomotive workshop, locomotive shed and carriage shed, construction of a carriage workshop, provision of a 60ft turntable, conversion of the former stables building to an education centre, substantial upgrading of staff and volunteer facilities, and upgraded material storage premises.

The project features the development of a visitors' audio guide for tours of the centre and enhanced education and interpretation opportunities created by the displays in our buildings and workshops, as well as the development of On-Train Apps to provide information for passengers.

The capital works will include:

A portal frame extension to the Carriage Shed including Workshops;

A portal frame extension to the Locomotive Shed including Workshops;

A turntable and signal box;

An education room in a converted Stables Building;

Concrete hard standing and pathways;

Landscaping, seating and play areas;

Bunkers, concrete retaining walls, brick walls, fencing and gates.

Significantly, there is a separate budget allocation for interpretation, with IRF and other years of activity costs including scene restoration works and salaries.

**Wooden Bodies Heritage Stock** The RPSI Heritage stock made its move from Inchicore works to Heuston Vasey Plant (VP) on Saturday 3 December 2016. Completed in two halves of 4 carriages each (1463, 1419, 2421 and 1383 and 1335, 88, 1949 and 1916), the movement allows the stock to be under cover for the first time in many years and as such should provide a good start for restoration. Both movements were powered by 071-class locomotive 072. The first movement went straight into the VP, but the second was via Heuston Platform 5, then propelled into the VP.

**Santa Specials:** The last main running of the year, and the busiest period, for the RPSI was the Santa Specials. No. 85 and the Northern rake of MkIIs did runs between Whitehead and Belfast Central on 3, 4, 10, 17 and 18 December, with Portadown – Lisburn runs on 11 December. The trips were 11:30 and 14:30 departures from Belfast on Saturdays with 10:00, 13:00 and 16:00 from Belfast on Sundays, and Portadown services departing at 12:45 and 14:45. These appeared to run well, with the primary good locomotive.

During the operation, however, encountered a unusually high rate of issues. The first Saturday (3 December) ran well, with both Nos. 4 and 461 performing (and Irish Rail GM 075 working the diesel

section). However, on the Sunday (4 December), No. 461 failed with low steam pressure at various points on the return leg of the second trip, with the main termination at Grand Canal Dock. Passengers were transferred to an IE 29000 rake for the remainder of the trip.

On Saturday 10 December, No. 4 performed the first run as expected, then was failed at Connolly shed with a partially collapsed brick arch. No. 461 was also failed with leaking tubes. This resulted in IE GM 080 covering the rest of the weekend.

The third and final weekend went well, however, with Nos. 4 and 461 performing as expected (although 461 failed on Sunday). 072 performed the Diesel special and transfer movements.

**Gatwick Stock:** The former NIR "Gatwick" MkIIs that are stored at Lisburn (8911, 8945, 8946, 8947 and 8948) were booked to move in the evening of Thursday 8 December, but the move was cancelled at short notice due to crewing issues. They were moved on Sunday 8 January 2017, with GM 111 used for the main transfer and 033 used for shunting.

This was followed by the movement of 8946+8948 to Whitehead on 15 January, with 112 performing the main line movement and B142 shunting in Whitehead.

## Other Railways

### BELMOND GRAND HIBERNIAN

**Operation:** The last full tour started on Tuesday 11 October 2016, with the final tour starting on 22 October being the shorter 'Legends and Loughs' tour (Belfast, Waterford).

**Staff Tour:** Belmond operated a 11:50 Heuston – Thurles and return trip for Irish Rail staff and CIÉ board members, as a thank you for the year so far. The full 10-car rake was used for the trip.

After the end of the operating season, the Belmond MkIIs were stabled at the Cork end of the Inchicore yard.

**Stock Transfer and Storage:** On 6 October 2016, retro-liveried 071 hauled three MkIII 7122 from North Wall to Inchicore. This loco had been stored in North Wall for over a year pending a decision as to how to use it.

## BÓRD NA MÓNA

**Procurement:** Bord na Móna advertised for a locomotive multiple working system earlier this year. The tender calls for around 50 locomotives to be fitted, all being the refurbished locomotives from 2014/5. The request for tenders is quite strict in what it requires, including: remote wireless top and tail, using a stationary loco as a master to an unmanned loco, remote control and automatic safeguards should the signal be lost at any time. The system has to be able to cope with two or more locomotives, each hauling between



12 and 20 wagons, and also account for the loose-coupled nature of the BnM system.

Turmec Engineering won a tender to produce 30 new peat wagons.

**Edenderry Power Station:** Bórd na Móna have been granted permission from An Bord Pleanála to carry on using peat to fuel the Edenderry Power Station until 2023. This is 7 years short of what Bórd na Móna requested, but ensuring the continuation of the bog railways until then.

## STRABALLY WOODLANDS RAILWAY SHED OPENING

15 October 2016 was the formal culmination of around two years hard graft by the volunteers under the umbrella of the Irish Steam Preservation Society. Funding for the project was secured from the Society's own resources as well as large sponsorship from Laois Partnership Company. LPCs strive to help develop the county in areas such as improving community life, and supporting local businesses and enterprise. Representatives from the Cavan and Leitrim Railway and Waterford and Suir Valley Railway were also in attendance.

€180,000, two thirds of the total project cost, was sponsored by Laois Partnership. The plans for a two-road depot adjacent to the existing platform were approved by the County Council and work began in earnest at close of the 2014 season.

The ribbon cutting ceremony was performed in front of the invited guests, with Laois Partnership CEO Ann Goodwin holding the scissors. She was joined by Cllr Tom Mulhall of Laois County Council and the Irish Steam Preservation Society Chairman, Ken Graham. After the obligatory speeches, the ceremony moved in to the shed itself. The railway's private diesel locomotive fleet was on display on road 1 while ex Bórd na Móna steam loco No. 2 simmered patiently at the platform outside.

Following another set of speeches from Railway Manager Seán Cain and long serving volunteer Richard Brennan, a cake was wheeled to the fore of the crowd where Chairperson Graham, Ms. Goodwin and Mr. Cain posed for photos before the cutting began.

At the end of the ceremony, No. 2 gave round trips on the length of the line for the guests for a few hours. Eventually the crowd dwindled away and the dozen or so volunteers present since early

morning set about putting up shop for the evening. Some shunting of the diesel fleet returned them to their normal spot on road 2 while the steam engine and her train bedded up once again on road 1 (Glen Murphy).

**Locomotives:** Deutz LM191 and Ruston 40DL 1155 arrived here in mid-October 2016. Both are in a heavily stripped state and were acquired as a source of spare parts for the current fleet.

## WATERFORD AND SUIR VALLEY RAILWAY

The railway closed for the winter following the last Santa Special working on 23 December. All of the specials run (on 3, 4, 8, 10, 11, 17, 18, 22 and 23 December, with six trains per day) were fully booked.

**Greenway:** The greenway that runs alongside the railway is on track for a March opening, with the official opening due to be on the anniversary of date of the last train between Waterford and Cork.

## BOOK REVIEW

*John Tierney, Call us back to Donegal, a photographic tribute, 50pp illustrations, map. ISBN 0951471597. Norwich, Shalom Habakkuk Trust, 2000. £10, pamphlet.*

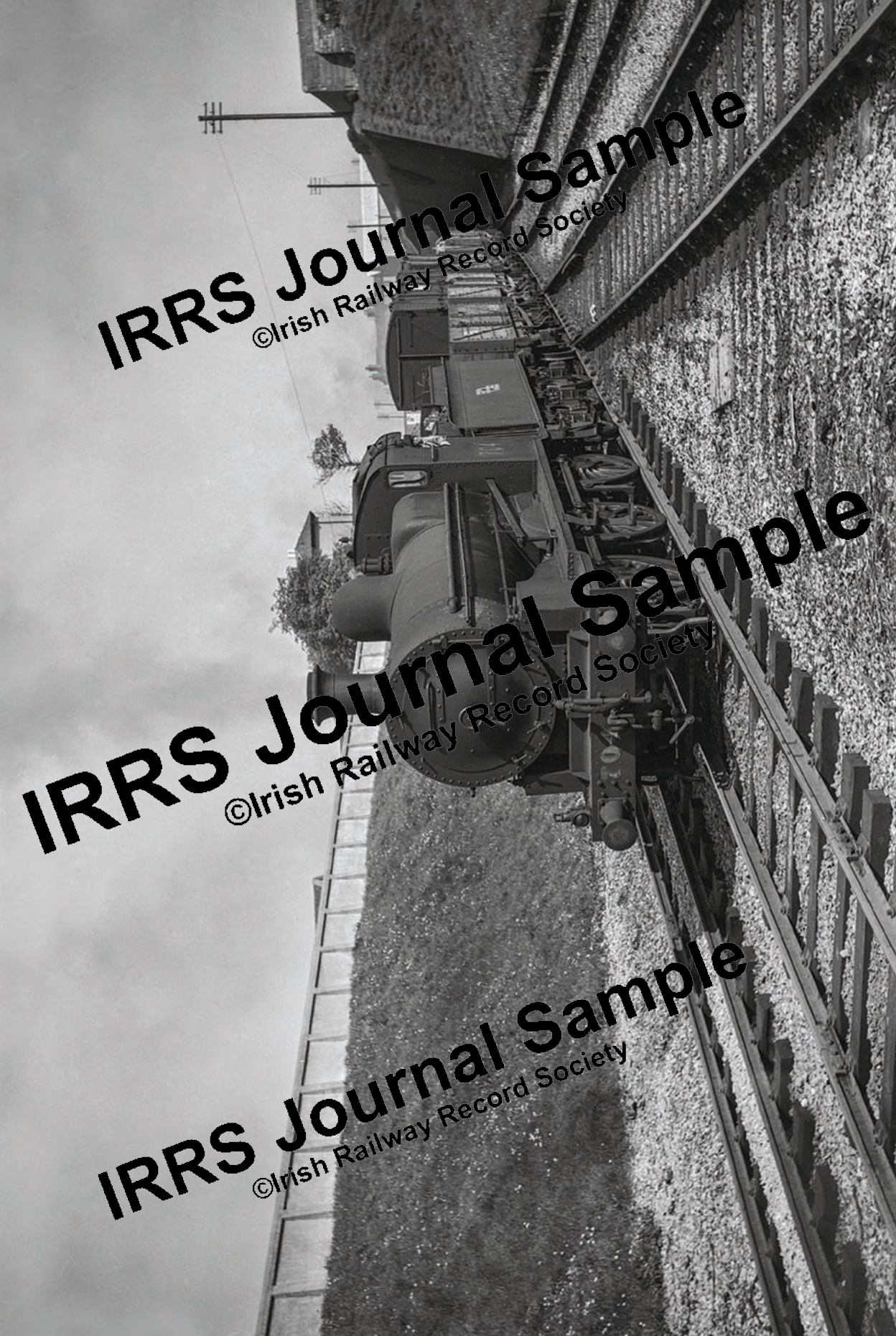
We have just been sent a copy of this hitherto unknown pamphlet. It is a pictorial record in thirty monochrome images hitherto unpublished of the last days of the Donegal taken by the author in December 1959. For many the County Donegal Railway was the most wonderful of all the Irish Narrow Gauge lines. We understand that this was a limited edition publication and were informed that only ten copies remain for sale. Interested readers should contact the author, John Tierney, [john\\_tierney@hotmail.com](mailto:john_tierney@hotmail.com). TM

## INSIDE REAR COVER

In a classic scene from the early 1950s, probably August 1953, GSR-built 0-6-0 locomotive No. 704 (700/J15A Class) 1922 hauls the former GS&WR route towards Islandbridge at Glasnevin Junction with a typical assortment of goods stock of the period. (Photo © Dave Murray - IRRS Collection)

## OUTSIDE REAR COVER

NIR locomotive 112 Northern Counties crosses the Tolka Bridge with an 09:40 North Wall to Dundalk P&O NedLloyd container special, Wednesday 8 November 2000. (Photo © Colm O'Callaghan)

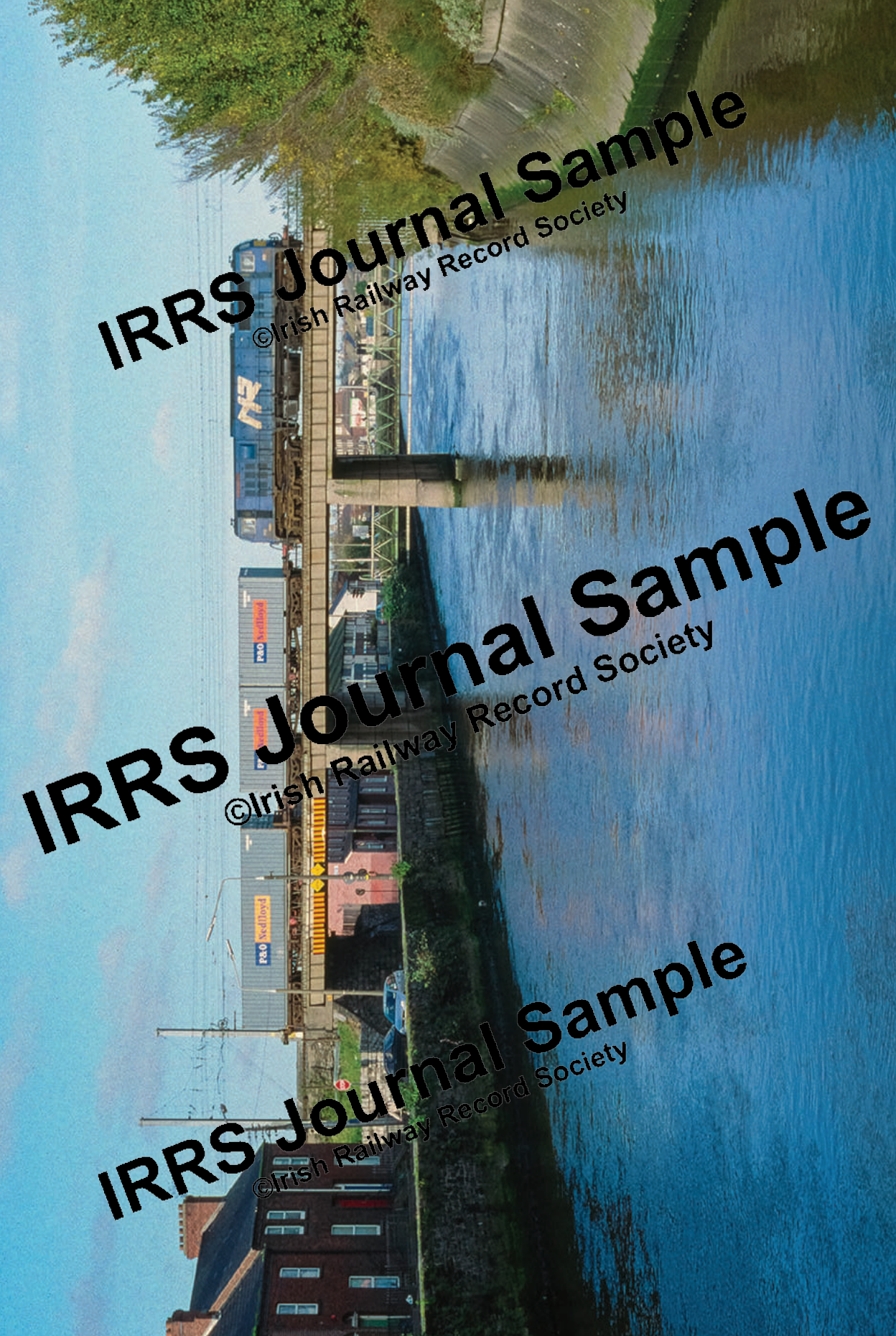


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