IRISH RAILWAY RECORD SOCIETY

CUMANN TAIFID IARNRÓD NA hÉIREANN

eJournal Extra

VOL. 1 **DECEMBER 2015** **No. 001**

Scenes of steam and diesel traction on the erstwhile Loughrea Branch, Co.Galway (Photos © IRRS Collection)

• The Loughrea Branch • Lough Swilly

Cover Illustrations
Main:
J18 Class locomotive No.598 at Attymon Junction with the branch train to Loughrea, photographed in steam days in 1959.
(Photo © Tony Price - IRRS Collection)

Left:
Locomotive B223 approaches Dunsandle station with its mixed passenger and goods train from Attymon Junction, en route to Loughrea on Friday 23 March 1973.
(Photo © Tom Davitt - IRRS Collection)

Right:
Crossley engined C Class locomotive C203, with its unusual yellow buffer-beam complete with Electric Train Heating jumper cable box, waits to depart to Loughrea from Attymon Junction on Wednesday 14 August 1968.
(Photo © Norman Gamble)

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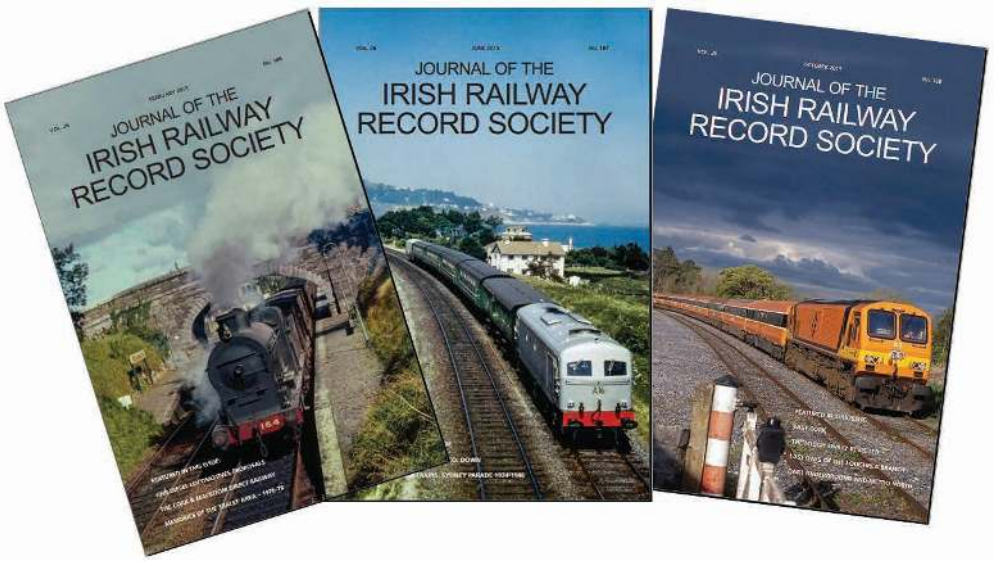
INTERESTED IN IRISH RAILWAYS AND TRAMWAYS? JOIN THE IRISH RAILWAY RECORD SOCIETY

Regular meetings in Dublin, Cork and London for presentations on historical and current affairs, with slides, films and DVDs. Dublin meetings are normally held on alternate Thursdays during the Winter Months in the Society's Premises at Heuston Station, where the Society's Library, Archives and small exhibits displays are also located.

Society Library opens on Tuesdays 19:30 - 21:45, September to June.

The Society's print Journal, published three times per year, records the history of Irish railway and tramway transport, along with comprehensive coverage of current developments. Additional material to members is provided in our eJournal Extra.



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Northern Ireland / Britain	£30
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IRISH RAILWAY RECORD SOCIETY

CUMANN TAIFID IARNRÓD NA hÉIREANN

eJournal Extra

VOL. 1 **DECEMBER 2015** **No. 001**

Our eJournal Extra represents a new venture for the Society! As already advised to recipients of Journal 188 of October 2015, there was a significant amount of material which we were unable to include in the printed issue. This "overflow" material is now published, in electronic form, in the present eJournal Extra, issue No. 1. This inaugural issue is being made available, only in electronic form, to all members who have provided email addresses.

The inaugural issue will also be accessible to non-members, for promotion of the Society, and as an example of the resources available to members through the Society. Subsequent issues of eJournal Extra will however be made available to IRRS members only. For membership details, see previous page.

For this inaugural issue of eJournal Extra, we also take the opportunity therefore to provide some information about the Irish Railway Record Society, its history, its activities, its premises, its paper and photographic archives, and its library and meeting facilites.

The first feature adds substantial additional subject matter to complement Frank Haskew's article on the Loughrea Branch in Journal 188, including some of Mr Haskew's pictures from the last years of the branch service. We also provide a map of the line, station diagrams not hitherto published, and extracts from selected timetables.

The second feature is Ernie Shepherd's paper on the proposal to amalgamate the Donegal and Lough Swilly systems, an abridged version of which appeared in the printed Journal. The full text is now published here, including the various reports referred to in the printed paper and the most significant of the various appendices which accompanied those reports.

Some additional pictures of Ireland's minor railways are also included, to augment the ever-fascinating reports on these lines which appear in our print Journal.

As is to be expected, production of a venture of this kind has involved considerable work, especially as the artwork and layout has been done "in-house". It would be our ambition to produce eJournal Extra on a regular basis, but for this, as well as to ensure the Society's long-term ability to continue to publish its print Journal, enlargement of the present (very small in number) Journal Production Team will be essential.

So if you believe you can assist in either area, print or electronic, or if you would be prepared to take on a specific area of activity, e.g. collation of News or the like, please contact the Journal Production Team. We have great material yet to see the light of day, whether in print or in electronic form, and extra hands will be put to good use.

Journal Production Team
December 2015
email: journal@irrs.ie

The Irish Railway Record Society

PAST AND PRESENT

THE HISTORY OF THE SOCIETY

The first meeting of the Irish Railway Record Society took place in October 1946 at Hynes Restaurant in Dame St., Dublin, but the origins of the Society go much further back, more than a century now, to a group of enthusiasts who circulated a notebook of their observations in the years before World War I.

But the onset of that war brought an end to this venture and it was only on the eve of World War II that there was a resumption of any organized recording of events on Irish railways. However, this once again foundered under wartime restrictions.

Thus there was a determination in 1946 that on this occasion something of substance would be established to "record", on an ongoing basis, the history and current activities of Irish railways. Happily, the time was right, the venture was well supported, and the inaugural meeting brought together an effective and focused body that made rapid progress.

Journal No. 1 appeared as early as June 1947, and to date no fewer than 188 issues have been produced. The Journal appeared twice a year for the first 18 years, but went to three times yearly from No. 36, February 1965. The number of pages has varied. There have been occasional issues with up to 72 pages, but in recent years, 64 pages has become standard.

Meetings and visual presentations have been a feature of the Society's activities since the beginning, and continue to be popular, not only in Dublin, but also in London and Cork. The Society's Belfast Area become moribund during the troubled years, but the successful winter meetings of the RPSI have brought about a revival of indoor enthusiast events in that city.

Outings to locations of interest began in the Spring of 1947 and have continued to date. In recent years, the type of outing has changed as the network has shrunk and the diversity of motive power has become more limited, but innovative thinking has enabled the Society to continue to deliver an attractive programme of such events.

In addition to its "recording" commitment, the Society has also acquired extensive collections of publications and archival material of railway and transport interest. These acquisitions are housed in the Society's premises at Heuston Station. The premises also contains comfortable and capacious meeting facilities and the Society's Library.

In more recent times, the Society's collections of film, slides and video material have grown, and this material also is cared for in the Heuston premises, as well as which significant and extensive restoration work has been carried out.

(above) Hynes Restaurant, Dame St, Dublin, location of the first IRRS meeting in October 1946, photographed by the late IRRS Chairman Kevin A.Murray. *(Photo © Kevin A.Murray - IRRS Collection)*

(left) The present IRRS HQ where the Society's Library, Archives and Meeting Rooms are located adjacent to Irish Rail's Heuston Station, Dublin.

DUBLIN AREA MEETINGS

Regular IRRS meetings in the Society's Dublin HQ feature presentations on topics of railway historical and current affairs, with slides and videos. Meetings are usually held every second and fourth Thursday of each month during the period September-December and January-May.

On the occasion pictured **(left)**, Thursday 12 February 2014, a well attended meeting saw a slideshow of Irish railway photos recorded by prominent IRRS member Leslie Hyland, presented by the IRRS Hon. Photographic Archivist Ciarán Cooney.

Other more recent guests include Paul Lewin, Director and General Manager of the Ffestiniog and Welsh Highland Railway, and Seán Heneghan, retired Technical Manager, Chief Mechanical Engineers Dept of Iarnród Éireann, who presented an extensive talk on his memories and experiences in the railway company spanning over 44 years.

CORK AREA MEETINGS

Since its inception in 1947, the Cork, or Munster branch as it is sometimes known, of the IRRS has held many outings and meetings, both local and country-wide.

Meetings of presentations, slideshows and films are held at the Gresham Metropole Hotel, McCurtain Street, Cork City. The hotel is also the venue of the branch's popular annual dinner which is open to both members and guests.

(left) Cork-based IÉ locomotive driver Tom Ryan, pictured giving a presentation of archival cine film of the East Cork lines, recorded by himself over 30 years ago.

LONDON AREA MEETINGS

The London Area of the IRRS provides a welcoming forum in England for those who are interested in Irish transport, particularly railways, both past and contemporary.

From October to the following April. meetings are held at convenient locations in central London (see venue on www.irrs.ie). Well attended and featuring interesting & expert presenters, many of whom travel from Ireland, the talks are an opportunity for our speakers to impart specialist knowledge and information. The Area also particularly seeks those who may illustrate their talk with rare and exceptional photographs.

(left) Northern Ireland Railways GM, Mal McGreevy, speaking to the London Area in November 2013. *(Photo: Chris Playfair)*

IRRS OUTINGS

For nearly 70 years the IRRS has held hundreds of outings to locations of railway interest, both in Ireland and abroad. The nature of outings and activities have envolved with the developments of Irish railways. Examples include visits to Irish railway engineering facilities and hiring diesel hauled excursion trains to unusual locations. The forthcoming Society outings for 2016 are available to book via the IRRS website www.irrs.ie.

(left) IRRS members pose during a visit and tour of Irish Rail's modern diesel railcar depot at Portlaoise, Co.Laoise, 9 May 2014.

(above) IRRS members during a tour of the Irish Rail Permanent-Way depot at Portlaoise, 9 May 2014.

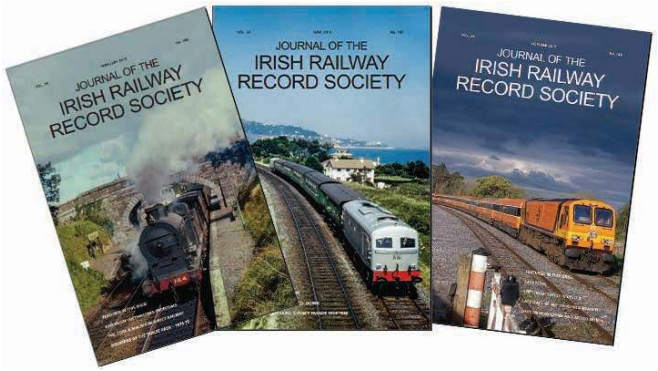
(above) IRRS outing to the ISPS Stradbally Woodland Railway, 19 September 2015.

(left) IRRS diesel-hauled railtour, featuring the unusual sight of two 071 Class locomotives, pauses for a photo-stop at Templemore, en route from Dublin to Cork on 20 July 2013. The IRRS endeavours to organise one diesel-hauled railtour annually using the vintage RPSI restored Cravens coaches of the 1960s.

THE IRRS JOURNAL: PAST & PRESENT

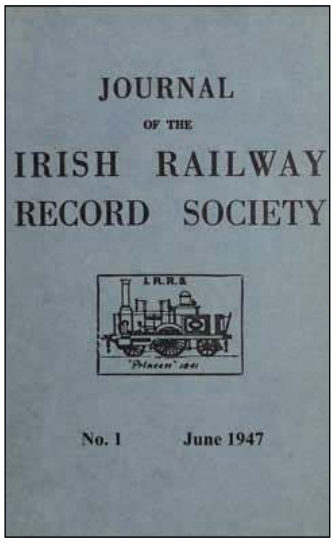
With the despatch of Journals Nos.186+187+188, the IRRS has now successfully provided three Journals per year for over 50 years, the majority of this effort having been voluntarily collated and edited by enthusiasts, during which time the Irish railway scene has changed beyond recognition since our thrice-yearly issues first appeared in 1965.

As already outlined in the introduction, Journal No.1 was first published by the IRRS in June 1947, the then Editor being the late railway historian and locomotive expert Robin N. Clements, whose extensive research work is referenced in countless books on Irish railway history. Since those early days, the Journal has evolved to a highly profesional standard, changing as it did with improvements in printing and design technology.

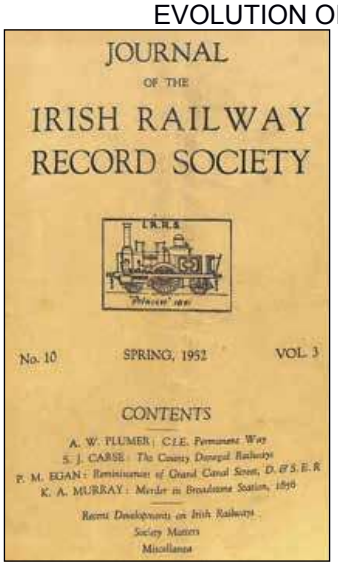


(above) The current crop of IRRS Journals for the year 2015, featuring a variety of traction, steam and diesel, on its front cover. Each issue contained 64-pages, complete with news, articles and illustrations.

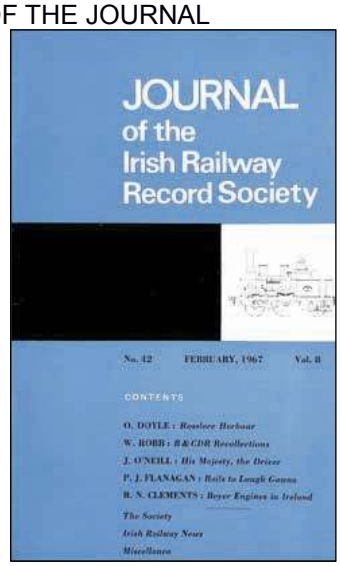
EVOLUTION OF THE JOURNAL



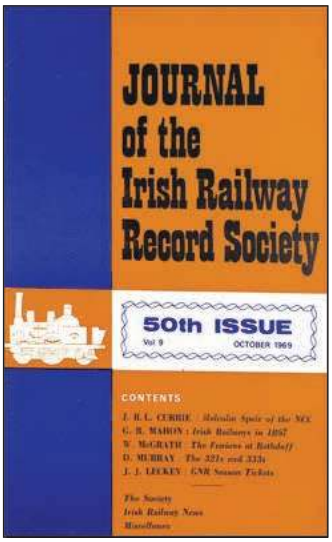
Journal No. 1, June 1947, much sought after and the beginning of over 180 issues, it was originally a duplicated typescript. The aims of the Society were outlined in No.1



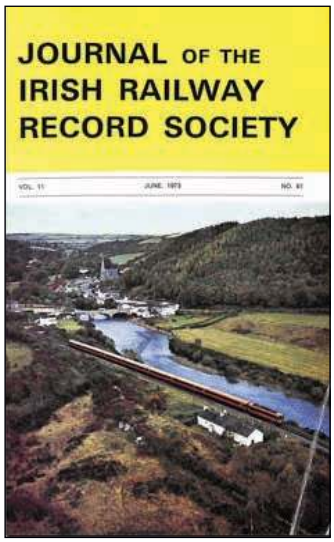
Journal No. 10, Spring 1952, the first Journal to be professionally printed, this by the firm Donegal Democrat, based in Ballyshannon, Co.Donegal.



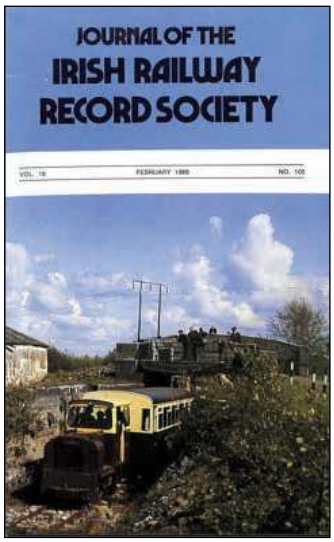
Journal No. 42. Feb 1967, by now printed by Wicklow Press, this Journal was the first to feature a cardcover, and by doing so added a splash of colour to each issue.



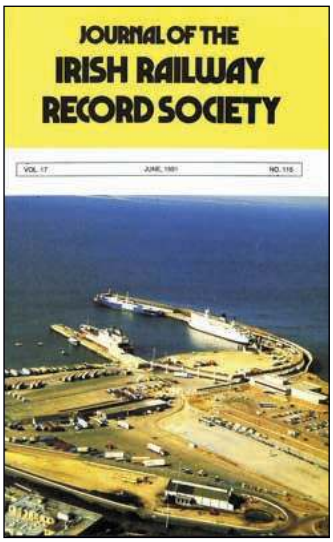
Journal No. 50. Oct 1969, a landmark issue in recognition of reaching 50 issues, with congratulations from CIÉ's General Manager and the Minister for Transport & Power.



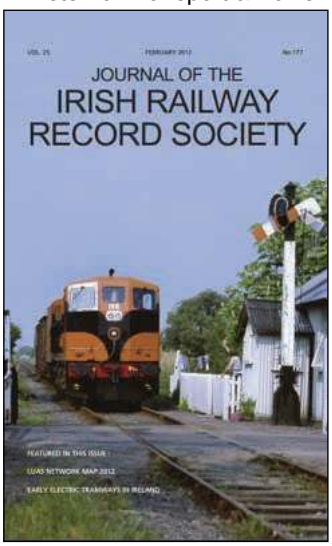
Journal No.61, June 1973, the first photo-cover of the Journal, publicising the new CIÉ 'Supertrain'.



Journal No.105, Feb 1988, the 'odd one out' blue cover, featuring the only Bord ná Móna cover-photo to date.



Journal No.155, June 1991, this issue was the first Journal to be designed and typed on a computer (Apple Macintosh)



Journal No.177, Feb 2012, the first issue featuring the current full-cover photo design, printed by QPA Print.

LONDON

The London Area of the Society was formed at an inaugural meeting held on Thursday, 2 November 1961 at the Fred Tallant Hall (now demolished) in Drummond Street (home to some uncommonly good Indian restaurants), near Euston station in London. Those attending that first meeting agreed that a London Area of the IRRS should be formed and a Committee was elected to run the Area under the chairmanship of Lance King.

Since then, the Area has run six or seven meetings each year between September and April and still meets. All talks and slide/film shows have an Irish transport theme but other modes of transport besides railways are sometimes covered. The talks, which are open to non-members, act as a focus for those interested in Irish railways who live in London and the South East of England, and indeed, sometimes farther afield also.

As well as holding meetings, the London Area published a number of books on Irish railways, including *Steam Finale* in 1964, *The Sligo, Leitrim & Northern Counties Railway* in 1970 (2nd Edition in 1980), *The Turf Burner* in 1972, and four photographic albums in the *Irish Railways in Pictures* series, including the *Great Northern* in 1976 (2nd Edition in 1996) and the *Midland Great Western* in 1990.

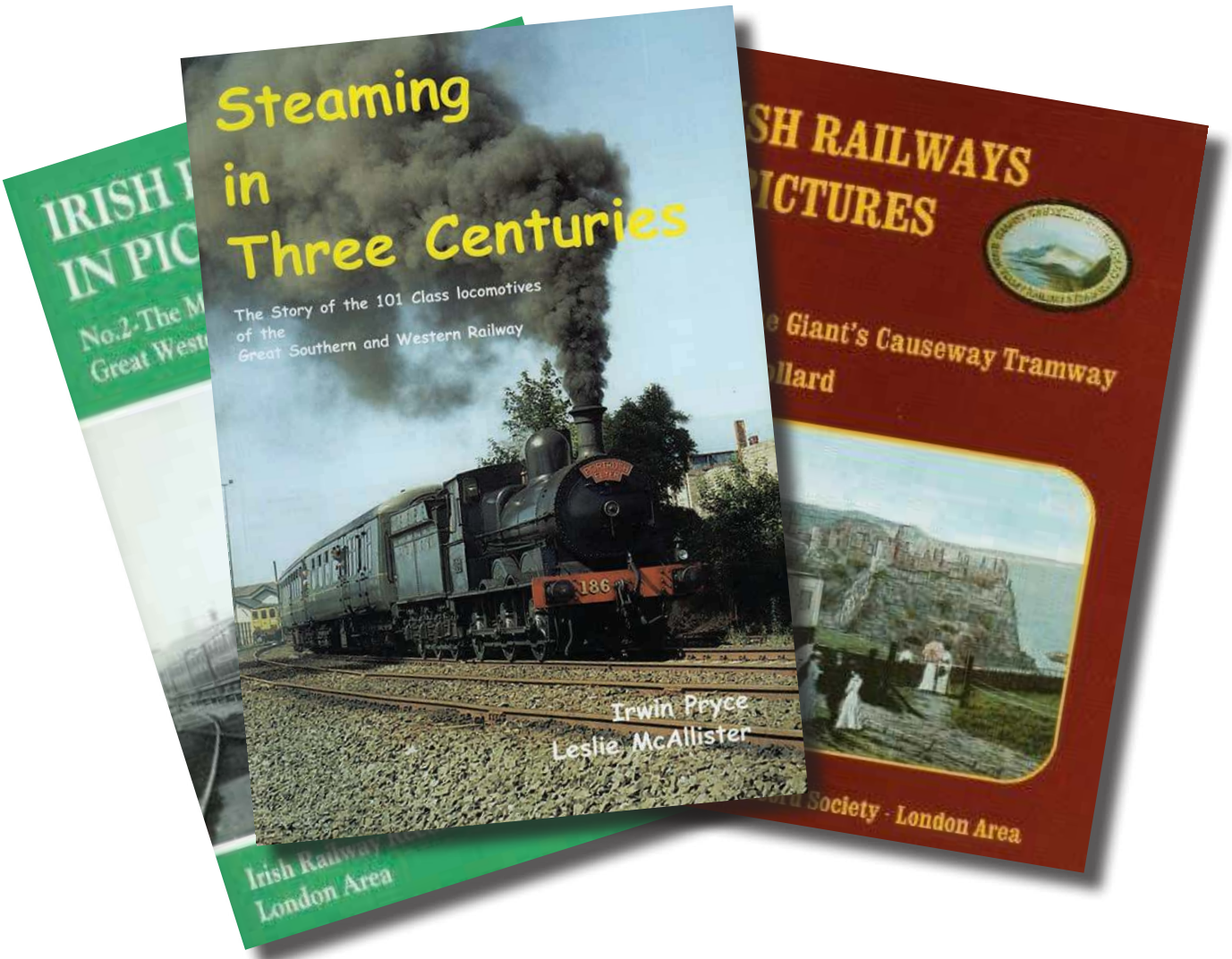
BELFAST

The Belfast Area of the IRRS was formed in early 1947. The late J. Macartney Robins had been resident in Northern Ireland during the Second World War when he worked first for the LMS (NCC) and then for the BBC (NI). He was in touch with the local railway enthusiasts such as Des Coakham, Reg Ludgate, Drew Donaldson, J. H. Smith, R. A. O'Sullivan, J. H. McGuigan and others. It was from this group that the branch was formed. It was very active for a number of years and many local trips were organised as well as a series of monthly meetings in central Belfast.

CORK

The Munster Area, based in Cork, began its operations in 1947 and has continued to operate since then. The Area holds winter indoor meetings. Local outings also take place.

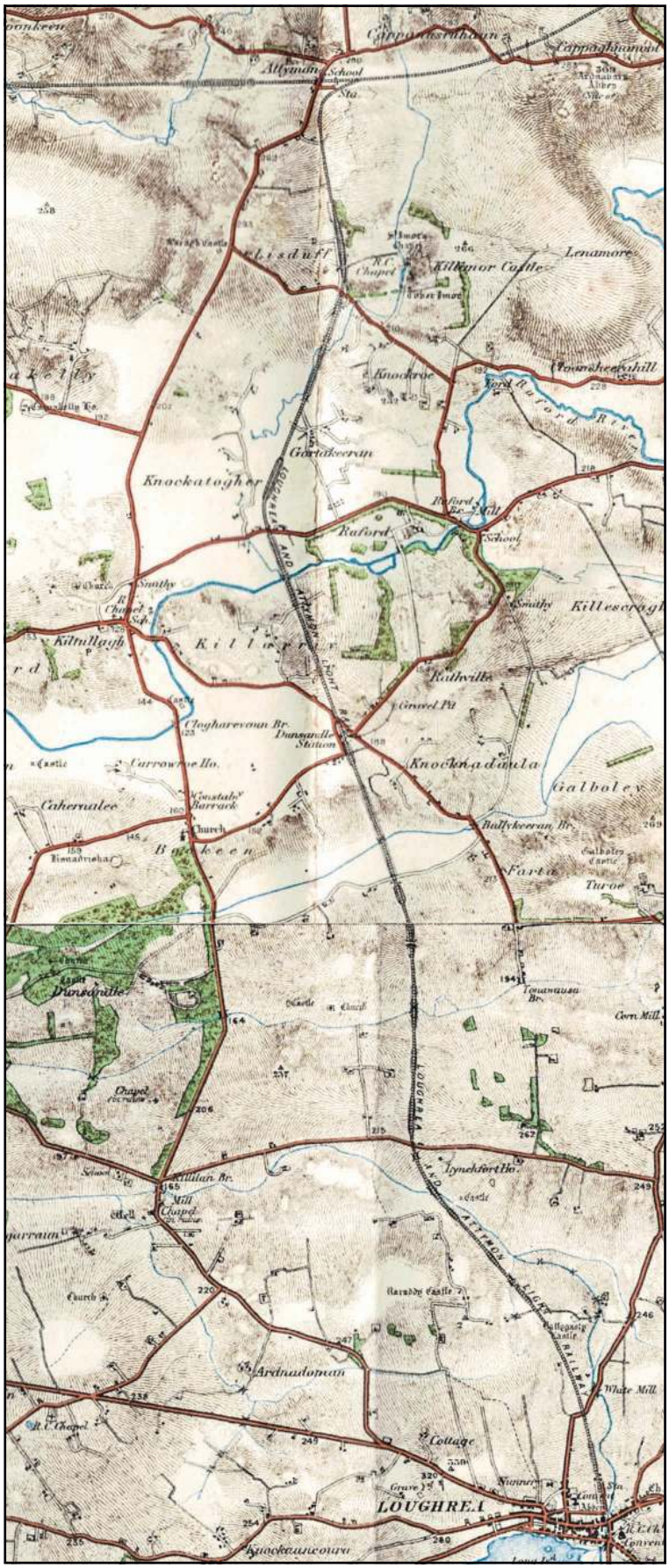
IRRS LONDON AREA PUBLICATIONS



(above) London Area publications, *Steaming in Three Centuries*, as well as the I*rish Railways in Pictures* series, featuring such railways as the Midland Great Western Railway and the Giant's Causeway Tramway.

Away in the loveable West - more from the Loughrea Branch

FRANK HASKEW



Frank Haskew's article in IRRS Journal 188 provided a warm and evocative record of the evolution of an enthusiasm for railways, nurtured by his experiences of holidays in Loughrea, in particular during the last years of the branch in 1974 and 1975.

In this page, we show a reproduction from an old one-inch to the mile scale map from the early 1900s. The largely north-south course of the line can be seen, and its various intersections with the rural roads, as well as the location of the sole intermediate station at Dunsandle.

On the following three pages, we reproduce track diagrams for Attymon, Dunsandle and Loughrea from a series prepared by the GSR Publicity Department, but of uncertain date. The diagrams were assembled in a large volume, and appear to include all lines extant as of the late 1930s. The Midland main lines are shown as having been singled, but Collooney Junction is shown with a double track divergence, while Killonan to Pallas (!) is also double track.

It is possible that the drawings were prepared at different dates over an extended period and only ultimately assembled into the surviving volume. The sole narrow gauge line that was included was however the Cavan & Leitrim, even though the West Clare and the Tralee & Dingle were still active at the relevant time.

Regrettably, as the network shrank, someone tore out the pages for the lines closed, so that for example, all of the Bandon diagrams and those for Mallow-Waterford have been either lost or destroyed.

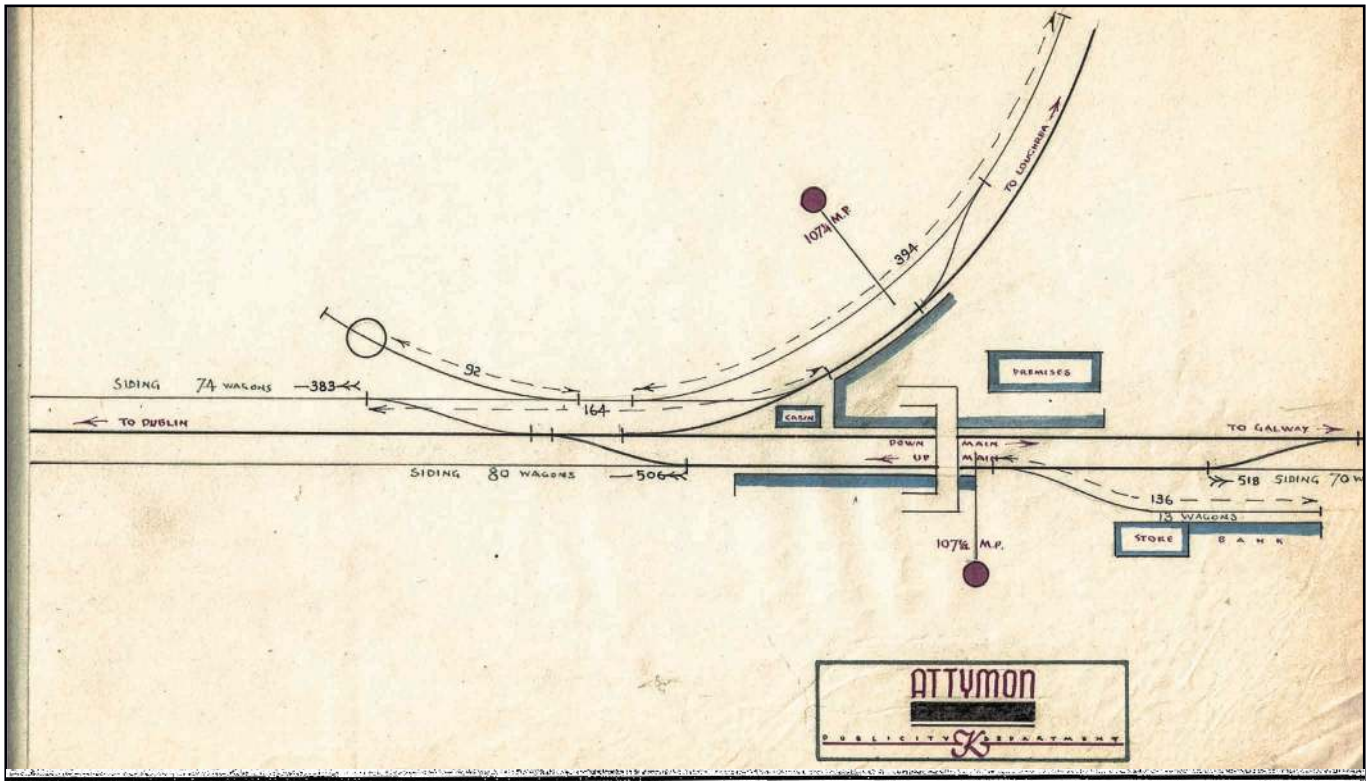
As can be seen on the diagrams now reproduced, the drawings are not to scale and neither are they geographically exact. The locomotive shed layout for Loughrea is a good example of both aspects. The diagrams do, however, give details of loop and siding lengths, and the number of wagons that the latter can accommodate.

To the student of traffic and operations, they are therefore of very considerable interest.

We have also inserted into the drawings, extracts from a pre-1922 Railway Clearing House Handbook of Stations detailing the facilities provided at the three Loughrea Branch stations.

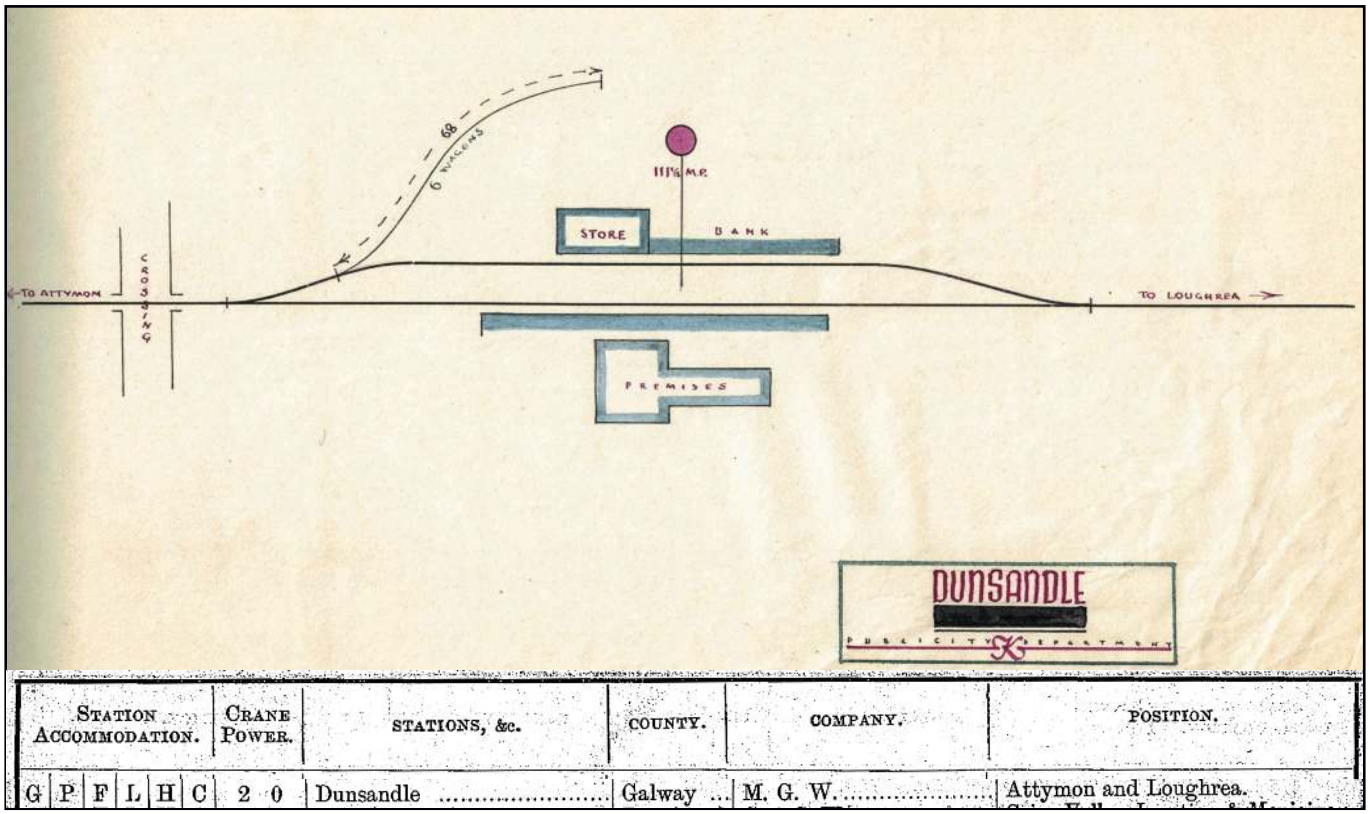
The illustrations in this feature were those which could not fully be accommodated in Frank's complete article published in Journal 188, where the photos primarily focused on the variety of motive power (CIÉ A, B, C and G Class diesels etc.) and the passenger, goods and special workings. Now we present further scenes, including the branch line's infrastructure and personnel.

TRACK DIAGRAMS - GSR PUBLICITY DEPARTMENT



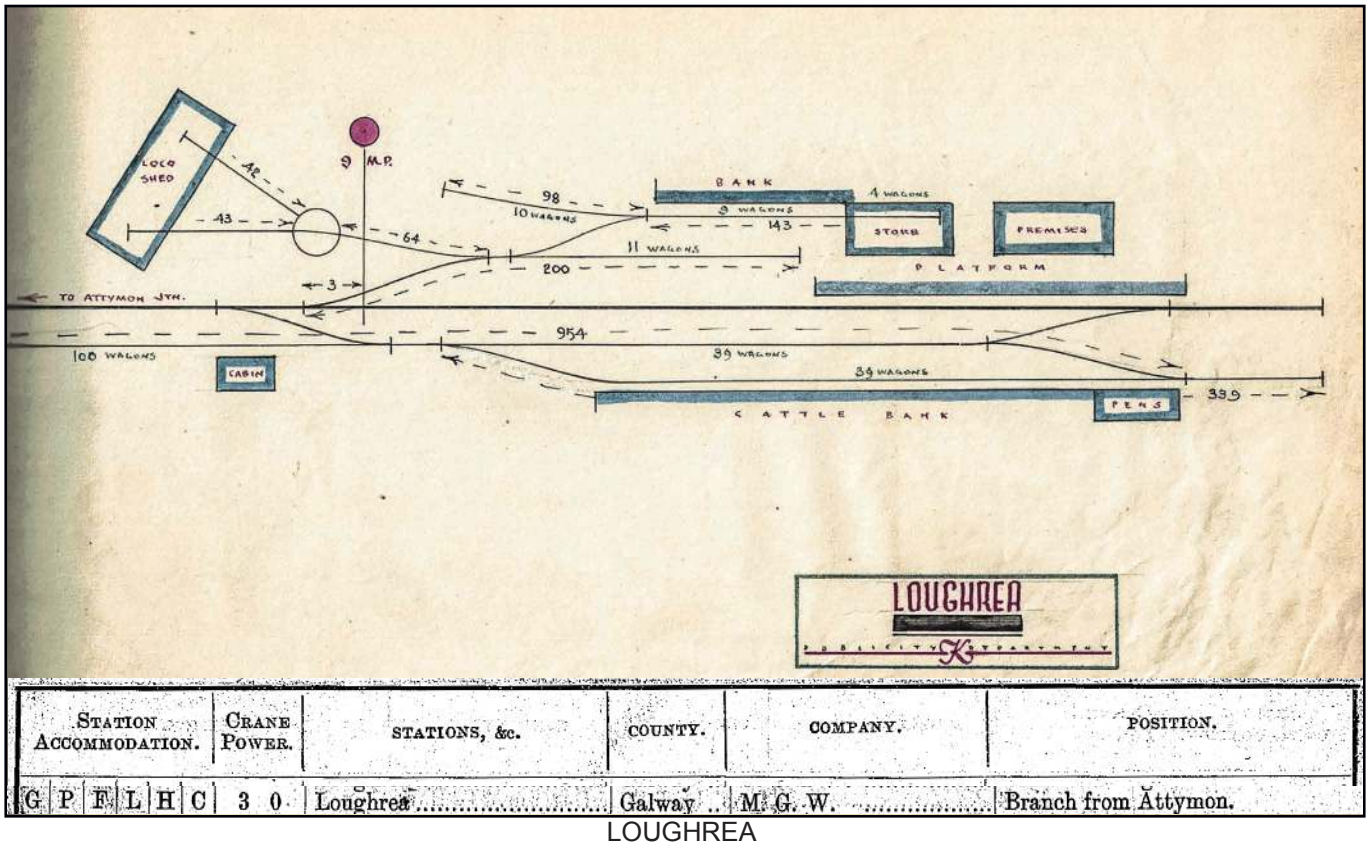
STATION ACCOMMODATION.	CRANE POWER.	STATIONS, &c.	COUNTY.	COMPANY.	POSITION.
G P . L H .	1 0	Attymon	Galway	M. G. W.	Athlone and Athenry.

ATTYMON JUNCTION



STATION ACCOMMODATION.	CRANE POWER.	STATIONS, &c.	COUNTY.	COMPANY.	POSITION.
G P F L H C	2 0	Dunsandle	Galway	M. G. W.	Attymon and Loughrea.

DUNSANDLE



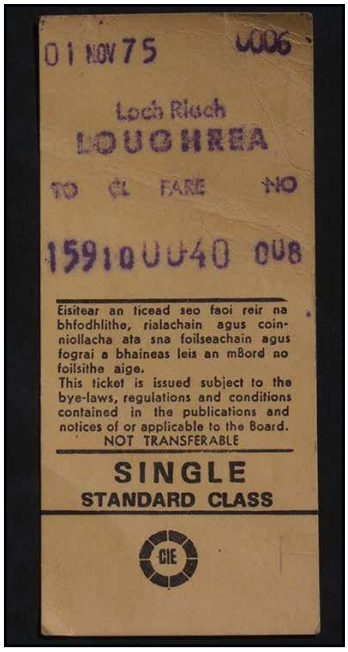
Station Accommodation.	Crane Power.	Stations, &c.	County.	Company.	Position.
G P F L H C	3 0	Loughrea	Galway	M. G. W.	Branch from Attymon.

LOUGHREA

Men on bench at Dunsandle 14 August 1975.
(Photo © Frank Haskew)

Trackworker at Dunsandle 14 August 1975 - A trackworker has just been dropped off and the driver is awaiting the right of way with the 10.36 to Attymon.
(Photo © Frank Haskew)

Ticket from 12 August 1975; ticket from 12 August 1975; Loughrea last day ticket. *(Photos © Frank Haskew)*



Loughrea Branch public timetable from 10 September 1962 - the final period of steam service. At this time, just two trains ran daily in each direction, and morning and evening connections to the main line at Attymon were provided by a bus service, which had commenced from 17 October 1955.

DUBLIN - LOUGHREA

WEEK-DAYS

		a.m.	p.m.	p.m.			BX. a.m. D.	a.m.	BX. p.m.	p.m. D.
Dublin		BX		BX	**Loughrea** ...	... dep.	8.25	11.10	3.35	8.15
(Westland Row) ...	dep.	8.40	...	6.50	Dunsandle ...	... ,,	...	11.31	3.51	...
Attymon Junction ...	arr.	11.52	...	9.42	**Attymon Junction**	arr.	8.56	11.49	4.11	8.46
,, ,,		p.m.		D.	,, ,,	dep.	9.04	...	4.28	8.54
	... dep.	12.05	4.30	9.50	**Dublin**		p.m.			a.m.
Dunsandle	... ,,	12.21	4.46	...	(Amiens Street) ...	arr.	12.17	...	7.28	12.34
Loughrea	... arr.	12.40	5.05	10.20	(Westland Row) ...	arr.	12.25	...	7.35	12.40

D.—Road service between Attymon and Loughrea. ★—See pages 56 to 67 for bus connections.
BX.—Buffet Car between Westland Row and Attymon Junction.

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Loughrea Branch public timetable from 17 June 1963 - showing the four round trip service which had commenced from 4 February that year, when a G-class locomotive took over from steam (No. 583), and the bus service was withdrawn. This was the first timetable in which the mixed services were specifically identified.

DUBLIN - LOUGHREA

WEEK-DAYS

		Mxd. a.m.	BX. a.m.	Mxd. p.m.	BX. p.m.		a.m.	Mxd. a.m.	BX. Mxd. p.m.	p.m.
Dublin						**Loughrea** ...	dep. 7.50	10.55	3.35	8.15
(Westland Row) ...	dep.	...	8.40	...	6.50	Dunsandle ...	,, 8.05	11.11	3.51	8.30
Attymon Junction	arr.	...	11.38	...	9.42	**Attymon Junct.**	arr. 8.25	11.35	4.11	8.48
			Mxd. a.m.		Mxd.	,, ,,	dep. ...	...	4.29	8.53
,, ,,	dep.	8.45	11.50	4.30	9.50	**Dublin**	...			a.m.
Dunsandle	,,	9.01	12.06	4.46	10.06	(Amiens St.) ...	arr. ...	...	7.27	12.30
Loughrea	arr.	9.20	12.30	5.05	10.25	(Westland Row)	arr. ...	...	7.35	12.40

BX.—Buffet Car between Westland Row and Attymon Junction. Mxd.—Mixed Train.
★—See pages 61 to 67 for bus connections.

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DUBLIN - LOUGHREA

WEEK-DAYS

		Mxd. a.m.	BX. a.m.	Mxd. p.m.	BX. p.m.
Dublin (Westland Row)	..dep.	...	8.40	...	6.50
Attymon Junction	..arr.	...	11.32 *	...	9.36 *
			Mxd.		Mxd.
,, ,,	..dep.	8.45	11.45	4.30	9.45
Dunsandle ..	.. ,,	9.01	12.01	4.46	10.01
Loughrea ..	.. arr.	9.20	12.25	5.05	10.20

		BY. a.m.	Mxd. a.m.	BX. Mxd. p.m.	2nd Class only Mxd. p.m.
Loughrea	..dep.	7.50	10.50	3.35	8.10
Dunsandle	.. ,,	8.05	11.06	3.51	8.26
Attymon Junction	arr.	8.23 *	11.28	4.11 *	8.45 *
,, ,,	dep.	8.33	...	4.25	8.49
					a.m.
Dublin (Amiens St.)	..arr.	...	...	7.17	12.28
(Westland Row)	..arr.	...	...	7.30	12.40
(Kingsbridge)	..arr.	11.25	...	...	...

BX.—Buffet car between Westland Row and Attymon Junction. Mxd.—Mixed Train.
BY.—Buffet Car between Portarlington and Kingsbridge.
*Change at Attymon Junction.

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Loughrea Branch public timetable from 14 June 1965 - the last timetable in which certain trains were specifically indicated as “mixed”. The note “2nd class” only for the 20:10 from Loughrea is curious.

TABLE 13 DUBLIN / GALWAY—ATTYMON JUNCTION—LOUGHREA AND BACK

		WEEKDAYS				†SUNDAYS†					WEEKDAYS					†SUNDAYS†	
273	870	274	871	276	873			Train No.		Train No.	273	870	274	871	873	276	
								km									
...	...	1305	...	1810	...	...	...		d Dublin (Heuston Stn.)		1110		...		...	...	...
...	0820	♀	...	♀	...	...	...		d (Connolly Stn.)		♀	...	...	1910	0100	...	...
...	1108	1543	...	2051	...	...	...		a Attymon Junction—		0847	...	...	1615	2054	...	...
0815	...	...	1540	...	2010	...	...	0	d Galway (Ceannt Stn.)		...	1140	1620	...	...	2120	...
0846	...	...	1613	...	2046	...	...	31·0	a Attymon Junction		...	1110	1545	...	...	2053	...
350	352	354		356				Train No.		Train No.	351	353	355		357		
								km									
0850	1115	1615		2055		...	...	0	d Attymon Junction		0833	1058	1535		2043	...	...
0906	1131	1630		2110		...	...	8·0	a Dunsandle		0815	1036	1516		2025	...	...
0925	1155	1650		2130		...	...	14·5	a Loughrea		0800	1020	1500		2010	...	...

For Explanation of Conventional Signs and Abbreviations, see Pages 6 & 7.

Loughrea Branch public timetable from 3 March 1975.
This was the service that prevailed up to closure, with minor alterations to match changes in the main line service.

Situated 1½ miles north of Loughrea station, Cosmona LC was on the former L11 minor road. The site has now vanished under the new N65 motorway link-road. Deutz locomotive G616 brings an Attymon Junction to Loughrea passenger train over the crossing on Saturday 24 May 1975. *(Photo © Jonathan M.Allen)*

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Attymon Junction to Loughrea — Loughrea to Attymon Junction

DOWN TRAINS	WEEK-DAYS 1 arr.	1 dep.	2 PAS. M arr.	2 dep.	3 Mixed arr.	3 dep.	Distance from Loughrea	UP TRAINS	WEEK-DAYS 4 Mixed arr.	4 dep.	5 Mixed M arr.	5 dep.	6 arr.	6 dep.
	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	M. C.		a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
WESTLAND ROW ...	...	...	...	8 40	...	...	—	LOUGHREA W ●	...	1110	...	3 35	...	...
AMIENS STREET ...	...	...	...	8 45	...	...	4 70	DUNSANDLE HALT ...	1131	1135	3 51	3 53	...	...
ATTYMON JUN. HALT●	...	...	1152	...	...	...	9 0	ATTYMON JUN. HALT...	1149	...	4 11	...	...	...
			Mixed M p.m.								PAS.			
ATTYMON JUN.† W	...	...	...	1205	...	4 30	—	ATTYMON JUN. ●	...	...	...	4 28	...	...
DUNSANDLE HALT ...	...	...	1221	1223	4 46	4 47	—	AMIENS STREET ...	...	...	7 28	7 30	...	...
LOUGHREA† ●	...	...	1240	...	5 05	...	116 15	WESTLAND ROW ...	...	...	7 35	...	...	...

Speed on Branch not to exceed 30 m.p.h. (Railcars 35 m.p.h.).

†—Electric Train Staff Stations. Now worked by manual Staff—Reversion to E.T.S. working, if required.

M—Scheduled Mail Train.

Road Service is provided between Attymon and Loughrea to give connection to and from 8.25 a.m. ex Galway and 6.50 p.m. ex Westland Row. For details see Public Time Table.

The Loughrea Branch table from the Working Timetable shown for the period commencing 10 September 1962 (final steam). Note the WTT reference to the public timetable for the additional bus services.

On Friday 10 October 1975, locomotive 232 passes through Cosmona LC with its single coach train from Attymon Junction. Note the CIÉ designed whistle-board visible beyond the crossing on the Up side of the line. These reflective yellow and black striped boards mounted on concrete posts appeared on the Loughrea branch after 1968.The design remains in use to this day on IÉ lines. *(Photo © Jonathan M.Allen)*

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ATTYMON JUNCTION TO LOUGHREA

Distance from Westland Row	DOWN TRAINS	Sectional Running Diesel		WEEK-DAYS							
				1		2		3		4	
				Mixed		PAS.		Mixed		PAS.	
		Pas.	Mxd.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.
				a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
—	WESTLAND ROW	...	...	...	...	...	8 40	...	...	...	6 50
—	AMIENS STREET	...	...	...	...	...	...	...	...	...	...
—	ATTYMON JUNCTION HALT .. ●	...	...	...	...	11 38	...	...	...	9 42	...
						Mixed Mail				Mixed	
						p.m.	a.m.			p.m.	p.m.
—	ATTYMON JUNCTION .. .. † W	...	...	..	8 45	...	11 50	...	4 30	...	9 50
—	DUNSANDLE HALT	13	14	9 01	9 02	12 06	12 08	4 46	4 47	10 06	10 07
—	LOUGHREA† .. .. .. ●	15	16	9 20	...	12 30	...	5 05	...	10 25	...

LOUGHREA TO ATTYMON JUNCTION

Distance from Lough-rea	UP TRAINS	Sectional Running Diesel		WEEK-DAYS							
				1		2		3		4	
				PAS.		Mixed		Mixed Mail		PAS.	
		Pas.	Mxd.	arr.	dep.	arr.	dep.	arr.	dep.	arr.	dep.
M. C.				a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.
—	LOUGHREA .. .. W ●	...	...	...	7 50	...	10 55	...	3 35	...	8 15
4 70	DUNSANDLE HALT	13	14	8 05	8 06	11 11	11 15	3 51	3 53	8 30	8 31
9 0	ATTYMON JUNCTION HALT	15	16	8 23	...	11 33	...	4 11	...	8 48	...
—	ATTYMON JUNCTION .. .. ●	...	...	...	...	...	...	...	4 29	...	8 53
—	AMIENS STREET	...	...	...	...	...	...	7 27	7 30	12 30	12 35
116 15	WESTLAND ROW	...	...	...	...	...	...	7 35	...	12 40	...

Speed on Branch not to exceed 30 m.p.h. (Railcars 35 m.p.h.).
†—Electric Train Staff Stations. Now worked by manual Staff—Reversion to E.T.S. working, if required.
Mixed Trains on Branch Max. Load with Deutz Loco.—1 bogie, 5 laden wagon sand 1 goods brake van.
Pas.—Trains on branch max. load with Deutz Loco.—90 tons.

The Loughrea Branch table from the Working Timetable shown for the period commencing 17 June 1963 (first diesel schedule).

The railway staff on the Loughrea branch were always noteworthy for their friendly and welcoming gestures given to enthusiasts visiting the area who wished to sample Ireland's last traditional rural branch line railway. On Friday 23 March 1973, a number of staff pose for the camera on the well cared platform at the Loughrea terminus. *(Photo © Tom Davitt - IRRS Collection)*

Locomotive 047 lifts a Knock pilgrimage special to Claremorris out of Loughrea on Sunday 25 May 1975. As there was no scheduled services on Sundays, this was the only train on the Loughrea Branch on this day. The long headshunt from Loughrea station is visible on the right, being used as a vantage point by photographers Aubrey Dale and Bill Watson. Behind the photographer is Cosmona LC.
(Photo © Jonathan M.Allen)

On Saturday 11 October 1975, locomotive 232 is recorded passing Killariv LC with the branch passenger service from Attymon Junction. Killariv was the only level crossing on the Loughrea Branch not to be equipped with protective semaphore signals. On the left can be glimpsed the gate keeper's house and its gate keeper.
(Photo © Jonathan M.Allen)

The classic view of the branch terminus at Loughrea, with locomotive B220 operating the branch line services. The guard stands by, having removed the tail lamps from the coach prior to locomotive B220 backing onto the train for the return journey to Attymon Junction.
(Photo © Jonathan M.Allen)

Ex GSWR brakevan 8664, bearing the inscription 'TO WORK ON CASTLEISLAND BRANCH ONLY', is recorded on the branch passenger service at Loughrea on Wednesday 14 August 1968.
(Photo © Norman Gamble)

Pictured on Friday 23 March 1973 at Attymon Junction was fuel tank wagon, 406A. This wagon was used to top-up the branch locomotive so as to avoid working to Galway for refueling.
(Photo © Tom Davitt - IRRS Collection)

The twin-road MGWR locomotive shed at Loughrea, disused since steam traction ceased on the branch line workings in 1963, Wednesday 14 August 1968. Visible to the left is the Home semaphore signal.
(Photo © Norman Gamble)

The disused stone built water tank (capacity 6,106 gallons) and coal staithe at Loughrea, photographed on Wednesday 14 August 1968. These structures were almost identical to those found on the MGWR's sister branch line to Ballinrobe. *(Photo © Norman Gamble)*

3-ton goods crane at Loughrea, positioned beyond the goods shed on the Down side of the yard, Wednesday 14 August 1968. *(Photo © Norman Gamble)*

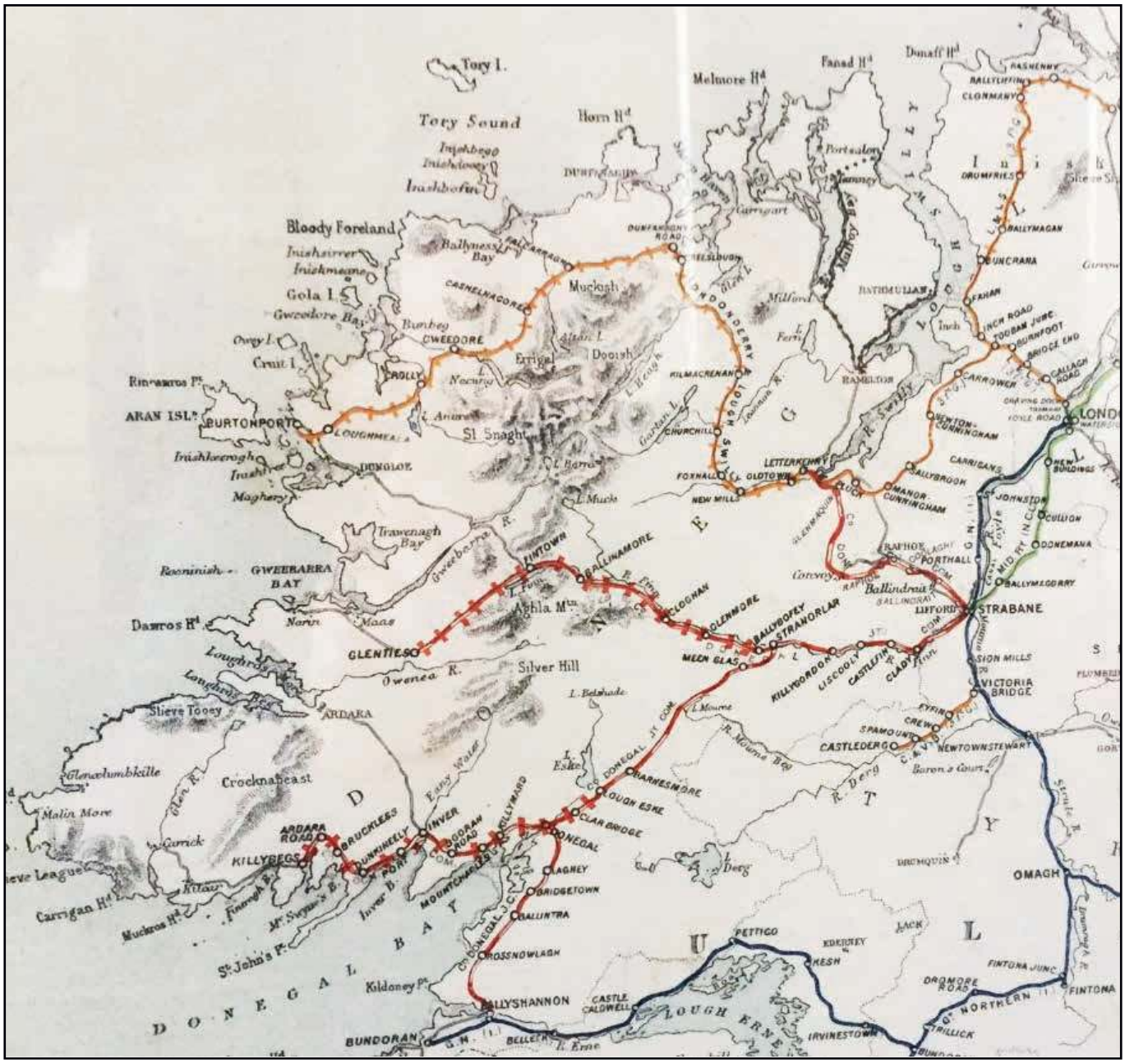
Interior of CIÉ carriage 1904, recorded at Loughrea on Tuesday 16 September 1975. Note the storage heater.
(Photo © Norman Gamble)

The popular halt keeper at Dunsandle, Mrs Whelan, pictured with her daughter on Friday 23 March 1973. Dunsandle was one of the most well-cared for stations in the west of Ireland. The station, now in private ownership and restored to its former glory, is visible to many motorists passing on the nearby M6 motorway to Galway. (*Photo © Tom Davitt - IRRS Collection)*

(above) Loughrea signal cabin, pictured on Tuesday 16 September 1975. A similarly designed signal cabin still exists nearby at the former Carrowduff station
(Photo © Norman Gamble)

(right) The large type ETS instrument at Loughrea, pictured not in the signal cabin but in the main station building in this view dating from the early 1970s.
(Photo © Richard Wall)

(below right) 'One Engine in Steam' manual staff for the Loughrea-Attymon Junction section, pictured in September 1970. The key on the end of the staff was used to unlock the ground frame at Dunsandle station for accessing the goods siding there.
(Photo © Norman Gamble)



Map of the Londonderry & Lough Swilly Railway (orange) and County Donegal Railway (red).

This is an extract from the map of the Irish Railway network displayed in the Society's Dublin Meeting Room and donated to the Society in memory of the late Mr. Theodore and Dr Ruth Stoakley of Sneem, County Kerry in August 1998.

The following paper on the Lough Swilly was put together entirely from a set of files in the IRRS Archives. The Archives and Library contain extensive material, which is available to members for research. There is much subject matter still to be explored and great scope for generating interesting papers, both for presentation at meetings and for publication, either in the printed Journal or eJournals.

The Lough Swilly revisited

ERNIE SHEPHERD Dip. Loc. Hist. (NUI Maynooth)

Mr Shepherd's paper was published in abridged form along with illustrations in print Journal 188. The text is now reproduced here in full, including the five reports and the various Appendices, all of which together provide a detailed insight into the state of the L&LSR in 1930.

PROPOSALS FOR AMALGAMATION OF L&LSR AND CDRJC

In Journal 120, February 1993, Des Fitzgerald gave us an interesting insight into the affairs of the L&LSR in 1928 and early 1929. He relates how Henry Forbes, secretary and manager of the neighbouring CDRJC, reported on the possibilities of amalgamating the two companies. The last paragraph of the article notes that no further action was taken, the late Ted Patterson adding the comment that "The interesting prospect of a unified narrow gauge system nearly 225 miles vanished for the last time." This in fact was not quite the end of the story as consideration was once again directed to the idea in late 1930. As the 1930 reports went into rather more detail than the two earlier Forbes reports, it was considered worthwhile revisiting the matter.

J.B. Stephens and W.V. Wood, respectively general manager of the GNR(I) and vice-president of the LMS, confirmed on 13 September 1930 the setting up of a commission to report, if possible, within a month on proposals "for the fusion into one System of the Railways in the County of Donegal." The Commission was to consist of Messrs Taylor and Wallace of the LMS and Mr Shanahan of the GNR(I), assisted by George T. Glover and Henry Forbes, respectively locomotive engineer of the GNR(I) and secretary & manager of the CDRJC. The terms of reference to the Commissioners were seven in number, namely:

(1) The physical condition of the permanent way, rolling stock, stations, buildings and plant on the L&LSR;

(2) Changes in organisation under the heads of Traffic, Permanent Way, Maintenance and Rolling Stock Maintenance, the latter to include the location of workshops;

(3) Alteration in Train Service, including the substitution of Road Services, and the introduction of feeder Road Services;

(4) The amount of Rolling Stock in the two undertakings which would become superfluous;

(5) Economies to be effected;

(6) Particulars of the Staff who would become redundant, with an estimate of the amount of Compensation based on the terms embodied in the Railways (IFS) Act of 1924, as amended by the Railways (Existing Officers & Servants) Act of 1926;

(7) The present and potential financial position of the L&LSR, including its Road Motor operations.

By the time of the first meeting of the members of the Commission held at the NCC boardroom in Belfast on 26 September, it was announced that Messrs Glover and Wallace had already taken steps to prepare their reports. Glover, in fact, travelled to Derry four days later on the 08:45 from Belfast, taking with him Foreman McGowan from Dundalk, who was deputed to inspect the L&LSR carriage and wagon stock at Pennyburn. Glover meanwhile met up with Henry Forbes and went on a two day tour of the Swilly system in CDRJC Railcar No. 4, apparently preceded by L&LSR locomotive No. 5 in charge of Driver Richard Quinn. The Burtonport extension was seen on the first day and the Carndonagh line on the following day.

A second meeting of the commissioners was held at the Victoria Road station in Londonderry on 3 October, following the arrival of the 09:30 from Belfast. Glover confirmed to the meeting that he hoped to have a full report prepared as soon as the question of the proposed re-organisation of services had been settled. In the meantime, he advised that he had personally inspected 14 of the 16 L&LSR locomotives, the two exceptions being Nos. 2 & 4. He had also inspected the company's steamer *Lake of Shadows* and two motor boats. The sheds at Carndonagh, Letterkenny and Burtonport were inspected; as regards the latter the water softening plant had not been in use for more than ten years and was quite unfit for purpose. Glover commented on the poor state of the permanent way on parts of the Carndonagh line, which caused a degree of rolling. Comment was also made on the fact that a number of enginemen had already been paid off; these were all good, well-trained young men, leaving inferior older hands. One might speculate as to whether he included Richard Quinn in the latter category – he was 42 years of age with 25 years' service!

At the Derry meeting, Wallace confirmed that he hoped to have his report on the permanent way etc available in about ten days. Forbes for his part was of opinion that an amalgamation of the two lines was unlikely to effect any material economies so far as his line was concerned, apart perhaps under the heading of workshop costs. Glover raised a number of questions which required Forbes' attention, viz. the disparity in coupling heights between the stock on the two lines – 2ft 10½in on the CDRJC and 2ft 7½in on the L&LSR, whether either-side brakes should be fitted to Swilly wagon stock as it passed through Shops, and whether Forbes considered it essential to fit the latter stock with brake pipes.

FORBES ON HUNT'S 1930 PROPOSALS

Henry Hunt, the L&LSR general manager, had earlier in the year submitted proposals for effecting economies and Forbes had written a brief report outlining his comments on those proposals as follows:

"The Statement of the Estimated Economies was prepared early this year; since then 14 men have been dispensed with, so that the saving in Wages and Salaries of £20,260 is now reduced to about £18,784. It is not necessary to go into the savings in Coal etc. further than

to remark that as certain passenger trains must for reasons given below, continue to run, no provision has been made for the cost of coal for these trains, so that a saving of £4,400 is illusory.

"It is assumed that the whole of the Ordinary Passenger Traffic can be worked by road buses; it is obvious, however, and with this Mr Hunt agrees, that it would be necessary to continue to run special passenger trains on certain days and for particular events, a few of these are enumerated, viz:-

"Carndonagh Line

Each Monday, for market passengers, Derry & Carndonagh.

Each Monthly Fair day, Derry & Carndonagh.

Each Sunday during summer, Derry & Carndonagh.

Excursion Summer Specials, Derry, Ballyliffan & Carndonagh.

"Buncrana Line

During summer a frequent service of trains must be run between Derry and Buncrana, not only on Sundays, when traffic is very heavy, but on Thursdays and Saturdays as well.

"Letterkenny & Burtonport Lines

Special passenger trains required for various Hiring and monthly Fairs, also Excursions to Doon Well and other places.

None of the lines can, therefore, be absolutely closed down for passenger traffic, consequently the permanent way must be properly maintained and kept safe for passenger train running. To get over the expense this involves, Mr Hunt suggests that when Excursion and other passenger trains are to be run, the Engineer should be advised in advance, and an extra flying squad could give the road an overhaul. Comment on this proposal is unnecessary in my view; no Engineer should be asked, even if he were willing, to take such a responsibility and risk. A system of patrol men and flying squads would be unsuitable on the Donegal Railways and the lines could never be safely maintained with anything like the force suggested.

"It is proposed to deal with goods traffic by running two goods trains each way daily between Derry and Buncrana & Carndonagh and Letterkenny & Burtonport. No timetables were forthcoming to show how this plan would work out; it was explained the timing and working must depend on circumstances. The goods trains assumed to be adequate, were arrived at by taking the number of loaded wagons moved over each Section daily and arbitrarily deciding that instead of three, one train would deal with all the traffic. This seems plausible, and if all wagons contained say coal from Derry to Burtonport and stone from Burtonport to Derry, might meet the case; in practice it is, however, very different; it is not so much the quantum that counts as the diversity and character of the goods. A quick and satisfactory service is essential to meet public requirements and one goods train in lieu of the present three on the Carndonagh and Burtonport lines would unquestionably lead to a still further diversion of traffic to the roads.

"I might elaborate my views on other points at greater length, but will only say that it is my considered opinion the Scheme is purely a Paper one; it will not bear investigation by anyone conversant with local needs and conditions in Donegal. The economies foreshadowed would not materialise and the whole scheme is impracticable."

The last paragraph clearly shows that Forbes had not been very convinced by Hunt's proposals. However, he went on to submit a first report to the commissioners, dated 13 October.

FORBES' FIRST REPORT

Forbes' customer-oriented views are apparent from his first paragraphs:

"In putting forward proposals for working the L&LSR as part of a unified system, so much depends on local circumstances and conditions, which have to be carefully studied on the spot, that any plans here outlined must be clearly understood to be of a provisional nature and subject to modification when actual experience has been gained.

Train Service. The most difficult question to decide is as to what the future service should be, having regard to the necessity of reducing expenses, while providing the public with reasonable facilities, as well as endeavouring to develop the district. It is easy to cut out existing services and thus show savings, but to maintain its usefulness, a transport undertaking must meet modern conditions and requirements. The time has long passed when a Railway even if entrusted with a monopoly can adopt a "take it or leave it" attitude towards its customers, and if such a policy were attempted – certainly so far as the transport of goods is concerned – any individual by using his own lorry has a remedy at hand."

Forbes' report continues with a detailed review of various options, including continuing the Swilly train services, withdrawal of all passenger service other than Buncrana (not favoured by Forbes), and combination of shop forces (all locomotive work at Pennyburn and all carriage and wagon work at Stranorlar). He also examined marine, carting and bus services, savings in working, and the matters of coupling height and brake systems. All Head Office activities would have gone to Stranorlar.

Forbes' first report follows in full on page 20.

FORBES' SECOND REPORT

Reference has already been made to questions raised by Glover, these in part necessitating a second report from Forbes, which was submitted on 27 October.

In this, Forbes put forward a draft Time Table for the Lough Swilly lines. A minimum of two passenger trains a day was proposed for the whole system, with a Rail Motor to cover some trips on the Carndonagh line. In addition, Forbes considered three options for the Burtonport line, retention of the entire route, closure to passengers beyond Cresslough, and closure to passengers beyond Kilmacrenan, the two latter being ruled out.

The expected savings from Forbes' proposed timetable are meticulously set out in great detail.

Forbes also considered that further savings might

result from the unified undertaking working the Strabane and Derry section of the NCC. This would have produced a system of some 240 miles, and would have made it by far the longest narrow gauge network in these islands under single management.

Forbes' second report can be found on page 24.

WALLACE'S REPORT (Page 26)

Two reports on the L&LSR permanent way etc. were prepared by Wallace, one of the LMS representatives on the Commission. The first of these was put before the commissioners on 15 October and the second on 27 October. As the second report was in effect an updated version of the earlier one, only it is quoted below, commencing on page 26.

Wallace provides a comprehensive review of the state of the Lough Swilly track and infrastructure as of 1930, giving a rare insight into the condition of a major Irish narrow gauge line at a crucial time for the railway industry.

GLOVER'S REPORT (Page 30)

A lengthy report on the Lough Swilly's rolling stock and marine vessels was provided by Glover. All L&LSR locomotives had been inspected and their condition is set down in detail, see page 30. It contains extensive particulars of all carriage and wagon stock follow, with further information in the Appendices (pages 36-51), along with details of spending on rolling stock during the 1920s. Estimated costs for bringing Lough Swilly material up to a proper standard and into technical uniformity with Donegal equipment are provided.

There is an interesting section of the marine activities of the Lough Swilly. The cross-Border implications of moving jobs between Pennyburn in Derry and Stranorlar are also examined.

MACKIE'S REPORT (Page 34)

In addition, J. T. Mackie, the GNR(I) Road Superintendent, submitted a report to Glover on the L&LSR road vehicles. Although not central to the railway story, Mackie provides a fascinating account of the acquisition of private bus operators by the Swilly, as well as an interesting aside on a GNR(I) bus service between Derry and Carndonagh, see page 34.

CONCLUSION

Despite this profusion of reports, or perhaps because of them, the suggested fusion into one System of the Railways in the County of Donegal progressed no further, and the L&LSR and the CDRJC continued as independent entities until the end of all rail service on the Lough Swilly in 1953, and only seven years later, also on the Donegal.

So finally came to an end all ideas of an amalgamated narrow gauge railway system in County Donegal. These various reports give us an insight into the many problems which would have been encountered if such a proposal had been brought into operation, not only physical but political. The latter caused further difficulties during the 1930s when Government subsidies were, reluctantly on the part particularly of the Northern Ireland Government, paid to keep the Lough Swilly system afloat for a little longer. It would be interesting to speculate whether the L&LSR would have survived as a railway beyond 1953 and whether the CDRJC would have survived as long as it did, encumbered with the Lough Swilly; we will never know.

In the real world, Buncrana to Carndonagh closed in 1935 and Letterkenny to Burtonport in 1940. Services were resumed as far as Gweedore in 1941, but withdrawn again in 1947.

The Donegal remained intact until 1947, when the Glenties lines closed to regular traffic. Trains to Derry ceased from 1 January 1955, but the rest of the system survived until closure from 1 January 1960, with freight services from Strabane to Stranorlar for a weeks more.

Forbes' First Report – 13 October 1930

In putting forward proposals for working the L&LSR as part of a unified system, so much depends on local circumstances and conditions, which have to be carefully studied on the spot, that any plans here outlined must be clearly understood to be of a provisional nature and subject to modification when actual experience has been gained.

Train Service. The most difficult question to decide is as to what the future service should be, having regard to the necessity of reducing expenses, while providing the public with reasonable facilities, as well as endeavouring to develop the district. It is easy to cut out existing services and thus show savings, but to maintain its usefulness, a transport undertaking must meet modern conditions and requirements. The time has long passed when a Railway even if entrusted with a monopoly can adopt a "take it or leave it" attitude towards its customers, and if such a policy were attempted – certainly so far as the transport of goods is concerned – any individual by using his own lorry has a remedy at hand.

First. My desire would be to maintain the present mixed train service but discontinuing the tri-weekly goods train now running between Derry and Burtonport. Cancelling this would reduce the mileage by 24,000 miles, representing a saving of £500 a year in Coal, Oil etc. and an adjustment of duties would enable a Driver, Fireman, Cleaner and Guard to be dispensed with, an additional saving of £630. Assuming that Coal Consumption over the whole system can be brought down to the level on the Joint Line, this would produce a further saving of £500 a year. If the Permanent Way maintenance was as on the Joint Line, viz. 1¼ mile per man, six men would become redundant, saving £540. The P.W. Engineer and pupil £512 can be dispensed with, but an additional P.W. Inspector £207 will require to be appointed, the net saving being £305.

The total reduction under this head would thus be:-

Table 1 (next page)

Table 1

Discontinuance of Goods Train, Fuel etc.	£500
Discontinuance of Goods Train, Wages etc.	£630
Reduced Coal Consumption (whole line)	£500
Less P.W. Engineer (Net)	£305
Less P.W. men (6)	£540
Total	£2,475

This method of working would necessitate the entire line being maintained in a safe condition for the running of passenger trains, and while it might not result in as large a saving as that aimed at, would have the following advantages:

(1) Facilities would continue to be provided for those still desiring to use the Railway, and wide areas convenient to the Stations and yet remote from existing or proposed Bus routes, would be served.

(2) It would preserve to the Railway existing Excursion traffic, that forms a considerable portion of the revenue, which could not possibly be worked by Buses, and may be capable of further development.

(3) It would prevent local dissatisfaction, as the public would expect increased rather than diminished facilities on the line being taken over by a stronger concern.

Second. An alternative, which, however, I do not favour, would be to close the Burtonport, Carndonagh and Letterkenny lines for passenger traffic and confine these to purely goods trains. It would, however, be absolutely necessary to run two trains each way daily over these sections; one train each way would be quite inadequate, if the traffic is to be properly catered for and a speedy service maintained in competition with road transport. It is futile to think that because monopolistic powers may be granted to the railway that the latter can dictate the service they will give; any attempt to do so would, as already explained, result in traders running their own lorries; besides, if as is hoped, a portion of the lost traffic can be recovered it will be more than ever necessary to handle it so satisfactorily and without delay as will prevent its diversion again.

Assuming for the sake of argument that the methods of permanent way maintenance suggested in the L&LSR Scheme were adopted, viz. 3 miles per man instead of 1¼ miles as on the Joint Line, this would reduce the number of men on the Burtonport, Letterkenny and Carndonagh Sections from 70 (based on 1¼ miles per man) to 30 (based on 3 miles per man), leaving 40 men redundant, representing £3,520 per annum. It will be for Mr Wallace to say if he agrees to such a drastic reduction.

This alternative scheme would produce savings as under:-

Table 2

Discontinuance of Goods Train, Fuel (as before)	£500
Discontinuance of Goods Train, Wages	£630
Reduced Coal Consumption (whole line)	£500
Less P.W. Engineer (Net)	£305
Less P.W. men (£540+£3,520 above)	£4,060
Total	£5,995

If the alternative mode of working were adopted the loss of passenger revenue will be considerable; all organised and other Excursion traffic over the three closed Sections would be wiped out; the Buses could not possibly cater for this business either as regards accommodation or in cheapness, and the idea of continuing to develop Excursions to Kilmacrenan (Doon Well), Ballyliffan and other resorts would have to be abandoned. This seems a retrograde policy, would cause great public dissatisfaction, and the Government would probably be called on to have facilities restored. For instance, the following Excursion parties carried in 1930 – a very poor season – could not be handled either physically or economically by Buses:

Table 3

Derry to Carndonagh	661
Carndonagh to Kilmacrenan	377
Carndonagh to Kilmacrenan	273
Carndonagh to Kilmacrenan	301
Letterkenny to Buncrana	314
Letterkenny to Buncrana	300
Derry to Kilmacrenan	468
Carndonagh to Buncrana	406
CDRJC to Kilmacrenan	336
CDRJC to Kilmacrenan	125
CDRJC to Buncrana	233
Derry to Kilmacrenan	300

It must be remembered that Londonderry has a population of over 40,000, and notwithstanding the curtailment of train services and intensive bus competition, 77,000 passengers travelled by train from Pennyburn for the eight months ending August 1930.

Loco. Carriage, Wagon and Bus Maintenance. I agree with Mr Glover that Locomotives and Buses should be maintained at Pennyburn, and the Carriages and wagons at Stranorlar. Mr Glover thinks he could effect a saving of £1,000 per annum from the fusion of the Shop forces; in addition, the Sailmaker at Derry and two Examiners could be dispensed with (the Oiler to act as Examiner), this would represent an additional saving of £374 per annum, or a total of £1,374.

Steam & Motor Vessels. The *Lake of Shadows* should be scrapped, but the two Motor Boats retained to ply between Fahan and Rathmullen, and the following dispensed with:-

Table 4

Agent at Ramelton	£117
Agent at Rathmullen	£78
Engineer at Fahan	£98
Total	£293

Carting services. The Carting Services should be continued and if necessary extended, providing too much is not being paid for the distribution; uneconomic rates are being charged for goods for Ramelton, Milford etc. via Kilmacrenan, for the purpose of abstracting traffic from Letterkenny and the delivery for Ramelton, Rathmullen, Milford and Kerrykeel should be from Letterkenny, rather

than from Kilmacrenan.

There is a very heavy Lorry traffic between Derry and Ramelton, Milford, Rathmullen, Kerrykeel, Carndonagh, Moville and other points which the L&LSR have failed to secure; these services should either be taken over or the traffic carried by rail to the nearest rail head, and distributed from there. This should augment the revenue very considerably, but to what extent it is impossible to say.

Bus Services. The only months in the year in which passengers in any number travel are July, August and September and it is doubtful, taken as a whole, if the Bus Services will produce a profit. Any surplus on the Derry-Buncrana service will probably be lost on the outside districts. This is borne out by the August returns, showing that whilst a profit was made on the Buncrana road the other routes did not pay working expenses.

Traffic Expenses. The greatest economies can be effected in the Traffic department; the Stations are overstaffed and very little has been done in reducing the number of Agents, Clerks etc. The following reductions can be carried out:-

(above) Mid-1950s view of the disused Gweedore station, with the trackless Clady River bridge in the foreground. A 1936 picture of a L&LSR train at Gweedore appears in IRRS Journal 188. *(Photo © Leslie Hyland - IRRS Collection)*

Table 5

		Saving per annum
Derry Passenger (3 clerks) 1 Redundant	£180	
Derry Goods (4 Clerks) 1 Redundant	£180	
Derry Goods (2 Checkers) 1 Redundant	£120	
Derry Goods (1 Foreman) 1 Redundant (One Foreman to attend Passenger & Goods)	£140	
Tooban Jct. 1 Checker (1 Head Porter to remain)	£104	
Inch Road Agent to go(Tooban to supervise)	£170	
Buncrana (2 Clerks) 1 redundant	£180	
Ballymagan Agent to go (Buncrana to supervise)	£162	
Ballyliffen Agent to go (Carndonagh to supervise)	£189	
Sallybrook Agent to go. Boy Porter appointed	£100	
Foxhall Agent to go. (Churchill to supervise)	£189	
Dunfanaghy Agent to go. (Creeslough to supervise)	£180	
Cashelnagore Agent to go (Falcarragh to supervise)	£193	
Gweedore (2 Porters) 1 Redundant	£88	
Crolly Agent to go. (Gweedore to supervise)	£203	
Kincasslagh Agent to go.	£203	
Dungloe Road. Agent to go (Burtonport to supervise)	£215	
		£2796
Clothing & Insurances, say	£100	
		£2,896
Allowance to Agents for increased duties, say	£200	
		£2,696

In the case of Letterkenny, not included in the above, the working of both stations should be amalgamated, the following Staff being rendered redundant. It would be advisable to carry on in the meantime without making any

alterations in the lie out of the Stations until experience is gained as to working under the new conditions; the savings shown can be carried out without making any physical changes:-

Table 6

Station Master Letterkenny Redundant	£246
Clerks (now 3) Redundant 2	£346
Signalman/Porter 1	£104
	£696
Uniform & Insurance	£10
	£706
Advance to present Station Master for increased duties	less £30
	£676
Total saving in Traffic Staff and Expenses would thus be:-	
Letterkenny Station	£676
Other Stations	£2,696
Printing & Stationery	£400
Total	**£3,772**
Head Office Staff. The following would become redundant:-	
General Manager	£970
Accountant	£380
Chief Clerk	£315
Clerks (now 8) Redundant 4	£738
Total	**£2,373**
The following reductions can be made under this head:-	
Directors' & Audit Fees	£530
Office Expenses	£100
	£630
Less Superannuation Contributions	£200
Total	£430

Purchase & Distribution of Stores. As the L&LSR – due to credit buying etc. – pay at least 2s per ton more for the same class of locomotive coal than the Joint Committee there would be a saving of £500 a year in this item, and £300 in economy and purchase of other Stores, representing a total of £800 a year.

Summary of Economies under Unified Control.

Table 7

	First Plan	Second Plan
Train Working and Per. Way	£2,475	£5,995
Carriage & Wagon Maintenance	£1,374	£1,374
Steam & Motor Vessels	£293	£293
Traffic expenses	£3,772	£3,772
Head Office	£2,373	£2,373
General Charges	£430	£430
Purchase of Stores	£800	£800
Total	£11,517	£15,037

Telegraphs & Telephones. The reductions in the Traffic Staff can only be made if and when Telephones replace the present Needle telegraph Instruments; so long as the latter are in use qualified telegraphists are required, while any porter can attend the telephone. The cost will not be great, say £5 per Telephone or about £200 for the whole line; the old Telegraph Instruments are unsaleable.

Automatic Brake. The whole of the Rolling Stock must be equipped with the Automatic Brake, Cylinders or Pipes, with 2in couplings as on Joint Line; Mr Glover will give an estimate of the cost.

Buffer Height. The L&LSR Locomotive, Carriage and Wagon buffers will require to be raised about 3in to enable them to couple up with the Joint Stock; Mr Glover will also be able to give an estimate for this.

Administration. The whole Staff to be under the control of the Manager at Stranorlar, subject to technical matters being dealt with by Mr Wallace and Mr Glover in their respective spheres.

The present Locomotive Superintendent at Derry to be Maintenance Engineer, and responsible for the Maintenance of Permanent Way, Stations, Bridges and Works, also Locomotives, Carriages, Wagons, Rail Motors, Buses and Motor Boats. He will be under the Manager for routine work and subject to Mr Wallace and Mr Glover in technical matters. The Maintenance Engineer not to report direct to the Board.

The present Running & Operating Superintendent at

Stranorlar to be Operating Superintendent for the whole system, under the Manager for routine work, subject to Mr Glover in technical questions. He will take charge of Locomotives, Carriages and Wagons when turned over for traffic, be responsible for the working of trains and rolling stock, and have control of drivers, Firemen, Cleaners, Coal merchants, Washerout men and Guards, also the Engine Sheds, Coal, Water and Oil etc. His duties will be generally the operation of traffic on the Railway.

A Road Motor Controller to be appointed at Derry who would have full charge of running and operating the various Bus and Cartage Services, and have control of all Bus Drivers, Conductors, Oilers and Cleaners. He will arrange routes and services; the repair and maintenance of Road Vehicles being under the Maintenance Engineer. The General Stores Department to be controlled from Stranorlar, with the present Storekeeper in charge; the Storeman at Pennyburn to be under him.

An Accountant at Stranorlar to be appointed for the amalgamated concern.

The Head Office to be at Stranorlar.

Forbes' Second Report – 27 October 1930

Supplementing report dated 13 October 1930. A draft Time Table is appended (Figure 2, page 51) showing proposed train working, and for reasons already given, and elaborated on, I consider this the minimum service that should be provided, if the passenger and goods traffic are to be catered for in a proper and reasonable way, existing business retained, and that lost recovered.

Derry & Carndonagh. The most economical way to work this Branch is to run the Carndonagh Engine between Carndonagh & Buncrana only, with one crew, booking on at 7.40a.m. and off at 4.0p.m., which with a meal hour, will bring the men within an 8-hour day. A Rail Motor with Trailer attached – latter to be dropped at Buncrana – to leave Derry at 4.0p.m. for Carndonagh, returning at 6.0p.m., the Motor Driver filling up his time in Derry at repairs etc. before starting out. This arrangement will give three services each way daily over the Branch, ample for all the requirements. The road bus service between Buncrana and Carndonagh to be withdrawn.

Derry & Letterkenny. The Engine stabled at Letterkenny to work to and from Derry, shunting at the latter in the interval, with one crew, booking on at 7.30a.m. and off at 3.30p.m., bringing them also within an 8-hour day. This will provide three trains each way daily between the points, viz. a local and two through Burtonport trains. The train from Letterkenny cannot be cancelled as it conveys Cattle traffic daily, and on the return trip is fully loaded with goods. Numbers of passengers who use, and will continue to use the Railway, will be catered for by this arrangement. The Bus Service between Derry and Letterkenny must be continued, to deal with passengers to and from places not conveniently served by Rail.

Derry & Buncrana. An Engine stabled at Derry must work between Derry & Tooban, Tooban & Buncrana, and Buncrana & Derry, to take out goods to Tooban Customs Station for clearance, and to connect at Buncrana with the first two trains over the Carndonagh line. One crew working an 8-hour day will suffice for this local service. The present Derry & Buncrana Bus Service cannot be curtailed and the running of rail motors in substitution for Road buses is not recommended until more experience is gained.

Derry & Burtonport. Two trains each way daily to run between Derry & Burtonport, the tri-weekly goods service to be cancelled. One train each way daily would not be adequate; the L&LSR officials consider the traffic cannot be worked forward even with two trains, but by reducing the accommodation for passengers, with a better system of wagon loading it can be done. Two Engines will be required, one stabled at Derry, the other at Burtonport, each to work daily Derry to Burtonport and back, and vice versa. The crew on the morning trains to change over at Kilmacrenan, and at Letterkenny on the evening trains. Four Drivers, 4 Firemen and 4 Guards will be required, all on a short day; this is unavoidable; the men cannot get from Derry to Burtonport and back in one day, unless working excessive hours, and if such crew works a single trip, lodging expenses would be incurred.

The above plan assumes that all trains will be "Mixed", which is what I recommend, consequently the line must be suitably maintained for passenger traffic.

Under the proposed Time Table the ordinary mileage will total 150,553 miles, against 198,837 at present, a reduction of 48,284 miles.

On train running the savings may be summarised as under:-

Table 8

Less Coal & Oil used for 48,284 miles	£1,200	
General reduction in Coal on total mileage, based on CDRJC		
Consumption, viz. 7lbs on 198,837 miles	£560	
	£1,760	
Less Drivers (now 11) As above 7, plus 1 spare, Redundant 3	£642	
Less Firemen (now 10) 7 plus 1 spare, Redundant 2	£320	
Less Guards (now 9) As above 7, Redundant 2	£280	
Less Cleaners (now 9) As above 5, Redundant 4	£560	
Less Coalmen (now 2) Redundant 1	£110	
Less Examiners & Greasers (now 4) Redundant 2	£208	
Less Clothing & Insurance for above	£75	£2,195
		£3,955
Deduct cost of running Rail Motor Derry & Carndonagh		
19,000 miles @ 3d		£320
Train Running Net Saving		£3,635

(The saving to be effected from withdrawal of the present Bus Service between Buncrana and Carndonagh, 37,000 miles @ say 6d £900, not taken into account).

It is taken as agreed that a "Mixed" train service must continue to run between Derry and Buncrana, Buncrana and Carndonagh, and Derry and Letterkenny, these sections being maintained in a condition to safely carry passengers.

As to the Burtonport line, on which opinion is divided, there are three proposals:-

1st. The line to remain open throughout for Goods & Passengers.

2nd. Close the line at Creeslough, goods for beyond to be distributed by lorries, with the line between Letterkenny and Creeslough open for goods traffic, but closed as between Kilmacrenan and Creeslough for passenger traffic.

3rd. Keep line open for Goods traffic Letterkenny to Burtonport, but closed as between Kilmacrenan and Burtonport for passenger traffic.

It is my fixed and considered conviction that notwithstanding the cost of track maintenance involved the first proposal is the right one. To close any portion of it for either goods or passengers would give rise to an outcry, and from what I know of the district the Government or the Working Company would be compelled to re-open it and restore the facilities to the 50,000 people, who in spite of road bus competition, still use it. There are occasions, such as Hiring Fairs, Races, Demonstrations and public gatherings, when road buses could not possibly deal with the crowds. Apart from the extra cost of maintenance the expense of carrying the ordinary daily passengers would be inconsiderable, as they could be accommodated in a combined Passenger Guards' Van, which would be required for goods trains in any case. The present annual loss in working the Burtonport line represents £105 per mile, as against £160 per mile on the Carndonagh and Letterkenny Sections, where it is agreed Mixed trains should continue; there therefore seems no reason why the Burtonport Line should be so drastically dealt with as in proposals Nos.2 & 3.

Proposal No.2. To close the line at Creeslough, even for passengers, would inflict great hardships on people wishing to get beyond; the present Road Bus Service stops at Gortahork, and there is little likelihood of its being extended as the roads are very bad; besides, to get from Creeslough to Gweedore, Burtonport etc. by road means a circuitous journey, as can be seen by the map, the distance to Gweedore and beyond being 6 miles greater by road than rail. Apart from this, as already stated, on certain occasions Buses could not possibly accommodate the crowds.

There are Cattle fairs held each month at Burtonport, Dungloe, Crolly, Falcarragh, Dunfanaghy and Gortahork, and provision must be made for Stock from these as well as general livestock traffic; large numbers of sheep are exported from the district.

To attempt to work goods by lorries beyond Creeslough as far as Burtonport, would be economically impracticable, 15,000 tons of traffic would be involved and it would require a huge fleet of 2-ton lorries to distribute this over bad roads, and the cost of motoring 30/40 miles would be prohibitive. The L&LSR charge 10s per ton for haulage from Creeslough to Carrigart, 6 miles, on this basis the average charge for distributing goods to places between Creeslough and Burtonport would probably be about 20s per ton which on the above tonnage would amount to £15,000. Who is to meet this? The railway rate on heavy goods from Derry to Burtonport or Gweedore would not be more than about 4s per ton over the Creeslough rate, therefore those working the lorries would have to lose the difference or the consignees would have to pay 16s per ton more.

It was pointed out that the lorrying would have the effect of encouraging the opening of such ports as Burtonport, Bunbeg, Dungloe for the direct importation of goods from Cross Channel; it was suggested this might not be undesirable, the goods to be lorried from the ports into the interior. From the railway point of view this would be a suicidal policy to adopt, it would cut out Derry, on which both the Donegal Railways depend as a distributing centre, and would of course water down the railway receipts as between Letterkenny and Derry. The encouragement of the opening of these western ports would also result in traffic being lorried to Glenties, Ardara, Doochary and Fintown, depleting the Joint Committee's revenue and probably leaving the Glenties line worthless. The policy pursued by both Donegal Railways is to encourage traffic from Derry, on which there is a long haul, and discourage the importation of goods through Burtonport, Dungloe, Bunbeg, Killybegs etc. and it is the only sensible and businesslike policy to adopt. To encourage the opening of the western ports would be fatal to the interests of both Donegal Railways.

It would be intolerable to turn passengers out of the train at Kilmacrenan and inform them they could not be carried to Creeslough, 8 miles further, although the train was going there.

Alternative No.3. To keep the line open for goods from Letterkenny to Burtonport but closed for passengers from Kilmacrenan would be unworkable, as already explained there are occasions when it would be absolutely impossible to accommodate the people in road buses; in addition to this there is a constant passenger traffic from Burtonport, Dungloe and other stations, to Kilmacrenan, which the present Bus Service would not suit.The estimated savings, incorporating those in this report and in the report dated 13 October 1930 would therefore be:-

Table 9 (next page)

Table 9

Running of Trains	£3,685
P.W. Department	£845
Fusion of Shop Forces	£1,000
Steamer Staff	£293
Traffic Expenses	£3,772
Head Office	£2,373
General Charges	£430
Stores	£800
	£13,198

The numbers of Rolling Stock (including Road Motor Vehicles, Steam & Motor Boats) owned by the L&LSR & CDRJC, also Road Motor Vehicles in use by other public carriers in County Donegal are shown on the returns already handed in.

Locomotives. On the Joint Line there are 20, three of these have been set aside since 1927, leaving 17 in service, and no further reductions can be made. The L&LSR have 16; under the new Time Table and providing for peak days 4 could be put aside, leaving 12 to work the restrictive service.

Carriages. On the Joint Line there are now 43. Since 1927 twelve have been converted into wagons, and no further reduction can be made; on several occasions this year every carriage was running. The Swilly Company have 43; four of these would become redundant, leaving 39; at peak times as many as 38 are in use. The 4 redundant carriages should be converted into wagons.

Wagons. Both lines are short of these and all would be required for traffic.

Steamers etc. The two motor boats are required, but the *Lake of Shadows* should be disposed of.

Omnibuses. The Joint Committee have 4 which will be required and the L&LSR 28, total 32. Of this number 4 owned by the L&LSR can be scrapped, and if the proposed Scheme is adopted, buses on or allocated for the following services will become redundant:

Table 10

Buncrana & Carndonagh	1
Letterkenny & Kilmacrenan	1
Gortahork & Burtonport	1

Of the balance 15 are required on daily service, 3 are spare for emergency trips and 3 require to be under repair.

Rail Motors. A Rail Motor and Trailer would require to be provided for the Derry-Carndonagh Service, say £1,000 for the two.

Public Carriers Vehicles. It would be quite impossible to say with any degree of accuracy how many vehicles would be needed under a road monopoly, the danger is that some of the carriers might dispose of their vehicles to private traders who would have sufficient traffic to keep them working on their own business.

Working of Strabane & Derry Section, NCC. Certain advantages would accrue in connection with traffic working were the Strabane & Derry Section merged in the new Company, control of the whole of the narrow-gauge traffic in Derry, the distribution of wagons there and direct contact with the merchants would all tend towards more efficient working, the complicated settlements involving a great amount of clerical work would cease, and generally the change would be desirable. It is doubtful, however, if there would be much if any economy in working, as the Staff on the Strabane & Derry Section has already been drastically reduced, and very little further savings can be effected, probably £200 a year would be saved in Clearing House Expenses, as 75% of the traffic on the Joint Line is with Derry and dealt with through the Clearing House.

Additional Revenue from Increased Rates & Fares. The passenger fares on the Joint Line are not unduly low and to increase them would probably prevent people travelling, no additional revenue can be anticipated from an increase, it might have the opposite effect. In the case of goods rates, these cannot be increased, any attempt to do so would encourage private traders to put on their own lorries, and it is from this competition that the Joint Line suffers most, as nearly every shopkeeper has a ton truck that could be used against the Railway. The constant threat of direct sea competition all round the coast forces the rates on the Joint Line down. It is understood the L&LSR do not consider any advantage would be gained by increasing rates or fares. It would be better policy to endeavour to get more traffic to the Railways rather than increasing the charges.

Wallace's Report – 27 October 1930

Permanent Way and Structures.

The L&LSR system has a geographical length of 99 miles. The total length of running line is 100 miles 30 chains. The system is divided into four sections, and the table below enumerates these and gives the date of opening and the length of running line in each section.

Table 11

	Date of opening	Length
Lough Swilly	1863/64	14m.60c
Letterkenny	1883	16m.65c
Carndonagh Extension	1901	18m.54c
Burtonport Extension	1903	50m.11c

The estimate of expenditure in the Engineer's Department, as shown in the accompanying table, has been got out on three assumptions:-

A. the Burtonport Extension to be closed west of Creeslough and to be available for goods traffic only between Creeslough and Kilmacrenan.

B. the Burtonport Extension to be available for goods traffic only west of Kilmacrenan.

C. the whole system to be maintained as at present.

The figures for annual maintenance are based on the actual expenditure on the CDR for the past few years. The figures for the expenditure for the next three years

are the sums estimated as necessary to bring the line into average condition. The paragraphs which follow give details of some of the more important expenditure required during the first few years.

Rails.

Lough Swilly. This section is laid with a variety of rail sections, varying in weight from 50lbs to 75lbs per yard, the latter being a second-hand GNR section. They appear generally to be in average condition, and no abnormal renewals will be required.

Letterkenny. This line was originally laid with a light section, about 40lbs per yard, but was entirely relayed by the late Board of Works in 1913/14, second-hand GN 75lb rails being used. These were rolled at various dates, but have considerable life remaining, the chief defect being that the joints are badly down, producing a somewhat noisy track.

Carndonagh Extension and Burtonport Extension. Both these lines are laid with 50lb section rails, similar to those on the CDR Glenties line. Except for some corrosion of the flange they show little effect from the traffic, which has been light since the opening of the lines. Assuming that the engines are restricted to the types with light axle loads, relaying will not be required for some years.

Sleepers.

The condition of the sleepers is not satisfactory. I have been furnished with a return showing the input since January 1917, sub-divided as in table below:-

(above) An example of the Lough Swilly's road fleet, pictured in Derry City on Monday 16 March 1953, with the company operating both single and double-deck buses for its passenger services. IH-6421 was a Leyland double-decker dating from approx 1947.
(Photo © Leslie Hyland - IRRS Collection)

Table 12

	Sleeper Totals	Sleeper Renewals since January 1917
Lough Swilly	31,152	14,908
Letterkenny	30,730	250
Carndonagh	39,432	19,168
Burtonport	105,888	53,245
Stock on hand	_____	248
	207,202	87,819

The renewals include 24,810 home grown uncreosoted, and 12,542 French uncreosoted, supplied by the Government towards the end of Control. These will have a short life. A number have already been removed, and the experience with them has been similar to the CDRJC, namely, that they have not more than half a normal sleeper life. The total of 37,352 uncreosoted sleepers is, therefore, equivalent to 18,676, making the equivalent input 69,143 or an annual input of 4,939. Renewals at this rate require an average sleeper life of 42 years. It is obvious, therefore, that considerable arrears in maintenance have accumulated, and as a result of having a large proportion of the line walked I am of opinion that the sleeper input for the next three years will have to be at the rate of 22,147 per annum, and that, as on the CDRJC, normal renewals will have to be at the rate of 1/25th, or say 8,288 per annum, if the line be kept open for passenger trains.

As practically half the mileage of the system is in the Burtonport Extension, it is obvious that heavy sleeper renewals will be required on this line when the original sleepers are replaced, as large numbers will fall due for renewal about the same date. The table below, which is only approximate, shows the total number of sleepers on the various sections, the equivalent numbers renewed, and the remaining sleepers over 14 years old. In the case of the Carndonagh and Burtonport Extensions these must be largely original sleepers which are now 29 and 27 years old respectively. The fourth column of the table shows the total number of sleepers required in each section to put the line in fair order. These sleepers are to be put in over a period of three years. The following column gives the annual input required for normal maintenance.

Table 13 (next page)

Table 13

Line	Total No. of sleepers	Equiv. Nos. Renewed	Remaining sleepers over 14 yrs. old	Required next 3 yrs.	Annual input for normal maintenance
Lough Swilly	31,152	13,105	18,047	9,177	1,246
Letterkenny	30,730	250	30,480	8,481	1,229
Carndonagh	39,432	15,848	23,584	13,659	1,578
Burtonport (A)	63,550	37,182	26,368	14,050	1,594
Burtonport (B)	105,888	39,940	65,948	35,124	3,710
Burtonport (C)	105,888	39,940	65,948	35,124	4,235

The annual input for normal maintenance on the Lough Swilly, Letterkenny, Carndonagh and Burtonport (C) lines is based on a renewal of 1/25th. On the Burtonport, Schemes A & B, the normal sleeper renewal on the line west of Kilmacrenan, is based on a sleeper life of 30 years. The estimated cost of supplying the new sleepers, with the necessary fastenings, for the next three years for the whole line is:-

Table 14

Scheme A	£9,073
Scheme B	£13,288
Scheme C	£13,288

The corresponding normal maintenance being:-

Scheme A	£1,129
Scheme B	£1,553
Scheme C	£1,658

Ballast.

The Lough Swilly section is generally ballasted with cinders, which are scanty in many places. £450 should be spent on this section during the next three years.

The Letterkenny Line was stone ballasted when relayed, but the ballast is getting scanty. Much of the formation is very narrow, and the offsets require making up. To make this line satisfactory £1,000 should be spent within the next three years.

The Carndonagh Extension is ballasted with an inferior quality of gravel, which is scanty in many places, and an expenditure of £400 per annum is required for the next three years.

The Burtonport Extension is also gravel ballasted, with the exception of ten miles of stone ballast. The gravel is not of good quality and is short in many places, and an expenditure of £800 per annum is required for the next three years.

Under Scheme A the immediate expenditure on ballast on the Burtonport Line will be £1,500, and under Scheme B £1,800.

Fences.

The fences on the Swilly Line are in very poor condition and will require an expenditure of £400 per annum for the next three years to bring them up to the CDRJC standard.

On the Letterkenny Line the fences are in slightly better condition, and a sum of £200 per annum for three years will bring them up to normal.

On the Carndonagh and Burtonport Lines the fences are in very poor condition. The original fences were made with iron posts, many of which have entirely disappeared. In order to make these safe it will be necessary to spend £400 per annum on the former and £500 per annum on the latter for the next three years.

Under Scheme A expenditure on fencing for the three years will be £900, while under B, of course, no change in expenditure can be made.

Stations.

With the exception of Derry terminus, the buildings are generally in average condition, except for painting, which has been neglected. The majority are masonry structures, so that normal maintenance will be on similar lines to the CDRJC.

Under Scheme A expenditure on station buildings will be diminished by £450 and annually by £150 thereafter. Under Scheme B it is assumed that passenger accommodation need not be maintained, with a three year saving of £150, and a subsequent of £50 per annum.

Signalling.

The signalling equipment is small, and appears in fair condition. Normal expenditure will be sufficient. The reduction of expenditure in Schemes A & B under this heading are negligible.

Telegraphs and Electric Train Staff.

Unlike the CDRJC, the L&LSR own and maintain their own telegraph and ETS lines. The wire used is galvanised iron, and Mr Newell, the Engineer, states it is in fair condition. The exposure is not a very severe one, so that a long life should be obtained. The poles appear light, but in fair order. The staff instruments appear to be well worn, and probably would be better of a general overhaul. It would facilitate traffic working if the telegraph instruments were removed and telephone substituted, as on the CDRJC. The cost of doing this would be approximately £300. Provided the Irish Free State Post Office will maintain the lines and instruments at a reasonable figure, it is doubtful that the present arrangement of Company

maintenance should be continued. If the work be done by the Company the cost should amount to approximately £150 per annum.

It is assumed that under the schemes for partial closing down that the telephones will still be required, and that in order to locate the goods trains it will be necessary to maintain the staff instruments. If this be the case it is probable that the only reduction in expenditure will be £50 in the first three years.

Bridges.

With five exceptions the bridges on the line are not large, and generally speaking are in good average condition and well maintained. All metal bridges should be painted during the next three years, at an estimated cost of £2,500.

The Owencarrow Viaduct, the most important structure, has a very severe exposure, and on two occasions trains have been derailed by wind storms, with on the last occasion considerable loss of life. As a consequence, the Company had to install a wind gauge at the adjacent station and traffic is shut down when a wind velocity of 80mph is reached. I would recommend that careful consideration be given to the possibility of erecting a wind screen on the viaduct, as it is obvious that apart from the cost of maintaining the anemometer there is always a risk of a sudden squall derailing a train which may be in the section before the wind rises to the specified velocity leading to shutting down of traffic. It is probable that a satisfactory screen could be erected for £1,000. Under Schemes A & B it will not be necessary for passenger trains to cross the Owencarrow Viaduct, and therefore it is assumed that the wind gauge may be withdrawn and that there will be no necessity to construct a screen on the bridge.

The railway crosses the Swilly River close to Letterkenny on a lattice girder half-through bridge of 90ft span. Plans were got out for the strengthening of this bridge after the relaying of the line, but owing to the high cost of materials, consequent on the war, work was postponed, although I understand the Government admitted liability to carry out the work. As the grouping of the systems, if carried out, might necessitate the rearrangement of Letterkenny station and yard, it is a matter for consideration whether the L&LSR line be not diverted to cross the river by the S&L bridge close alongside. The cost of the diversion would probably equal to, or slightly less than, that of strengthening or renewing the existing bridge superstructure, and should not exceed £1,900. It would be possible to arrange the trains so that the existing S&L station could be used for both railways. The cost of carrying out this alteration, together with the attendant signalling, would probably be £1,400.

Piers.

The Company own a pier at Fahan. This is a timber structure, and was built in 1921, and is in fairly good order. A certain amount of silting has occurred, which is believed to be due to the Company's steamer *Lake of Shadows* lying alongside the pier. There are also 26 fishing plots at Buncrana. These are in good order and will not require any expenditure.

Garages.

The Company's motor vehicles are housed in three garages, two of which are rented. The third, at Pennyburn, which is a building bought from the Derry Shipyard, is in course of reconstruction. This should require a normal maintenance of £20 a year.

Staff.

The figures given for the expenditure on permanent way under the various headings are based on the same standard of maintenance as the CDRJC, i.e. 1 man to 1¼ miles. In Scheme C the total number of men provided for is 80 platelayers and 2 Inspectors. The total cost of these men, together with engine power and wagon repairs, amounts to £27,100 for the first three years and £8,000 annually thereafter. If Scheme A be adopted for the Burtonport line, the normal maintenance of the line open for goods traffic only could be looked after by 1 man to 2 miles, instead of 1 man to 1¼ miles, giving a saving of 24 platelayers immediately with 2 additional at the end of the three year period, the total figure for wages, engine power and wagon repairs for the first three years being £27,100 and £6,970 annually thereafter. These platelayers to carry out the whole of the work in connection with the permanent way, that is to do all the maintenance, relaying and re-sleepering except during the first three years when a few additional men would be employed.

In getting out the figures for the extra ballasting to be done in the first three years an allowance has been made for men to get the ballast. The ordinary lengthmen will then be responsible for putting it in the line.

The large arrears in bridge painting are to be made up by a special gang, which can be dispensed with after the first three years.

Allowance has been made for one signal fitter and one linesman in getting out the annual maintenance on signalling and telegraphs.

Credits.

The most credit recovered from lifting the 30 miles of track under Scheme A would be very small. It is doubtful whether the buildings could be sold. The bridges would probably not pay for demolition. The total sum allowed is £5,280, which is counted as a reduction in the expenditure on the Burtonport line for the first three years.

Gweebarra Road Bridge and Approaches.

As requested by the L&LSR Commission Minute No.5 of 26 September 1930, I have had this bridge and the approach roads inspected. The bridge has nine spans, of about 50ft each, and crosses the estuary of the Gweebarra River. It was erected by the Congested Districts Board in 1896, and appears to have been very badly maintained. The whole structure exhibits very severe corrosion, but I understand that it has been painted and repaired quite recently. A rough check on the stresses caused on the bridge by the passage of two large buses has been made, and it was found that while under these conditions the main girders would be quite safe the trough flooring would be severely overstressed. It would be necessary to have the worst of the web members replaced and a considerable part of the troughing repaired. The bridge

should be painted at least once a year. I am unable to say what the actual cost of putting the bridge in proper order would be without making a very much more thorough and complete examination.

The road from Glenties to the bridge is macadamed and is in fairly good order. A large quantity of stone is on the ground to repair the worst parts. The road is rather narrow and there are several double bends, but these would not preclude the safe running of buses.

The road from Fintown to Dungloe is a gravel one, is in very bad order, and has several very sharp bends which absolutely preclude the possibility of using buses on this road.

Estimated Expenditure.

I append a table (not available) showing the estimated amount to be spent during the next three years, and also the estimated normal yearly expenditure thereafter.

Glover's Report – 29 October 1930

Report on L&LSR Rolling Stock and plant.

PHYSICAL CONDITION.

The Stock shown in the Annual Report of the Directors of the Londonderry & Lough Swilly Railway for 1929, and existing at the present time, is as follows:-

Table 15

			Annual Report 1929		Existing October 1930		Remarks
(ii)	(a)	Locomotives		16			
	(d)	Carriages	44		41		3 Carriages require to be rebuilt (Nos.2,6,19)
		Other Coaching	8	52	6	47	2 Pass. Vans b/u. & not replaced
	(e)	Wagons					6 Cvd. B/u. & not replaced
	(f)	Rly. Service Vehicles	7		7		
(iii)		Pass. Road Vehicles					
		Road Buses	4		28		24 since supplied.
(iv)		Steam Boats					
		Steamers	1				
		Motors	2	3		3	

All the Stock now in existence, as shown above, has been seen by GNR Inspector.

LOCOMOTIVES:

(See List attached – Appendices A and B)

The Locomotives have all been inspected, particular attention having been paid to the Boilers, and it is found that the Engines are in efficient working order, with the exception of No. 17, which is not worth further extensive repair, although still available for Shunting. The only heavy repairs to be provided for beyond the normal are two new Fireboxes (Nos. 1 and 11 Locomotives) and repairs to certain Fireboxes, also new Fireboxes for two spare Boilers.

Superheating.- The following Locomotives are worth Superheating, which, if decided on, might be effected when Heavy Repairs are required to the Boilers-

Table 16

4-8-4	Nos. 5,6	Balanced Valves
4-6-2	Nos.7,8,15,16	Balanced Valves
4-8-0 Tender	Nos.11,12	(if retained in Service)
4-6-2 Tender	Nos.13,14	
4-6-2 Tender	No.10	

The average cost to fit a Superheater is established at £150 per Locomotive.

SCRAPPED OR LAID ASIDE:- If the Locomotive Stock is to be reduced by four the following Engines should be selected:-

Table 17

4-6-0	No. 1	
4-8-0	Nos.11,12	Tender Engines
0-6-0	No.17	One only in Class

thus reducing the number of Classes by three (from 7 to 4 Classes) and adding to the convenience of working, particularly as the Tender Engines cannot be turned on the L&LSR Turntables (30' diameter) without detaching the Tenders and turning the Engines and Tenders separately, whilst Tender first running is not recommended owing to the abnormal overhang of the Water Tanks. It should be noted, however, that Engines Nos. 11 & 12 have taken their full share of work, as shown by the mileages run during past years.

The additional cost of the two new Fireboxes for Engines Nos. 1 & 11, new Fireboxes for two spare Boilers, Nos. 1 & 11 Classes, and heavy repairs to the Fireboxes of Nos. 5, 6, 10 & 14 may be taken at a total of £2,370 over and above the normal annual expenditure on B1 Repairs.

CARRIAGES.

(See List attached – Appendix C).

The Carriage Stock is all in fairly good order, particularly as regards Tyres. A number of Coaches, however, require repairs to doors, retrimming and particularly repainting.

Three Carriages (two Bogie and one 6-wheel) require to be rebuilt at an average cost of £500 each, total £1,500. Of the former only the Underframes and Bogies are in existence. Two Passenger Brake Vans, destroyed in accidents, require rebuilding at a cost of £300 each, total £600.

It is estimated that the extra cost of putting all into good order, including above five rebuilds, will be £2,700 over and above the normal annual expenditure on B2 Repairs.

WAGONS:

(See List attached – Appendices D and E).

The Wagon Stock is in reasonably good order in all respects, including Tyres etc. Six Covered Wagons, destroyed in an accident, require rebuilding at a cost of £110 each, Total £660.

A number of the Vacuum brake piped Vehicles are not fitted with Hose Bags, the cost of which is estimated at £30.

ABNORMAL EXPENDITURE ON LOCOMOTIVES, CARRIAGES AND WAGONS.

The total abnormal expenditure required to replace the missing Vehicles, and to effect such necessary repairs as will bring the whole Stock up to a standard sufficiently good for a Narrow Gauge Line, is estimated at:

Table 18

Locomotives	£2,370
Carriages	£2,700
Wagons	£690

which might be spread over three years, if required, i.e. an expenditure of £1,920 per annum. If, however, the L&LSR Book Stock can be reduced by 4 Locomotives, 5 Carriages, 2 Passenger Brake Vans and 6 Covered Wagons, the abnormal expenditure could then be reduced to

Table 19

Locomotives	£770
Carriages	£600
Wagons	£30
Total	£1,400

IMPROVEMENTS REQUIRED IF ROLLING STOCK IS TO BE POOLED.

The Pooling of the Wagons and the indiscriminate use of all Stock on both Railways is hampered both by the Couplings and Vacuum Brake hose piping of vehicles.

COUPLINGS: There is a difference of 3in (i.e. 2ft 10½in on CDRJC & 2ft 7½in on L&LSR) between the buffer heights of the Stock of the two Companies, and this is too great to permit of pooling of the vehicles indiscriminately and this difference should be eliminated. The cheapest way to effect this is to raise the L&LSR Stock (since Mr Wallace has certified that the Loading Gauge will permit of this). The two tier Coupling on the CDRJC is both

(above) The junction signal at Tooban Junction in June 1953, beyond which the seperate branches of the L&LSR diverge to Letterkenny (left) and Buncrana (right). Note the heavy L&LSR trespass notice. *(Photo © George Mahon - IRRS Collection)*

expensive and unsatisfactory.

The cost of the alteration, i.e. raising the Buffer height of the L&LSR Stock would be as follows:-

Table 20

~~16~~	12	Locomotives	@ £10 each	£160	£120
~~52~~	45	Carriages	@ £5 each	£260	£225
~~283~~	277	Wagons	@ £5 each	£1,415	£1,385
			Total	£1,835	£1,730

(Strikethrough figures were crossed out in pencil and replaced by substitute figures)

VACUUM BRAKE:- Vacuum Brake Hose Pipes are 1½in diameter instead of 2in as on County Donegal and all other Railways.

Table 21

Cost of alterations to Brake Swan Necks on all L&LSR Stock to interchange with CDJ Rly. (351 in number)	£350
Non-piped wagons (114) to fit with through pipes only	£450
Wagons – piped but not fitted with Vacuum Cylinders and Brake Gear (162 – 59% of Wagon Stock)	
To fit 24 Wagons with Cylinders would cost (to make 50% of Wagon Stock brake fitted)	£720
Wagons – Either Side Hand Brakes (10% fitted)	
To fit remaining 165 Wagons with Either Side Brakes, making 100% of Stock fitted, would cost	£990

The Governments, however, have never yet insisted on Hand Brakes being fitted to both sides of Narrow Gauge Stock, therefore, it is considered that this Item may be neglected.

COST OF IMPROVEMENTS:- Therefore, to bring the L&LS Railway Stock up to Standard so that it will be interchangeable with the CDJR Stock would cost a total of £3,250 (neglecting Hand Brakes).

Contingent on traffic requirements, the work might be spread over a period of years as follows, much of it being executed when vehicles come into the Shops for usual repairs:-

Table 22

ITEM	IMMEDIATE	3-YEARS	5-YEARS
Couplings:			
Locomotives	£120		
Carriages			£225
Wagons		£1,385	
Vacuum Brake:-			
Swan Necks			£350
Through Pipes	£450		
Vacuum Cylinders			£720
TOTAL AMOUNT	£570	£1,385	£1,295

FUTURE ANNUAL EXPENDITURE ON 'B' ABSTRACT (not available) (excluding purchases of new Locos. & R.S.)

It is evident from the Expenditure on each Item (Locomotives, Carriages and Wagons) and from the Schedule of repairs executed during the past 8 years, that, whilst the Rolling Stock was being well maintained until recently, during the past two years the Railway has been living on the condition of its vehicles and

deterioration of all items is in progress.

The Expenditure per Locomotive, Carriage and Wagon averages during the past 8 years are shown below:-

Table 23

	1922	1923	1924	1925	1926	1927	1928	1929	Average
CDJR -									
Locomotives	£265	£295	£254	£245	£276	£242	£157	£190	£241
Carriages	35	37	41	32	27	32	35	34	34
Wagons	7	8	8	6	6	7	6	7	7
L&LSR -									
Locomotives	£371	£333	£313	£251	£228	£231	£274	£221	£279
Carriages	91	59	46	54	40	36	31	30	48
Wagons	18	9	6	9	8	7	7	5	9

from which it will be seen how widely the expenditure has varied on L&LSR. It must also be noted that CDJR figures include the superheating of eight locomotives on that Railway, whilst no locomotives have been so fitted on the L&LSR.

To forecast the Expenditure in the 'B' Abstract, from my experience on the CDJR, the standard of maintenance on that Railway is suitable for a Narrow Gauge Line.

B.1. Locomotives:- This Expenditure on CDJR has averaged £241 per Locomotive over the past 8 years, but now that Superheating has been completed the figure has fallen during recent years as low as £190 per Locomotive. £210 may be taken as a reasonable figure per Locomotive for the combined Lines after the abnormal expenditure of £2,370 on L&LSR Locomotives has been incurred. Any expenditure on Superheating of Locomotives is not included in the foregoing figure of £230 per Locomotive.

B.2. Carriages:- £33 per Carriage in future after the L&LSR abnormal expenditure of £2,700 has been incurred.

B.3. Wagons:- £6.5s.0d per Wagon after the L&LSR abnormal expenditure of £690 has been incurred.

So that the future annual expenditure in Abstract 'B' for the two combined Companies' Stock is estimated at –

Table 24

Locomotives & Tenders	36 x £210	£7,560
Carriages	87 x £33	£2,871
Wagons	585 x £6.5	£3,803
Rail Motors	4 x £50	£200
TOTAL		£14,434

If the numbers of the Book Stock can be reduced by 4 locomotives, 5 carriages, 2 passenger brake vans and 6 covered wagons, the above mentioned future annual expenditure would then be reduced to £13,360.

ROAD MOTOR BUSES.

The Bus maintenance will be undertaken at Pennyburn, where the Garage is situate, in which dock overhauls can take place, while complete overhauls can be carried out in the Carriage and Wagon Shop. There is not at present any special equipment, either in the Garage or for complete overhauls, and an expenditure of £600 would be necessary on such Plant.

No organisation has yet been set up to deal with the Buses, and this is a matter for the consideration of the Commission as to the policy to be adopted in the running of the Buses and the mileage to be run annually.

STEAMERS AND MOTOR BOATS.

(See Appendix G)

The condition of these is covered by Board of Trade annual inspection and Certificate, and no minute inspection has been made.

STEAMER:- The *Lake of Shadows* built by the Caledonian Engineering Company, Preston, in 1905, appears on cursory examination to have diagonal compound Engines of good design with a Scotch type Boiler. Neither of these was inspected in Steam.

The upper structures and deck are, even at a casual glance, in such a bad state of repair that considerable expenditure would be necessary to fit the Boat for Passenger Service. It is, therefore, recommended that this Steamer be laid aside and an endeavour made to sell the same at as early a date as possible (Author's Note:- she was finally scrapped in 1934).

MOTOR BOATS:- These bear the Board of Trade Certificate, therefore, the expense of a critical examination of these vessels has not been incurred. They appear to be satisfactory for the service on which they are engaged.

Steam & Motor Vessels.

By the Act of 1918 the Company acquired the right to own and work steam etc. vessels.

The Boat Service between Fahan and Rathmullan and Ramelton had been privately owned and worked for 40 years, but in 1923 Sir John McFarland, the then owner of two ships trading under the name of Messrs McCrea & McFarland was desirous of giving up the business and had actually sold one of his ships. It was important that the Company should retain the through traffic to the Fanad Peninsula (which at that time was very considerable) and it was agreed to purchase the other ship, the *Lake of Shadows* (built 1905) together with all trading rights etc., including four houses and large shed at Fahan and buildings at Rathmullan and Ramelton for the sum of £7,000, divided as follows:-

Table 25

Ship	£4,000
Houses etc.	£3,000

The Company also purchased from other sources two Motor Boats capable of carrying 48 and 20 passengers respectively, the cost being £583.

These two Motor Boats are regularly surveyed and hold Board of Trade Certificates and maintain a daily service between Fahan and Rathmullan in connection with trains and buses carrying both passengers and merchandise.

The *Lake of Shadows* worked regularly between Fahan and Ramelton conveying merchandise from 1923 to 1929 when she was taken out of service for necessary repairs.

At this time traffic had seriously decreased owing largely to the advent of Road Transport (particularly the increase of privately owned lorries) and it was decided to postpone the repairs to the ship and divert Ramelton traffic from the Fahan route to Kilmacrenan from which place we had delivery arrangements by motor vehicles. The repairs to this ship have not yet been carried out and as it would be necessary, after preliminary repairs, to bring her to dry dock at Londonderry at an estimated total cost of at least £400, it is doubtful whether it would be a paying proposition to incur this expense and again put the ship in commission, and more particularly so in view of the altered conditions of transport since 1923.

The agreed price, viz. £7,000 for the steamship business and property was paid in cash to Sir John McFarland and an agreement was entered into between Sir John and the Company as per copy attached, marked A (attachment not available).

The period of time mentioned in the Agreement under which the Company could require re-payment of the £7,000 in exchange for Mortgage Bonds has on more than one occasion been extended by mutual consent, the last occasion being by exchange of letters with Sir Basil McFarland in March 1929, copies of which are attached, marked B (attachment not available).

LOCATION OF WORKSHOPS.

(See Appendix H)

The Shops at Pennyburn are very well equipped with Electric Current and Gas laid on from Town Supplies.

The Works Machine Tools have all been carefully inspected and are in good order and suitable for the work required. (List attached) - not available. There is a Hand Driven Traversing Crane suitable for lifting any type of Narrow Gauge Locomotive.

Under normal circumstances the correct policy would be to transfer all the work to one centre, which would be Pennyburn, as there is room enough for extension. Electricity and Gas are already installed, and there is a Crane suitable for lifting Locomotives, all of which are lacking at Stranorlar.

Small as the Workshops are, some difficulties beyond the ordinary would arise in this instance:-

To transfer the whole of the work to either Workshop would involve a cost of some thousands of pounds on buildings, sidings, etc.

The Free State Government would not view with approval any proposal to transfer work, involving a reduction in the number of men employed, from a District where Industries are already too few, and when, in addition, 90% of the Railway lies within the Irish Free State.

The one solution which avoids the above objections will be to:-

Concentrate all locomotive and bus repairs at Pennyburn, and concentrate all carriage and wagon repairs at Stranorlar.

The present Carriage and wagon Shop at Pennyburn is quite suitable for heavy repairs etc. to motor buses without any alteration. At Stranorlar only slight alteration to the Locomotive Shop is required, which, together with the removal from Pennyburn of the necessary Woodworking Tools (which are absent at Stranorlar) is estimated to cost £500.

It would involve the following exchange of Staff:-

9 men in Woodworking Grade from Pennyburn to Stranorlar.

11 men in Engineering Grades from Stranorlar to Pennyburn.

Friction, of course, may be expected, as always arises in these cases of transfer, accentuated by the following reasons:-

(1) The reluctance of men to exchange into and out of the Free State – the social services varying, such as Old Age Pensions etc.

(2) The difference in Rates of Pay:-

Table 26

	Per day	Per week of 47 hours
Mechanic's Rates		
Pennyburn	10s.4d.	62s.0d.
Stranorlar	10s.4d.	62s.0d.
Carriage Builder's Rate		
Pennyburn	11s.10d.	71s.0d.
Stranorlar	10s.4d.	62s.0d.

(3) There is no labour pool to draw on especially at places like Stranorlar, if Londonderry men refuse to go there, and there is now a scarcity of Bodymakers in Southern Ireland.

The gradual transfer of the Locomotive work to Pennyburn and of the Carriage and Wagon work to Stranorlar is, therefore, recommended, as tending to ultimate economies, although owing to the fact that the Staff at both places have been reduced to a minimum working force, little, if any, reduction can be expected over the cost of the past two years.

Mackie's Report to Glover

I have examined the vehicles (Appendix F) that were available when I visited Londonderry, and have enquired regarding the other vehicles. Attached please find my valuation of the residual values (not available).

With regard to those vehicles on which I have noted the residual value as 'doubtful' I am of the opinion that these

vehicles should be scrapped, and a sufficient number of heavy type 20-seaters be substituted. It will be found very difficult to dispose of these old vehicles, and from experience I would say that a reasonable average figure would be £20 0s. 0d. per vehicle; although in view of the new Road Act taking effect shortly in England, this figure may be reduced. This Company (the GNR(I)) have two machines of a similar type for disposal and the highest offer received up to the present is £12 per vehicle.

Conditions of Service:- This appears to be normal, and after perusing the schedules I am of the opinion that 12 vehicles of the proper seating capacity would be sufficient for operating the winter time table. I am afraid that the summer schedules would be largely affected by weather conditions, but, without making any elaborate allowance for private hire (for which there does not appear to be any great demand), I would say that 20 vehicles would be sufficient from 1 June to 30 September.

Maintenance:- I consider that on the whole the maintenance system is good, considering the conditions under which work has to be carried out, and the lack of proper tools and equipment.

(1). Tools. These are required badly, and in addition to the list forwarded to you (not available) would recommend that an oxy-acetylene welding and cutting plant be supplied; the additional cost of this plant would be approximately £25.

(2). Staff – winter months:-

Table 27

1 Electrician (urgently required) @ say £3 16s.0d per week	£3 16s.0d.
3 Mechanics @ £3 5s.0d each per week	£9 15s.0d.
1 Greaser (to handle tyre duties)	£1 15s.0d
3 Cleaners @ £1 15s.0d per week	£5 5s.0d.
	£20 11s.0d **per week.**

During the summer months the following additional staff would be required, viz. 2 mechanics, 1 greaser and 2 cleaners.

General Observations re Buses.

During the year 1929 the bus competition against the Company had become very acute and particularly as between Londonderry and Buncrana, Londonderry and Carndonagh, Londonderry and Letterkenny and Londonderry and Dunfanaghy, including intermediate stations and areas beyond previously served by these stations, such for instance, as Malin Head and Malin district beyond Carndonagh, the Fanad district beyond Letterkenny and the Carrigart and Dunfanaghy areas beyond Creeslough. The Company were faced with considerable falling off in passenger traffic (see attached sheet giving traffics for 1926-29 - not available) and as both Governments required the Company to consider ways and means for putting the Railway in a more solvent position and thus obviate the necessity for annual grants the Directors of the Company decided after very careful consideration that the only possible way of achieving the desired result was by a re-organisation of the Railway on the following lines:-

(a) That the Railway should be practically closed for passenger traffic except for special trains on Fair days and other important occasions.

(b) That certain of the stations should be closed entirely and

(c) That the standard of maintenance of the line required for goods trains only would enable the Staff and other working expenses to be radically cut down.

The reasoned opinion of the Company of the economies likely to be effected by such course were as shown in the attached statement. This estimate is of course based on the assumption that the Company were enabled to run buses covering the whole area served by the Railway and cannot be regarded of any use unless the whole scheme of re-organisation was carried out.

As shown by certain of the statements, the Company have been able to acquire five of the Services competing against the Company but two very important competitors have not yet been acquired owing to the limitation of the Company's finances available.

Without these two competitors (namely Kearney operating as will be seen by the map (not available) between Londonderry and Carndonagh and Malin Head, and Ward competing with the Company from Londonderry to Letterkenny, Kilmacrenan and Gortahork and running also from Londonderry to Letterkenny, Ramelton, Milford and Carrigart) the Company cannot hope to make its existing bus Services from Londonderry to Carndonagh and Malin Head and from Londonderry to Letterkenny and Gortahork a financial success.

Both of these owners were, and are, anxious to sell, but both of them, as intimated above, required more than the financial limitation of the Company would admit of. Kearney, who owns two good buses and an indifferent one asked for £4,000, and Ward, who owns five buses on service asked for £8,000. Probably £3,500 might buy Kearney and probably £7,000 might buy Ward. If the Company acquired these two services they would have a complete monopoly of Bus traffic.

As between Londonderry and Moville there are two bus services, namely Doherty and Roberts, but Moville has never been regarded as within the territory served by the L&LSR, although incidentally, one of our Bus services, that from Londonderry to Culdaff and Carndonagh, passes through Moville and has been successful in obtaining a fair traffic.

Without labouring the question, it is evident that the geographical position of the stations makes it difficult for the Company to maintain passenger traffic as against bus services, and taking, for instance, the Buncrana to Carndonagh section, it is believed that a Bus instead of a Railway Service so far as passenger traffic is concerned will increase the prosperity of the district which the Railway serves, and will give more convenient services than have hitherto been given or are at present given.

The same remarks apply to the Burtonport and Letterkenny lines, and provided, as stated above, the railway is kept in a condition that it will be safe for passenger trains to run as emergency requires there seems no reason whatever why the passenger trains cannot be practically eliminated, the Bus Service

instituted, and something approaching the savings be effected as foreshadowed in the attached Statement (not available), copy of which was sent to the Government.

Under the worked lines agreement the Company are required to run so many trains a day in each direction. The Free State Government have agreed in principle to modify these agreements to read "that the Company shall run whatever trains they consider necessary for the traffic." The drafting of the new Clause to the old agreements is in hand, but pending its receipt, the Company, although in some cases running buses, for instance, Buncrana to Carndonagh, have not been able to cancel trains, but as soon as they are authorised to do so the existing passenger trains will feed the buses and enable desired economies in Railway working to be effected. The same remarks apply to the Letterkenny and Burtonport lines.

Prior to the Company acquiring any of the Bus Services from private owners, it was ascertained that Mr Catherwood had been in negotiation with certain of them. These not being successful, he approached the Company and made a proposal which could not be entertained. It was then, as it is now, the firm opinion that if motor services in northwest Donegal have to be worked by one Company the Railway Company has some inherent right to be that Company. After further consideration, Mr Catherwood suggested that the better plan was as we originally thought, for this Company to be the owners of the Buses, and for the purpose of keeping Catherwood out of the districts served by the Company an agreement was come to with him as set forth in the attached copy (not available) of Board Minute which was initialled by the Chairman of the Company and Mr Catherwood respectively. No payment has yet been made to Mr Catherwood, and any payment made in the future will have to be regarded as part payment for road rights.

L&LSR APPENDICES

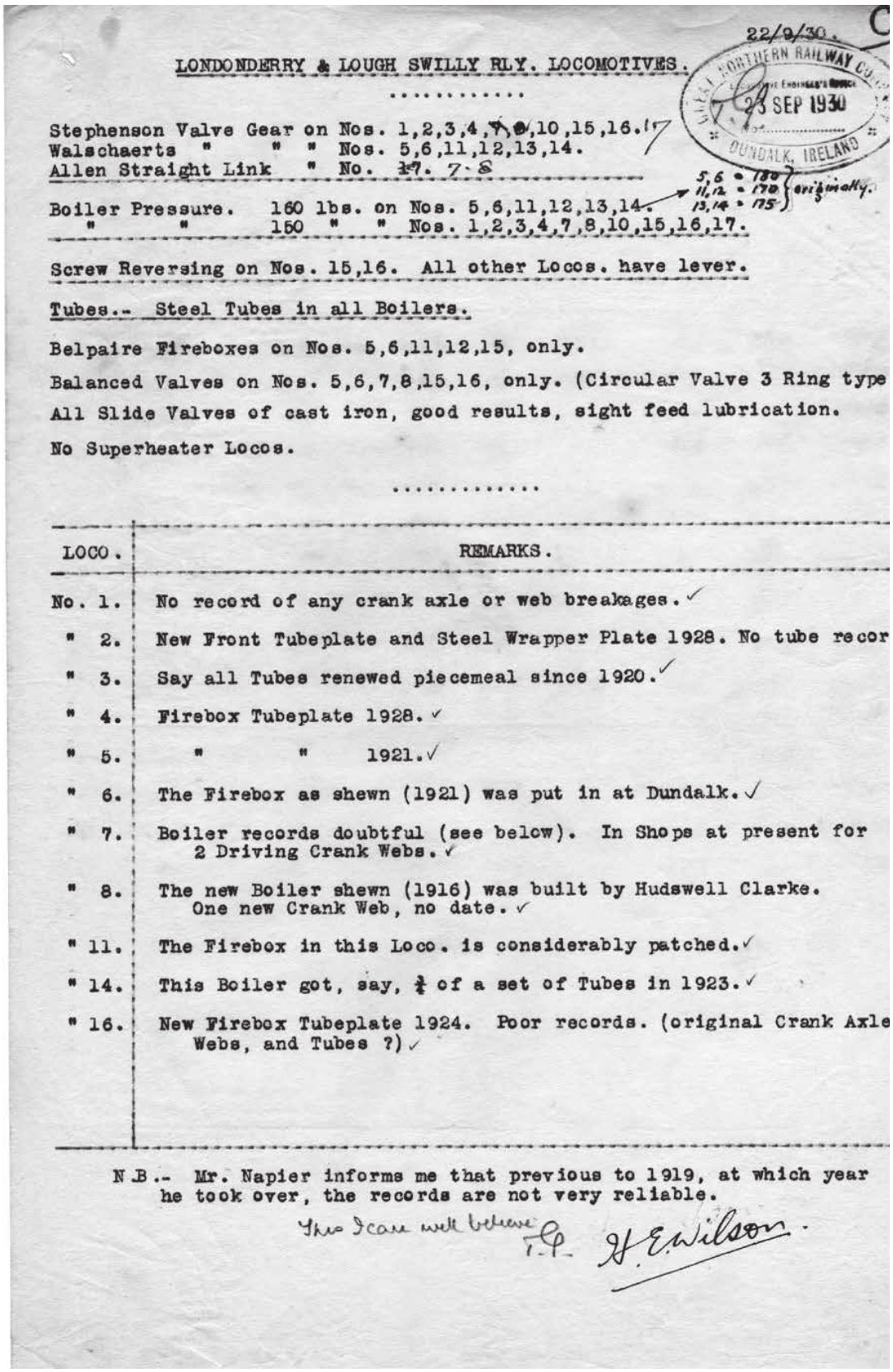
APPENDIX A
L&LSR Locomotives

No.	Type	Date Built	Total Wt. In W.O.	Condition of Boiler
1	4-6-0	1902	30t 0c 0q	Fair; requires new Firebox
2	4-6-0	1902	30t 0c 0q	Good
3	4-6-0	1902	30t 0c 0q	Good
4	4-6-0	1902	30t 0c 0q	Good
5	4-8-4	1912	51t 0c 0q	Fair
6	4-8-4	1912	51t 0c 0q	Good
7	4-6-2	1901	40t 10c 0q	Fair
8	4-6-2	1901	40t 10c 0q	Good
15	4-6-2	1899	40t 10c 0q	Fair
16	4-6-2	1899	40t 10c 0q	Fair
10	4-6-2	1904	30t 0c 0q	Good
11	4-8-0	1905	58t 0c 0q *	Fair; requires new Firebox
12	4-8-0	1905	58t 0c 0q *	Good
13	4-6-2	1910	41t 11c 0q	Good
14	4-6-2	1910	41t 11c 0q	Fair
17	0-6-0	1885	27t 0c 0q	Fair

Includes Tender.

APPENDIX B
L&LSR - Particulars of Locomotives

Nos.	Type	Cylinders	Driving Wheels	Boiler Pressure p.s.i.	Tractive Effort lbs	Heating Surface sq. ft.	Grate Area sq. ft.	Adhesive weight	Total Weight in Wkg. Order
1,2,3,4	4-6-0	14in x 20in	3ft 6in	150	11,900	628.0.	9.5.	24t 0c 0q	30t 0c 0q
5,6	4-8-4	16in x 20in	3ft 9in	160	15,474	1003.5	17.0	34t 0c 0q	51t 0c 0q
7,8,15,16	4-6-2	15in x 22in	3ft 9in	150	14,025	777.25	12.5	24t 0c 0q	40t 10c 0q
10	4-6-2	14in x 20in	3ft 6in	150	11,900			18t 0c 0q	30t 0c 0q
11,12	4-8-0	15 1/2 in x 22in	3ft 9in	160	15,974	1004.9	15.0	26t 8c 0q	58t 0c 0q
13,14	4-6-2	14 1/2 in x 22in	3ft 9in	160	13,978	803.0	11.5	25t 0c 0q	41t 11c 0q
17	0-6-0	14in x 20in	3ft 6in	150	11,900			27t 0c 0q	27t 0c 0q



22/9/30.

LONDONDERRY & LOUGH SWILLY RLY. LOCOMOTIVES.

.....

NORTHERN RAILWAY CO. (IRELAND) LOCOMOTIVE ENGINEER'S OFFICE 23 SEP 1930 DUNDALK, IRELAND

Stephenson Valve Gear on Nos. 1,2,3,4,7,8,10,15,16.
Walschaerts " " " Nos. 5,6,11,12,13,14.
Allen Straight Link " No. ~~17~~. 7-8

5,6 = 180 } originally.
11,12 = 170 }
13,14 = 175 }

Boiler Pressure. 160 lbs. on Nos. 5,6,11,12,13,14.
" " 150 " " Nos. 1,2,3,4,7,8,10,15,16,17.

Screw Reversing on Nos. 15,16. All other Locos. have lever.

Tubes.- Steel Tubes in all Boilers.

Belpaire Fireboxes on Nos. 5,6,11,12,15, only.

Balanced Valves on Nos. 5,6,7,8,15,16, only. (Circular Valve 3 Ring type

All Slide Valves of cast iron, good results, sight feed lubrication.

No Superheater Locos.

.....

LOCO.	REMARKS.
No. 1.	No record of any crank axle or web breakages. ✓
" 2.	New Front Tubeplate and Steel Wrapper Plate 1928. No tube recor
" 3.	Say all Tubes renewed piecemeal since 1920. ✓
" 4.	Firebox Tubeplate 1928. ✓
" 5.	" " 1921. ✓
" 6.	The Firebox as shewn (1921) was put in at Dundalk. ✓
" 7.	Boiler records doubtful (see below). In Shops at present for 2 Driving Crank Webs. ✓
" 8.	The new Boiler shewn (1916) was built by Hudswell Clarke. One new Crank Web, no date. ✓
" 11.	The Firebox in this Loco. is considerably patched. ✓
" 14.	This Boiler got, say, ½ of a set of Tubes in 1923. ✓
" 16.	New Firebox Tubeplate 1924. Poor records. (original Crank Axle Webs, and Tubes ?) ✓

N.B.- Mr. Napier informs me that previous to 1919, at which year he took over, the records are not very reliable.

This I can well believe
T.P. H.E.Wilson.

Figure 1 (also transcribed on page 39)

APPENDIX C
Carriage Stock as of October 1930

Number	Maker	D a t e Built	Compart-ments		Seats			Van	Lighting	Weight	Remarks
			1st	3rd	1st	3rd	Total	Space		Tons	
S1	Metro	1883		5		50	50		Acet. Gas	10	
S2	Oldbury	1883	2	3	16	30	46		Acet. Gas	10	
S3	Oldbury	1883	2	3	16	30	46		Acet. Gas	10	
S4	Oldbury	1883		5		50	50		Acet. Gas	10	
S5	Oldbury	1883	2	3	16	30	46		Acet. Gas	10	
S6	Oldbury	1883		5		50	50		Acet. Gas	10	
S7	Oldbury	1883		5		50	50		Acet. Gas	10	
S8	Oldbury	1885		5		50	50		Acet. Gas	10	
S10	Oldbury	1883		5		50	50		Acet. Gas	10	
S11	Oldbury	1883		5		50	50		Acet. Gas	10	
S12	Oldbury	1883		5		50	50		Acet. Gas	10	
S13	Oldbury	1885		5		50	50		Acet. Gas	10	
S17	Oldbury	1885		5		50	50		Acet. Gas	10	
S18	Oldbury	1883		5		50	50		Acet. Gas	10	
S19	Oldbury	1883		5		50	50		Acet. Gas	10	
S20	Oldbury	1883		5		50	50		Acet. Gas	10	
S21	Oldbury	1883	2	3	16	30	46		Acet. Gas	10	
S22	Oldbury	1883		5		50	50		Acet. Gas	10	
S23	Lancaster	1901		6		60	60		Acet. Gas	10	
S24	Lancaster	1901	1	5	8	50	58		Acet. Gas	11t 10c	
S25	Lancaster	1901		2		20	20	117sq.ft	Acet. Gas	11t 10c	Corr. Van
S26	Lancaster	1901		6		60	60		Acet. Gas	11t 10c	
S27	Lancaster	1901		6		60	60		Acet. Gas	11t 10c	
S28	Lancaster	1901		6		60	60		Acet. Gas	11t 10c	
S29	Lancaster	1901		6		60	60		Acet. Gas	11t 10c	
S30	Lancaster	1901	2	4	16	40	56		Acet. Gas	11t 10c	
S31	Lancaster	1901	2	4	16	40	56		Acet. Gas	11t 10c	
S32	Lancaster	1901		2		20	20	117sq.ft	Acet. Gas	11t 10c	Corr. Van
S33	Lancaster	1901		3		30	30	65sq.ft	Acet. Gas	11t 10c	Corr. Van
S34	Lancaster	1901		3		30	30	65sq.ft	Acet. Gas	11t 10c	Corr. Van
S35	Lancaster	1901		6		60	60		Acet. Gas	11t 10c	
B1	Pickering	1902		6		60	60		Acet. Gas	12	
B2	Pickering	1902		6		60	60		Acet. Gas	12	
B3	Pickering	1902		6		60	60		Acet. Gas	12	
B4	Pickering	1902		6		60	60		Acet. Gas	12	
B5	Pickering	1902		6		60	60		Acet. Gas	12	
B6	Pickering	1902		3		30	30	65sq.ft	Acet. Gas	12	Corr. Van
B7	Pickering	1902		3		30	30	65sq.ft	Acet. Gas	12	Corr. Van

B8	Pickering	1902		3		30	30	65sq.ft	Acet. Gas	12	Corr. Van
B9	Pickering	1902		3		30	30	65sq.ft	Acet. Gas	12	Corr. Van
B10	Pickering	1902	2	4	16	40	56		Acet. Gas	12	
B11	Pickering	1902	2	4	16	40	56		Acet. Gas	12	
B12	Pickering	1902	2	4	16	40	56		Acet. Gas	12	
B13	Pickering	1902	2	4	16	40	56		Acet. Gas	12	

APPENDIX D
Wagon Stock as of October 1930

Type	Number
Open Wagons	151
Covered Wagons	105
Cattle Wagons	5
Timber Trucks	4
Goods Brake Vans	5
Oil Tank Wagons	2
Service Vehicles	
Tool & Mess Van	1
Stores Van	1
Coal Stages	3
Stone Crusher	2*

*Consisted of 2 vehicles coupled.

The following wagons had been broken up due to a derailment in April 1930, viz. Hard Roof Nos.L49,L64,L75 & L122, and Centre Covered Nos.B24 & B37. Their wheels, axles & brake gear were on hands at Pennyburn Shops

Notes on Locomotives

Stephenson Valve Gear on Nos. 1,2,3,4,10,15,16,17; Walschaerts Valve Gear on Nos. 5,6,11,12,13,14;
Allen Straight Link Motion on Nos.7,8.
Boiler Pressure: 160lbs on Nos. 5,6,11,12,13,14
150lbs on Nos. 1,2,3,4,7,8,10,15,16,17.
Screw Reversing on Nos.15 & 16; all other locomotives have lever.
Tubes: Steel tubes in all boilers.
Belpaire fireboxes on Nos. 5,6,11,12 & 15 only.
Balanced Valves on Nos. 5,6,7,8,15 & 16 only (Circular Valve 3-ring type).
All Slide Valves of cast iron, good results, sight fed lubrication.
No Superheated locomotives.

No.1 No record of any crank axle or web breakages.
No.2 New front tubeplate & steel wrapper plate 1928. No tube records.
No.3 Say all tubes replaced piecemeal since 1920.
No.4 Firebox tubeplate 1928.
No.5 Firebox tubeplate 1921.
No.6 Firebox as shown (1921) was put in at Dundalk.
No.7 Boiler records doubtful. In Shops at present for 2 driving crank webs.
No.8 New boiler shown (1916) built by Hudswell Clarke. One new crank web – no date.
No.11 Firebox in this locomotive considerably patched.
No.14 This boiler got, say, ¾ of a set of tubes in 1923.
No.16 New firebox tubeplate 1924. Poor records (? original crank axle, webs & tubes).

N.B. Mr Napier informs me that previous to 1919, at which year he took over, the records are not very reliable.

APPENDIX E
L&LSR Wagon Stock Equipment

Wagon No.	Handbrakes		Vacuum	Vacuum	Flats		Tare	Max. Load	Remarks
	Down Side	Up Side	Cylinder	Pipe	Fldg. Side	Ctre. Door	T. C. Q.	Tons	
Flat Wagons (Lough Swilly Stock)									
2	No	Yes	No	No	Yes		3.11.1	5	
3	No	Yes	No	No	Yes		3.13.2	5	
4	No	Yes	No	No	Yes		3.17.2	5	
5	Yes	No	No	No	Yes		3.13.2	5	
7	No	Yes	No	No	Yes		3.12.3	5	
8	No	Yes	No	No	Yes		3.00.2	5	
11	Yes	No	No	No	Yes		3.12.3	5	
12	No	Yes	No	No	Yes		3.15.1	5	
13	No	Yes	No	No		Yes	3.12.2	5	
14	Yes	No	No	No	Yes		3.11.2	5	
15	Yes	No	No	No	Yes		3.02.2	5	
16	Yes	No	No	No	Yes		3.11.0	5	
17	Yes	No	No	No	Yes		3.10.3	5	
18	No	Yes	No	No	Yes		3.03.3	5	
20	No	Yes	No	No	Yes		3.08.3	5	
21	Yes	No	No	No	Yes		3.03.0	5	
22	Yes	No	No	No	Yes		3.06.1	5	
23	No	Yes	No	No	Yes		3.03.3	5	
24	Yes	No	No	No	Yes		3.05.0	5	
25	Yes	No	No	No	Yes		3.15.1	5	
26	No	Yes	No	No	Yes		3.04.2	5	
27	No	Yes	No	No	Yes		3.04.0	5	
28	No	Yes	No	No	Yes		3.03.3	5	
29	No	Yes	No	No	Yes		3.04.3	5	
30	No	Yes	No	No	Yes		3.06.3	5	
31	No	Yes	No	No		Yes	3.05.2	5	
33	Yes	No	No	No		Yes	3.12.0	5	
34	Yes	No	No	No		Yes	3.03.1	5	
35	Yes	No	No	Yes	Yes		3.02.3	5	
36	No	Yes	No	No		Yes	3.10.0	5	
37	No	Yes	No	No	Yes		3.11.3	5	
38	No	Yes	No	No		Yes	3.09.0	5	
39	Yes	No	No	No	Yes		3.12.1	5	
80	No	Yes	No	No		Yes	3.07.0	6	
81	No	Yes	No	No		Yes	3.06.0	5	
82	No	Yes	No	No		Yes	3.06.2	5	

Wagon No.	Handbrakes		Vacuum	Vacuum	Flats		Tare	Max. Load	Remarks
	Down Side	Up Side	Cylinder	Pipe	Fldg. Side	Ctre. Door	T. C. Q.	Tons	
83	Yes	No	No	No	Yes		3.07.1	5	
85	No	Yes	No	No	Yes		3.04.1	5	
87	No	Yes	No	No	Yes		3.08.3	6	
89	No	Yes	No	No	Yes		3.06.1	5	
90	No	Yes	No	No	Yes		3.07.2	5	
91	No	Yes	No	No	Yes		3.08.2	5	
93	No	Yes	No	No	Yes		3.18.3	5	
94	Yes	No	No	No	Yes		3.13.0	5	
95	No	Yes	No	No	Yes		3.14.3	5	
96	No	Yes	No	No	Yes		3.02.1	5	
97	No	Yes	No	No	Yes		3.18.1	6	
98	No	Yes	No	No	Yes		3.17.0	5	
99	Yes	No	No	No	Yes		3.15.2	5	
100	No	Yes	No	No	Yes(2)		3.02.0	6	
101	Yes	No	No	No		Yes	3.11.3	5	
102	No	Yes	No	No		Yes	3.11.2	6	
103	No	Yes	No	No		Yes	3.08.1	5	
104	No	Yes	No	No		Yes	3.08.2	5	
105	Yes	No	No	No		Yes	3.06.3	6	
106	No	Yes	No	No		Yes	3.10.0	5	
107	No	Yes	No	No		Yes	3.09.3	5	
108	No	Yes	No	No		Yes	3.09.0	6	
109	No	Yes	No	No		Yes	3.08.0	5	
110	No	Yes	No	No		Yes	3.10.0	5	
111	Yes	No	No	No		Yes	3.05.3	6	
112	No	Yes	No	No		Yes	3.09.2	6	
113	Yes	No	No	No		Yes	3.07.0	5	
114	Yes	No	No	No		Yes	3.08.0	5	
115	Yes	No	No	No		Yes	3.08.2	5	
136	Yes	No	No	No	Yes		3.03.1	6	
137	Yes	No	No	No	Yes		3.02.1	5	
138	Yes	No	No	No	Yes		3.02.1	5	
139	Yes	No	No	No		Yes	3.07.0	5	
140	No	Yes	No	No	Yes		3.04.1	5	
141	No	Yes	No	No	Yes		3.07.0	6	
143	No	Yes	No	No	Yes		3.06.1	5	
144	Yes	No	No	No	Yes		3.04.0	5	
145	Yes	No	No	No	Yes		3.05.2	6	
146	Yes	No	No	No	Yes		3.05.3	5	
147	Yes	No	No	No	Yes		3.01.0	5	

Wagon No.	Handbrakes		Vacuum	Vacuum	Flats		Tare	Max. Load	Remarks
	Down Side	Up Side	Cylinder	Pipe	Fldg. Side	Ctre. Door	T. C. Q.	Tons	
148	Yes	No	No	No	Yes		3.05.0	5	
149	Yes	No	No	No	Yes		3.07.1	6	
150	Yes	No	No	No	Yes		3.05.3	5	
151	No	Yes	No	No	Yes		3.10.2	6	
152	Yes	No	No	No	Yes		3.03.1	6	
153	No	Yes	No	No	Yes		3.04.1	5	
154	No	Yes	No	No	Yes		3.06.0	5	
155	No	Yes	No	No	Yes		3.05.2	5	
156	Yes	No	No	No	Yes		3.09.1	6	
157	Yes	No	No	No	Yes		3.02.3	5	
158	Yes	No	No	No	Yes		3.08.3	5	
159	No	Yes	No	No	Yes		3.02.2	5	
160	Yes	No	No	No	Yes		3.05.3	5	
161	Yes	No	No	No	Yes		3.02.3	6	
163	No	Yes	No	No	Yes		3.00.3	5	
164	Yes	No	No	No	Yes		3.03.2	5	
165	Yes	No	No	No	Yes		3.08.2	5	
166	Yes	No	No	No	Yes		3.05.0	5	
167	No	Yes	No	No	Yes		3.08.2	5	
169	No	Yes	No	No	Yes(2)		3.00.3	5	
170	No	Yes	No	No	Yes		3.00.3	5	
171	No	Yes	No	No	Yes		3.05.1	6	
172	Yes	No	No	No	Yes		3.05.1	6	
173	Yes	No	No	No	Yes		3.04.1	5	
174	No	Yes	No	No	Yes		3.01.0	5	
175	No	Yes	No	No	Yes		3.15.1	5	
176	Yes	No	No	No	Yes		3.01.0	5	
177	No	Yes	No	No	Yes		3.02.1	5	
178	Yes	No	No	No	Yes		3.02.0	5	
186	Yes	Yes	No	Yes	Yes		4.09.2	7	
187	Yes	Yes	No	Yes	Yes		4.09.0	7	
188	Yes	Yes	No	Yes	Yes		4.09.2	7	
189	Yes	Yes	No	Yes	Yes		4.08.1	7	
190	Yes	Yes	No	Yes	Yes		4.08.3	7	
191	Yes	Yes	No	No	Yes		3.13.3	5	
192	Yes	Yes	No	No	Yes		3.16.0	5	
193	Yes	Yes	No	No	Yes		3.16.1	5	
194	Yes	Yes	No	No	Yes		3.15.3	5	
195	Yes	Yes	No	No	Yes		3.14.1	5	
196	Yes	Yes	No	No	Yes		3.16.3	6	

Wagon No.	Handbrakes		Vacuum	Vacuum	Flats		Tare	Max. Load	Remarks
	Down Side	Up Side	Cylinder	Pipe	Fldg. Side	Ctre. Door	T. C. Q.	Tons	
Timber Trucks									
1	Yes	No	No	No			2.19.2	5	
2	No	Yes	No	No			3.08.0	6	
3	No	Yes	No	No			3.01.0	6	
Centre Covered Wagons									
					Sliding Door	Hinged			
19	No	Yes	No	Yes		Yes	4.04.2	5	
44	No	Yes	No	Yes		Yes	3.19.2	6	
45	No	Yes	No	Yes		Yes	4.01.2	5	
46	Yes	No	No	Yes		Yes	3.14.3	6	
48	Yes	No	No	Yes		Yes	3.19.1	6	
50	Yes	No	No	Yes		Yes	3.18.3	6	
51	No	Yes	No	Yes		Yes	3.18.0	6	
53	Yes	No	No	Yes		Yes	3.12.0	6	
55	Yes	No	No	Yes		Yes	4.05.1	6	
56	Yes	No	No	Yes		Yes	4.03.0	6	
57	Yes	No	No	Yes		Yes	3.17.0	6	
58 (HR)*	No	Yes	No	Yes		Yes	4.02.1	6	* Hard Roof
59	No	Yes	No	Yes		Yes	4.01.1	6	
60	No	Yes	No	Yes		Yes	3.18.1	6	
61	Yes	No	No	Yes		Yes	4.02.0	6	
63	Yes	No	No	Yes		Yes	4.00.0	6	
67	Yes	No	No	Yes		Yes	3.16.2	6	
68	No	Yes	No	Yes		Yes	3.15.2	6	
70	Yes	No	No	Yes		Yes	3.17.3	6	
72	Yes	No	No	Yes		Yes	?	6	
73	Yes	No	No	Yes		Yes	4.02.1	6	
76	Yes	No	No	Yes		Yes	3.13.2	6	
92	No	Yes	No	Yes		Yes	3.18.2	6	
179	Yes	Yes	No	Yes		Yes	5.01.3	7	
180	Yes	Yes	No	Yes		Yes	5.01.3	7	
181	Yes	Yes	No	Yes		Yes	5.01.1	7	Donegal Line
182	Yes	Yes	No	Yes		Yes	5.00.0	7	
183	Yes	Yes	No	Yes		Yes	5.01.1	7	
184	Yes	Yes	No	Yes		Yes	5.01.0	7	
Hard Roofed Wagons									

Wagon No.	Handbrakes		Vacuum	Vacuum	Flats		Tare	Max. Load	Remarks
	Down Side	Up Side	Cylinder	Pipe	Fldg. Side	Ctre. Door	T. C. Q.	Tons	
43	No	Yes	No	Yes		Yes	3.15.1	6	
47	Yes	No	No	Yes		Yes	3.18.1	5	
49	Yes	No	No	Yes		Yes	3.16.2	5	
52	Yes	No	No	Yes		Yes	?	6	
54	No	Yes	No	Yes		Yes	3.17.0	6	
62	No	Yes	No	Yes		Yes	4.00.1	6	
64	Yes	No	No	Yes		Yes	3.12.0	6	
65	Yes	No	No	Yes		Yes	3.14.2	6	
66	No	Yes	No	Yes		Yes	3.16.1	6	
69	Yes	No	No	Yes		Yes	3.19.1	6	
71	No	Yes	No	Yes		Yes	3.10.2	6	
74	Yes	No	No	Yes		Yes	3.19.1	6	
75	No	Yes	No	Yes		Yes	3.11.1	6	
116	No	Yes	No	Yes		Yes	3.16.2	6	Donegal Line
117	Yes	No	No	Yes		Yes	3.19.0	6	
118	Yes	No	No	Yes		Yes	3.17.1	6	
120	Yes	No	No	Yes		Yes	3.19.1	6	
121	No	Yes	No	Yes		Yes	4.00.0	6	
122	Yes	No	No	Yes		Yes	4.00.1	6	
123	Yes	No	No	Yes		Yes	3.18.2	6	
124	No	Yes	No	Yes		Yes	4.01.1	6	
125	Yes	No	No	Yes		Yes	3.19.0	6	
126	No	Yes	No	Yes		Yes	4.01.0	6	
127	Yes	No	No	Yes		Yes	4.00.0	6	
128	Yes	No	No	Yes		Yes	3.15.0	6	
134	Yes	No	No	Yes		Yes	3.18.1	6	
135	Yes	No	No	Yes		Yes	4.00.0	6	
Cattle Trucks									
41	Yes	No	No	Yes		Yes	3.17.3	5	
42	No	Yes	No	Yes		Yes	3.18.0	5	
77	No	Yes	No	Yes		Yes	3.16.1	5	
78	Yes	No	No	Yes		Yes	4.01.1	5	
79	No	Yes	No	Yes		Yes	3.12.0	5	
Covered Stores Van									
119	No	Yes	No	Yes		Yes	4.03.5	5	
Oil Trucks									

Wagon No.	Handbrakes		Vacuum	Vacuum	Flats		Tare	Max. Load	Remarks
	Down Side	Up Side	Cylinder	Pipe	Fldg. Side	Ctre. Door	T. C. Q.	Tons	
10	Yes	No	No	Yes			4.14.2	6	900 galls.
185	Yes	Yes	No	Yes			6.11.1	7	
1537	Yes	Yes	Yes	Yes			6.16.1	14	BP
1540	Yes	Yes	Yes	Yes			6.11.1	14	BP
3007	Yes	Yes	Yes	Yes			?	?	Anglo
Flat Wagons (Burtonport Extension)									
1B	Yes	Yes	Yes	Yes		Yes	4.00.0	5	
2B	Yes	Yes	No	Yes		Yes	3.11.1	6	
3B	Yes	Yes	Yes	Yes		Yes	3.16.2	6	
4B	Yes	Yes	No	Yes		Yes	3.13.1	6	
5B	Yes	Yes	No	Yes		Yes	3.16.2	6	
6B	Yes	Yes	No	Yes	Yes		3.08.1	5	
7B	Yes	Yes	No	Yes	Yes		3.12.0	5	
8B	Yes	Yes	No	Yes	Yes		3.09.0	5	
9B	Yes	Yes	No	Yes	Yes		3.09.1	6	
10B	Yes	Yes	No	Yes	Yes		3.09.0	5	
11B	Yes	Yes	Yes	Yes	Yes		3.15.1	6	
12B	Yes	Yes	Yes	Yes	Yes		3.10.1	6	
13B	Yes	Yes	Yes	Yes	Yes		3.15.2	5	
14B	Yes	Yes	No	Yes	Yes		3.09.1	5	
15B	Yes	Yes	Yes	Yes	Yes		3.12.2	5	
69B	Yes	Yes	No	Yes	Yes		3.15.2	6	
70B	Yes	Yes	No	Yes	Yes		3.12.2	5	
71B	Yes	Yes	Yes	Yes	Yes		3.01.7	5	
72B	Yes	Yes	No	Yes	Yes		3.12.1	5	
73B	Yes	Yes	No	Yes	Yes		3.13.2	6	
74B	Yes	Yes	No	Yes	Yes		3.14.1	6	
75B	Yes	Yes	No	Yes	Yes		3.14.2	6	
76B	Yes	Yes	No	Yes	Yes		3.14.2	5	
77B	Yes	Yes	No	Yes	Yes		3.14.1	6	
78B	Yes	Yes	No	Yes	Yes		3.15.1	6	
79B	Yes	Yes	Yes	Yes	Yes		4.00.2	5	
80B	Yes	Yes	Yes	Yes	Yes		4.00.1	6	
81B	Yes	Yes	Yes	Yes	Yes		3.11.3	5	
82B	Yes	Yes	No	Yes	Yes		3.15.0	6	
83B	Yes	Yes	No	Yes	Yes		3.12.1	5	
84B	Yes	Yes	Yes	Yes	Yes		3.19.0	5	
85B	Yes	Yes	No	Yes		Yes	3.07.0	6	

Wagon No.	Handbrakes		Vacuum	Vacuum	Flats		Tare	Max. Load	Remarks
	Down Side	Up Side	Cylinder	Pipe	Fldg. Side	Ctre. Door	T. C. Q.	Tons	
86B	Yes	Yes	No	Yes	Yes		3.19.0	6	
87B	Yes	Yes	No	Yes	Yes		3.18.3	5	
88B	Yes	Yes	No	Yes	Yes		3.00.1	6	
Timber Trucks (Burtonport Extension)									
61B	Yes	Yes	No	No			3.13.0	6	
Horse Box (Burtonport Extension)									
62B	Yes	Yes	Yes	Yes			5.02.1		
Centre Covered Wagons (Burtonport Extension)									
16B	Yes	Yes	Yes	Yes		Yes	4.06.3	6	
17B	Yes	Yes	Yes	Yes		Yes	4.08.0	6	
18B	Yes	Yes	Yes	Yes		Yes	4.10.1	6	
19B	Yes	Yes	Yes	Yes		Yes	4.06.3	6	
20B	Yes	Yes	Yes	Yes	Yes		4.02.2	6	Hard Roof
23B	Yes	Yes	Yes	Yes	Yes		4.01.2	6	
24B	Yes	Yes	Yes	Yes	Yes		4.04.3	6	
25B	Yes	Yes	Yes	Yes		Yes	4.06.3	6	
28B	Yes	Yes	Yes	Yes		Yes	4.08.0	6	
29B	Yes	Yes	Yes	Yes		Yes	4.05.3	6	
30B	Yes	Yes	Yes	Yes	Yes		3.18.0	6	
31B	Yes	Yes	Yes	Yes		Yes	4.06.2	6	
32B	Yes	Yes	Yes	Yes		Yes	4.07.3	6	
33B	Yes	Yes	Yes	Yes		Yes	4.06.2	6	
34B	Yes	Yes	Yes	Yes	Yes		4.04.1	6	
35B	Yes	Yes	Yes	Yes	Yes		4.03.2	6	
36B	Yes	Yes	Yes	Yes	Yes		4.03.0	6	
37B	Yes	Yes	Yes	Yes	Yes		4.03.0	6	
40B	Yes	Yes	No	Yes		Yes	4.01.0	6	
41B	Yes	Yes	No	Yes	Yes		3.18.1	6	
42B	Yes	Yes	No	Yes	Yes		4.01.0	6	
43B	Yes	Yes	No	Yes	Yes		4.02.0	6	
45B	Yes	Yes	No	Yes	Yes		4.00.0	6	
46B	Yes	Yes	Yes	Yes		Yes	?	6	
47B	Yes	Yes	No	Yes		Yes	4.02.3	6	

Wagon No.	Handbrakes		Vacuum	Vacuum	Flats		Tare	Max. Load	Remarks
	Down Side	Up Side	Cylinder	Pipe	Fldg. Side	Ctre. Door	T. C. Q.	Tons	
48B	Yes	Yes	No	Yes		Yes	4.04.2	6	
49B	Yes	Yes	No	Yes	Yes		4.01.0	6	Hard Roof
50B	Yes	Yes	No	Yes		Yes	4.00.0	6	
51B	Yes	Yes	No	Yes	Yes		3.18.0	6	
53B	Yes	Yes	No	Yes		Yes	4.06.2	6	
54B	Yes	Yes	No	Yes		Yes	4.03.0	6	
56B	Yes	Yes	No	Yes	Yes		3.19.1	6	
58B	Yes	Yes	No	Yes		Yes	4.03.3	6	
59B	Yes	Yes	No	Yes	Yes		4.01.1	6	
60B	Yes	Yes	No	Yes		Yes	4.01.3	6	Hard Roof
38B	Yes	Yes	No	Yes	Yes		4.01.0	6	
Bogie Wag-ons (L&BER)									
89B			Yes	Yes	Yes		9.01.3	19	
90B			Yes	Yes	Yes		9.01.2	19	
91B			Yes	Yes	Yes		9.01.3	19	
Hard Roof Wagons (L&BER)									
21B	Yes	Yes	Yes	Yes		Yes	4.06.1	6	
22B	Yes	Yes	Yes	Yes		Yes	4.04.0	6	
26B	Yes	Yes	Yes	Yes		Yes	4.06.3	6	
27B	Yes	Yes	Yes	Yes		Yes	4.05.2	6	
39B	Yes	Yes	No	Yes		Yes	4.03.2	6	
44B	Yes	Yes	No	Yes		Yes	4.02.2	6	
52B	Yes	Yes	No	Yes		Yes	4.01.2	6	
55B	Yes	Yes	No	Yes		Yes	4.02.2	6	
57B	Yes	Yes	No	Yes		Yes	4.09.0	6	
63B	Yes	Yes	No	Yes	Yes		4.06.1	6	
64B	Yes	Yes	No	Yes	Yes		4.05.1	6	
65B	Yes	Yes	No	Yes	Yes		4.10.1	6	
66B	Yes	Yes	No	Yes	Yes		4.06.2	6	
67B	Yes	Yes	No	Yes	Yes		4.05.1	6	
68B	Yes	Yes	No	Yes	Yes		4.04.3	6	

Goods Brake Vans Nos. 124,129,130,132,135 all seen 16 Oct.1930.

Wagons L49,L64,L75,L122,(HR), B24 & B37 (CC), broken up following derailment in April 1930

APPENDIX F
L&LSR Bus Fleet as at October 1930

Fleet No.	Make	Reg. No.	Seats	Date	From whom obtained	Condition	
						Engine	Chassis
1	Leyland Lion	IH 2824	32	1930	Leyland Company	Good	Good
2	Leyland Lion	UI 2230	32	1930	Leyland Company	Good	Good
3	Leyland Lion	IH 2672	35	1929	Barr of Buncrana	Good	Good
4	Leyland Tiger	VI 2222	31	1930	Leyland Company	Good	Good
5	Leyland Tiger	?	31	1930	Leyland Company	Good	Good
6	Leyland Tiger	?	31	1930	Leyland Company	Good	Good
7	Leyland Lion	IH 2860	32	1930	Leyland Company	Good	Good
8	Leyland Lion	IH 2861	32	1930	Leyland Company	Good	Good
9	Vulcan	GE 5524	32	1929	British Wagon Co.	Good	Good
10	Vulcan	GE 5525	32	1929	British Wagon Co.	Fair	Good
11	Vulcan	GE 5526	32	1929	British Wagon Co.	Good	Good
12	Vulcan	GE 5527	32	1929	British Wagon Co.	Good	Good
13	Vulcan	GE 5528	32	1929	British Wagon Co.	Good	Good
14	Vulcan	GE 5529	32	1929	British Wagon Co.	Good	Good
15	Vulcan	GE 5530	32	1929	British Wagon Co.	Good	Good
16	Gilford	IH 2679	32	1929	Doherty of Buncrana	Fair	Fair
17	Gilford	IH 2612	32	1929	Doherty of Buncrana	Fair	Fair
18	Guy	UI 2250	32	1930	Guy & Co.*	Good	Good
19	Guy	IH 2710	23	1929	Burns of Kilmacrenan	Overhauling	Overhauling
20	Reo	IH 2494	20	1928	Doherty of Buncrana	Poor	Good
21	Albion	IH 2428	26	1928	McLaughlin of Carndonagh	Overhauling	Overhauling
22	Graham	IH 2482	20	1928	Barr of Buncrana	Bad	Bad
23	Graham	IH 2475	20	1929	Burns of Kilmacrenan	Wants overhaul	Wants overhaul
24	Graham	IH 2627	20	1929	Barr of Buncrana	Fair	Good
25	Graham	IH 2669	12	1928	Barr of Buncrana	Overhauled	Overhauled
26	Morris Commercial	MS 7581	14	1927	Kane of Culdaff	Fair	Good
27	Reo	IH 2317	20	1927	Doherty of Buncrana	Poor	Poor
28	Reo	XI 5701	14	1926	Doherty of Buncrana	Poor	Poor

* Order transferred from Burns of Kilmacrenan.

Author's Note: There is some doubt regarding Reg. Nos. against Fleet Nos. as lists of buses vary.
11 vehicles were taxed in N.I, 10 in the IFS and 6 or 7 are shown as untaxed as of October 1930. Two buses were shown as being owned by the L&LSR with 26 on Hire Purchase Agreements.

APPENDIX G
Boats

The Paddle Steamer *Lake of Shadows* was 120ft long, 20ft beam & 6½ft deep, powered by a 2-cylinder compound engine of 340shp. Her registered tonnage was 61.38 tons, and whilst she did not have a passenger certificate from the BoT, she had previously been certified to carry 250 passengers. The Motor Boat *Irish Isle* was 40ft long with a 6-cylinder Wolseley petrol/paraffin engine and cabin seating for 25 passengers. The Motor Boat *Maureen* was 30ft long, had a single cylinder Gardner engine and had a capacity for 20 passengers (no cabin).

APPENDIX H
LC&W Staff at Pennyburn Works

Name	Grade	Depot	Age	Service	Rate
Locomotive Department					
Supervisory & Technical					
William A. Napier	Locomotive Superintendent	Derry	51	11	£486p.a.
William Holmes	LC&W Foreman	Derry	56	13	£5.10s.0d p.w.
Clerical					
William Elliott	Clerk & Timekeeper	Derry	60	13	£189p.a.
Locomotive Shop					
James Keys	Turner	Derry	49	27	11s.2d per day
Robert Tracy	Turner	Derry	34	13	10s.8d per day
Robert Begley	Fitter	Derry	40	13	10s.4d per day
Thomas McClintock	Fitter	Derry	26	9½	10s.10d per day
James Coyle	Fitter	Derry	39	1	10s.4d per day
Robert Beattie	Improver	Derry	28	¼	6s.8d.per day
Anthony Crossan	Apprentice Fitter	Derry	17	2	2s.4d per day
James Coyle	Apprentice Fitter	Derry	19	2	2s.4d per day
William Taylor	Boilermaker	Derry	46	30	10s.4d per day
Thomas Campbell	Boilermaker	Derry	41	18	10s.4d per day
John Humes	Boilermaker's Helper	Derry	28	6	7s.9d per day
William Boyle	Boilermaker's Helper	Derry	58	13	7s.9d per day
Walter Crockett	Plumber	Derry	45	16	1s.7d per hour
James Watson	Blacksmith	Derry	40	7	10s.4d per day
William Maxwell	Blacksmith	Derry	59	8½	10s.4d per day
Henry Clifford	Blacksmith's Helper	Derry	61	38	7s.3d per day
David Cunningham	Blacksmith's Helper	Derry	57	7	7s.3d per day
William McCool	Wheel Turner	Derry	40	12	9s.5d per day
Thomas Butler	Storeman	Derry	35	8	7s.1d per day
James McGinley	Labourer	Derry	56	22	7s.0d per day
John O'Donnell	Boiler Washer	Derry	59	6	7s.6d per day
Carriage & Wagon Shop					
Henry Murray	Joiner	Derry	56	30	1s.7d per hour
George Mullan	Joiner	Derry	51	18	1s.7d per hour
James Gilliland	Joiner	Derry	61	20	1s.7d per hour
James Gallagher	Apprentice Joiner	Derry	19	1	1s.8d per day
Samuel Elliott	Coach Painter	Derry	44	24	10s.4d per day
Robert Hanna	Apprentice Coach Painter	Derry	20	4	3s.0d per day
Thomas Doherty	Carriage & Wagon Lifter	Derry	37	11	8s.8d per day
Hugh McGinley	Labourer	Derry	53	26	7s.0d per day
Robert Duddy	Sailmaker	Derry	71	15	9s.0d per day

Name	Grade	Depot	Age	Service	Rate
Employed at Bus Maintenance					
George Ellis	Fitter	Derry	42	11	10s.4d per day
Daniel Gallagher	Fitter	Derry	41	7	10s.4d per day
Thomas Elliott	Joiner	Derry	42	12	1s.7d per hour
Robert Little	Mechanic/Driver	Derry	34	5mos.	7s.1d per day
James Millar	Mechanic/Driver	Derry	32	5mos.	7s.1d per day
Shed Staff					
Robert Turner	Driver	Derry	44	28	13s.6d per day
Robert McGuinness	Driver	Derry	47	22	13s.6d per day
Henry Baird	Driver	Derry	55	16	13s.6d per day
Richard Quinn	Driver	Derry	42	25	13s.6d per day
Hedley Connell	Driver	Derry	38	18	13s.6d per day
Patrick Clifford	Driver	Derry	36	15	13s.6d per day
Hugh Boyle	Driver	Burtonport	47	28	13s.6d per day
Alex McElhinney	Driver	Burtonport	54	14	13s.6d per day
James Deeney	Driver	Letterkenny	47	29	13s.6d per day
Daniel Tully	Driver	Carndonagh	47	30	13s.6d per day
Patrick Tierney	Driver	Derry	46	17	13s.6d per day
Joseph Bradley	Fireman	Derry	44	14	10s.9d per day
John Hannigan	Fireman	Derry	32	14	10s.9d per day
Samuel McElhinney	Fireman	Derry	32	13	10s.9d per day
James L. Hannigan	Fireman	Derry	28	13	10s.9d per day
Albert Hegarty	Fireman	Derry	28	13	10s.9d per day
Samuel Molloy	Fireman	Derry	32	11	10s.9d per day
James Boyle	Fireman	Burtonport	57	17	10s.9d per day
Patrick Conaghan	Fireman	Burtonport	58	28	10s.9d per day
James McCafferty	Fireman	Letterkenny	33	12	10s.9d per day
Joseph Lynch	Fireman	Carndonagh	42	26	10s.9d per day
Hugh Harkin	Head Cleaner	Derry	46	17	11s.3d per day
Patrick McDowell	Head Cleaner	Derry	62	24	10s.9d per day
Patrick Grant	Cleaner	Derry	44	14	8s.6d per day
Hugh Deeney	Cleaner	Derry	33	11	8s.6d per day
Fred Sweeney	Cleaner	Derry	29	10	8s.6d per day
Patrick McNelis	Cleaner	Burtonport	52	13	8s.6d per day
Edward Boyle	Cleaner	Burtonport	53	11	6s.9d per day
Hugh McDaid	Cleaner	Letterkenny	42	16	6s.9d per day
John McDowell	Cleaner	Carndonagh	33	10	8s.6d per day
James Brown	Examiner	Derry	58	31	7s.7d per day
Thomas McCafferty	Examiner	Derry	32	15	7s.7d per day
Joseph Wilkie	Examiner	Letterkenny	38	13	7s.4d per day
John Gibson	Greaser	Derry	45	11	6s.8d per day
George Pattenden	Shed Labourer	Derry	54	12	6s.10d per day
James Stewart	Coalman	Derry	51	8	7s.0d per day
Alex Murray	Coalman	Derry	?50	11	7s.0d per day

Name	Grade	Depot	Age	Service	Rate
Boat Staff					
E. McDevitte	Agent	Ramelton		7	45s per week
J. Morrison	Agent	Rathmullan		7	30s per week
R. Carter	Charge Hand	Fahan		7	50s per week
W. McCoach	Deck Hand	Fahan		7	50s per week
W. Whorriskey	Engineer	Fahan		2	37s.6d per week

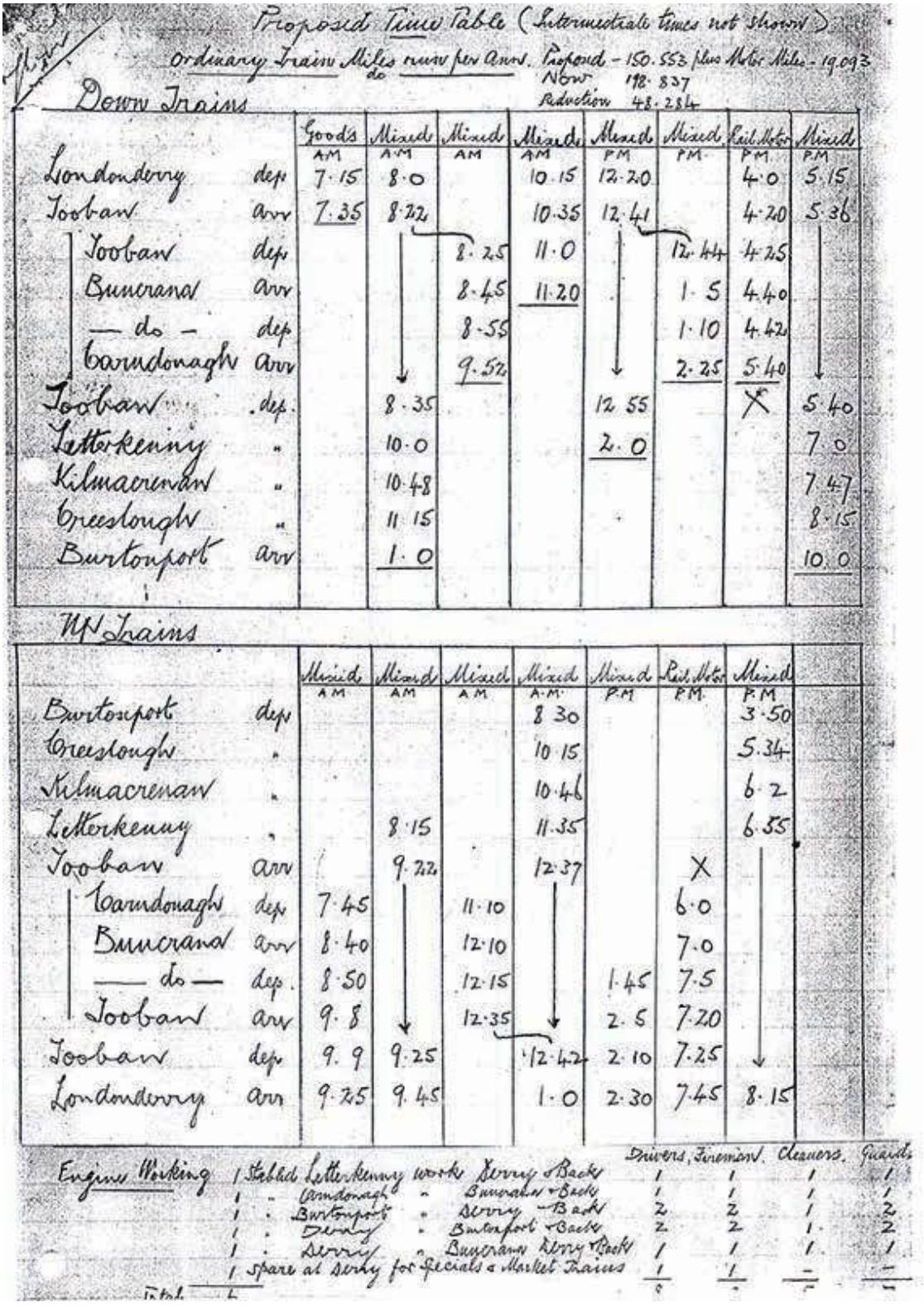


Figure 2

Loose-links: Recent Scenes on Irish Railways

ENTERPRISE FOCUS

Enterprise 207 - Emerald Isle Express;
On Wednesday 30 September 2015, the Cork 'stand-by' locomotive, 207, in the new *Enterprise* livery, hauls the continuation of the 09:00 Mallow - Cobh empty working from Cork past Tivoli as part of the *Emerald Isle Express* charter. *(Photo © Finbarr O'Neil)*

Patchword liveried *Enterprise;*
Intercity liveried locomotive 231 is captured north of Gormanston working the 16:50 Dublin Connolly - Belfast Central *Enterprise* service on Friday 21 August 2015. Behind the locomotive is Mk3 EGV 9602, painted in the new *Enterprise* livery. *(Photo © Ciarán Cooney)*

Two-coach De Dietrich;
Following their repainting into the new livery at Inchicore Works, Dublin, De Dietrich *Enterprise* coaches 9210+9212 are hauled north through Drogheda station by locomotive 206, en route to Belfast with the 11:18 Dublin Connolly - York Road transfer on Saturday 14 November 2015. (*Photo © Kieran Marshall)*

SUNDRY SCENES

Sandsite Season on NIR;
NIR 80 Class railcars 8090+752+8097-8069 pass through Moira with the 13:55 Portadown - Bangor Sandite movement, Wednesday 28 October 2015.
(Photo © Finbarr O'Neil)

PWD works at Grand Canal Dock;
WT 2-6-4 locomotive No. 4 emerges from what was formerly the Down Loop opposite the Boston Sidings and enters Grand Canal Dock station in Dublin City, en route to Arklow to form a RPSI private charter steam special on Friday 9th October 2015.
(Photo © Ciarán Cooney)

PWD ballast cleaner 781;
Viewed from the Kyle Bridge, the Irish Rail ballast cleaning machine 781 is recorded at work on the Up line near Cherryville Junction on Saturday 26 September 2015.
(Photo © Neil Dinnen)

Pictures from Minor and Heritage Lines

COMPILED BY ANDREW WALDRON

BnM built 4-wheel diesel-hydraulic LM 428 is seen leaving the Derraghan Ash Cells on the Mountdillon System in Co. Longford and crossing the gated R392 en route to the Lough Ree Power Station with a return empty ash working. Thursday, 2 July 2015. (*Photo © Andrew Waldron)*

LM 428 is seen roaring through the Mountdillon Track Materials Depot with a 12 wagon loaded ash train of 160 tons gross en route to Derraghan Ash Cells on Monday, 6 July 2015.
(Photo © Andrew Waldron)

BnM built 4-wheel diesel-hydraulic LM 427 hauling an empty working consisting of 16 wagons is seen passing 0-4-0DH LM 305, rebuilt Wagonmaster, just to the east of the Mountdillon System Track Repair Depot on Monday, 6 July 2015.
(Photo © Andrew Waldron)

BnM built 4-wheel diesel-hydraulic LM 413 almost ready to be out-shopped at Derrygreenagh Works, Co Offaly, after its rebuild to the new BnM specification, Saturday, 11 April 2015.
(Photo © Ted McAvoy)

The remarkable 49 year old Ruston & Hornsby locomotive LM 157 stands in the yard at Croghan, having been fully overhauled with a virtually brand new Gardner 4LW engine, is once again in sole charge of the tippler at Croghan Works near Daingean, Co Offaly, on Wednesday, 15 April 2015.
(Photo © Ted McAvoy)

BnM built Rail Tractor F 866 stands ready for action inside the Cloonburren Depot on the Blackwater System. This rail tractor was converted for rail use in 1975 and acts as the fitter's mobile rescue locomotive, attending breakdowns all over the Roscommon bogs, seen here on Wednesday, 8 July 2015.
(Photo © Ted McAvoy)

Former 3ft gauge Burtonport Harbour Tramway wagon, known as the “Burtonport Bogie” stands on display at the CDRRSL Museum in Donegal Town. The wagon was formally once a L&LSR Platelayers wagon, shown here Friday, 6 July 2012.
(Photo © Danny Sheehan)

Former BnM Glenties Bog railway locomotive, Ruston & Hornsby LM 263 built 1968, as displayed at the St Connell’s Museum, Glenties, Co Donegal. Sunday , 5 July 2015.
(Photo © Andrew Waldron)

Irish Narrow Gauge Trust, Dromod, Co Leitrim with former BnM LM 114 Ruston locomotive, named in honour of the late JOE ST LEGER, shown double heading a works train with former BnM built railcar C66 near to Dromod Station on Monday, 1 June 2015.
(Photo © Philip Bedford)

Forthcoming features in Journal 189 February 2016

HISTORY OF THE CIÉ 'G' CLASS DEUTZ LOCOMOTIVES
DAN RENEHAN

An article covering the history of these small diesel locomotives, CIÉ's G601 and G611 Class Deutz engines, delivered in two batches in 1957 and 1961 respectively. Seldom recorded and recounted, much of their working career is detailed, complete with illustrations of the G Class at work in both their usual and more unusual haunts on the Irish railway network.

THE ASTON DAIRIES: PART 3 - KERRY, WEST CORK AND WATERFORD
GERALD ASTON

We rejoin Gerald Aston, prolific railway traveller and writer, as he re-visits Ireland in 1946 with the intention of traversing lines and reaching locations not previously accomplished by the author on the Irish railway network. As usual, illustrated throughout with many anecdotal moments vividly recounted, as Aston reaches Valentia Harbour and Baltimore amongst many other places.

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REAR COVER:
Past scenes at the Ballinrobe branch platform in Claremorris; J15 Class locos Nos. 186 and 130 pause during the IRRS/SLS *Grand Steam Tour* of 1964, while 26 years later, locomotive 038 greets an enthusiasts outing to Claremorris in 1990. Remarkably the platform and track survive today and the stub of the branch is still used as a siding. *(Photos © Norman McAdams / Pat McQuail - IRRS Collection)*


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