

New Northern Ireland Railway depot takes shape



A new servicing facility is currently being constructed at Adelaide, near Belfast, for Northern Ireland Railways.

The depot will service up to 10 trains every night, each of which will be fuelled, serviced and will undergo an interior and exterior clean, while a total of 12-14 units can be stabled on site.

The maintenance facilities can handle four three-car trains at any one time and are designed to provide the majority of heavy maintenance for the new 4000 Class fleet. The only key tasks not being undertaken here being wheel-turning and paintwork repairs that will be handled by York Road Depot. Minor servicing and repairs will also be undertaken on the 3000 Class fleet as required.

The facility, which is additional to the Fortwilliam and York Road Maintenance/Cleaning facilities, is expected to be fully functional by end of the year and will provide for an necessary capacity for an enlarged fleet.

Above: A view of the new Adelaide Traincare facilities now well under construction. The large servicing shed will accommodate four three-car sets at any one time.

Right: The depot arrival and departure roads, along with two of the stabling sidings. Northern Ireland Railways says that between 12 and 14 4000 Class sets can be stabled on the depot each night, once fully operational.

Both: Chris Playfair

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Fleet reshuffle means end of the line for 2700 Class

From next month, Larnród Éireann is to commence withdrawing its 2700 Class DMUs from service, after a working life of just over 14 years.

The 12 two-car DMUs were built by GEC Alstom in 1997/1998 for use on Dublin commuter services, however, a number of failures and the delivery of newer 2900 Class DMUs resulted in the fleet transferring to the Dublin-Gorey and Rosslare services. After a number of reshuffles of stock, the fleet has more recently been based out of Limerick Depot, where many of the problems that the fleet has experienced have been resolved.

However, with the additional 17 three-car sets from Mitsui Rotem having now been delivered, Larnród Éireann is to withdraw and store the 2700 Class vehicles, meaning that there potentially exists the opportunity to reinstate them in the future, or look to sell them on to another operator, although this would obviously be outside of Ireland, and the added problem of track gauge and issues with loading gauge could be a preventative factor in the latter decision.



Above: 2700 Class vehicles Nos. 2711 and 2712 prepare to depart from Athlery on 14th February, forming the 17.30 Galway to Limerick Western Rail Corridor service. A lack of work for these units, following the transfer of 2800 Class sets from Drogheda, will result in the withdrawal of all 15 2700/2750 sets. *Neil Dinnen*