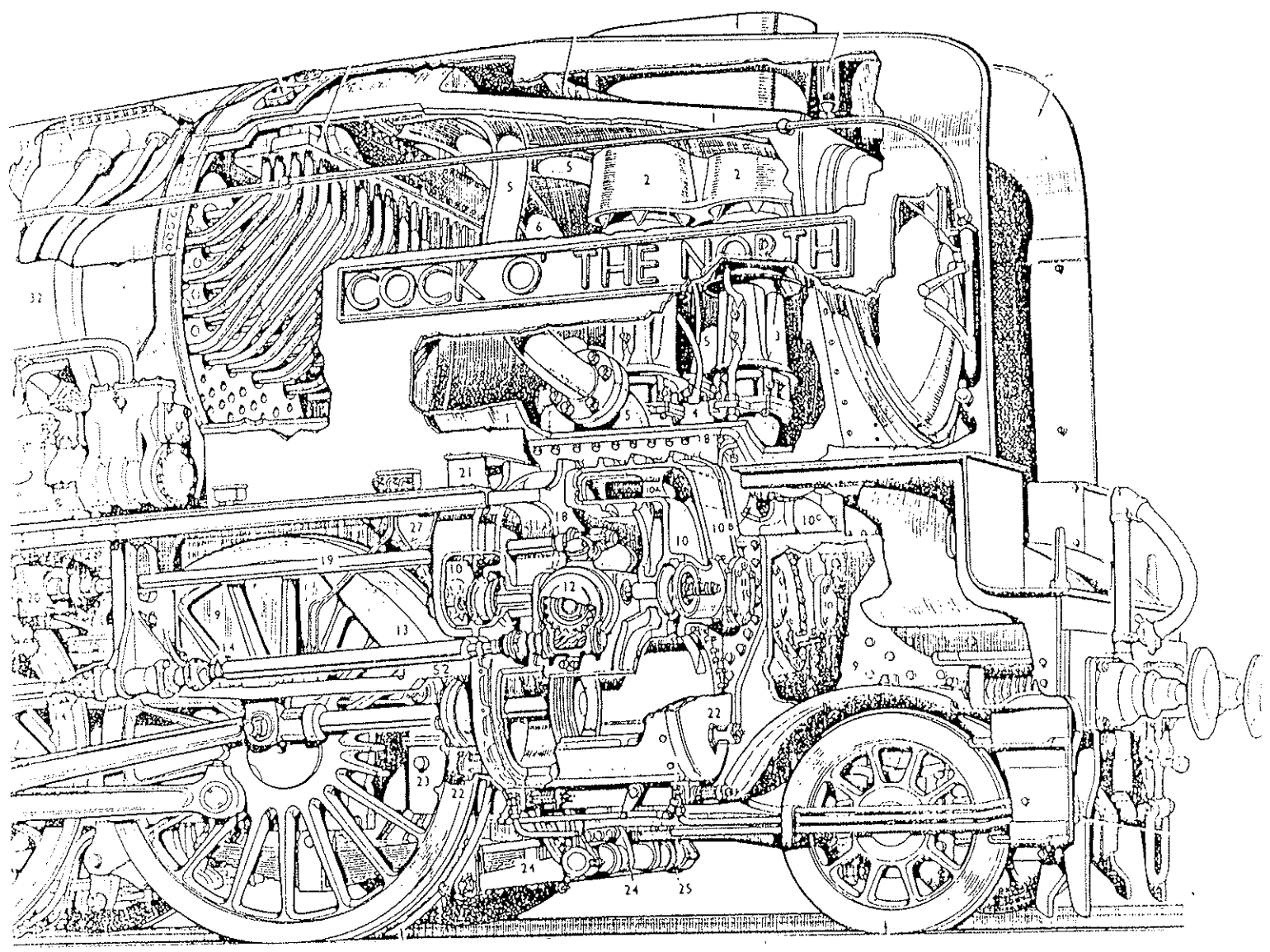


John W

COCK O' THE NORTH

Special 30th Anniversary Edition

NEWSLETTER OF THE ANGUS RAILWAY GROUP



Summer 2002

Issue No. 161

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Front cover;
taken from issue 107.

Editorial

It was not an easy task
selecting articles for

inclusion in this 30th
anniversary edition. I
have endeavoured to
give something of the
flavour of the past 160
editions of the Journal
but doubtless you will
all have your own
favourites.

I am not going to name
names, however, it
should be said there are
some, (they know who
they are), without
whom the Journal
would not now be
celebrating 30 years -
very well done all of
you!

The Journal is a
valuable piece of social
history in its own right
and the achievement of
all concerned should
not be under-estimated.
In my opinion it would
be worthwhile to send
a complete run of the
Journal to the Scottish
Museum of Transport -
over to you Mr.
Secretary!

This is my final
edition, as editor of the
Journal and I would
like to take this
opportunity to wish the
ARG another 30 years
of success. I would
also like thank Tom
Willison for inviting
me to participate in the
ARG, to George Gall
for his help in
producing and
distributing the

Journal, to Jim Page
for his hours at the
photocopier and to all
those members who
have contributed,
articles for inclusion in
your Journal.

EDITORIAL

As this is the first issue of our newsletter, it might be wise to state the editorial policy. The idea behind it is to allow members of the group to communicate their news and ideas, to let us know the state of lines in their areas, and to put forward suggestions for topics of discussion. Remember, this is your group, and any suggestions you have will be most welcome.

Railway anecdotes, poems and (clean) short stories will be acceptable and I hope to start up an advertising section where members seeking certain relics or with items they want to sell or exchange can advertise. Members preparing a talk could advertise for materials they require - timetables, photographs, etc. In this way it is hoped to reach a wider audience than at present, as all the group members are not usually present at each meeting. A list of current members and their railway books available for loan appears as part of this issue.

MEETINGS NEWS

I would like to take this opportunity of thanking Lindsay Horne for his most enjoyable talk about the Crieff-Gleneagles line on the 21st April; I'm sure all those present that night would agree that it helped to compensate in no small measure for the loss of our 'mystery tour'.

With the fine weather and the long light evenings, it is proposed that the group should have some outdoor visits. Trips are being planned to the Arbroath-Forfar and Dundee-Newtyle Railways, also a visit to industrial steam at Burntisland. Group members might care to prepare talks on other early local railways or centres of railway activity, e.g. Brechin, the idea being to have a short talk about a line or centre, then a visit to its remains.

A booking form for our Ayrshire rail trip appears with this issue.

Angus Railway Group ?

V. Goudie

Can anyone suggest a sensible name for our group? "The Angus Railway Group" suggests that either (a) we are only interested in lines in Angus or (b) that all the group members come from Angus. It sounds too parochial. Obviously like "The Northern Hemisphere Railway Group" would be erring in the other direction. The name need not be geographical, e.g. "A railway subculture".

The member suggesting the best name will be rewarded with a full-frontal picture of a black 5.

A POEM

by Lindsay Horne

The right big end has got a knock,
And steam blows through the sander cock.
The left injector's blawin' back,
So give attention tae the clack.
When yir packin' the small ejector,
Fit on the gauge glass, a protector.
Pit some metal on the blocks,
An' tak awa' the wee end Knocks.
The fore end's dry for want o' ile,
The biler's it's gaun aff the bile,
The trouble there's no' ill tae seek,
For frae her tubes I see a leak.
Noo geordie dinna think that's a',
The bloomin' whistle winna blaw!

July 1977, NewsletterTRAINS TO HERE; THERE, ALMOST EVERYWHERE.

Perhaps some of the most interesting and most unusual railway movements are to be found within the secretive pages of Weekly Special Traffic Notices. We have recently had the opportunity of browsing through those for May of this year.

On the very first page of the very first notice which we opened were details of a Charter working from Basingstoke to Oban. This train, of no less than 14 vehicles weighing 515 tonnes departed Carlisle on Saturday May 7 at 01 13 and arrived in Oban at 06 55. The coaches were then worked ECS back as far as Crianlarich and forward to Fort William and Mallaig, the 5 sleeping cars being detached at Mallaig Junction. In the evening, departure from Mallaig was at 17 20 and Fort William at 22 00, Cowlairs box being reached at 01 48.

Monday of the following week saw an Advertised Day Excursion from Inverness to Aberdeen. Passengers on this 350 tonnes, 10 vehicle train were afforded six hours in the Granite City. On Friday the 13th, a far longer journey was undertaken by an 8 vehicle set which ran Eincar from Bellahouston CS to Stranraer Harbour, from whence the BSK, 6SK and BG were worked overnight to Clacton - on - Sea. This circuitous journey, although involving a cross - London path was completed in 11 hours 10 min.

The above mentioned train departed Carlisle an hour after an 11 vehicle (including RB) Advertised Excursion from Euston to Wick and Thurso. Stopping briefly at Mossend to be dieselised, this train continued past Carmuir West box at 03 12 to reach Inverness at 07 30. Had Carmuir West been passed an hour earlier, this northbound train would have met an oncoming northbound train from Southend (Victoria) to Mallaig. The latter train included 8 SLSTP and also an RB among its 13 vehicles and was hauled by a Class 47 via Berwick and Falkirk (Grahamston) to Cowlairs, from where the timing load was for two Class 27s. The sleepers

were detached at Fort William and the 5 returning coaches from Mallaig attached to the ordinary 18 59 Fort William train. The journey south from Cowlairs was by way of Carlisle.

By 12 16, when the Euston - Wick/ Thurso express was being divided at Georgemas Junction, an 07 00 Advertised Excursion ex Coventry, comprising some 13 vehicles was due at Edinburgh Waverley. It was followed in, only 20 minutes later, by a 10 vehicle excursion train from Stafford. The West Coast main line also provided room the same morning for a Charter working from Cardiff, but a 13 vehicle Merrymaker excursion from Nottingham to Glasgow was routed via Kilmarnock, an obvious route for a Blackpool North - Ayr Mystery Excursion which followed later that morning.

In total, these special workings that morning brought north across the Border no fewer than 82 passenger vehicles.

The following week - end was somewhat quieter, although there was a 12 vehicle Merrymaker excursion from Chesterfield to Edinburgh and a Wirral Railway Circle charter from Crewe to Gourock and then Glasgow. The unusual route from Carlisle to Gourock involved two reversals - at Newton Junction (Ayr) and Paisley (Gilmour Street). The Highlands were visited by a week - end excursion from Nelson (Lancs) to Oban , while a 10 vehicle charter from Euston to Glasgow necessitated finding a second additional path on the West Coast main line. Internally, the annual outing of Singer Veterans Association involved two 6 - car d.m.u. sets working from Dumbarton Central and Dalmuir east along the north bank of the Clyde to Glasgow, then via High Street Junction west - ward by the south bank to Paisley and Ayr.

On the morning of Friday, 27th May, a 15 vehicle, 570 tonnes, Charter arrived at Inverness after an overnight journey from Euston. Its arrival was less than an hour after a special 14 vehicle working from Kings Cross via Aberdeen. Having detrained at Inverness, passengers from both trains - representing the Design Council - departed in an 8 vehicle (BFK 7FO) special for a two hour visit to Kyle. The composition

of this latter train is perhaps indicative of its passengers importance.

Next morning Inverness again saw the arrival of a charter train - 13 vehicles from Euston via Carstairs, Edinburgh (RR) and Aberdeen. On that same day, three other charters totalling 32 vehicles, from Stoke - on - Trent, Liverpool and Birmingham were worked between Carstairs and Edinburgh. The train from Liverpool ran forward to Dundee. Edinburgh also received, via Berwick, a charter from Beverley and three Advertised Day Excursions from Stevenage, Manchester Piccadilly and Wellingborough. None of these trains comprised less than 10 vehicles . The West Highland Line was traversed by a Merry-maker excursion from Euston to Mallaig and there were advertised excursions from Llandudno to Wemyss Bay and Blackpool North to Balloch Pier. The train to Balloch Pier was hauled by two engines, one of which worked the ECS to and from Cowlairs whilst the other remained at Balloch Pier. Meanwhile, further north some members of the A.R.G. were marvelling at yet another visit to Perth by the " Union of South Africa " in connection with an excursion from Kirkcaldy to Aviemore.

Really, it is amazing just how busy our railways appear to be trying to make a loss! And we can't even get a train from Perth to Forfar (tears).

SCOTT BRUCE.

E D I T O R I A L

A TRIBUTE

From current national newspaper reports we are hearing with increasing frequency of strong hints that somewhere in a faceless London office tower regular meetings occur, attended by a small group of sinister but very influential men. This league, possibly now in constant session and even predominated by women, have only one task set before them. Their task - How can the present cumbersome railway timetable be reduced to more compact dimensions, so as to be easily slipped into a pocket or handbag whilst enabling its bearer still to stand erect? This problem, which clearly requires the trained (no pun intended) minds of economists to solve is not as simple as it may at first appear. Only by the most careful cost manipulations will it be possible to effect a reduced expenditure on printing, without further increasing the price beyond the present £ 1.50.

Time to these people is also of the essence. Can, for example, the Tay and Forth Bridges be demolished before an independant Scotland determines its own network and runs trains of tartan livery over a 5 ft 6 inch gauge? If passenger trains are to cease running north of Edinburgh and Glasgow, why is a considerable stretch of the Perth - Inverness line being redoubled to cope with increased traffic!

In the event of such an eventuality, the demand by many railway enthusiasts to buy a vast assortment of relics will be enormous. Yet, there will remain one indisposible asset no matter what network remains. From conversations with station staff, talks with engine crew and an association with administrative officers, it is increasingly obvious to the writer that, with definite isolated exceptions, all these men have been apprenticed in one job - to be gentlemen. Those of the Group who recently visited Haymarket Depot will bear this out. Whether they are made redundant or transfer to other regions, their honour will bear with them.

We have learnt by special telephonic message that a copy of this Edition will be despatched to a correspondent in the U.S.A. He is most warmly invited to send any contributions for inclusion and we wish him well.

years so spent and successfully taking another examination, the 'apprenti' had further practical training as a fitter, boiler - maker or machinist until being called up for compulsory military service. On return to the railway he would begin a period as a 'chauffeur' or fireman lasting two to three years, at the end of which came a very stiff examination in the construction, handling and maintenance of locomotives, and knowledge of signalling, railway operation in general and safety rules.

Success in the examination earned the title 'eleve mecanicien', or pupil driver. Then would follow three or four years of driving freight or passenger (local) trains, whereafter success in a final examination would ensure promotion to the position of 'mecanicien', or driver. In French steam locomotive work seniority counted for very little; men with high initial qualifications could be passed through the firing and pupil driving stages much more quickly, with the result that highly capable young drivers might have as their fireman men considerably older than themselves.

In addition, French locomotive handling has always been subject to extremely strict rules. Cab fittings included self - recording speed indicators, the tapes from which showed whether or not the speed limits had been observed, and whether or not, on approaching a speed restriction or signal at caution or danger, the driver has acknowledged it by pressing a 'vigilance button', so marking the tape and confirming that he has been fully awake. French engine crews were also awarded substantial inducements to drive and fire intelligently, to get the best out of their equipment. One was a bonus for recovering lost time (with the speed recorder to confirm that it was not done by scamping speed restrictions), and another was a bonus for fuel economy (to ensure that the time regained was not at the expense of thrashing the locomotive). In these and other ways, French steam locomotive handling, and with it punctuality of operation, reached a higher level probably than anywhere else in the world.

RON BEATT.

(The above notes were taken, largely, from an article in the series 'History of Railways' published by New English Library).

EXPLOSION ON SECRET ENGINE

MISHAP ON NEW L.M.S. GIANT

TWO MEN IN HOSPITAL

FOOTPLATE ORDEAL

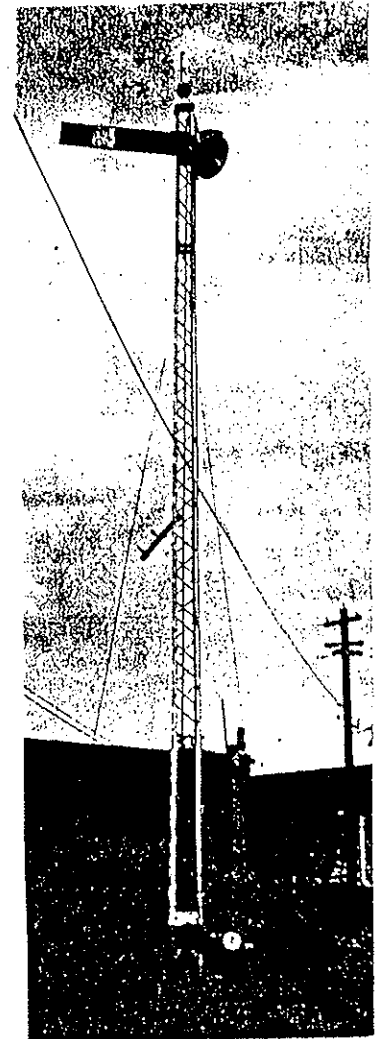
An explosion occurred on the L.M.S. giant new locomotive "Fury" during a trial run at Carstairs, Lanarkshire yesterday. Louis Schofield, of South Hamilton Street, Kilmarnock, a tester, was severely burned and is in a critical condition. The fireman, Donald Blair, of Bankhall Street, Glasgow was badly scalded about the face and hands.

New Tests.

The accident occurred shortly before mid-day. The engine had been running further tests after its first public inspection in Glasgow a few days ago and had returned to Carstairs Station. It was travelling through the station slowly when there was an explosion. One of the tubes inside the firebox had given way and steam blew the fire out on to the footplate. Four men were on the engine at the time and the two injured men, Schofield and Blair, were standing in such a position that they could not escape the effects of the explosion. Blair managed to throw himself on to the station platform. He suffered blows from the fall as well as burns. Driver Hall was also slightly burned. The fourth man on the engine, an inspector, was unhurt. A doctor was hurriedly summoned and after he had attended to the injured men a special train conveyed them to Glasgow. They were rushed to the Royal Infirmary in an ambulance.

Secret Design.

The "Fury" was a closely guarded secret until it was shown last week on tests at the North British Locomotive Works, Springburn, Glasgow where it had been built for the L.M.S. Railway Company. Engineers and research specialists have worked behind closed doors on the engine in the hurry that has been taken to bring it to completion. It was confidently expected to make new records in railway speed. In outward appearance the "Fury" varies little from the well-known Royal Scot engines already in the L.M.S. service but there are many novel points in its design. Its most notable feature is a cylinder working at a pressure of 900 lbs per square inch, a worlds record. A description of the "Fury" is given in the L.M.S. magazine yesterday. The engine is a 3-cylinder compound. The high pressure cylinder being situated between the frames and the two low pressure ones outside them. The boiler is of the Schmidt high pressure type and consists of three distinct systems of boilers. It is stated that the highest pressure varies between 1400 lbs and 1800 lbs per square inch.



N.B.R. Signal at Dysa

Extracted from the Dundee Courier of 11th February 1930.

(See also Railway Magazine Dec. 1978 Page 579.)

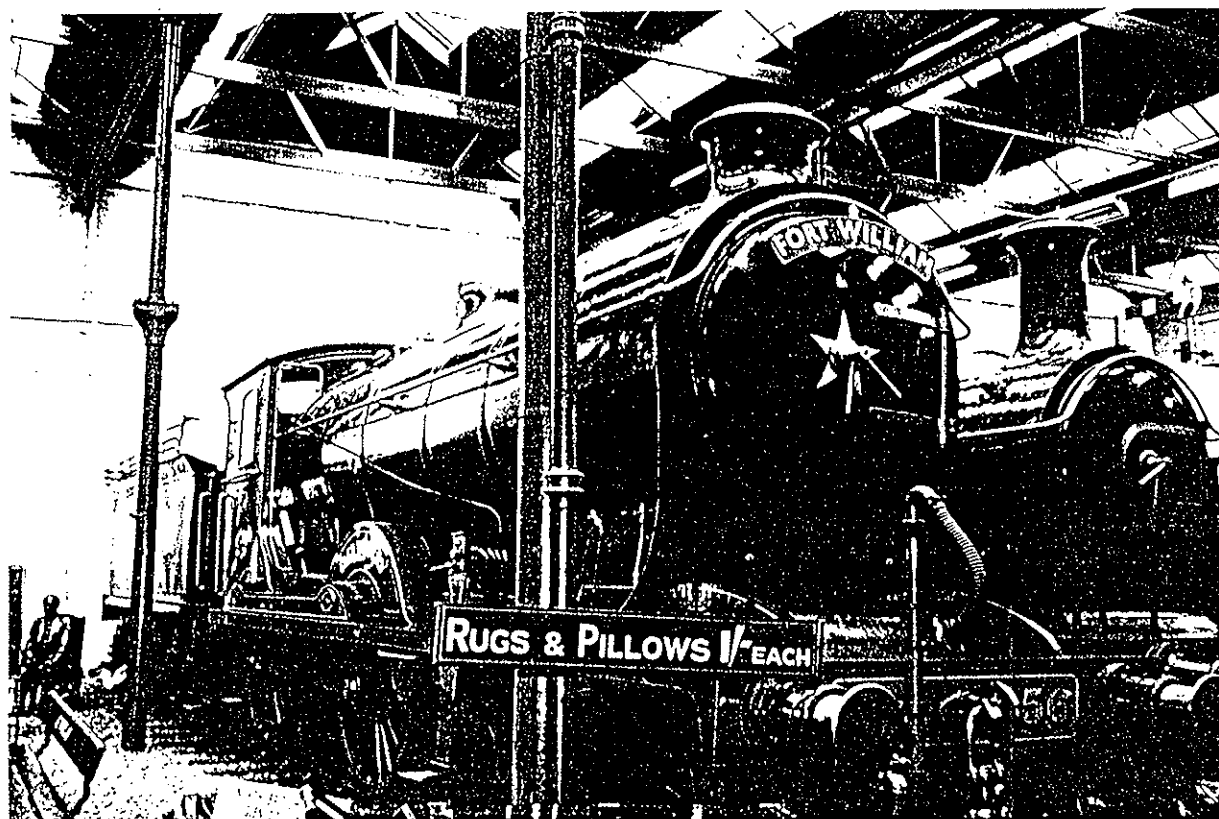
Want to buy a station? - again! Latest offering from Tayside is Farnell Road, much changed from its Caley days, but an old station nonetheless. (Well, most of it.)

The Dundee Model Railway Club's exhibition seems to have been a success. The highlight of the show was a model of Brechin station built largely by a talented teenager. The ARG had a stand at the event with excellent display boards explaining our plans for Broughty, the work of Gordon Mechan.

Much unrest at Dundee Station these days. Staff have unanimously backed a motion of no confidence in local BR management, although a meeting in mid-May resulted in a vote against the implementation of industrial action. Staff cuts are the basis of the problem, as usual. To add to the problems at the station, a train ran into the buffers at one of the bay platforms during May. Fortunately, no one was seriously injured. Work has started again at street level, with activity centred around the South end of the revamped travel centre building.

Gossip has it that the SRPS is keen to add Monifieth station buildings to the collection. Apparently, it would like to do a 'Wormit', and re-erect the structure at the Kinneil site. The building was set alight a month or two ago although fortunately damage was minimal. It did however leave a gaping hole in the side. BR have apparently decided it isn't worth boarding up, and local youngsters are having a fine old time with the contents. Still at Monifieth but on the other platform, a ramp is under construction to aid the passage of wheelchairs, etc. It's one of those types that doubles back on itself and what with the station being in a rather elevated position, it would appear to run half way to Arbroath before doubling back!

The entire D & A seems to have had a fresh coat of paint, reputedly with EEC money - everything from fences to footbridges.... Nothing above a foot in height has been spared. It all looks very pleasant. There is one structure however, which might have been better left alone. This is the signal box at Carnoustie where the red brickwork has ^{been} painted.....brick red!



Glasgow Museum of Transport is moving next year to the Kelvin Hall and, as part of the preparations, some of the railway exhibits are being given a facelift. Already at an advanced stage at the end of April was CR No. 123, with main paintwork gleaming and black and white lining being carefully re-applied. Many of the boiler pipework connections had been removed for restoration and 123 presented an odd appearance with lots of holes in unusual places, but a lot of care is being lavished on the most celebrated exhibit in the railway section.

Issue No.103 cannot be allowed to pass without reference to HR No.103. She's next on the repainting schedule at Glasgow, and I dropped a line to the Museum to find out what livery was planned for her. Their reply follows.

Museum of Transport 25 Albert Drive Glasgow G41 2PE Telephone 041-423 8000
Keeper RAR Smith AMA

K.S.Morris Esq
6 Kinkell Terrace
St Andrews
FIFE KY16 8DS

Glasgow Museums & Art Galleries

Director Alasdair A Auld DA FMA FRSA

Our ref Tech/R/Enq
Your ref

9th June 1986

Dear Mr Morris

Thank you for your letter of 2nd June. I am glad you appreciate our workshop staff's efforts to improve the appearance of C.R.4-2-2 No.123.

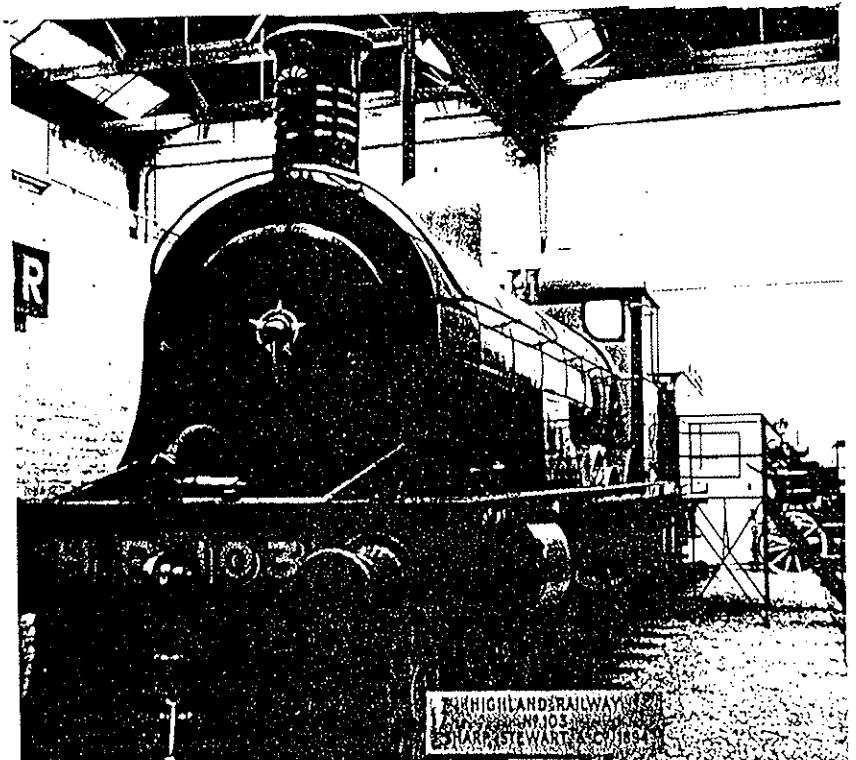
We are indeed proceeding to repaint H.R.4-6-0 No.103 because the paintwork was in a particularly bad condition and continued to deteriorate noticeably every year. After much consideration and research, including taking paint samples from the locomotive and tender, it has been decided that she should stay meantime in her present livery. There are, however, many pros and cons which can lead to very involved arguments based on evidence which is sometimes more than a little dubious. We are, nevertheless, sure that there remains a reasonable level of probability that this livery was indeed carried by at least one of these locomotives for a short period of time.

Should the matter ever be positively resolved we are sure that our successor custodians will effect any necessary correction in due course.

Yours sincerely



John C Clayson
ASSISTANT KEEPER.



City of Glasgow District Council

I recently struck up a conversation with an Inverness driver in the loco bothy there, and he passed on what he knew about the plans for the Kyle line.

Apparently, ASLEF have been told that some passenger trains will be operated by "new" trains, (possibly Sprinters), and they are to be One Man Operated. The driver will have to issue and collect tickets and, on arrival at Kyle, will be expected to sweep floors, etc. He will be in constant radio contact with the signalman at Dingwall, and for this extra "productivity", will be rewarded with the massive sum of 18p per block section, amounting to about £3 for the complete Inverness/Kyle return trip. Perhaps not surprisingly, the local union branch are intending to fight the plan all the way.

There is another current rumour providing fuel for the wagging tongues of Highland line signalmen. It involves the closure of Ballinluig signal box, which if closed completely, would mean a lengthy block section between Dunkeld and Pitlochry.

Apparently, local management and the "brains" in Scotrail House have noticed that no trains are now booked to cross at Ballinluig box, but they would appear to have missed the fact that numerous ballast and other special trains use the loop. However it is not known if BRB want to close Ballinluig completely, or just the box. The loop points are powered by electric motors and all the signals except two, (the down home and down section), are colour light, so it would be feasible to control the loop and signals from either Dunkeld or Pitlochry by installing a small panel in either box. The loops at Kincaraig, Moy, Tomatin and Slochd are already controlled by a similar method from the box at Aviemore. Again at Ballinluig, the local council are said to be wanting the level crossing to be reopened following a number of accidents at the new junction on the A9.

Another rumour, which I find hard to believe, is that class 56's are to be used on the heavier Mossend to Aberdeen and Inverness freights and freightliners.

Now for an unfortunately true event! It is now impossible to leave Perth New Yard by the North end as the points have been clamped out of use and de-motorised and the exit signal officially "vandalised." This means that trains going North have to propel out the South end, and trains arriving from the North have to run past the yard towards Perth North and run back into the New Yard. This means a lot of unnecessary shunting for the sake of four motorised points and one electric position light signal.

According to a P.Way inspector, the speed limits to be raised in the near future are Stanley Junction to Perth New Yard, (75 to 100 mph), and the line through Murthly, (65 to 80 mph).

Back to the signalling theme, I was talking to the "big chief" S & T man at Scotrail House, who revealed some interesting facts.

I asked him about the recent collision between two light locos between Carmuir West Junction and Larbert Junction, if it was a signalling failure? He revealed that it was a brake failure on one of the engines. (I subsequently asked the Running Foreman at Perth about it and he told me that this had been a recurring problem with that particular loco, a class 37, which had had a similar accident at Eastfield TMD the week before. However no fault had been found with the straight air brake at the time and it was put back in service).

The S & T manager, (who decides what happens in the Scottish Region regarding S & T) then told me about his plans for new power boxes:-

(i) There will be a new signalling centre in the Falkirk/Larbert area controlling lines between Queen Street and Milton Junction.

(ii) Glasgow Central will see a massive p-way remodelling and resignalling soon.

(iii) The next stage of the Dundee area resignalling scheme will be to plug the gap between Dundee and Cupar. This has been given the go-ahead and will involve the closure of Tay Bridge South, Leuchars Junction and Cupar signal boxes. It was said at the same time that Longforgan box would stand "for many years to come", much to the relief of the Longforgan signalman who was at the meeting!

(iv) Perth is absolutely crying out for renewal according to the S & T manager. He is hoping for re-modelling and re-signalling as the Perth power box and track layout are obsolete. He had hoped to have this done by 1986 but this now seemed unlikely, but the work would be done as soon as funds permitted.

(v) Dumfries is also being modernised, very few details yet being available, but it would involve the closure of Dumfries South and Annan boxes. (A signalman who was at the meeting from Dumfries told me that they had been informed that the line between Dumfries and Kilmarnock would be singled in the near future, even though this was cancelled last year after protests from the local NUR branch and an action group which was set up in Dumfries.

NOTE.—These Instructions must be kept strictly Private, and must only be communicated to those persons in the service of the Company who, in the discharge of their duty, require to know and act upon them; and those persons must not give any information whatever to any one respecting the hours or other arrangements therein set forth.

NORTH BRITISH RAILWAY.

JOURNEY OF HIS MAJESTY THE KING

FROM

EDINBURGH TO SPEAN BRIDGE

En Route INVERGARRY,

On **MONDAY, 18th September 1905.**

The North British Company's Instructions for Working the Royal Train and its Pilot between Edinburgh and Spean Bridge, on Monday, 18th September 1905.

NOTE.—These Instructions are specially intended for the guidance of the North British Company's Servants.

- 1.—A Pilot Engine, with West Highland Bogie Brake Compo. attached, will leave Edinburgh at 1-35 p.m., 25 minutes before the Royal train, and arrive at Spean Bridge at 5-50 p.m. The Driver must run at the speed indicated by the accompanying Time Table, in order that he may occupy the same time from Station to Station as the Royal train, and uniformly maintain the interval of 25 minutes throughout the journey. One of the Locomotive Superintendent's Assistants must accompany the Pilot through from Edinburgh to Spean Bridge, as well as one of the Engineer's Assistants. Both the Pilot and the Royal Train will run via the Mound and Haymarket New Tunnels.
- 2.—The Royal Train will leave Edinburgh (Waverley Station) at 2-0 p.m. under the charge of the Superintendent of the Line, accompanied by the Locomotive Superintendent and Engineer-in-Chief, and will arrive at Spean Bridge at 6-15 p.m., where it will be taken charge of by the Highland Railway Company.
- 3.—The Engines employed must be in first-rate order, and every possible precaution taken to avoid failure in any part of the machinery. The Drivers both of the Pilot Engine and the Royal Train must be selected from the most experienced hands, and must know the road well.
- 4.—Drivers of the Royal Train are reminded of the instructions now in force as to the restriction of speed when passing over certain portions of this Railway with which they must strictly comply.
- 5.—The Train will be accompanied by its own fitters, lampmen, and greasers, provided with the necessary appliances and material.
- 6.—Competent Telegraph men, under the charge of the Telegraph Superintendent, will accompany the Train with the necessary instrument and appliances, by which a communication can be at once established at any place in case of need. In that event the "Call Signal" for the Royal Train will be "K.T.," and messages sent from the Royal Train will be prefixed "R.L.," and take precedence of all other messages, except those bearing the prefix "S.R.M."
- 7.—**BRAKES.**—The Royal Train, being fitted throughout with the WESTINGHOUSE BRAKE, will be worked in accordance with the instructions applicable to the working of that Brake, as contained in the Appendix to the Working Time Tables.
- 8.—The Guard in charge of the Royal Train must test the Brake in accordance with the Company's Regulations, and must also see that the Communication apparatus is properly and securely adjusted, and in good working order, before giving the Signal to start the Train.
- 9.—The Signal for starting the Train must be given by the Guard in the Front Van exhibiting a Green Flag by day, and a Green Light by his Hand Lamp at night, but he must not give the authority for starting until after he has been verbally informed by the Carriage Inspector that the examination of the Train is completed, nor until he has exchanged Signals with the Guard in the rear Van, and has received intimation from the person in charge of the Station that all is right for the Royal Train to proceed, care being taken that all the Members of the Suite are seated before the Signal is given.
- 10.—The Guard in the Front Van must keep his face towards the rear of the Train, and be constantly on the look-out to observe any Signal that may be given by any of the Guards or other attendants accompanying the Royal Train, and must communicate instantly to the Driver any Signal he may receive.

- 11.—Should any Up or Down Trains be out of Time, they must be shunted at such Stations as will ensure their being at a stand 30 minutes before the Royal Train is due to pass them.
- 12.—The Guards of all Trains brought to a stand upon the Lines adjoining that upon which the Royal Train is travelling will be held responsible for carefully examining the loading of their Trains directly they come to a stand, to see that nothing is projecting, and Drivers of such Trains must prevent their Engines emitting smoke, or making a noise by blowing off steam, or whistling, when the Royal Train is passing.
- 13.—WORKING OF JUNCTIONS AND STATIONS.—No Train, Engine, or other Vehicle whatsoever (except the Pilot Engine, see paragraph 1), having to proceed upon or cross the Main Line, must be allowed to enter upon the Block Section next to the Junction or Station for at least 30 minutes before the Royal Train is due to pass, and all shunting operations on the Lines adjoining the Main Line must be suspended for the same period.
- 14.—Station Masters at all Stations must be on duty, and see that the instructions herein set forth are strictly obeyed by the Staff at their respective Stations.
- 15.—The Station Masters at those Stations where there is a Telegraph Instrument must telegraph to the next Telegraph Station in advance the departure or passing of the Pilot Engine and the Royal Train respectively. The departure or passing of the Royal Train must also be telegraphed to the Office of the Superintendent of the Line, Edinburgh, from Ratho, Linlithgow, Falkirk (High), Lenzie, Maryhill, Dumbarton, Craigendorn, Garelochhead, Arrochar & Tarbet, Crianlarich, and Spean Bridge.
- 16.—Station Masters and Signalmen must be most particular to see that the Telegraph is duly attended to during the progress of the Royal Train, and must take care that it is not used for any message other than those connected with the working of that Train and the Pilot Engine.
- 17.—Station Masters, Signalmen, Gatekeepers, and others in charge of Level Crossings, must lock their gates, and not allow any Vehicle of any kind to cross the Line for at least 30 minutes before the Royal Train is due, or until it has passed.
- 18.—Station Masters must also see that luggage barrows are securely fastened, the loads of all wagons in sidings well within gauge and fixed securely, crane jibs well clear, no mail bags or net apparatus sticking out, and that any other matter requiring their particular care owing to the peculiar circumstances applicable to their own Station has been fully attended to.
- 19.—In the event of foggy weather the regulations in regard to fog signalling must be strictly adhered to. The Fogmen must, however, take care that the detonators placed on the rails are taken up immediately the signals are lowered for the Royal Train to pass. If the weather is clear and the fixed signals can be distinctly seen, no hand-signal must be exhibited.
- 20.—A Platelayer must be stationed at each Occupation Crossing to prevent anything coming on to the Line for at least 30 minutes before the Royal Train is due, and until after it has passed.
- 21.—Each Foreman Platelayer, after having examined his length of Line, must station himself at the North end of it, and appoint one of his Assistants to the South end; and, immediately after the Pilot Engine has passed these men must walk over the intervening space until they meet each other, so as to ensure that the Line is in every way safe for the passage of the Royal Train.
After providing for these and other requirements herein set forth, the rest of the available Platelayers belonging to each squad must be placed at suitable intervals along the Line, so as to cover each Section, with instructions to keep the Line clear for the Royal Train.
- 22.—Foremen Platelayers must block all the Facing Points on their respective lengths of Line by wooden keys or wedges before the passing of the Pilot Engine, and must keep them so blocked until the Royal Train has passed.
- 23.—The Platelayers must be provided with Six Detonating Signals and a Set of Signal Flags. Demands to be forwarded to the Storekeeper by the Resident Engineer for any Extra Supplies that may be needful to carry out this Regulation.
- 24.—*The Stations are to be kept quite clear and private while the Royal Train is stopping at or passing them; and none of the public are, under any circumstances, to be admitted to ANY of the Stations. The Servants of the Company are to perform the necessary work on the Platforms without noise, and no cheering or other demonstration must be allowed—the object being that His Majesty shall be perfectly undisturbed during the journey.*

W. F. JACKSON,

GENERAL MANAGER.