
Angus Railway Group

JOURNAL

163

WINTER 2002

We are still looking for a Journal editor, nor have we had a volunteer to take overall charge of this issue. However, with contributions holding up quite well, it would have been unfortunate to have no Journal at all. This issue has therefore been put together quickly and at short notice and lacks some refinement. Many thanks as always to those who have contributed or otherwise helped to put this issue together.

Jim

Committee.

Chairman, Scott Cunningham, 3 Whithorn Place, Monifieth, Dundee. DD5 4TX
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Secretary, Lindsay Horne, 'Breadalbane', 10 Seymour Avenue, Dundee. DD2 1HG
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Treasurer, Jim Page, 'Oakbank', 27 Rankine Street, Dundee. DD3 6DY
01382 228351

Minutes, Bill Willison, 'The Beeches', 3 Quality Street, Gaultry, Fife.
01382 330339

Sales, Charlie Cooper, 6 Banknowe Road, Tayport. DD6 9LG
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We have had a letter with a request for information from;
Bruce Robinson, 31 Westbourne Grove, Hessele, East Yorkshire. HU13 0QG.
who is keen to establish any information relating to the BR operational period of the locomotive *Blue Peter*, particularly the events surrounding withdrawal and subsequent storage. Mr Robinson would particularly wish to know if the locomotive was withdrawn following a failure or because BR had been made a suitable offer.

A warm welcome to two new members,
Reverend P. D. Williams, and
3-4 Lilybank, R. Barnes,
Kirriemuir, 8 Station Brae,
Angus DD8 4BW Newport on Tay
DD6 8DQ

It was my misfortune to be on duty at Tay Bridge South signal box in the late 1970s, when the Royal Train was stabled overnight at Wormit yard. If I had known what kind of night I was to have, I would have called in beforehand to say that I was going off 'on the sick'. As I approached the signalbox, I was pounced on by a posse of policemen and given the 'third degree'. Talk about the KGB, they had nothing on the bunch that I was about to cope with! After I explained who I was, and what I was doing, they decided that it was safe for me to take up duty.

When I entered the box, I had to force my way through a throng of bodies to examine the train register book, and to sign on duty. My mate had signed off already and was heading for the door; the box was in a real mess, dirty tea cups scattered around, half eaten sandwiches, and fag ash all over the floor. I could not blame my mate for not cleaning up, for there was really no room to swing a cat, never mind a brush!

I decided to take a quick census to find out who was whom. Of the nine heads that I counted, only one was a railwayman - a C&W inspector all the way from Edinburgh. "What was wrong with the Dundee man?", I wondered. The other eight 'flunkies' were there, no doubt, to serve 'you know who' in some way. I decided to read the riot act and pointed to the notice on the box door. This was met with a shrug of the shoulders but, in the event, they decided to take my friendly hint and go! The C&W inspector wasn't very happy, but he knew his place (which this wasn't !) and left.

Now that all the visitors had gone, I could get on with tidying the box and dealing with the passing traffic. I did have an odd visit from the local 'plods', however, but I was kind to them and dished out cups of tea, bearing in mind that I motored to and from my place of work - what a creep, eh?

About three 'o' clock in the morning, I was aware of someone approaching the box, and making heavy weather of it. Soon I heard footsteps coming up the steps, a light tap on the box door, the door opened and a quiet wee voice asked if its owner could come in. Obviously, stories had gone round the Royal Train to the extent that the signalman was an ogre. Anything but!

There, stood before me, was a gentleman in a bowler hat, dark jacket, and pin strip trousers - the collar on his shirt must have been from the Victorian era. He was about four foot ten inches in height, inclusive of his bowler hat! He had the smallest boots I had ever seen, especially as they were turned up at the toes. I felt sorry for him, as he looked to me as if he was about to cry!

No doubt, having heard about me on the Royal Train and my attitude to senior railway personnel, he wanted to identify himself right away. He told me that he was a railwayman - a traffic inspector travelling with the train, but being treated as one of the 'flunkies'. An equerry had been at him constantly during the journey with a never ending succession of complaints; - this was wrong, that was wrong, the train was too hot. etc There was no pleasing the equerry but I asked who, in turn, had been complaining to him. When he mentioned someone with a big nose, I burst out laughing. I said to the TI that I thought that the C&W man would have been responsible for the train heating, and the matter was left at that with a few choice unprintable words being used to describe him.

The inspector stayed in the box about three hours. I enjoyed his company but formed the opinion that he would have been better employed as an undertaker. I was glad when my shift ended, and when I was driving home I passed two of the 'flunkies' carrying a bundle of morning newspapers, no doubt from the local newsagent. They gave a wave, which I returned with the traditional Churchill salute - two fingers in reverse!

As a matter of interest, the Royal Train was hauled by a Class 40 class diesel-electric locomotive, which was extremely well turned out! The green paint on the bodywork was spotless, the buffer beams were red, the buffers were silver, the bogies were painted black, the wheel rims were edged in white, in fact the engine looked terrific. It's a great pity that all locomotives aren't turned out like that!

When I came back on duty at ten 'o' clock that night, I received a call attention bell from Dundee Central box. It was the 0127 Aberdeen to Millerhill leaving Dundee, the 4 - 1 bell sign informing me that it was a fully fitted train, which ran every night except Saturday and Sunday, As the train approached the box, I thought - it can't be but, yes, it was! It was the very locomotive that had hauled the Royal Train, but it looked so out of place at the head of its scruffy train of vanfits!

Glenburnie Junction was located two miles south of Newburgh on the Ladybank- Hilton Junction route. It opened on the 25th January 1909 together with the 14-½ mile North of Fife line to St Fort Junction and closed on the 22nd April 1960.

My late uncle was a signaller at Glenburnie Junction during the 1950's and remained here until closure, having worked the final shift on the last day. He was subsequently transferred to Newburgh signal box and during my many visits to the latter he often reminisced about his days at Glenburnie. During one such conversation he mentioned that he possessed the last train register from Glenburnie Junction and suggested that as I was an enthusiast should have it.

I have frequently browsed through the book which gives a detailed account of everyday events at this country Junction covering the period 18th November 1959 to 22nd April 1960 with matters recorded ranging from block failures, rock falls onto the line at nearby Clatchard Craig and problems with February snow.

Located in a deep cutting Glenburnie signal box had a 34-lever frame and was manned on a two-shift basis from 5.30am to 7.30pm Mondays to Saturdays. On Saturdays there was a lull in traffic from 1.45pm till 5pm and during this time the box closed to allow the duty signaller to carry out lamp duties before re-opening for the last two trains of the day.

During 1933 the LNER singled most of the route between Ladybank and Bridge of Earn but double track was retained between Glenburnie and Newburgh until 1960. By late 1959 this line saw an average of the freight trains daily but the North of Fife was down to a daily pick-up goods from Dundee. A token would be released to St Fort Junction allowing this train to enter the section but on most days it was normal practice for it to terminate at Lindores and then return eastwards.

Therefore the signaller at Glenburnie rarely saw sight of this working.

During 1955 engineering work on the Tay viaduct at Perth necessitated re-routing of Perth-Dundee services via Glenburnie and St Fort Junction. Research into these diversions has revealed a BR Clan Pacific travelled over the North of Fife metals.

In accordance with Rule 55 when trains were halted at Glenburnie a crewmember was required to sign the train register and insert the locomotive number. A selection of these recorded were-

Class A4 60027 Merlin	16. 2. 60
Class V2 60804	5. 2. 60
Class B1 61243 'Sir Harold Mitchell'	27. 3. 60
Class K2 61788 'Loch Rannoch'	4. 4. 60
Class K4 61996 'Lord of the Isles'	11.12.59

Preparations for final closure commenced two weeks in advance with all traffic between Ladybank and Hilton Junction diverted via Glenfarg for a fortnight from Monday 11th April 1960. This was to permit an engineer's possession allowing track alterations at Newburgh and de-commissioning and lifting of the Up line between here and Glenburnie. At the same time all signals and points controlled by Glenburnie Junction were disconnected and removed. By Friday 22nd April the work was completed and my uncle closed and departed the signal box for the last time at 4.40pm. Shortly afterwards Glenburnie signal box was demolished but almost 43 years later the earthworks at this former junction remain clearly visible to serve as a reminder of another part of Fife's railway history.

A recent report in "THE SCOTSMAN" newspaper indicated that a consortium including Edinburgh City Council were putting together a £24 million package to finance the re-opening of the Edinburgh suburban line to passenger services in 2006/2007. The line is only used for freight traffic at the moment. It is hoped to re-open all of the previous stations and if adjacent car parking is not possible then bus interchange facilities will be created. New stations will be built at Cameron Toll Shopping Centre and Kinnaird Retail Park.

Journey Behind The Headboard

George Gall

The headboard in question was taken down by some members of the ARG to the North York's Moor Railway to be placed on front of Blue Peter, an engine shedded at Dundee in the 1960's. Wrote on the headboard was 30th Anniversary, Angus Railway Group.

We were lucky to have the headboard placed on Blue Peter and to be given a chance as a group to be photographed with the engine, as the headboard was to be left on for a complete round trip. We thought it was fitting to have a trip as well, in a Gresley teak buffet car seemed the place to be with it's fine Art Décor of chrome, and with the bar selling a fine cask ale what more could a person ask for in life.

A short stop over at Pickering at the White Horse for a swift one and back on the following service behind Blue Peter to Grosmont.



By Brakevan To Auchterhouse.

On 3rd January, 1963, at 8 a.m., a friend and I (we are both 15), presented ourselves at Dundee West Goods Yard, (the District Traffic Manager at Edinburgh having kindly armed us with train passes), and obtained two tickets at 9/10 each. The Goods Inspector took us to the Goods Manager, who took us to the Loading Foreman, who led us to the Yard Inspector, who showed us the train! It was somewhat shorter than usual, consisting of J37 64619, one wagon of coal, and a 20T brakevan. The due departure time was 9 a.m.

In addition to the driver, fireman and guard, the train carried four men to clear snow, and attend to level crossing gates, etc. At 9 a.m. seven human beings lay in a heap in the dark interior of the brakevan, as 64619 got off to an unusually brisk start. Magdalen Green station 1 1/4 miles, was passed in four minutes. Having collected the tablet from the signalman at Ninewells Junction signalbox, we crossed over the Perth-Dundee line and proceeded on to the Dundee and Newtyle branch. The train now attacked the gruelling 1 in 67 gradient for over three miles, the initial four hundred yards of which run parallel to the Dundee and Perth line. Two miles from the junction, the tablet was exchanged with the signalman at Liff. A further mile and Lochee West, with its level crossing was passed. This station originally called Victoria, was renamed Camperdown, finally closing as Lochee West from 1 January 1917. Just under a mile, speed was reduced for the tablet exchange with the signalman at Lochee station.

This was the scene of an accident on December 5th 1901 involving the 7.30 a.m. passenger train from Blairgowrie to Dundee West. The last carriage became derailed at the points, and was dragged along until it struck the abutment of the Rose Street overbridge. 'The great force of the impact and the flying splinters were a source of great danger to the passengers. The ends and sides of the carriage were completely demolished'. The Blairgowrie guard George Donald, was badly injured, some of the passengers to a lesser degree, as were some of the children who were badly bruised and shaken. Inspector Fraser and Mr. A. Dibbs rendered valuable service.

The line continued to climb until midway between Lochee and Fairmuir Junction signalbox, where we were brought to a stand by a signal check; opportunity was taken here by the guard, driver and signalman to deliberate the destination of the coal!

On Saturday the 31st of May 1902, this was the scene of yet another accident, again involving the 7.30 a.m. passenger train from Blairgowrie, due at Dundee West at 8.43 a.m. The Blairgowrie driver was William Mitchell, and his fireman, William Hepburn had exchanged tablets with the Fairmuir Junction signalman. The train had travelled about fifty yards at a comparatively slow speed when it stuck 'the covering of the box which protects the levers which had been blown on to the rails by the fierce wind'. The engine and tender were derailed, but ran for a further thirty yards where the train 'fortunately clearing the stone bridge at West Clepington Road - when, aided by the terrific wind which was blowing, they fell broadside on the bank.' Several of the passenger suffered shock, the train crew were slightly injured and some thirty yards of

permanent way was damaged.

After ten minutes we proceeded, only to be stopped in 100 yards on the passing loop by another signal check, this time because the tablet for the section to Rosemill was not available. In due course (at 9.50 a.m.) the right away was given, and we set off for Baldovan and Downfield, the destination for the solitary coal wagon. The brakevan was coupled off and 64619 propelled the wagon of coal towards the shed. It was rather disconcerting to see the loading gauge being struck by the engine's chimney. Fighting for adhesion, due to the snow on the rails having been compressed by lorries, one of the crew took the firing shovel to clear the rails of snow. With her frames shuddering, the J37 slid about two feet, but suddenly the wheels gripped and the wagon shot into the shed and was heard to hit the buffer-end.

The brakevan having been coupled on, we set sail for Auchterhouse, terminus of the line to Alyth Junction since closure of the Newtyle Junction to Auchterhouse section from 5th May 1958. First however, the train had to stop at the level crossing gates at Baldragon then Rosemill, which were kept closed and padlocked across the railway. The fireman then unlocked and opened them, the train drew forward clear of them and the guard closed and locked them again. A wayside hut at Rosemill had a well preserved Caledonian Railway trespass notice affixed to it. A further tablet exchange and the line climbed at gradients of approximately 1 in 74 to just beyond Auchterhouse. However a brief call was made at Lonely Dronley station where a letter was collected for Auchterhouse. The station some ten and a half miles further up the branch, was reached at 10.27 where the station's general factotum { a young man called "Auld Nick" } had prepared pints of extremely strong tea. We diverted ourselves by reading the large B.R. notice on a wall, concerning procedure to be followed on "Infestation of Premises...by Vermin"(etc.) At this point a well known wartime slogan comes to mind, "Is Your Journey Really Necessary?"; ----there was no traffic to be picked up, nor had we brought any!

There was now a small problem, frozen points had to be thawed before our engine could run round the brakevan for the return journey. Our visit to Auchterhouse was indeed a brief encounter. As we bade farewell in driving snow, the glowing red hot stove in the brakevan was a godsend. With the steep gradient now in our favour, we raced downhill, through deserted Dronley, then, as on the outward section, brief stops at Rosemill and Baldragon level crossings, where sledging was taking place. The guard solemnly waited for all sledgers to pass, before opening the gate for the passage of the train. At Baldovan and Downfield station, two employees jumped off, to go home, their duty for the day finished! We were soon trundelling over the Kingsway Bridge. On reaching Fairmuir Junction, we were again subjected to the inevitable double signal check, resulting in another lineside conference taking place. The brakevan was uncoupled, propelled in to Fairmuir yard, where it was given a violent push into a siding. 64619 thundered over several tailing points against it, with the guard frantically pulling points levers (seemingly almost at random). An empty oil tanker, an ancient wagon full of scrap metal, and brakevan, now made up our train.

Time now for a sharp exit as we departed smartly, having spent less than three minutes in the yard, and leaving behind a diesel-shunter gurgling in the head-shunt. A further signal

check at Lochee, where the guard scrambled on to the scrap wagon to re-arrange the load because it was dangerously sticking out sideways. The tablet exchange having been carried out at Liff we raced round the curve at speed, then passed the Ninewells distant signal at danger. The points at the Junction which were set for the sand trap resulted in a rapid brake application, and we screeched to a stand only three minutes after leaving Liff.

A further two signal checks and we arrived in Dundee West goods yard at 11.59, some two and a half hours early! Not exactly the most lucrative of days in the life of British Railways, I doubt if the revenue raised would have covered the cost of the engine coal, let alone staff wages, but then two fifteen year olds had "a grand day out".

The above was extracted from an article which appeared in Branch Line News several years ago and has been supplemented by additional information by myself. [VW] The details of railway accidents were gleaned from early editions of the local press and are not from personal recollections!

LINDSAY A. C. HORNE



Glenogle landside

In a letter from the late John Thomas, he stated that after the publication of his Callander & Oban Railway book in 1966 he was entertained to lunch by the Scottish Regional Board, British Railways.

Among the people he met then, was the Chief Civil Engineer, who informed him that following the landslide in Glenogle, (which resulted in the premature closure of the Callander - Crianlarich section) the Killin parish minister wrote a letter to the Callander Advertiser.

He stated that B.R.'s announcement that it would cost £30,000 to clear the landslide was merely an excuse to close the line, (a belief held by many) and that he himself offered to clear it for £100.

The engineer forthwith went to Killin and presented himself at the manse. He accused the minister of libelling his professional reputation, and invited him to proceed immediately to inspect the damage,

It was a pouring wet day and the engineer related how the minister trudged up the rough hillside, water dripping from his clerical hat. On reaching the site of the slip, the engineer took out his wallet, removed some notes saying, "Here is £100 Mr Macpherson, now shift it!"

Lindsay AC Horne

FORGAN MAKES THE NEWS.

Alistair Nisbet

I was somewhat surprised to see a paragraph in an old edition of *the Oxfordshire Chronicle* while researching an accident which happened at the opening of the Great Western Railway's Birmingham extension in 1852.

It concerns a "murderous assault on the highway" when an old gentleman from Dysart was assaulted on the Newport road and nearly opposite the parish church of Forgan. It seems that near the Newport Toll he passed a man who offered to accompany him but he declined the offer, and was later stabbed between the side and back. The weapon was a knife such as was used by shoemakers.

The assailant was seen by an old man who was working on the roadside and he "ran forward and seized the scoundrel, holding him until his cries attracted the attention of the workmen in the neighbouring blacksmith's shop". He gave his name as William Dougall, from Dundee, and was immediately transferred to the custody of the constable of the district and conveyed to Cupar. Dougall, who appeared to have been drinking hard of late, was a weaver and a native of Fife and had at one time served in the Army.

The report was reprinted from *the Edinburgh Witness*.

Reminiscences of locomotives and train working in and around Dundee (Part 2) George Bett

Sundays from observations commencing in the late forties produced some surprising locomotives in the West Station. A train left Glasgow Central for Dundee around 0715 and arrived at 1008. Polmadie shed provided the motive power and for a number of years almost anything could appear. Ex LMS pacifics were regular performers along with Royal Scots, the occasional Patriot and Jubilees from the London Midland Region. The West turntable was able to turn the pacifics. It is surprising that the West had such a large turntable and it is suggested it was perhaps installed by the Caledonian to turn their 4-6-0's or 0-8-0 tender engines which may have worked in on freight from the Glasgow area. The locomotive then worked the 1100 to Perth, returning about 1245, back to Perth at 1450 then appeared again about 1800 to finally depart for Buchanan Street at 1930. With the advent of BR standard pacifics in the form of Britannia's & Clans the element of surprise on a Sunday disappeared. If the 10-08 arrival from Perth was running late they sometimes ran tender first to Perth on the 1100 to regain time by avoiding the run to the West depot. At certain periods in time the West LMS station closed on Sundays for economy even in LMS days and Royal Scots did visit Taybridge station on occasion. At one time the bridge of the river at Tay Street in Perth had an opening span which had been out of use for very many years and in July 1955 it was taken out which resulted in certain of the Perth/Dundee Sunday trains using the North of Fife line. Instead of the Carse route. The loco on the 1100 to Perth being 73007. The evening train to Glasgow also went via the bridges and Dalmeny Jct to gain Glasgow. The first train on a Sunday to Glasgow was the 0950 and the West received one black five for this duty 44954 which returned on the last train from Glasgow arriving around 2130. When Taybridge took over the West workings the Sunday train was usually worked by a B.1, V 2 or even a Pacific until the advent of the DMU's.

As nationalisation gradually took effect ex NBR locos appeared on some of the West turns to Blairgowrie and Forfar but as far as is known the LMS 0-4-4T's did not venture over the Taybridge to Tayport. An unusual sighting on 4/5/59 was the appearance off the Taybridge of Jubilee 45727 'Inflexible' on a special believed to have originated in Alloa. An ex LMS Duchess traversed the Taybridge near the end of its days on a Saturday troop special from it is thought from Carlisle to Barry via the Hawick line. In the latter part of the 1950's some ex LMS Crab 2-6-0 locos appeared mainly to assist with the heavy extra traffic for the now defunct sugar beet factory at Cupar. On some Saturday afternoons one of these locos had a regular duty working a Dundee-Tayport and return passenger train.

During school holidays in the late forties and early fifties it was possible to purchase a Runabout ticket valid for 7 days with a half fare of 7/6 (37.5 p) covering at least two areas around Dundee. One covered Dundee-Perth, Arbroath, Forfar and all branches including Forfar, Blairgowrie and Brechin. The other included Dundee to Thornton plus the Fife coast between the latter and Leuchars plus Tayport. An excellent way to pass the summer holidays. One could travel to Forfar from Dundee via Arbroath then on to Perth on the 'Postal' behind a Duchess and back to the Dundee starting point all in a little over an afternoon. With the advent of DMU's the opportunity was taken to operate Sunday

excursions and I recollect travelling on one in 1963 from Dundee to Balloch Pier, steamer on Loch Lomond to Ardlui then rejoined the DMU to Callander via Crianlarich with a

reversal at Dunblane for the return to Dundee. In the steam days an evening excursion was also operated to Blair Atholl with an ex LNER providing the motive power from Perth up the Highland line.

In the 1950's it became the regular practice for the 2100 'Aberdonian' to be banked out of Taybridge Station on account of the very severe gradient plus curve. On one occasion the pacific ran back slightly owing to valve gear setting problems with the result that the last van on the train was derailed by the catch point located at the north end of the station. As a result of this incident it became the practice to use the engine off a Tayport arrival around 2045 to assist the pacific. The usual loco was 46463 which gave the London train a very firm push out of the station and was an excellent spectacle to the enthusiast.

Diesels eventually started to appear and their first sighting was on 1/11/58 when EE Cl 20 D8006 was noted on the West Shed. The BRCW.Cl.2 Sulzers started in late 1958 and their initial duties were fitted freight to Dundee then south again on the 1525 fish to Edinburgh. The units being used in pairs and were in the excellent green and cream livery. They later progressed to passenger workings between Edinburgh and Aberdeen and did their turn on the three hour east coast timings. The next diesel electric locos to appear were the EE Cl.40's from Haymarket then the Brush Cl. 47's. When the EE Cl.50's were new they had a Friday working from Crewe to Aberdeen and return on the Saturday balancing turn. The short lived Clayton centre cab locos were frequent visitors and on summer Saturdays a pair sometimes worked a Dundee Blackpool train over the Hawick line. The NB Type 2 with MAN engines were also frequent visitors but were not over reliable although the re-engined(Paxman) units were a big improvement. At peak times pairs of EE Cl 20's worked passenger trains Glasgow-Dundee and on occasion over the Taybridge. In the sixties the 1200 to Glasgow was often worked by BR Sulzer Cl.4's from the LM Region. When new the initial 'Peaks' D1 to 10 took over the overnight sleepers from Crewe to Perth and filled in their stay on the 1530 Postal off Aberdeen to Perth. Another unusual working in the late sixties for a period of about six weeks was a twice daily working of a Deltic from Edinburgh to Dundee on empty air braked Mk 2 stock for driver training. Mention of Deltics brings to mind a visit on the morning of 16/1/63 to Dundee West by a spotless D9003 for naming - 'Black Watch'. The West took on a new appearance with the north interior being decorated with bunting and the Regimental presence. One of its nameplates is now present in the Black Watch Museum at Balhousie Castle Perth along with the earlier plate off the named Royal Scot.

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The last timber viaduct in the U.K. at MOY on the Highland Main Line was recently strengthened when a new steel decking was placed within the existing timber frame. This method was necessary as the 1897 built viaduct is a listed structure.

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On a recent visit to York Station it was noted that some of the timetabled VOYAGER units were replaced by 5-car H.S.T. units. This set up of 5 coaches and 2 power cars meant there was plenty of power available for a very fast departure in a southbound direction.

Last train leaves again!

Special trip down memory lane

A GALA weekend at Brechin's premier tourist attraction went full steam ahead after a launch last Friday straight from memory lane.

Exactly 50 years to the minute after the last passenger train pulled out of Brechin Station, the moment was recreated when the same engine steamed its way along the tracks from Brechin to Bridge of Dun.

The Caledonian Railway Society, a dedicated bunch of volunteers who preserve the golden age of steam between Brechin and Bridge of Dun Stations, pulled out all the stops to start their gala weekend in style.

They secured the loan of Caley tank locomotive from the Scottish Railway Preservation Society for the memo-

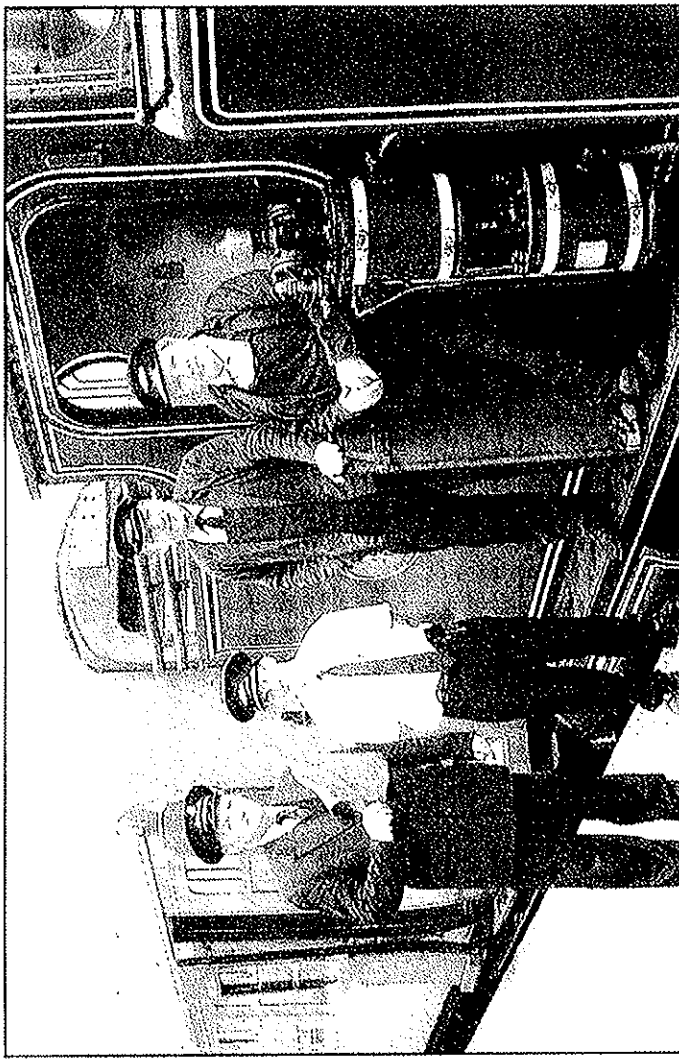
rable ceremony and their hard work was rewarded when the loco shunted passengers again from Brechin Station at 4.18pm on Friday, exactly half a century on from the last timetabled journey.

A plaque commemorating the closure of the station back in 1952 was unveiled, while a cheque for £250 from the Angus Railway Group, itself celebrating its 30th anniversary, was presented to development officer Simon Hickman in honour of the occasion.

A major weekend of events also took place at the railway as part of the commemoration gala, which coincides with the Queen's Golden Jubilee celebrations, including a real ale special train on Saturday evening and folk music.



Lindsay Horne is pictured presenting a cheque for £250 on behalf of the Angus Railway Group, itself celebrating its 30th anniversary, to development officer Simon Hickman in honour of the occasion.



Railway staff are pictured with the Locomotive specially drafted in for the celebrations.