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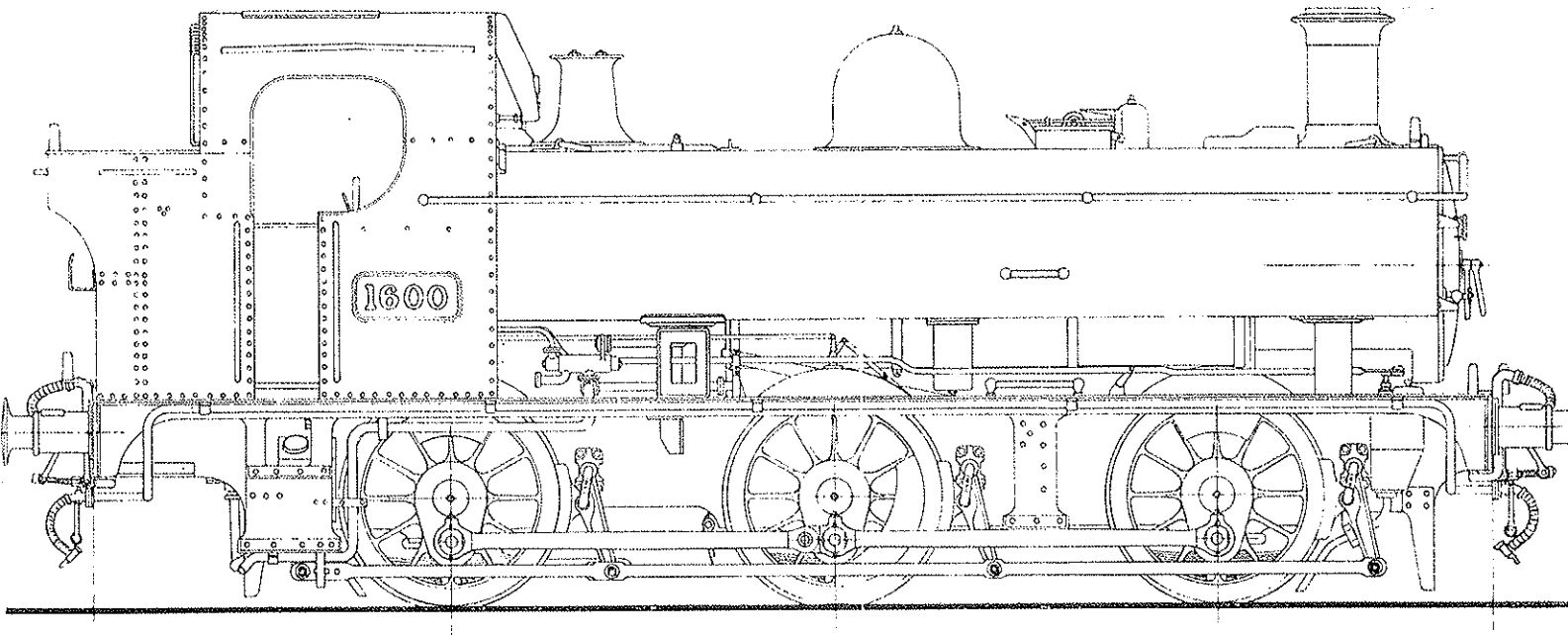
COCK O' THE NORTH

INCLUDING PRIZE DRAW WINNERS LIST

Newsletter of the Angus Railway Group



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ANGUS RAILWAY GROUP

Chairman—Mr L. A. C. HORNE, Breadalbane, 10 Seymour Avenue, Dundee.
Secretary—Mr IAN RATTRAY, 126 Prestwick Court, Ardler, Dundee.
Treasurer—Mr J. CUMMING, 20 Perth Road, Scone, Perth.
Sales Officer—Mr TOM SMITH, 228 Townhill Road, Dunfermline.
Minute Secretary—Mr STUART McDONALD, 37 High Street, Lochee, Dundee.

Articles for inclusion in the Cock o' the North should be sent to the Newsletter Editor.

Back numbers, 10p each, are obtainable from the Secretary.

COCK O' THE NORTH — Angus Railway Group

November 1975 Newsletter

E D I T O R I A L

As it is unlikely that there will be another issue of our Newsletter before Christmas, we will take the opportunity to wish all our readers a Merry Christmas and Happy New Year.

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VERY IMPORTANT NOTICE

The Committee wish to draw members' attention to the Annual General Meeting next month. It must be stressed that members will only be able to participate at this Meeting if they have paid their Membership Fee BEFORE the COMMENCEMENT of the Meeting.

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NEWS JUST RECEIVED

A correspondent who lives near Couper Angus has just despatched to us a short but nevertheless very interesting new item. He has observed early one morning, and so while still in a state of sobriety, a heavy Caledonian goods engine hauling no less than 5 Great Central light engines with a brake van at the rear. Because of difficulties experienced in communicating with the Caledonian Company's offices, the purpose of their journey has yet to be oificially ascertained. It is reputed in Perth that the convoy of light engines was destined for the Great North of Scotland Railway at Aberdeen. We are continuing in our endeavours to have this confirmed. Oh indeed, our Editor does not just sit on his backside! He is elusive by nature and like the Scarlet Pimpernel " They seek him here, they seek him there "

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A SHUTTER THROUGH TIME

Being an Inquiry into certain circumstances relative to the new Edinburgh to Perth via Kirkcaldy railway service

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From the 6th October 1975 two Edinburgh - Inverness trains running daily in each direction were re - routed via Kirkcaldy rather than by Stirling.

The first train from Edinburgh at 09.10 and due Perth at 10.37 takes precisely the same time as previously, while the former 13.15 from Edinburgh via Stirling now departs at 13.10, but nevertheless arrives in Perth at the same time - 14.37. The new route is 55 miles in length compared with 70 miles via Falkirk and Stirling. Both trains concerned continue to make three intermediate stops.

Likewise in the reverse direction, journey times are very similar. The 11.01 departure from Perth (08.2[illegible] ex Inverness) is retimed at 10.56 with arrival in Waverley as before at 12.24. The second through train leaves Perth at the same time of 20.04 but is scheduled to arrive in Edinburgh 7 minutes later than previously, notwithstanding only three in place of four intermediate stops.

The following table shows a comparison of average speeds between Edinburgh and Perth.

	Via Kirkcaldy	Via Stirling
09.10 ex Edinburgh	38.0 m.p.h.	48.3 m.p.h.
13.10 " "	38.0 "	
13.15 " "		51.2 "
10.56 " Perth	37.5 "	
11.03 " "		50.6 "
20.07 " "	35.5 "	48.9 "

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Between Edinburgh and Kirkcaldy, the 7 coach Inverness trains, normally hauled by two Class 26 engines, take a few minutes longer than Aberdeen expresses which also call at Haymarket and Inverkeithing - 39 and 41 minutes compared with 37 minutes.

The average time for Aberdeen trains from starting at Kirkcaldy to passing Ladybank is 16½ minutes, while the standard time allowed passenger trains between Hilton Junction and Perth is 3½ minutes. With advertised times from Kirkcaldy to Perth of 46 and 48 minutes respectively, this allows 26 minutes for the 09.10 and 28 minutes for the 13.10 to complete the arduous 14 miles (13m,77ch) separating Ladybank and Hilton. Average speeds on this section therefore drop to 32.3 and 30.0 m.p.h. These calculations assume Inverness trains are equally as fast as Aberdeen trains between Kirkcaldy and Ladybank. If they are even a minute or two slower, then the average speed calculations will increase by only a minimal amount.

After a rest in Perth, giving time to recover and prepare for the strenuous demands ahead, both re - routed trains run north on their old schedules. We understand from very classified information that drivers are instructed to rush into Perth and stop with their engines " at or beyond but not before " the end of platform No.7. This causes dismay to Post Office staff and Gaelic utterances from kilted Highlanders, especially those who must struggle with small battered faces what must seem half way to Dunkeld. But British Rail, in its infinite wisdom, is really helping the passengers. The engines will have been stopped just where a secret pipeline enables the substitution of whisky for diesel oil. And, strange to say, this makes the trains go better ! " What rubbish " you may well cry, but the facts speak louder than words.

With 8 intermediate stops and climbs over Drumochter and Slochd, the 09.10 and 13.10 from Edinburgh complete the remaining 118 miles to Inverness at an increased average speed of 40.2 m.p.h. Even more remarkable, the 08.15 from Inverness averages 45.5 m.p.h. on its run to Perth, but with the same engines the figure drops to 37.5 for the remainder of the journey! When it left Perth 5 minutes later and ran via Stirling,the average speed increased to 50.6 m.p.h.

British Rail really must eliminate further reckless driving through Fife and ensure the safety of any one passenger.

In conclusion, it must be said that either the new direct route through Fife is more challenging than the whole Highland Line or train paths are getting difficult to find. Comments are invited.

SCOTT BRUCE.

December 1975 Newsletter

E D I T O R I A L

At our closing meeting of the year, held high above the bustling suburb of Ardler, we were particularly fortunate in being subjected to an eloquent talk by our Chairman. His fluent, forceable and apt use of language gave those present a vivid picture of the railways which once straddled the rich agricultural country between Perth and Kinnaber Junction. Thanks also to our hosts for the excellent supper and maintenance of the lift.

It remains only to wish all members of the Group a Happy and Prosperous 1976.

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A LETTER FROM THE CALEDONIAN

We have just recently received a reply from the Caledonian Railway Company, in answer to our query about five light Great Central engines being sighted near Burrelton. We are informed by a senior official that the rumours which have been heard in Perth are basically correct. The journey described did in fact take place in June 1920. If any similar movements are contemplated in the future, we are promised to be notified well in advance.

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CUMMINGS AND GOINGS AT PERTH

Near the end of November, while shunting at the top end of the arrival road No 2 at Perth yard, No. 08 426 became derailed.. The Dundee breakdown crane had had to be summonsed and arrived hauled by a Class 25. The accident had happened at 03.00 but by mid - morning the 08 Class shunter had been rerailed, none the worse. By midday, the Dundee crane departed for home in readiness for an urgent invitation to attend on some other occaision.

One Friday during the same month, a loaded Vanfit became derailed over the points in the yard at Coupar Angus while being propelled by Class 40 066.

As the engine's train was trapped in the loading bank, the Class 40 returned to Perth as a light engine. During the weekend B.R. staff rerailed the wagon and a light engine and brake van were sent out to recover the train on Monday morning.

In place of the usual Class 24, 25 or 26 used on the Forfar branch, Brush Class 47 274 was a visitor on the 4th December 1975. (Our Coupar-Angus correspondant reports that the track now looks much cleaner - Ed)

Interfrigo wagons are again reaching Perth for the carriage of potatoes from Strathmore to European Countries. These wagons normally arrive in Glasgow loaded with tomatoes or green peppers and after unloading are despatched to Perth for dispersal to Auchterarder, Alyth Junction and Forfar. One also arrived empty in Perth bound for Dewars whisky bottling plant, a very rare occurance indeed, and returned south for the continent via Harwich.

A stranger into Perth several weeks ago was 37 370, which arrived from the south with 55 empty Vanfits for the potato traffic. The engine returned to Grangemouth with 40 mineral wagons destined for Yoker in Glasgow. (B.R. should know by now that you can't put potatoes in mineral wagons! - Ed.)

Another stranger to Perth during the same week was an unidentified Peak Class 46, which arrived in Perth with 20 empty tube wagons destined for Inverness. As Inverness crews cannot drive Peaks they are banned from the Highland Line and any locos like these that do reach Perth are returned south, as this one was, on a mixed goods train for Millerhill.

I would like to thank an unnamed British Rail employee for the above notes.

JOHN CUMMING.

The Editor would like mention that if any member wishes to make use of Interfrigo services the address to contact is :

Interfrigo,

Wettsteinplatz 1,

BASEL (CH).

DINNER DANCE REPORT

Saturday, 8th November 1975, was a fine day in Dundee and in houses across the city people were bathing, washing, shaving and getting ready for the night to come. Meanwhile at the city's police headquarters, officers were attending a hurriedly called briefing session and photographs were being issued.

By 20.00 hours a mottly band of people had assembled in the Cliffburn Hotel, Arbroath and once again the law enforcement agency had been outwitted.

Those who attended the hotel of whom we have descriptions included Ian Johnstone, our organiser, Lawrence Burness, Ian Rattray and his wife, David Mahony with his young lady, Lindsay Horne and John Cumming and their partners, Thomas Smith, Ian Stewart and his party, together with other guests.

After a few drinks in the lounge to warm the company, there was a movement into the large hall for the main event - an excellent meal, which was enjoyed by all.

There are some fine dancers among our Group Lawrence was to be seen dancing with the lovely Mary Kendal, while Lindsay Horne as usual caused havoc wherever he went and one of our young lady guests will not forget her dance with our infamous Chairman.

Our thanks must go to Ian Johnstone and Lindsay Horne for all the work they put into our night out.

IAN RATTRAY.

N.B. Readers are asked to note that any critical remarks relating to individuals are solely those of contributors! - Ed.

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ANNUAL RAFFLE

The draw for prizes was made at our meeting on Sunday, 14th December. A list of winners appears elsewhere in this issue. It is heartening to note that £ 60 was raised. Thanks to everyone for their efforts in selling tickets.

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Solution to October Crossword

Across

2. Table
5. Rich
7. Abt
9. Mad
10. Incite
11. Drinking Pal
15. Signal Cabin
19. Cherub
21. Inn
23. She
24. Lace
25. Mince

Down

1. Ere
2. Think
3. Bacon
4. Eat
6. Idling
8. Beta
9. Modes
12. Ill
13. Public
14. Linen
16. Inch
17. Aaron
18. Cable
20. Hem
22. Net.

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Prize Draw

Our draw this year has raised the fine sum of £60, for which I would like to take this chance to thank all our members for amassing this sum, thanks must also go to the members who gave prizes for our draw, with an extra mention going to John Simpson, and George Mitchell, for turning up on Sunday night with extra prizes, it is good to see members helping in this way.

PRIZE DRAW WINNERS LIST

Below you will find a list of the prize winners of our 1975 prize draw, please check if any of the tickets you sold have come up, and get in touch with Ian Rattray for the winners prize, which you can then deliver.

1. Bottle of Wine	F. Holligan, 3 Rowanbank Gdns B/Ferry
2. £2 Gift Token	L.R. Burness Arbroath
3. Bottle of Whiskey	G. Bell, Tay Health Board
4. Box of Chocolates	Mrs J. Stewart, 56 Addison Pl. Arbroath
5. Bottle of Wine	D. Shunn, G.P.O.
6. Bottle of Wine	F. Holligan, 3 Rowanbank Gdns B/Ferry
7. Bottle of Sherry	Ronnie McNaughton, 249 Dickson Ave.
8. Food Tray	L.R. Burness, Arbroath
9. Railway Book	M. Kendall, 31 Balunie Ave.
10. Hamper of Food	Nicola McGuff, 978 Rosemount Road.
11. 3lb Roast	Julie Osborne House, Kirkaldy
12. Handbag	Janet Scott, 13 Ballochmyle Drive.
13. Writing Set	R.B. Halley, 47 Wilson Street, Perth
14. Bottle Whiskey	E.S. Campbell, 119 Dochart Tce.
15. Chicken	Mrs M.B. Johnstone, 12 Glenesk Ave, Arbroath
16. Pen & Pencil Set	Garry Cumming, 20 Perth Road, Scone.