

COCK O' THE NORTH

Newsletter of the Angus Railway Group



Ex. C.R. 0-4-4 at Killin (C.R. Line)

APR 1976

ANGUS RAILWAY GROUP
COCK O' THE NORTH

CHAIRMAN	MR. R.W. BEATT, "GLENLEA", 6 STANLEY ROAD, BROUGHTY FERRY, DUNDEE, DD5 3AR.	0382 - 79897
NEWSLETTER EDITOR	MR. W.S. BRUCE, 12 OAKDENE CRESCENT, SCONE, PERTH, PH2 6PG.	0738 - 51476
SECRETARY	MR. L.A.C. HORNE, BREADALBANE, 10 SEYMOOR AVENUE, DUNDEE, DD2 1HG.	
TREASURER	MR. J. CUMMING, 20 PERTH ROAD, SCONE, PERTH, PH2 6JJ.	
SALES OFFICER	MR. J.F. SIMPSON, 8 ROWANBANK GARDENS, BROUGHTY FERRY, DUNDEE, DD5 2JW.	0382 - 79006
MINUTE SECRETARY	MR. I.S. RATTRAY, 12B PRESTWICK COURT, ARDLER, DUNDEE, DD2 3SG.	0382 - 89266

BACK NUMBERS 10p EACH FROM THE SECRETARY

April 1976 Newsletter

EDITORIAL

We were pleasantly surprised that Lindsay Horne, whose name is fast becoming a house hold word in " The Courier ", has received a request from a correspondent south of the Border asking to be sent future issues of our Newsletter. This is subsequent to his chance purchase of earlier editions. Possibly this is just a beginning and it could be that our humble Newsletter might yet reach the far corners of the world. It is hard for our simple mind to project ahead a few years and envisage important, influential world leaders paying large sums of money for our advise. Great things arise from small beginnings.

NEW MEMBER

We are very pleased to extend a warm welcome to Michael Brocklebank, resident at No.5 Maple Place, PERTH. Our apologies Michael for omitting your name from the last issue

A TRUE REMARK

At London's Paddington Station a robust American visitor rolled his cigar between his lips and was heard to remark " Say, you people have cars for non - smokers and even those who want privacy for reading " By now we envisage our readers convulsed and rolling about on the floor with uncontrollable laughter

LOCOMOTIVE WORKING AT PERTH

The derailment near Dalwhinnie at the beginning of March caused some disruption to Highland Line freights:- on the 10th March a Special hauled by No. 26. 011 left Perth for Inverness via Aberdeen and the normal 11.12 freight for Inverness was cut back to Blair Atholl. Traffic is mostly coal for Ballinluig, now the railhead for Aberfeldy, Pitlochry and Blair Atholl,

Class 37's (old Type 3's) appeared five times during March at Perth Yard (Didn't they do well! - Ed.)

a) On March 10th No. 37 151 arrived with a special of tanks from Grangemouth and subsequently took traffic back to whence it had come.

b) Two days later, on March 12th, No. 37. 016 emerged from the Hilton tunnel heading a special train with lime from Millerhill. Later it was to return hauling empty mineral wagons and seven Vanfits laden with potatoes for the South.

c) It was to be another 10 days wait before No. 37. 151 appeared with a special carrying steel from Grangemouth to Inverness. After being relieved at Perth, it took back traffic for Grangemouth and Alloa.

On March 26th, No. 37.036 worked a special with lime from Millerhill and returned with empty mineral wagons.

d) Finally on March 30th, No. 37.144 headed a special from Cadder to Inverness. Detached at Perth, it returned home as a light engine.

The strike on the Eastern Region during March delayed the return of empty mineral wagons to the south and 97 such wagons were stored at Perth for a fortnight. On March 15th, No. 40.174 left for Millerhill with 47 of these wagons, the remaining 50 returning the following day hauled by No. 40. 173.

The Strathmore line, or what remains of it, has also had some unusual workings. The 18th of March saw a special for Forfar, comprising mainly lime for Bessie and vans for Forfar. The train, which was hauled by No. 25.021 returned to Perth with seven Vanfits of potatoes for England. The following day another special for Bessie was cancelled due to shortage of motive power.

The 06.45 Forfar Goods failed between Coupar Angus and Bessie on March 24th and due again to lack of motive power at Perth, the first available engine was

LOCOMOTIVE WORKING AT PERTH cont.

Brush No. 47.317 which was not despatched until 17.00 and on reaching the stranded train, coupled up to the brake van and returned to Perth in push - pull fashion with No. 47.317 leading and failed No. 24.017 at the opposite end. Perth was reached at 19.00 hours.

The 23rd and 30th March saw the very rare sightings in Perth of ' Peak ' Class 46 engines. They both arrived with lime specials from Millerhill. The first engine, No. 46.042 returned to Haymarket light, while the latter engine, No. 46.046, took back 45 empty mineral wagons.

The 22nd of March saw the arrival in Perth Yard of a Class 25 hauling a Derby Test Coach with a new 50 coal hopper wagon. The whole combination was air - braked. According to a B.R. spokesman, the Highland Line is the only suitable testing ground for this 50 ton wagon, which had four television cameras, one focused on every wheel. The train was stabled overnight at Perth Yard with one of the B.R. engineers sleeping on board. It left the next morning for Inverness hauled by No. 25.229 and returned the next day to Perth behind No. 25.185. The train made a second trip to Inverness, again hauled by No. 25.229, returning in the afternoon with the same locomotive. This test train finally left Carlisle - bound during the afternoon of the 24th, once again hauled by No. 25.185.

On the 25th March, the Inverness - Sighthill train, which runs very early in the morning, failed and did not get into Perth until 07.00. Consequently, traffic from this train bound for Glasgow (High Street Goods Depot) was shunted onto the Perth - Grangemouth train, which, hauled by No. 40.101 made a detour to Glasgow to deliver whisky vans comprising the Glasgow portion. After a Conductor was picked up at High Street to show the Perth driver the road to Grangemouth, the Perth crew worked back home as planned.

On Wednesday, April 7th, the 12.18 departure from Perth to Glasgow (ex Aberdeen) was unusually hauled by Class 40.053. It comprised a rake of Mark 11 coaches, a full brake van and sleeping car No. E 3665.

I am indebted to Mr Alan Mitchell, Shunter at Perth Yard, for this information.

BARGAIN OF THE MONTH

Our Secretary has been approached by a Mr. Neil A. MacKillop, residing at 78 Berkeley Street, Glasgow C.3., who is selling on behalf of the Scottish Locomotive Preservation Trust Fund a limited number of postcards of the following locomotives:-

<u>8p cards</u>		<u>5p cards</u>	
14327	14672	15179	17297
14347	14684	16233	16954
14348	14453	16347	17566
14351	15001	14200	14363
14358	16161	14267	14622
14398	16164	14513	14501
14433	16379	17484	17827
14443	17486	14329	15269
14484	17488	14332	14010 Red livery
14486	17524	14342	14433
14487	17646	14346	14345
14489	17673	14431	15136
14491	17693	14441	17296
14492	17696	14442	17265
14514	17698	14455	17270
14515	17901	14464	14335
14603	17911	14480	14436
14604	17956	14487	17572 Engine only
14613		14604 (awaiting scrap)	15029
		15023	16373
		15156	15154
		15177	
		15231	

The cards are priced 5p and 8p each, with no postage if the order is over 50p. It is anticipated that the 8p cards will be increased to 10p by the Autumn. If you wish to place an order, please mention the Angus Railway Group.

Head On Collision at Dalguise, Perthshire

During Bill Leheny's most informative talk on the Caledonian 4 - 4 - 0's, I mentioned an accident involving two of those locomotives, and, I trust the following account will be of interest:-

At approximately 4.56 p.m. on 1st August 1951 at Dalguise on the main Perth - Inverness line, the 4.10 p.m. Perth to Blair Atholl passenger train, consisting of four coaches hauled by Class 3P 4-4-0 No. 54500, had just left the station when it collided head - on with No. 54493 of the same class. The latter engine was pulling an officers special (a saloon coach) from Inverness to Glasgow. The accident occurred near the loop facing points, and the latter train was running under clear signals.

The firemen, Lachlan Rose of Coylum Bridge, Aviemore, and W. Riddell, 1 Station Cottage, Blair Atholl, left from their respective engines just before the crash. The drivers remained on the footplates, but despite an emergency brake application by both enginemen in a desperate last minute effort to avoid a collision, the locomotives met head on at a combined speed of almost 30 m.p.h. Driver Donald Thomson of Kinveachy Camp, Aviemore, sustained head injuries and was taken to hospital. The other driver was John McPherson of 11 Tulloch Road, Blair Atholl.

Guard Alexander Robertson on the Blair Atholl train suffered a broken collar bone and five passengers were injured. Four railway officials in the Officers Special were also injured. They were conveyed by ambulance to Perth Royal Infirmary.

As a result of the impact, which was heard over a wide area, both locomotives were locked together with their leading bogies lifted from the track. Neither the locomotives nor the carriages were derailed, although some of the coach frames were distorted.

A group of about 70 school boys, bound for a camp at Bruar, Blair Atholl escaped unhurt. Buses were provided to take them to their camp and other passengers to their destinations.

Within two hours of the crash, the Perth breakdown train arrived on the scene to clear the blocked line, but late that night trains were still being diverted via

Collision at Dalguise cont.

Aberdeen.

The accident inquiry concluded that the driver of the passenger train must accept full responsibility for the accident. He forgot altogether about the train tablet for the section in advance, nor did he notice that the starting signal was at danger. He had been caused some anxiety during the journey by the party of schoolboys frequently changing compartments at stations and he was looking back to ensure they had closed all the doors. The guard had confirmed that this had distracted the driver's attention.

Locomotive Notes:- Both locomotives were designed by Pickersgill. No. 54493, formerly Caledonian No. 88 was built by Armstrong Whitworth in May 1921 and was withdrawn in November 1961. No 54500 was withdrawn four months later in March 1962. Originally Caledonian Railway No. 69, she emerged from the North British Loco. Hyde Park in December 1922. I believe both locomotives were shedded at Perth (63 A) at the time of their disagreement !

LINDSAY A. C. HORNE

A Day In The Life Of A Country Station

Chapter Two

(The story so far:- Mr and Mrs Stuart have been entrusted with the smooth running of a wayside station located not far from Blackford, Perthshire. They have just been informed by the driver of the early morning mail train that the General Manager was coming that very day by the 9.15 a.m. from Glasgow to do a spot check. Such unexpected news causes disruption to the station's normal daily routine.)

The General Manager sat at the back of the footplate and skimmed through his papers. He stopped at a page which gave the cash returns from Auchterarder, returns from everything - the station car park, the penny slot machine in the ladies. It all added up to one thing, Auchterarder and its branch line to

A Day In The Life Of A Country Station.cont.

Dunning did not make money.

Tom Adamson had a problem - whether to pull off the signals and allow the Glasgow train into his section or make a fresh pot of tea with the water just coming to the boil on the stove. Being a good hard working British workman, he watched the 9.15 from Glasgow pull up at platform two at 9.18 with a steaming cup of tea in his hand.

Ian Stuart watched the few passengers get down from the train, but there appeared to be no General Manager. Ian took the last of the tickets and was about to make his way back to the warmth of his office, when out of the corner of his eye, he saw Mr. Granger, the General Manager, dusting himself down after dismounting from the footplate of the locomotive. Making his way across, Ian greeted him "Welcome to Auchterarder". "Thank you", the G.M. replied. The latter turned towards the cab and said to the driver "Thanks for the lift". "Anytime" replied the driver.

Ian and the G.M. turned and made for the station office. When inside, Ian enquired if the G.M. would like a cup of tea. There was really no need to ask since the railway system would grind to a halt if its employees did not get their daily brew. After a while drinking their tea and having exhausted the small chat, Ian could not put off any longer asking why the G. M. was here.

"What brings you here?" "It must be - oh at least two years since we last had the pleasure of your company."

"I don't think you will be saying its a pleasure having me here after hearing what I have to say" said the G.M., trying not to sound too gloomy.

"Closure?" Ian buts in. "No. Not as bad as that. Rationalisation is the word." The G.M. went on to explain how it works - diesel railcars in place of steam, the signal boxes to close and the branch to be worked from a new smaller box. He referred to a multitude of other things, but most important of all, he warned that if receipts didn't improve following a two year trial period, the branch and possibly the station itself would have to close.

Ian was stunned. He knew that things were slipping, but not as bad as this.

A Day In The Life Of A Country Station cont.

" Never mind Ian, it could be worse," added the General Manager.

As Ian Stuart watched the General Manager's train pull out of the station, he felt saddened. The end of an era was close, but he was determined to make the new era start just as great as the first.

It was in the spring of the next year before anything was done. Ian almost forgot about it, but one morning a special working from Perth arrived with all the things involved in rationalisation and reversed up the branch to Dunning. All the track at Dunning station was lifted, apart from a runaround loop at the platform and two sidings into the goods shed.

The station buildings were demolished and replaced by a small square building, consisting of a waiting room and booking office. It was to be run by one man, instead of three in the past. When the works train left Dunning for the last time, what was left was only an apology for a station. The branch engine, a Fowler 2-6-4T and its two coach train looked quite out of place.

To Be Continued

IAN RATTRAY.
