

COCK O' THE NORTH

Newsletter of the Angus Railway Group



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

OCT 1976

ANGUS RAILWAY GROUP
COCK O' THE NORTH

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BACK NUMBERS 10p EACH FROM THE SECRETARY

October 1976 Newsletter

E D I T O R I A L

We should like to thank Ian Rattray and Lorraine for having the tolerance to accomodate our first indoor meeting of the season. Very many thanks.

Our Secretary was pleasantly surprised to receive the following letter, which he has forwarded for publication forthwith:-

"

Station House,

Daviot,

By INVERURIE,

Aberdeenshire.

The Secretary,

Angus Railway Group,

DUNDEE.

1st October, 1976.

Dear Lindsay,

I have had the privilege of obtaining a preview of your Group's forthcoming publication " The Angus Railway Group Steam Album " and wish to congratulate its members on a very fine achievement. The photographs, which are of outstanding quality and clarity, recall to me very vividly the days when I worked as a fireman at Dundee. How well do I remember the lines from Dundee and Arbroath across the Sidlaws to Forfar and Newtyle, not to mention the steaming up of Pacific locomotives ready to take over important Aberdeen and Glasgow expresses. The nostalgia is overwhelming! I feel certain that your book deserves and will be a best seller and offer my very best wishes for the success of your enterprise.

" Incidentally, I am now able to confirm those provisional orders to which I referred in previous correspondence.

With very best regards,

Yours sincerely,

(Sgd) William Barrie. "

Mr Barrie's confirmation shows that our decision to print a considerably larger number of first editions has been justifiable.

What with lists of magazines and photographs available for sale, this month's Newsletter may appear more akin to a mail order brochure - and for this we do most sincerely apologise. However what is offered is most certainly good value for money.

Magazines for Sale

The following magazines, price 15p each, are available from our Secretary who will accept offers only for years:-

MODEL RAILWAY CONSTRUCTOR

<u>1965</u>	<u>1966</u>	<u>1967</u>	<u>1968</u>	<u>1969</u>
May	May	Complete	January	
July	June	Year	February	
	July		March	
	August		April	
	September		May	May
	October			June
	November		July	
	December		August	August
			September	
			October	
			November	
			December	

RAILWAY MODELLER

<u>1963</u>	<u>1964</u>	<u>1965</u>	<u>1966</u>	<u>1967</u>	<u>1968</u>	<u>1969</u>	<u>1970</u>	<u>1971</u>	<u>1972</u>
Jan	Jan	Jan	Jan	Jan	Jan		Jan	Jan	Jan
	Feb	Feb	Feb	Feb	Feb	Feb	Feb	Feb	Feb
Mar	Mar	Mar	Mar	Mar	Mar	Mar	Mar	Mar	Mar
Apr	Apr	Apr	Apr	Apr	Apr		Apr	Apr	Apr
May	May	May	May	May	May	May	May	May	
June	June	June	June	June	June	June	June	June	June
July	July	July	July	July	July		July	July	July
Aug	Aug	Aug	Aug	Aug	Aug	Aug	Aug	Aug	
	Sept	Sept	Sept	Sept		Sept	Sept		
Oct	Oct	Oct	Oct	Oct	Oct		Oct	Oct	
	Nov	Nov	Nov	Nov	Nov		Nov	Nov	
Dec	Dec	Dec	Dec	Dec	Dec		Dec	Dec	

Copies for October 1973, and August and September 1974 and 1975 are also available.

RAILWAY MAGAZINE

1964	June.
1965	May, June, October, November, December
1966	January, March, October, November
1967	August
1968	April, October, November
1969	February, April
1970	September, November, December
1971	Complete Year
1972	June
1973	July, October, November (July 2 copies)
1974	January, February, June (2 copies), August.
1975	All months except July, August and September.

RAILWAY WORLD

1966	All months except January and October
1967	Complete Year
1968	Complete Year
1969	Complete Year with additional copy for January, February, May, June, August
1970	December
1971	February, June, August
1972	Complete Year except February with extra copies for June, Sept. and Oct.
1973	Complete Year except May with additional copy for June
1974	Complete Year
1975	Complete Year with additional copies for August and September

THE CALEDONIAN RAILWAY - GLASGOW TO ABERDEEN.

With the closure to passengers of the Perth - Forfar line, all stations on that line were closed and today, in fact, only goods traffic is worked on the line, although between Forfar and Bridge of Dun the lines have been lifted altogether. In the nine years since these changes took place, Dundee has become the more important junction than Perth, since only trains bound for Inverness use the main island platform at the latter station.

In the present day there are rumours going about concerning the lack of railways north of Glasgow and Edinburgh in the 1980's and one can only hope that they are unfounded, as the railway is still one of the best means of travel between Glasgow and Aberdeen. It would be a disaster if existing rail routes were pruned and freight and transport concentrated on the already crowded roads. The railway was once described like a tree with many branches which when cut off or damaged results in the tree slowly dying. So it is with the railway, which lost many of its branch lines in the early 1960's due to the Beeching Axe and has been transformed mostly into an Inter - City network. These branch lines were at one time the feeder links to the main routes and have now been lost to other forms of transport.

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Buchanan Street station in Glasgow became the terminus of the Caledonian Railway, after it had purchased the line owned by the Glasgow and Garnkirk Railway in 1846. This line was the first railway line into Glasgow and was originally built for the transport of mineral traffic, but its role was soon extended to include the carriage of passengers. The line left the Monkland and Kirkintilloch Railway at Gartgill Colliery, passed through Cardowan and Garnkirk and proceeded by means of a formidable embankment across Robroyston

THE CALEDONIAN RAILWAY - GLASGOW TO ABERDEEN Cont.

Moss to its terminus at Glebe Street, Townhead, in the north - east part of the city. Eight and a quarter miles long, it opened for mineral traffic in May 1831 and the formal opening for passenger traffic was on 27th September. After the line was purchased by the Caledonian, it was subsequently extended and re - graded from Milton Junction to the new terminus at Buchanan Street, which was opened on 1st November 1849. Two months later the goods station was opened. The station grew until it occupied 22 acres in a triangular site bounded by Buchanan Street, Parliamentary Road and Dobbies Loan. Prior to this, the site had been occupied by two churches, a poorhouse, a lunatic asylum, a mortuary, a graveyard and various legendary secret passages. In its early days, Buchanan Street was the terminal for Coatbridge, Carstairs, Edinburgh, Carlisle and the South. Only when Glasgow Central station opened in 1879, did Buchanan Street adopt its latter day passenger role of serving exclusively northern destinations such as Oban, Aberdeen and Inverness.

The accomodation provided in this station consisted of a ticket office, refreshment room, enquiry office, ladies' waiting room, station master's office and toilets. Ancilliary accommodation was provided in the form of a bookstall, train information board, cigarette and sweet machines and a pillar box. The station concourse was a large uncluttered area with the accommodation forming the enclosure on three sides, the fourth being the train shed itself. The roof was totally glazed over the concourse and provided the necessary daylight during the day. Walls were mostly timber faced with vertical boarding.

This treatment was also adopted for the external facade, except that the timber boarding was horizontal. This boarding concealed the majority of the stonework behind, visible only as a stone base and as column supports for the structure inside.

THE CALEDONIAN RAILWAY - GLASGOW TO ABERDEEN Cont.

The structure inside consisted of cast iron beams running the length of the concourse from the entrance to the platforms and rested on beams running the width of the concourse, which in turn were supported by cast - iron columns. This structure supported the patent glazing roof above.

In the early 1960's a newer ticket office was installed in the concourse, but not long afterwards the station was to close. An over - abundance of terminal stations in Glasgow in relation to the need led to the decision in the 1960's to concentrate northbound traffic at Queen Street station. In consequence, Buchanan Street station ultimately closed on 7th November 1966 and subsequently demolished, releasing the site for redevelopment, part of which became the headquarters of British Rail in Scotland.

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From Buchanan Street, the line climbed up to St. Rollox, where the Caledonian had their workshops, and from there on towards Cumbernauld, passing Stepps on the way. Cumbernauld Station was rebuilt as an entirely new building, possibly to blend in with the building of the New Town at Cumbernauld itself. The station is situated to the East of the New Town, the nearest housing schemes being Greenfaulds and Seafar. Quite a spacious car park is provided at the station, which encourages motorists to park and take the train into Glasgow. The station consists of a ticket office, small bookstall and toilets. Inside the ticket hall, which forms a waiting area, the walls are plaster finished and outside facing brick is the material used.

Onwards from Cumbernauld, the line continues on its northward course, passing under the Edinburgh and Glasgow railway at Castlecary before entering Larbert, some twenty one miles north of Glasgow.

THE CALEDONIAN RAILWAY - GLASGOW TO ABERDEEN Cont.

Larbert station is situated right in the town of Larbert and the southbound platform contains the ticket office, waiting rooms, toilets and staff accommodation for porters. The northbound platform also has waiting rooms and a parcels office.

The station was very drab inside where the plastered walls required painting. Up to window sill height, the walls were timber faced consisting of horizontal timber boarding. The external finish was in a similar style. The building was constructed of brick with timber faced walls. The canopies over the platforms were supported on cast - iron trusses bolted to an edge beam, which in turn was supported by cast - iron columns. The roofs of the buildings and canopies were slate. The footbridge between the two platforms was an entirely closed structure and built out of large cast - iron trusses which were exposed on the outside face of the bridge, while vertical timber boarding formed the internal wall treatment. The roof of this bridge was glazed, allowing light into the interior. The roof of the canopy met the roof of the footbridge, thus giving complete protection to passengers crossing from one platform to the next.

At the present time, the existing station is being demolished and a completely new station being built on the same site. Entrance from street level is at a higher level and consists of a ticket hall, ticket office, parcels and left luggage office, toilets and a store. From the ticket hall passengers go down - stairs direct to an indoor waiting room on the southbound platform or across an existing footbridge, to the south of the present railway footbridge, to the northbound platform.

The walls internally are of facing brick in the waiting room and ceramic tiles on concrete blockwork in the toilets. Staff messroom and stores at platform level are plaster in finish, while in the ticket office Arborite wallboard is used.

(To be continued).

LESLIE MORRISON.

OUT NOW

ANGUS RAILWAY GROUP

STEAM ALBUM



A collection of photographs taken in and around the Dundee area. Over 70 photographs, many full page. 60 pages. 5³/₄ x 8¹/₄. Orders along with 95p which includes postage and packing to Mr. I. Rattray, 12b Prestwick Court, Ardler, Dundee.

Photo by T. Mahoney.