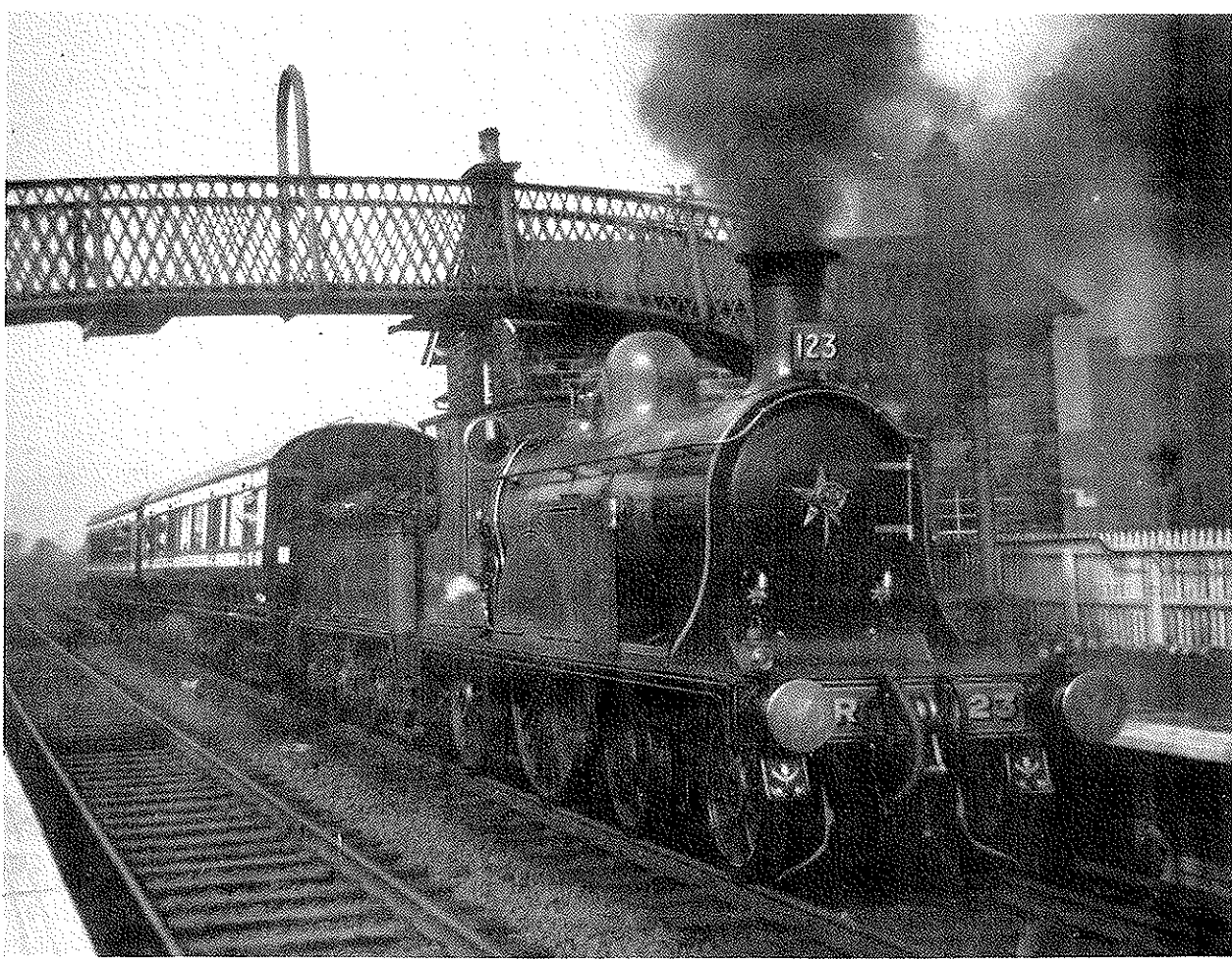


CR 123

# COCK O' THE NORTH

NEWSLETTER OF THE ANGUS RAILWAY GROUP



*CR 123 With the Scottish Rambler Rail Tour at Auchinleck on 20 April 1962.*

*Lindsay A C Horne*

**Membership open to all railway enthusiasts**

**1977**



June 1977, NewsletterE D I T O R I A L

This month's issue might be regarded as being a Special Royal Issue. Many readers will know that we have in our possession a number of close - up photographs of the Royal train taken from St Leonard's Bridge, Perth. If they would wish to purchase copies, please contact Scott Bruce.

ROYAL TRAINS

Ever since the Royal visit to Perth on May 19th, I have been a little confused about the number of Royal trains and their composition. Perhaps a reader can enlighten me.

I understood from newspaper reports that some months ago, Her Majesty and Prince Philip inspected a new - style 100 m.p.h. train. The Royal Family would be able to enjoy air conditioned comfort and " the smooth and quiet service which has been a feature of Inter - City trains for many years "

Watching the Royal train pull into number 7 platform at Perth, only six minutes behind schedule on the overnight trip from Stirling via Stanley Junction, I was very surprised to note the assortment of its rolling stock. Certainly there were two new carriages for the most important passengers - but how come a Mark 1 restaurant car, Mark 1 First Class sleeper, and a wooden saloon coach with windows at the end !

The Court Circular of May 18th describes the Queen and the Duke of Edinburgh as leaving the Royal Train at Glasgow Central Station and in a later paragraph refers to the Prince of Wales as having arrived that same morning at Penrith Station in the Royal Train !

If these facts do not arouse some curiosity, then why were the bogie springs on that Royal Train which visited Perth painted in yellow, blue and red. On the Royal carriage both blue and yellow were used!

SCOTT BRUCE.

THE QUEEN'S JOURNEY - VISIT TO DUNDEE

The following article comprises extracts taken from the " Dundee Argus " of June 21st, 1879, describing a journey by Queen Victoria from Balmoral to Windsor.

" The Royal train having left Ballater about three minutes to 2 o'clock reached Ferryhill Junction punctual to time, 3.32. After the Caledonian engines had been substituted for those of the Great North, the train left at 3.37. Bridge of Dun was reached at time - 4.51. A large number of ladies and gentlemen had assembled on the platform . A stoppage of eight minutes was made to allow the engines to be watered, and as the train moved off a hearty cheer was raised.

" At 5.27, two minutes past time, the Royal train passed through Arbroath Station. For a considerable time previous to this large crowds of people had gathered at every available point along the line of route, from above the Den's Iron Works out to and beyond the Common. It was difficult to recognise any of the Royal party, though the train passed slowly through the station. "

" The Royal train passed Carnoustie Station punctual to the advertised time, 5.39 pm. Considerable crowds occupied all the vantage ground in the neighbourhood of the station and also at the level crossings. Her Majesty was received with cheers from the spectators, which were graciously acknowledged. "

"In Dundee at five o'clock the Old Steeple bells rang out a merry peal, which was continued until the Queen had left the town. Crowds of people began to throng the vicinity of the Tay Bridge Station an hour before the advertised time of arrival, and those who were not fortunate enough to have admission tickets gratified their curiosity by watching the preparations which were being made at the platform. The Royal train was signalled at Camperdown Junction six minutes before six O'clock, and three minutes later it drew up there, and entered the line leading

through Dock Street Tunnel to the Tay Bridge Station. On either side of the railway near Camperdown Crossing there was a large assemblage of spectators, and the Queen repeatedly bowed in response to their hearty cheers. Two minutes later the train emerged from the tunnel at West Dock Street, and the hundreds of spectators who had collected on both sides of the cutting cheered most vociferously. The train drew up within the station exactly at six o'clock. The platform was covered with crimson cloth and a judicious arrangement of stove plants gave the station a pleasing aspect. The Queen was greeted by the Provost who presented Her Majesty with an Address of Welcome, on vellum with the seal of the Corporation attached."

" Seven minutes sufficed for the transfer of the train from the Caledonian to the North British officials, and at seven minutes past six o'clock the train steamed away from the platform, two minutes behind time. The engine, named the Netherby, is one of the Company's newest locomotives, fitted with the Westinghouse brake. The journey along the Bridge occupied eleven minutes and between the large girders and the south end of the Bridge the train moved very slowly - the speed being reduced to something like three miles an hour. As soon as the foremost carriages of the train entered upon the land line, a band of boys from the Mars training ship struck up the National Anthem while some 100 of their companions presented arms. Her Majesty who was standing close to the carriage window, at once recognised the young sailors, and appeared to be much gratified by their loyal reception. At the same time a Royal salute was being fired from the Mars, which lying off Woodhaven Pier, attracted special attention on account of her fine dressing. On reaching the Fife side the speed of the engine was increased, so that Leuchars was passed at 6.35 and the train halted half a mile south of Ladybank at 6.53 for five minutes to change engines. "

Kinross was reached at 7.25 pm and Dollar about ten minutes to eight. The train arrived at Stirling a minute early and after a stay of six minutes resumed its journey south by Carlisle.  
 (+ N.B.R. No. 493 was a 4 - 4 - 0 engine designed by Drummond and built at Cowlairs in 1878)

SCOTT BRUCE.

BROWSING THROUGH SOME WEEKLY TRAFFIC NOTICES

The normally d.m.u. only line up the Ayrshire coast from Kilwinning to Largs was visited three times lately by locomotive - hauled trains. On the 12th of March, an 11 coach special arrived at Largs at 12. 15 pm from Manchester ( Victoria ). Departing for the South at 18.10, the train was timed to pass through Carlisle at 20 34.

The 9th of April saw the arrival of a 10 coach loco - hauled excursion train from Oldham, Lancashire. It arrived at Largs at 13 36, giving the early spring day - trippers some four and a half hours to view the sights, or perhaps cross to Rothesay, before departing South, again at 18 10.

Two days later, yet another diesel hauled special, comprising ten coaches, arrived at 12 13. It returned to Stafford, from whence it had come, at 18. 30.

The e.m.u. worked branch to Wemyss Bay has recently been visited by several loco - hauled excursions from the South. The 19th of March saw an electric hauled 10 coach excursion arrive from Manchester (Victoria) at 12 03. It was followed 21 minutes later by another electric loco, which worked light from Shields Road depot, Glasgow. This worked the emcars back to Smithy Lye Carriage Siding ( Glasgow ) for cleaning and watering. The clean empty stock was returned at 17 01 in time for departure at 18 32.

A diesel - hauled special from Chesterfield comprising 10 coaches was seen to arrive at Wemyss Bay at 13 02 on the 12th April. Again, the empty stock was worked by an electric loco from Shields Road depot to Smithy Lye Carriage Sidings. The diesel loco worked light engine to Shields Road in the afternoon for maintenance. The emcars were returned to Wemyss Bay at 17 01, arriving 25 minutes before the diesel train engine. Departure for the South was at 18 34, after which the electric loco, hemmed in the platform, would presumably work back light engine to Glasgow.

A week after the second special to Wemyss Bay, Carr Bridge was the departure point of a party special to Edinburgh, organised by Justerine and Brooks Ltd. The four coach emcar left Inverness at 8 50 and arrived in Carr Bridge at 9.32. Departing at 10.10, the journey to Edinburgh took 3 hours and 12 minutes, including an 8 minute wait at Ballinluig for crossing purposes and a 1 minute stopover at Perth.

As from the 27th of April, Wick Signal Box was closed as a block post and all signals are removed. The line between Georgemas Junction and Wick will be worked in accordance with the " One Train Working Regulations " ( One Engine in Steam ). The staff for the single line section to Wick (  $14 \frac{1}{4}$  miles ) being kept at Georgemas Junction Signal Box.

JOHN CUMMING.

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HIGHLAND LINE COLLISION RECALLED

At 8.21 pm on Tuesday, March 5th 1940, the 1.30 pm Perth to Inverness goods train, comprising thirty loaded wagons and an old Highland Railway 20 ton brake van, hauled by Class 5 4 - 6 - 0's Nos. 5017 and 5160, was brought to a stand at the Slochd Summit down home signal, before being allowed to draw into the loop.

In all probability, either a rebound in stopping or the sudden jerk in restarting from the signal check, resulted in the breakage of a wrought iron coupling hook on one of the train's private owner wagons.

By the time the guard realised the van was moving backwards, and applied the brake, it was too late to prevent the twenty one wagons and brake van from running away on the falling gradient. On jumping from the van, he commenced to walk the  $6\frac{1}{2}$  miles back to Carr Bridge instead of informing the Slochd signalman of what had happened. The reason for his action is not altogether clear, but it could have been

that he panicked.

When the Slochd signalman observed the train was incomplete, he wrongly assumed the remainder was standing at his home signal. Valuable minutes were lost and it was not until 8.28 pm. that he decided to telephone Carr Bridge signal box and inform the signalman that the rear portion of the goods train had broken away.

By this time the runaway vehicles were in view at Carr Bridge but it was too late to derail them. To make matters worse, the Carr Bridge signalman had accepted a train from Aviemore ten minutes earlier. He immediately contacted Aviemore to have the train held there but it was too late. The Aviemore signalman tried unsuccessfully to have one of the intermediate level crossing keepers stop it also.

The train, the 2.45 pm. Perth to Inverness goods also hauled by two Class 5 4 - 6 - 0's was two and a half miles north of Aviemore and travelling at approximately 35 miles per hour, when the drivers saw the runaway vehicles bearing down on them. They was virtually nothing they could do.

So great was the impact that the pilot engine was thrown over on its side and finished up at right angles to the track. Driver William Pirrie and Fireman William Malcolm, both from Aviemore who had been in charge of the leading engine were both killed. Five wagons near the front of the train were telescoped whilst the brakevan and fourteen waggons of the runaway were also wrecked.

NOTE:- Slochd Summit is 1,315 feet above sea level. With the exception of a 200 yard level section followed by a 1,200 yard climb at 1 in 100, the  $9\frac{1}{4}$  miles covered by the runaway vehicles was all downhill, including 1 mile 1,500 yards at 1 in 70, 1,550 yards at 1 in 92 and 2 miles 620 yards at 1 in 60. Even with the brake applied in the van, the vehicles must have passed through Carr Bridge at considerable speed.

LINDSAY A.C. HORNE.



LINESIDE ARCHIVES

The following are extracts from a book which was handed to me some years ago by a colleague whose sons had found it lying beside the railway at Barry. It is really a form of 'day-book' for the staff on the Dundee & Arbroath Joint Railway, giving instructions emanating from the District Superintendent, Caledonian Railway, Perth. These notices would be passed from station to station by a suitable train, copied into this book (in fine copperplate writing), and passed onto the next station by a convenient goods or passenger train.

\* \* \* \* \*

Caledonian Railway  
D. Supt. office.  
Perth 15 Dec. 1869

6.50am Train Arbroath to Dundee.

This train I find is sometimes delayed by the 5.25am. goods train ex. Guthrie, and complaints have been made that it is frequently late in reaching Dundee. As it is of the utmost importance that this train keeps time, I have particularly to request that you see it is not delayed. The 5.35a.m. Goods train must be shunted to allow the passenger train to pass if it has not ample time to run to Broughty Junction, where it is billed to shunt for the 7.50 a.m. passenger train.

Signed Wm. Gillespie.

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District Superintendent's Office,  
Perth. 31st. March 1873.

Dundee Scottish Musical Society's Concert  
At Dundee on Tuesday 3th April.

For the accommodation of parties attending the above, the departure of the 10.00pm passenger train from Dundee East to Arbroath will be postponed till 10.30pm and the 10.30pm. train Dundee East to Broughty Ferry will leave at 10.00pm

Station Masters to Note.

Sgnd for Wm. Gillespie.  
James Moffat.

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District Superintendents Office.  
Perth 29th March 1876.

N.B. Coal Traffic.

The following trains with above traffic will run from Perth to Dundee East via Guthrie returning with empty wagons.

Leave Dundee at	3.40pm	Commencing.
Arrive Perth	8.00pm	on 30th instant.
Leave Perth	9.30pm	on " "
Arrive Dundee	1.30am	on 31st instant.
Leave Perth	1.30am	on " "
Arrive Dundee	5.30am	on " "
Leave Dundee	7.00am	on " "
Arrive Perth	11.15am	on " "

The 3.40pm Special from Dundee must shunt at Coupar Angus for the 4.10pm Mail from Aberdeen.

The 5.30am Goods Train from Dundee East to Guthrie must shunt at Arbroath for the 7.00am Special from Dundee.

The special trains will run daily until further notice.

Sgnd. for W. Gillespie  
James Moffat.

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District Suprs. Office,  
Perth 11th. Sept. 1876.

N.B. Coal Traffic.

Commencing today the following goods trains with N.B. coal traffic will be run via Guthrie and Arbroath until further notice -  
Leave Dundee 3.40pm Arrive Perth 8.00pm  
" Perth 9.30pm " Dundee 1.30am  
Please note and advise all concerned.

(Sgd) for W. Gillespie.  
James Moffat.

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District Supt. Office,  
Perth. 15th Sept. 1876.

N.B. Coal Traffic.

Referring to my circular of the 11th inst.  
Please note the special trains to and from Dundee East via Guthrie will not run after yesterday.

for W. Gillespie  
(sgd) James Moffat.

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District Goods Managers Office,  
Dundee. Jan 9th. 1877.

Partick Station.

I find that some stations are invoicing traffic to Partick N.B. altho' not consigned to N.B. I wish to direct your special attention to my instructions regarding traffic for the above station, viz: that all traffic for Partick is to be invoiced to Partick Cal. via Sighthill East Junction unless otherwise consigned - Should Partick NB report having received the traffic and ask you for an invoice report the case to me and I will instruct you.

(Sgd) for Jas. Whitton  
W.M.

(Original received from Barry per foot messenger at 10.0am 11/1/77, and sent to Carnoustie per 11.40am goods 11/1/77 - M.McL.)

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District Supt. Office,  
Perth, 14th Oct. 1873.

Consumption of Stores.

Please give this your most careful attention and see there is no waste of stores of any sort allowed. It is a very important matter and I depend on your co-operation.  
(signed) W. Gillespie.

Contributed by JIM OSWALD.

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