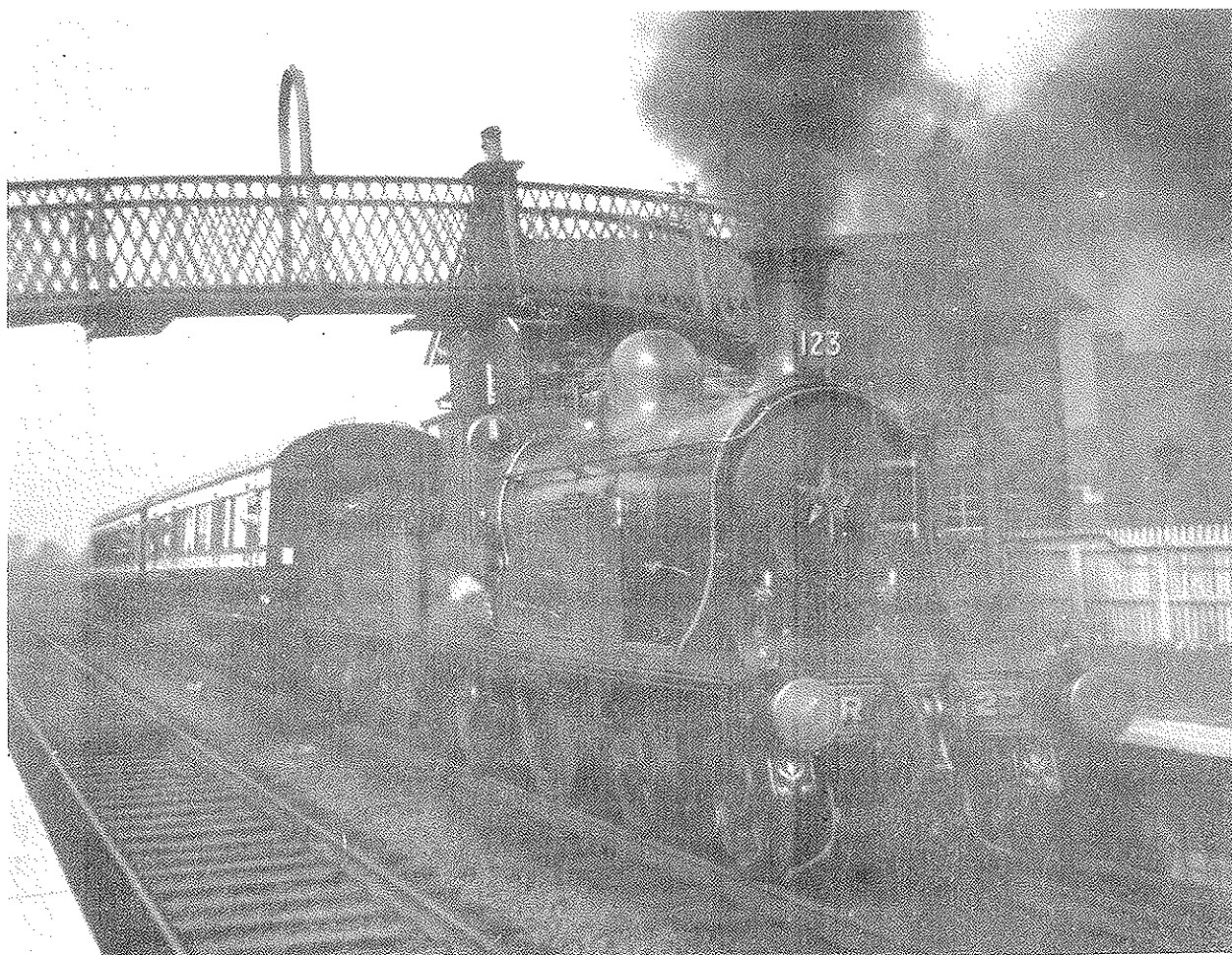


COCK O' THE NORTH

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

February, 1977 Newsletter

E D I T O R I A L

Because of the numerous articles recently submitted for publication, we must apologise to contributors if we are unable to include their article in the first available issue. Please be assured that we shall do our best however and in the meantime accept very grateful thanks for all contributions.

WHERE ARE THEY NOW ?

Considering how to encourage readers to contribute articles to 'Cock o' the North', it seemed to me that one possibility could be a series of articles on Railway Characters. Every Railway Company had them - Stationmasters, Drivers, Signalmen (Signalmen's wives ???). If you have any stories, anecdotes, etc., why not submit them to your Newsletter Editor?

To start the ball rolling, let me quote one which I first read some time ago. It concerns one Charlie Midnight, onetime driver on the Pacific Great Eastern Railway (978 miles, from Vancouver nearly to the Yukon border in British Columbia). Charlie was an individualist, who wore the blue jeans and Stetson hat of the cowboy as he rode the footplate, and when he had an audience at a local station, had a great act of beating on the boiler of his charge with his hat, as if urging greater speed.

Charlie was a romantic man with a family of eleven children. He petitioned the government to build a school for his brood, but was reminded that the government would only build new schools for a minimum of twelve pupils. On hearing the news, Charlie was filled with paternal ambition for his offsprings' education, and history has it that the PGE train never rattled and swayed round the curves faster than on the night Charlie decided, with the assistance of Mrs Midnight, to fulfil the demands of the Education Department.

Nine months later a new school was built at a hamlet on the PGE - all the pupils to be Midnights.

As they say, follow that

RON BEATT.

1977 Subscriptions

At the A.G.M. held on 8th January 1977, it was agreed that the Subscription for Adult Membership should remain at £ 5.00 per annum. The Subscription rate for Junior Members was fixed at £ 2.50. These Subscriptions include Group Membership of the S.R.P.S. and the Strathspey Railway Association. Appropriate deductions will be made in the event of members of the A.R.G. already having paid individual Subscriptions to either or both of these organisations.

BOOK REVIEW

" The Great Railway Bazar " by Paul Theroux

The " Orient Express ", the " Khyber Mail ", the " North Star " night express, the " Sunbeam Super Express " and the " Trans - Siberian Express " are just some of the trains on which the author travels during his journey around the world. His descriptions include extremes in speed, ranging from the Kodama to Osaka " Echo " which reaches 150 m.p.h. to the Hue - Danang local in Vietnam which crawls along at 15 m.p.h. in case of land mines. The writer encounters extremes in comfort and meets a variety of travellers - Mr Wong, a dentist in Colombo, Annushka the Soviet dining car attendant and many others.

This is a book of extremes - fast moving and enthralling, full of excellent observations and comments on his fellow travellers, but also at times slow and full of trivialities, perhaps important at the time but boring when told at length. On the whole, " The Great Railway Bazar " is worth reading, although hard work at times.

IAN RATFAY

FOR SALE

Chipboard baseboard 6'8" x 2' on a 2" x 1" frame, hinged to fold in half. Trackwork consists of approx. 15 points and several yards of rail - all Peco Streamline. This comprises the basic layout with track in position, with no buildings and other features - so it could be salvaged easily. Any reasonable offer for complete unit to:- Walter Simms, Audio Visual Aids Unit, Queen Elizabeth College, Campden Hill Road, London. W8.

THE CALEDONIAN RAILWAY - GLASGOW TO ABERDEENCALEDONIAN SIGNALLING ALTERATIONSGlasgow to Stirling

Second July 1886 at Greenhill South. Existing signal box and Dalmair signal box done away with. Replaced by new signal box.

December 13th 1886 at Stirling. New signal box replacing existing one of the same name at Stirling Middle. New box positioned 41 yards south of existing box.

Buchanan Street Tunnel East signal box closed on 20th September 1887

September 12th 1887 at Stirling. Opening of a new signal box at Shore Road.

Bannockburn, 27th April 1888. New signal box replaced one of the same name and was positioned 60 yards south of the former box.

July 17th 1889. New signal box built to replace existing one at Garnkirk station. The new box was positioned 40 yards west of the existing box.

Larbert, 22nd January 1892. Opening of a new box at Larbert South.

August 24th 1892. A new signal box was built at Alloa Junction, 65 yards north of the box which it replaced.

Larbert, 17th October 1892. A new signal box called Larbert North box was opened 108 yards south of the box which it replaced.

22nd November 1896. A new set of signals came into operation at Glasgow Queen Street.

From the 23rd February 1897, Milton Junction signal box was renamed Robroyston Junction West, whilst on the 8th September of that year, Robroyston Junction signal box was renamed Robroyston Junction East.

August 1st 1901 saw the opening of a new signal box at Stirling Middle and on the 12th of December 1902 a new signal box was built at Castlecary.

THE CALEDONIAN RAILWAY - GLASGOW TO ABERDEEN Cont.

Almost six years later, on 12th November 1908, Milton signal box which had earlier been destroyed by fire, was re - opened on a site 64 yards to the north.

A new signal box - Gartsherrie North Box Junction was opened on Sunday 28th May 1916.

For some two months, between February 4th and April 24th 1928, a temporary box was opened at Larbert for the strengthening of the viaduct there.

Stirling to Perth

At Perth, the Dundee and Perth Junction Box was discontinued on the 24th October 1886 and a new signal box opened to replace it together with St. Leonards Bridge Junction Signal Box. Later that year, on December 6th, a new box - Edinburgh Road Bridge Box - replaced an existing one of the same name. The following month it was decided that Craigie Bridge Junction signal box should be superceeded.

Further to the south, Ashfield Signal Box, situated at Mill of Ash tunnel Dunblane, was opened on October 29th 1889. A year later a temporary box - Ashfield North Signal Box - was opened for the duration of repairs to the tunnel. It closed at the end of March 1891.

The 8th of October 1895 saw the opening of a new signal box at Auchterarder together with the installation of new additional signalling.

Perth to Kinnaber Junction

The Workshops Junction Box at Perth was discontinued after the 5th August 1886 and a new signal box built on the north side of Friarton Level Crossing, replacing both the Workshops Junction Box and the existing Friarton Box. Two months later, on the 8th October, a new signal box - Perth General Signal Box - was opened in the centre of the station buildings and new signalling introduced. Only seven years later, in May 1893, it proved necessary to open another signal box in the centre of Perth station buildings. This was designated Perth

THE CALEDONIAN RAILWAY - GLASGOW TO ABERDEEN Cont.

General Station Up Line Box . The existing Perth General Signal Box became the Down Line Box and worked trains in that direction only.

In August 1886 a new Buckingham Junction signal box, positioned 21 yards further east, replaced an older box of the same name. Electric bell communication between Dundee Station East and West Boxes, for signalmen to notify each other on the approach and description of all trains entering the platforms, was introduced in July 1887. That same year Dundee Esplanade Junction Box was closed and a new box with the same name opened to replace it. The year 1889 saw the closure of Dundee West Box and the opening of a new box to be called Dundee West Station Box.

Sunday, November 27th 1887, was the date upon which a new signal cabin opened at Broughty Ferry passenger station, so dispensing with the Fort Street and Grey Street Boxes. In May 1898, the Dundee and Arbroath Joint Railway opened a new Carnoustie Station Box and renamed the existing box to the west of the station Carnoustie West Box. This latter box was closed on Sunday, 20th ~~May~~ 1923, all signals being worked from Carnoustie Station Box.

Just before the turn of the century, in 1899, new signal boxes at Dundee Tay Bridge (East, West and Central) were opened in connection with the extension of platforms at Tay Bridge station.

On the 26th March 1911, a new signal box - Arbroath North was opened.

In Strathmore, two new signal boxes were built at Bridge of Dun in September 1893. A new South Box was built 110 yards south of the existing box, which it replaced and a new North Box erected 10 yards north of the existing box. With the opening of the Forfar and Brechin railway in 1895, a new signal box - Forfar South Junction Box came into operation. The Alyth North and South Boxes were closed and replaced by a new box called Alyth Junction Box in November 1911. Bridge of Dun North Box was dispensed with in May 1935 and Bridge of Dun South Box renamed Bridge of Dun.

THE CALEDONIAN RAILWAY - GLASGOW TO ABERDEEN Cont.Signal Boxes from Glasgow (Buchanan Street) to Aberdeen

	<u>Distance between boxes</u>		<u>Date closed</u>
	<u>Miles</u>	<u>Chains</u>	
Buchanan Street			5/9/1966
Buchanan Street Tunnel West		11	5/9/1966
St. Rollox Station		65	5/9/1966
Sighthill Junction East		59	
Milton Junction		23	May 1971
Robroyston West Junction		77	5/3/1967
Robroyston East Junction		67	26/12/1971
Stepps Road	1	13	13/12/1964
Garnkirk	2	30	4/7/1965
Gartcosh Junction	1	42	
Garnqueen Junction North	1	03	
Cumbernauld	4	16	
Greenhill Lower Junction	5	32	8/6/1975
Carmuir West Junction	2	48	
Larbert Junction		41	
Larbert South		69	March 1973
Larbert North		17	
Alloa Junction	2	10	
Plean Junction	1	68	
Stirling South	3	41	26/12/1971
Stirling Middle		43	
Stirling North		22	
Cornton	1	60	
Bridge of Allan	1	08	26/12/1971
Dunblane South	1	37	March 1973
Dunblane North		17	

THE CALEDONIAN RAILWAY - GLASGOW TO ABERDEEN Cont.Signal Boxes from Glasgow (Buchanan Street) to Aberdeen.

	<u>Distance between boxes</u>		<u>Date closed</u>
	<u>Miles</u>	<u>Chains</u>	
Kinbuck	2	51	24/1/1966
Greenloaning	3	44	
Blackford	4	08	
Crieff Junction	2	25	
Auchterarder	1	17	
Dunning	4	09	
Forteviot	2	66	
Forgandenny	2	63	July 1966
Hilton Junction	1	67	
Friarton	1	15	Feb. 1962
Edinburgh Road, Perth		33	Feb. 1962
St. Leonards, Perth		49	Feb. 1962
Perth, General Station		15	Feb. 1962
Glasgow Road, Perth		18	Feb. 1962
Dovecotland, Perth		17	Feb. 1962
Balhousie, Perth		49	Feb. 1962
Almond Junction		66	Feb. 1962
Luncarty	2	67	
Stanley Junction	3	04	
Cargill	4	08	14/2/1966
Coupar Angus South	4.	50	
Coupar Angus North		26	4/9/1967
Ardler East	2	18	4/9/1967
Alyth Junction South	2	08	
Alyth Junction		14	1965
Eassie	4	07	4/9/1967
Glamis	2	30	21/2/1966
Kirriemuir Junction	2	68	29/7/1965
Forfar	2	73	4/9/1967

THE CALEDONIAN RAILWAY - GLASGOW TO ABERDEEN Cont.Signal Boxes from Glasgow (Buchanan Street) to Aberdeen

	<u>Distance between boxes</u>		<u>Date closed</u>
	<u>Miles</u>	<u>Chains</u>	
Clocksbriggs	2	51	4/9/1967
Guthrie	4.	43	
Guthrie Junction		24	19/3/1965
Glasterlaw Junction	1	71	
Glasterlaw		19	4/9/1967
Farnall Road	3	24	19/7/1965
Bridge of Dun	3	20	4/9/1967
Dubton	2	52	12/8/1964
Kinnaber Junction	1	29	
Marykirk	4	28	4/10/1963
Laurencekirk	3	18	
Fordoun	3	11	5/10/1975
Drumlithie	4	07	22/3/1966
Stonehaven	7	13	
Muchalls	4	65	24/2/1964
Newtonhill	1	16	
Portlethen	2	15	4/10/ 1967
Cove	3	50	5/10/ 1975
Ferryhill Junction	4	08	
Denburn Junction, Aberdeen		39	

There are 80 chains to one mile.

(Concluded)

LESLIE MORRISON.

