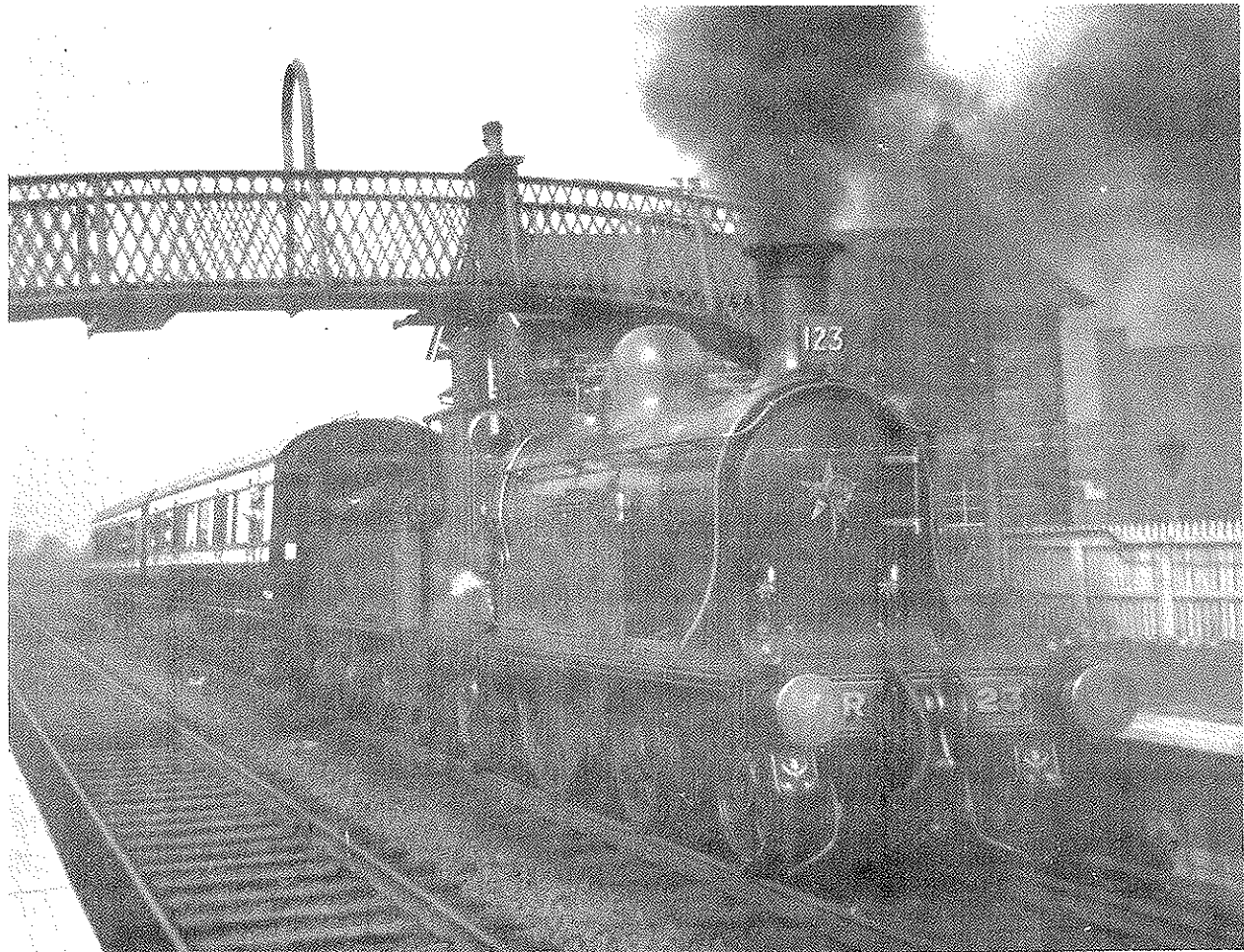


CR 123
No 65

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

October 1977, Newsletter

NEW MEMBERS

Members are asked to give a cordial welcome to two new members - Alan Mitchell from Perth and R. Drummond of Aberdeen. Our membership total now stands at 23.

No. 52690

This has nothing to do with railway locomotives whatsoever and so what ever reason is there for quoting it? Our beloved Secretary has had a telephone installed in his home in downtown Scone and feels that members may have occasion to make use of this new service. The dialling code for those outwith Perth is 0738.

ON THE HIGHLAND RUN

On Tuesday, 2nd August, B.R. issued the following Special Notice at Inverness:-

Inverness to Glasgow Works

Class 26 Loco ' dead ' on own wheels - brakes inoperative

Maximum Speed 25 m.p.h.

Loco 26 020, 78 tonnes, to Glasgow Works for breaking up.

Marshalling:- Hauling Engine - Loco 26 020 - Brake Van

The hauling loco. was No. 25 065. It hauled the train the complete journey, leaving Inverness at 9.10 and arriving in Glasgow at 21.35.

On 17th August, No 20 103 expired at Greenloaning after running out of fuel while hauling a special train of cement from Alloa to Inverness. No 37 144 was summoned from Perth and hauled the failed Class 20 plus train to Perth, where the Class 20 was refuelled and returned to Stirling in disgrace.

CONTRIBUTED BY A PERTH GUARD.

HOLIDAY REPORT NO. 3 - TRAVELLING AROUND THE WESTERN REGION.

The prospect of spending a week and a half on this region was not a good one, and it was especially cruel on my pocket.

I was to spend the holiday at R.N.A.S. Yeovilton, some 7 - 10 miles from the nearest railway station. (Pen Mill or Junction, depending on your destination). So every morning before boarding a train, I had to walk, run, hitch - hike or bus (or even con my father into giving me a lift if he was in a good mood) into Yeovil, and then on to the station. After overcoming this hurdle I managed to travel some 1,546 miles in the one week allowed with the Railrover ticket (West of England - west of Bristol and Salisbury).

On the Monday I had to get my ticket, which I thought would be a matter of going to Yeovil Pen Mill and handing over the money - this was very wishful thinking on my behalf - and they would give me my ticket. No such luck - the old gentleman behind the counter told me that these tickets were only issued at Main - line stations, i.e. Bristol in this case, so half an hour later I found myself on my way to Bristol Temple Meads three pounds lighter (money of course). I eventually got my ticket which was to start on the Wednesday.

Having come all the way from Yeovil to get this ticket, I decided to make something of the rest of the day. I had a brilliant idea, or it seemed brilliant at the time. Visit Bristol Bath Road diesel depot. I took out the " Locoshed Directory " (kindly supplied by J. C. a week earlier) and following the instructions found myself at the entrance of the depot. I was by now having second thoughts, but I convinced myself that they would only kick me out, not eat me (well I was not too sure about these Bristolians)! I entered and met the first man I was to have a long conversation with. After my five minute speech telling him why I should be allowed in , he directed me to another office and said that there was some hope of me getting round the depot. I repeated my speech

to this next man and he also thought I had a strong argument for getting round and told me to see yet another man. I was by this time getting the idea that I had a very good chance of getting round the depot. I again repeated my speech to this third, and final, man to which he replied " There is no way that I am going to let you round so GET OUT! "

The next two hours I spent at Bristol TM train spotting. I got the 16.10 train back to Yeovil. This train was a stopping train and it only had five coaches but we were treated like royalty, the depot had supplied a Class 50, all 2,700 b.h.p. of it, which was slightly generous I thought. This was, I am glad to say, one of the more punctual journeys that I was to travel in the next ten days.

I recovered from this first day on the Tuesday and when Wednesday came I was really looking forward to the weeks travel.

I walked the extra two miles to Yeovil Junction station and caught a train to Salisbury. From there I went to Bristol, Plymouth, Taunton and Exeter St. Davids. Here the next unusual thing took place.

There was a Class 50 waiting on platform 6 to work to Paignton. Five minutes before departure time it coughed and stopped. The driver did all he could but could not get the engine to start again. So the train headed by a Class 31 left ten minutes late. Meanwhile a Class 08 shunter had drawn up and removed the dead locomotive from platform 6. It took the Class 50 to a stabling siding which was off the platform at which the engine had just been standing. No sooner had the Class 08 uncoupled and gone, than the Class 50 started, proceeded down the siding and reversed on to another rake of coaches at platform 6. Ten minutes later it worked the next Paignton train. That's reliability for you !

The next day I again returned to Exeter. I got off my train at Exeter Central and joined the train to Exmouth. After having passed Exmouth Junction signal box, I realised that between Exeter Central and Exmouth Junction there were three forms of signalling. There was the usual lower

quadrant signals, a few upper quadrant signals and, to my astonishment even two colour light signals. I returned to Exeter on the next train and took a train to Plymouth. From there I took my most scenic trip, I boarded a twin d.m.u. and left for Gunnislake. After leaving the main lines and the docks, the train went over many bridges and through several cuttings. We reached a station which was un - named and after I sat for two or three minutes I thought we had reached our destination. I was about to get off when we started to move backwards. Then I realised that that the rest of the line was down a branch off the line we had just come up. This was the really beautiful part of the journey. The train wound in and out of the undergrowth and up and down very steep gradients. Some ten minutes and breath - taking scenery later we reached Gunnislake. On the return journey I spoke to the guard. He told me that he had dressed up as Father Christmas two years ago. This brought a very welcome trade to the line during the Christmas period. The next year the management MADE him do it (he was supplying the presents he gave the kids himself and was not recompensed in any way by the management). This year the management have had a change of heart and ASKED him if he would mind sitting at Plymouth station dressed as Father Christmas and they even supplied the presents. They were to charge something like 10p for every child. He told me he had lectured at several meetings about deprived children and he spent a lot of time meeting them. This man was about the kindest railwayman I met on my travels.

I got a Shock when I eventually got back to Exeter. I was sitting on a bench waiting for my train to Yeovil when I actually saw a railwayman doing some portering!

On Friday I went to Bristol and took my first trip on an H.S.T. It was only to Weston - super - Mare, 19 miles down the line, but it was the thought that counted. Well, my first impression was that these trains, although capable of great speeds, were unpunctual. It left Bristol 6 minutes late, but still arrived at Weston on time. I was impressed. On

the return journey it was so smooth that I fell asleep and nearly did not get off at Bristol. The good thing about these trains was their Mark III coaches with automatic internal doors and their super - clean loos. While waiting for my train I was witness to a battle. A Class 45 and an H.S.T. had a sprint race out of the station and even though the H.S.T. was making much more noise, the Class 45 won easily. On the train home I met a man from Weymouth who told me a driver had been caught speeding in an H.S.T.; he had been doing something like 150 m.p.h., 25 m.p.h. over the speed limit. The cause - the speedo was faulty. It makes one wonder if these trains that cost so much are worth it, with all these minor faults that I found out about during my week there. He also told me that Weymouth was a good place to get 'foreign' Class 47's on a Saturday. Only two or three Saturdays earlier Class 47, No. 47 272 from our very own Haymarket depot had been there.

Therefore on the Saturday I went to Weymouth, where I saw two Class 47s. I followed the line to the dock to kill time before my return train.

On the Sunday I went to Newton Abbot. I had J. C.s "Locoshed Directory" with me again so I could find my way to the shed. (All one road of it !) I found my way and was greeted with the usual warm welcome one gets at a depot that is not on the Scottish Region. The man told me I could not get round but he told me the numbers of the locos that were on shed. I knew that several of these numbers were wrong because I had seen the locos in question working earlier that day. I left the depot and continued down the road. Lo and behold I came upon another access road into the depot. From the top of this all the locos on shed were able to be seen, I am glad to say, because had I not done this I would still need one Newton Abbot shunter which was sitting in a secluded corner of the depot.

On the Monday I only had two days left of my railrover so I decided to go to Bristol to do some shopping. I caught the 10.06 from Yeovil Pen Mill and by the time the train left Westbury it was packed, not even standing

room was available. Having travelled by this certain train before, I began to wonder why it was so busy. I eventually asked one of the nine people in my compartment why the train was so busy. " Oh, the Queen is in Bristol today! " Of all the days to go to Bristol I had certainly chosen the worst! However most of the passengers got off at Bath. When the train arrived at Bristol TM, the station was alive with policemen. The Queen was to travel from Bristol to Bath by train.

St. Philips Marsh had done their bit by acquiring both power cars of set number 253 025, (power cars number; 43050 and 43051) and joining them to three Mark III full first coaches and one Mark III second class buffet (their numbers were ; 41047, 41052, 41051 and 40517). The surprise of the two units numbered 253 025 was because number 43050 had been working with 43020 (253 015) and 43051 had been working with 43022 (253 011) just three days before.

So the Queen travelled by Inter - City 125 (although the maximum speed between Bristol and Bath is 80 m.p.h.)

On the Tuesday I decided to go shopping in Plymouth and Exeter(after first checking that the Queen was not to be in either of these places).

On the journey from Exeter to Plymouth I saw my first double - headed train. The locomotives were Class 50's. The explanation I got for this working was either one of the locos had failed or one was just working back to its home depot, Laira in this case, for maintenance. When we arrived at Plymouth one of the locos was not taken off, and they both left for Penzance with an even shorter train because four coaches were uncoupled.

That was the end of my rail travel for one holiday as lack of finance limited what I was to do the next three days.

On the Wednesday I conned my father into taking me to Cranmore to see David Shepherd's railway. I spent an hour or so at the depot there looking over the engines which included 92203 ' Black Prince ', 75029 ' The Green Knight ' and several other well preserved engines.

Having been told Merehead Quarry, Foster Yeoman's stone - works, was only a few miles up the road, we continued. Foster Yeoman have three ex - BR Class 08s and one of the celebrated ' Western ' Class. " We'll only be a few minutes here my dad said. An hour and a half later I walked out having been shown all the engines and had a footplate ride on two of the Class 08s, which were working in multiple shunting the hopper wagons to and from the sidings.

Finally, the next day I saw my last two things to do with railways on this holiday. While shopping in Yeovil in the morning I spent half an hour in a shoe shop. The owner had decorated his walls with name, number and works plates. I even spotted an N.B. works plate amongst his large collection. In the afternoon I explored the old site of the Yeovil Town station. This was the only station in the actual town and has now been demolished. The two remaining stations, Pen Mill and Junction, were both joined to this station, so therefore neither of these is near the town of Yeovil. To get to Yeovil Pen Mill from Yeovil Junction, one has to go from Junction to Salisbury to Westbury to Pen Mill, a round trip of 95 miles, to go what is actually only 4 miles. This is the only public transport route from Junction to Pen Mill, because there is no bus service from Junction to Yeovil. It is therefore the main income route of the taxi operators in the area, as they meet every train that arrives at the Junction station and charge the earth for the two mile trip to Yeovil.

The next evening my father and I were on our way home to Scotland and civilisation!

JEREMY FARQUHARSON.

JULY QUIZ

Listed below are the answers to the quiz which appeared in the July issue:-

- | | |
|--------------------|---------------|
| 1) Drum | 16) Lyneside |
| 2) King Edward | 17) Inches |
| 3) Gordon | 18) Eassie |
| 4) Glen Douglas | 19) Currie |
| 5) Rhu | 20) Stepps |
| 6) Stow | 21) Hollywood |
| 7) Grange | 22) Dyce |
| 8) Catrine | 23) Haymarket |
| 9) Cults | 24) Dunlop |
| 10) Skares | 25) Rosemount |
| 11) Maidens | 26) Loth |
| 12) Quarter | 27) Knock |
| 13) Maude | 28) Bearsden |
| 14) Biggar | 29) Dollar |
| 15) Crook of Devon | 30) Ladybank. |

Of those who submitted entries, Jim Oswald emerged as winner with 27 correct answers. Our congratulations. Our commiserations go to Wilson Rae and W.B. Rae with 26 and 25 marks respectively.

BRAIN TEASER SOLUTION

The train leaving Vladivostock will pass 13 trains en route, one at each midday and one at each midnight, during its 7 day journey. Six of those 13 will have started before the Vladivostock train leaves, one starts at the same time, and 6 will leave Moscow in the days after the Vladivostock train leaves. This latter train will meet a fourteenth train in Moscow station.
