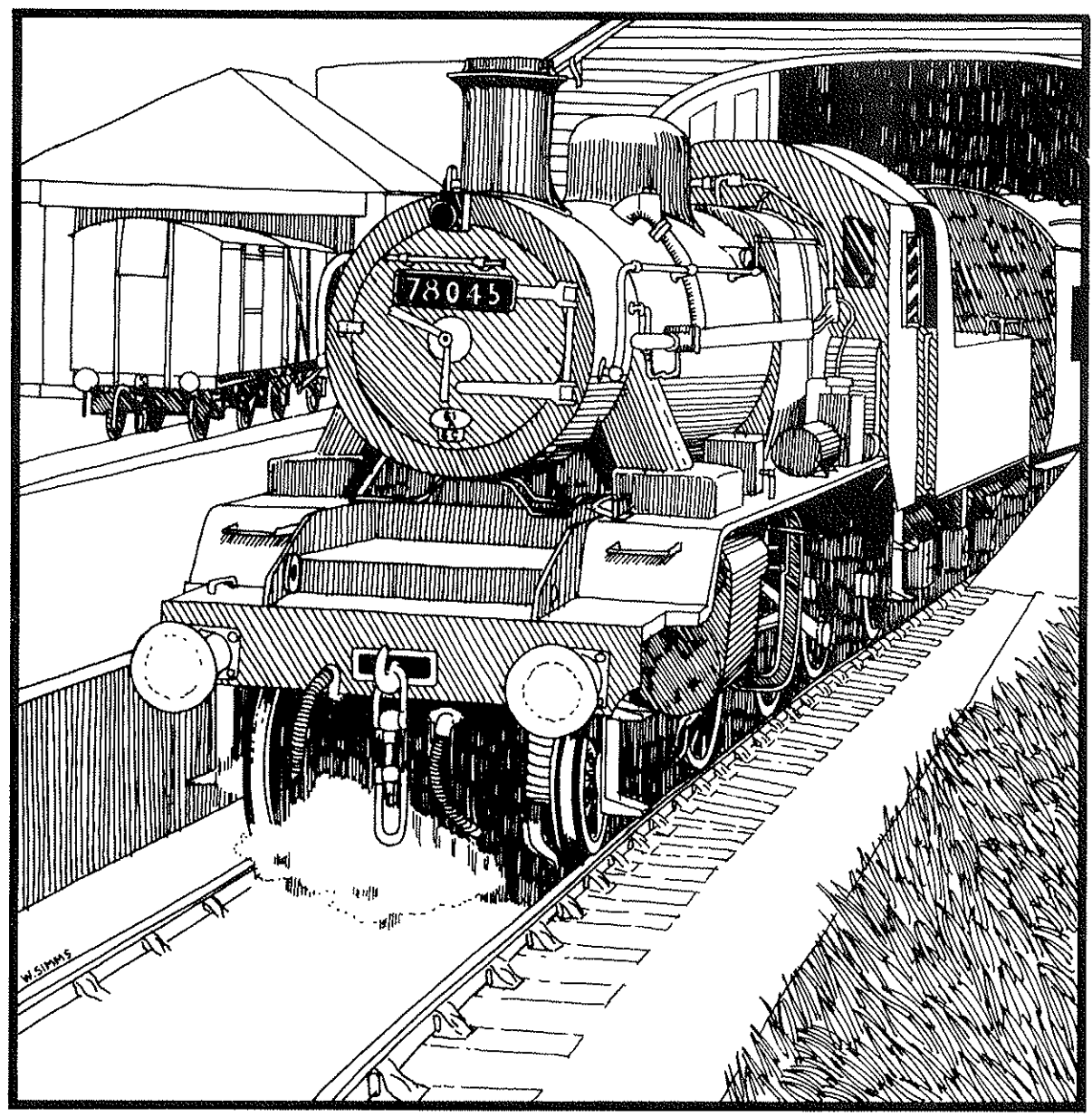


COCK O' THE NORTH

1978

NEWSLETTER OF THE ANGUS RAILWAY GROUP



BR 2MT 2-6-0 78045 on the 3.23 Banff to Tillynaught train at Banff on 6th August, 1962. From a photograph by Lindsay AC Horne.

ANGUS RAILWAY GROUP
COMMITTEE

CHAIRMAN	MR. J. CUMMING, 20 PERTH ROAD, SCONE, PERTH, PH2 6JJ.	TELEPHONE 0738-52690
SECRETARY	MR. L.A.C. HORNE, "BREADALBANE", 10 SEYMOUR AVENUE, DUNDEE, DD2 1HG.	
TREASURER	MR. J. ANDERSON, 44 BELLEVUE GARDENS, ARBROATH, ANGUS.	917-2984
SALES OFFICER	MR. W. RAE, 142 STRATHMORE STREET, BARNHILL, BROUGHTY FERRY, DUNDEE, DD5 2PD.	
NEWSLETTER EDITOR	MR. W.S. BRUCE, 12 OAKDENE CRESCENT, SCONE, PERTH.	0738-51476
MINUTES SECRETARY	MR. J. OSWALD, 40 ALBANY TERRACE, DUNDEE, DD3 6HS.	0382-25432

Newsletter No 72, June 1978.E D I T O R I A L

Because of examination studies, it is doubtful whether this and recent Editions would have been available for distribution so soon, but for the very helpful assistance of Jeremy Farquharson, Jim Oswald and Lindsay Horne. I should like to record my appreciation of their work.

This month's issue covers a wide variety of exciting topics, so we will meantime stand aside and not hold you back.

- - - - -

" The Welly Boot "

A Landmark in the History of the Highland Line ?

Readers of the June, 1978 "Railway World" may have seen at page 338 a photograph of this Pullman Car express, awaiting departure from its northern terminus at Dalwhinnie. Hitherto unpublished details now reveal just how significant a train this is. A special Correspondant, recently returned from recording the frequently changing leadership scenes at Mossend, writes as follows;

" Tuesday, 4th April, 1978, was one of many days when I guarded train No. 1N31 (N for Inverness) known affectionately as " The Welly Boot". Arriving at Perth station at 06.50., engine no. 26.013 was already waiting in platform 4 (North End) and attached to its three coaches which had been extracted from the carriage sheds. The coaches were an Open Second, a Metro-cammell Pullman Pantry Car and a Brake Corridor second.

An assortment of specialist workers were boarding the train, many of them luxuriating in the comforts of the Pullman for which they were famed. As we pulled out of Perth , prompt at 07.00, early morning tea and breakfast facilities were being prepared by the 'maitre de cuisine' and his jovial but efficient staff.

More workers entrained during a brief stop at Dunkeld, from whence we ran directly into Pitlochry arriving at 07.44. There is a six minute wait at Pitlochry which provides an opportunity to purchase early editions of London newspapers, besides giving ample time for the Inverness portion of the Perth - Manchester (Red Bank) Eincar to cross our path.

Approxiamately half of the railway technocrats alighted at Blair Atholl, where we arrived ten minutes after clearing Pitlochry. During our stop here many hands were busily engaged loading equipment into the brake, while two men mounted the engine cab to direct the driver as to the necessary wayside halts to be made upon leaving Blair. The first such halt was at Struan to discharge the four painters who are busily painting the bridge there. Our next stop was at the Black Tank?, where two Plasser and Theurer machines were sitting. Some six men got out here. When we next stooped, below the Garry dam, more than two dozen men descended, taking jacks and pick axes with them. Further stops were made at a site above the same dam and at Dalnaspidal where another one and two Plasser machines were awaiting their operators. A delay of seven minutes at the summit itself

to allow a ballast train from Kingussie to leave Dal whinnie and a stop at Balsparen to drop the masons (I couldn't imagine them having an open air meeting up here !) meant arrival at dalwhinnie at 09.10, forty minutes later than the booked time.

When we arrived in Dalwhinnie loop only a small number of welders remained to alight. We coupled off the engine and having run round the train stored the coaches in the sidings alongside engine no. 26.015. There could be no further movements until the 08.15 Inverness - Glasgow had passed. Then no. 26.015 left light engine for Aviemore where it was to pick up an Inverness freight train put off during the night. After the Glasgow train had passed, our engine proceeded out of the sidings with five Dogfish and two Sealions (Hoppers), total weight 478 tons, to the new crossing at the Soidal where P-way men from Inverness were working on this new installation they had built. Once the foreman ganger had put the clamp back on the points and we had collected somemen to empty the hoppers we continued up and over the Summit to our destination. Following directions, we proceeded back and forward in order to empty the stones evenly and when this was done, we propelled very slowly back to Dalwhinnie. We arrived back at Dalwhinnie at 12.00 and had to wait until 'The Clansman' from Inverness to Euston had passed by at 12.06 before being able to couple off and run round the hoppers, which we then took to Kingussie. Here the hoppers were put into sidings ready for loading with more ballast motored from Fort William. Loading is by Caterpillar tractor.

Our relief would travel by the 11.20 Perth - Inverness passenger train to Dalwhinnie where they would be directed to continue to Kingussie and bring back our engine together with an already loaded hopper train. At Dalwhinnie they would reconnect the 'Welly Boot' coaches and return to Perth at the end of the day's work. We travelled as passengers on the 13.15 from Kingussie back home. There being no sign of the early shift workers at Blair, it was to be assumed that they had caught 'The Clansman'. Perth was reached on time at 14.55, from where a railway van took a very weery guard up to the new yard to 'book off' and finish. "

A MITCHELL.

- - - - -

NOT IN THE TIMETABLE

While browsing through some recent B.R. Traffic Notices I studied a few special workings which might be of interest to our members.

The 10th of April saw the Inverness holiday Monday produce an 8-coach loco. hauled special for Aberdeen. It departed at 09.25 and arrived in less than three hours at 12.15. After 6 hours in the 'Granite City' the return departure was at 18.18 with arrival at 21.05 in Inverness.

On the following Saturday, 15th of April, the Aberdeen Scout Troop ran a special from Aberdeen to Kyle of Lochalsh, departing at 08.29 and arriving in Kyle at 14.35. Restarting at 16.58, arrival back home was at 22.26.

Also at Kyle that same day was an overnight S.L.S. charter from Leeds, which arrived at 12.37 and departed at 14.50 shortly after the boy scout special had arrived. Sharing the Highland line with the S.L.S. charter was an advertised excursion from Clacton to Inverness, where it arrived at 09.31 and left for home at 20.55.

Further south, the 22nd of April saw a chartered High Speed Train from Scarborough arrive in Edinburgh at 11.20. It departed at 17.40 and arrival back at the Yorkshire resort was at 21.33.

On that same day an advertised excursion from Oldham arrived in Perth at 12.16, from where it departed at 17.45. Coming north it would be too late to pass the first ever through train from Perth to Mallaig run by the S.R.P.S. with the following engine workings;

	arr	dep	
Eastfield Diesel Depot		04.00	LD
Springfield Yard	04.39	05.00	Emcar
Perth	06.20	07.10	To Mallaig
Mallaig	15.11	16.00	Ex Glasgow
Perth	23.53	23.55	Emcar
Springfield Yard	01.18	01.50	LD
Eastfield Diesel Depot	02.30		

On the 26th of April a 10 - vehicle charter for the Rudolf Steiner School arrived in Aberdeen at 08.46 after an overnight journey from Kings Cross.

The 29th April witnessed the normally E.M.U. Wemyss bay branch being traversed by a special diesel hauled special from Huddersfield. Upon arrival at 13.26 passengers crossed to the waiting steamer for a trip 'doon the water'. Meanwhile the empty stock was worked back to Polmadie carriage sheds by electric loco. for servicing with the diesel travelling light engine to Corkerhill Diesel Depot for refuelling. The empty stock returned back to Wemyss Bay for departure south at 17.24.

An overnight 11 vehicle charter from Euston arrived in Kyle of Lochalsh at 10.33 on the 6th May for a day visit. Its Departure was at 17.00. That same day saw the S.R.P.S. Falkirk to Kyle arrive at 14.34 and depart at 15.20, so for a short while Kyle must have been a very crowded terminus.

Another special train traversed the Wemyss Bay branch on Tuesday, 9th May. Electric unit 036 departed Glasgow Central at 10.03 and arrived at the new IBM Halt which serves that companys very large factory near Greenock. After guests declared the station open, the electric unit travelled on to Wemyss Bay, there being no convenient loop nearby. On its return journey the train stopped for six minutes again at the new halt which has reportedly a traffic potential of 250 workers per day. It finally arrived back in Glasgow at 12.19.

J. CUMMING

BACK TRACK

The Dundee Courier, Saturday, October 21, 1899

RAILWAY DISASTER AT COUPAR ANGUS
ABERDEEN EXPRESS IN COLLISION
SHOCKING RESULTS
DRIVER KILLED,
MANY PASSENGERS HURT.

Our Blairgowrie Correspondent wires : Last night Coupar Angus was the scene of a terrific railway smash that has caused consternation all over the district.

A special cattle train was being shunted, and in the act of avoid the 6.55 express from Perth it overlapped on the main line. The express ran into it with a frightful crash that speedily brought large numbers of the townsfolk to the scene.

The first to arrive was Mr. Erskine, organist of St. Anne's Church, who was at the moment of the crash entering the church. The noise of the crash and the escaping steam was sickening, and not a few who rushed down in haste to the station felt unable to go to the actual scene of the disaster, which was at the point where the siding joins the main line, about sixty or seventy yards from the east end of the platform.

The boiler of the goods engine was thrown about 20 yards into the adjoining field, and the driver of the goods engine, George Piper, Aberdeen, who is a married man with a family, had both legs broken, one of them being completely severed from his body, he being found, along with the stoker, Charles Kelman, Aberdeen, beneath the engine, whence they were rescued after much trouble.

The driver was removed to the waiting room. The stoker, after being rescued was removed to Fox Hall, the residence of Mr. George Honeyman, where, on being examined by Dr. Myles, Brechin, who was a passenger on the train, he was found to have a broken thigh, a cut on the right calf, and a bleeding nose. His removal to Perth Infirmary was ordered by the doctor.

The stoker of the express, Thomas Grant, Aberdeen, was rescued from beneath his engine, and was found to be severely injured about the bones of the pelvis, and all were suffering from severe internal injuries. The driver, Henry Brown, Aberdeen, was thrown clear, and was terribly burned on the face, besides receiving severe scalp wounds and bruises.

The two guards of this train, William Milne and William Kemp, are, with the exception of the shock inseparable from such an accident, uninjured. The front carriage of the express was completely smashed, and how the passengers in this carriage escaped is a mystery. In the front compartment were five men. Joe Connelly, cattle dealer, Fintona, County Tyrone, Ireland, was, with other two occupants of the compartment, on his way to Forfar Market. He suffered from several bruises about the legs, arms and head.

John Carlin, Raphoe, County Donegal, badly bruised about the head and legs. He pathetically declared he hovered on the borders of eternity. Patrick O'Kane, County Derry, and James Tunny, Ballyshannon, Donegal, were also hurt.

Several of the cattle were killed while many of them were so severely injured that they had to be killed and their pitiful lowing added to the misery of the scene.

Both up and down lines were blocked and although a large staff of men were speedily at work it will be some time before traffic can be resumed.

Being Little Dunning Market, there was naturally an excess of traffic and this of course complicated matters, but the staff at the earliest moment despatched a train to Blairgowrie and a special to Perth with the injured passengers. The station was crowded with a large concourse of people, including many ladies.

At the time of wiring every effort was being made to clear the line, and the traffic was being hurried forward as well as possible under the circumstances. The officials at Perth, on hearing of the mishap, a special train was at once despatched to the scene of the accident, Mr. J.D. Lamb, district superintendent, and Mr. Barr, engineer, travelling with the train.

Death of the Driver

It was later telegraphed from Perth this morning that the driver died at eleven o'clock last night.

Death of Piper

A later message states that Piper, the engine driver, died at Perth Station, while he was being removed to the Infirmary. The sad event occurred about eleven o'clock. The other driver, the two firemen, and two passengers were safely removed to Perth Infirmary, where they now are all in a more or less critical state.

The Disorganised Traffic.

Inquiries at Dundee

Inquiries at Dundee West Station this morning revealed an alarming disorganisation of the traffic as the result of the disaster. All the Caledonian trains from the north due to leave subsequent to the accident came south via Arbroath and Dundee, and did not again join the Caledonian system until Ninewells Junction. As regards the trains from the south, these left the Caledonian main line for Aberdeen at Alyth Junction, where they proceeded via Newtyle, Ninewells, and Tay Bridge Station - a very roundabout route, but the only one available - to the north, all, of course, greatly behind time. The 6.50p.m. train from Dundee for Blairgowrie having left previous to the accident, would, the station officials thought, not be able to go beyond Ardler, but authentic news of any delay having been occasioned to this train was not to hand. Caledonian Railway passengers who passed through Tay Bridge Station at two o'clock this morning seemed greatly surprised at the change of route, most of them being unaware of the accident.

L.A.C. Horne.

STRATHSPEY RAILWAY ASSOC.

Annual General Meeting

On Saturday, 20th May, I travelled north in the company of the A.R.G.'s answer to Morecambe & Wise - Messrs. Lindsay (T.P.O.) Horne and Norman (5P) Sharp. The purpose of our journey was to attend the A.G.M. of the S.R.A., at Boat of Garten and we had decided to make a day of it to give us time to have a look at the present position of the Strathspey Railway.

On arriving at Aviemore in brilliant sunshine we headed for the shed where we found one of the 0-6-OST being steamed in preparation to working a four coach train from the partially completed platform at Aviemore to Boat. Although the bulk of the concrete frame of the platform is finished, there is still a lot of in-filling with rubble and earth to be done to bring it to an acceptable level. The turntable is still lying at the side of the well and a squad of workers were unloading from a lorry a wheel drop which had been obtained from Bressingham. As well as the Saddle tank, 46/64 was lying outside the shed with part of its boiler off although the intention is to have the loco. ready for traffic by the end of June. Inside the shed the main attraction was the Black Five (Separated from its tender) and a very old wooden bodied coach which will require a great deal of restorative work. The shed also contained the collection of small diesel and steam locos. including the "Wemyss" tank which was undergoing overhaul having had its tanks removed.

As it was fast approaching feeding time, we returned to an adjacent grassy bank where we consumed our picnic lunch and were entertained by Norman fighting off attacking hordes of Aviemore ants who had taken a liking to him, his sandwiches or both.

The train for Boat was now preparing to leave after allowing time for passengers from the northbound B.R. train to find their way to the Strathspey platform. No passengers appeared so the train pulled out with approximately thirty people on board. After an eventful journey we were stopped by the signal at the approach to Boat station, which was caused by a lack of a signaller rather than another train. The station is still looking quite smart and the footbridge (from Dalwhinnie I think) has now been erected and painted. The signal box is still undergoing restoration and is now taking the appearance of a working box with signal wires and point rodding appearing from the base.

We found our way to the village hall where almost 60 people were welcomed by Dr. Cornwell. After accepting the minutes of the 1977 Annual General Meeting, Dr. Cornwell gave his report which stressed the importance of the S.R.A. in giving assistance with finance and manpower to the railway. He also mentioned the importance of the 'Strathspey Express' in keeping members informed of progress. Dr. Cornwell indicated that he will be resigning from the committee next May.

The treasurer gave his financial report which showed that income from all sources had increased by almost £1,000 over a year ago and as expenses had decreased slightly this gave an overall surplus for the year of £1,195. The report was accepted.

W.D. Barclay then gave his report which gave details of the L.R.O. progress or lack of it. This had been held up for 2 - 3 weeks because of a proposed level crossing just north of Aviemore station. This had now been allowed for but the Scottish Office were causing delays due to uncertainty of the L.R.O. process, this being the first one in Scotland.

However it was hoped that the L.R.O. would be granted by the end of June. Provided the inspection by Major Olver of the Railway Inspectorate was satisfactory. Douglas Barclay stressed the importance of continuance maintenance and mentioned the following tasks which would soon require attention:- re-painting Boat station; repainting coaches; re-roofing the shed; installing the turntable and wheel drop; re-sleepering track at Boat station with concrete sleepers as the wooden ones are rotting and a general tidy up of the Aviemore end of the line which was turning into a bit of a dump (his own words). He acknowledged the valuable assistance given by the association and hoped that the two groups, the association and the railway, could work more closely together in the future. The election of committee members followed and full details will no doubt be in the next 'Strathspey Express'. D. Barclay resigned as vice-chairman of the association and was unanimously elected as Vice-president. Several changes to the constitution were put forward by

D. Cattenach on behalf of the committee and these provoked much discussion. The meeting closed at 4.15p.m. and we were treated to a cup of tea before heading for the station and the return journey to Aviemore.

It was now time to return south so we set off but on reaching Newtonmore and noticing that the signals were off we headed to see what was going on. We found nothing was going on as the signal box was switched out as the loop was not required over the weekend, and all the signals were in the off position. We spent some time talking to the person on duty and looking around the station, signal-box and other buildings where Lindsay acquired an unusual piece of railwayana - glass-less goggles. He insisted on giving us impressions of Baron von Richthofen, an Africa-Korps tank commander and several other people we could not recognise. The only traffic during this time was the north-bound 'Clansman' running about 30 minutes late behind a Class 47.

We eventually managed to get Lindsay and his goggles back into the car, and returned safely home after a very interesting and enjoyable day. My thanks to Lindsay and Norman for their excellent company and corny jokes.

J. ANDERSON
