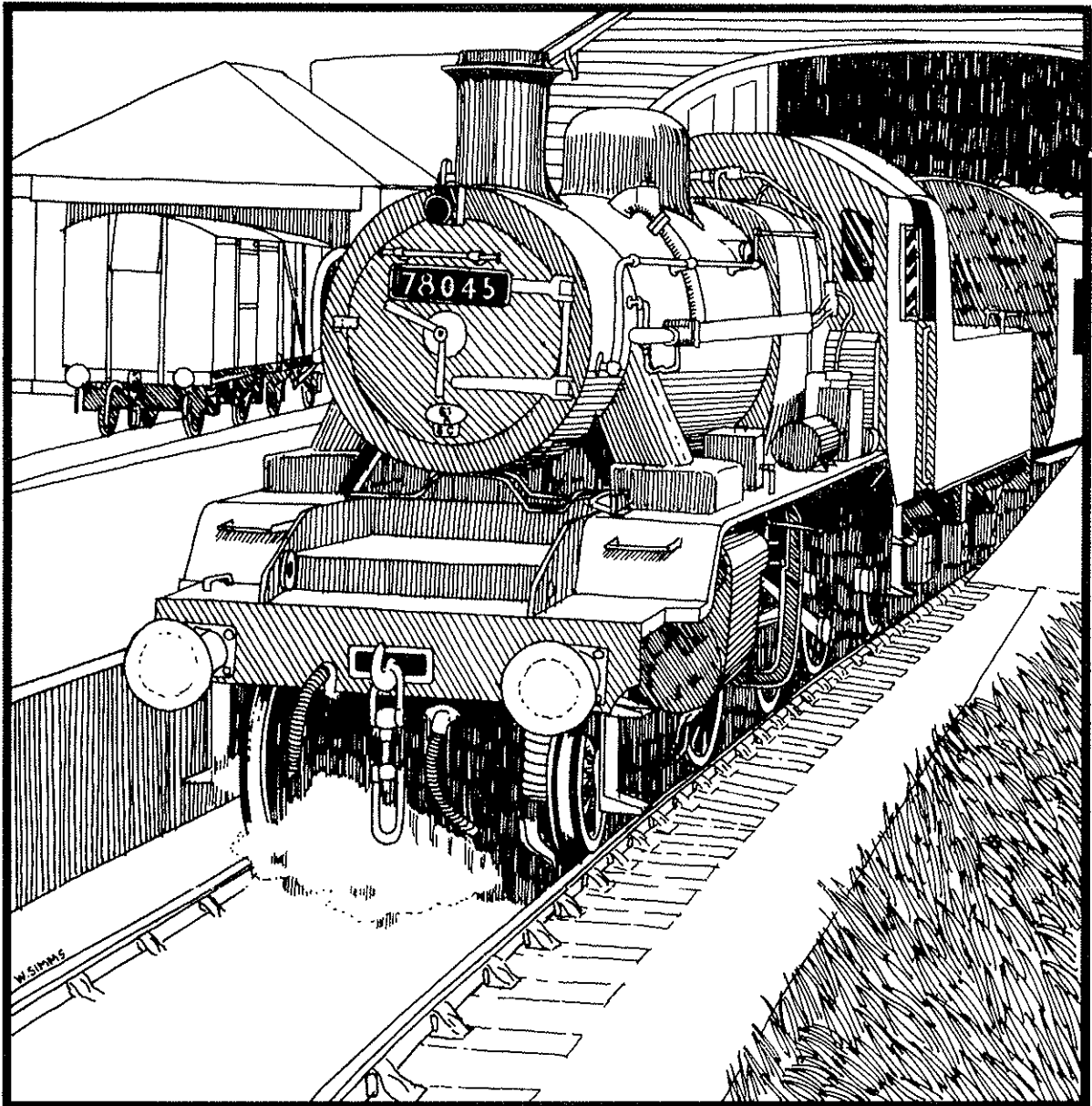


MAM  
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71

# 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. 71, May, 1978EDITORIAL

Once again vacation time is coming near. Obviously one can't be expected to remember everything, but try not to forget to take a notebook and pencil. This will enable you to retain copious notes and hopefully facilitate early submission of an exciting railway article.

We look forward to seeing you at our first autumn meeting. Meantime, have a jolly good holiday however you travel.

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THE CALEDONIAN No. 3 RAIL TOUR

I had the pleasure of going on this trip on 4th March 1978. A party from my school left Dundee Tay Bridge on the 09.38 train to Glasgow which was composed of the usual Class 27 and five Mark 1 coaches. We arrived in Glasgow at 11.33 and, after paying a visit to Argyll Models which is situated under Central Station, we then headed for the Central Station.

Here we joined our "tour train" which had left from Crewe station at 07.55, and called at over ten stations in Lancashire and Scotland en route.

The train from Crewe to Glasgow Central was headed by a Class 85 loco, No. 85.008 and composed ; coach A ( BSK ), coaches B. C. D. E. ( SO ), F. ( FO ), and G, a 1st Open cum dining saloon, an unlettered Kitchen bar coach, four SOs - H. J. K. L. and a BSK ( M ) completed the 13 vehicle set.

The "Tour Train" was not too busy, as many of the people left the train in Glasgow to go to the Glasgow Model Railway Exhibition which was on the same day. Before our train left Glasgow Central we had a change of engine with two Class 25s taking over from the electric loco. Leaving exactly on time at 12.30 we soon passed Glasgow Central parcels depot where a rake of 10 or 12 condemned L.M.S. full brakes was languishing in a siding. Following the W.C.M.L. to Rutherglen Jn. our train took the branch to Coatbridge Jn.. At Clydebridge Steel Works a mineral wagon with its sides hanging off was sitting on waste ground at least 100 yards from the nearest siding. Outside Coatbridge a Barclay 0-4-0 tank engine was lying in a sorry state and rusting away at the end of a siding serving a factory. Proceeding via Garnqueen Nth. Jn. and Greenhill Lower Jn. we reached Stirling and stopped for a few minutes to change crews.

From Stirling our train took the line for Alloa, passing en route Cambus goods yard which was full of an assortment of condemned wagons. Travelling the Kincardine line between Kincardine Jn. and Charlestown Jn., the train's speed was about 20-25 m.p.h. due to the very tight curves along that stretch. Clearing Charlestown Jn., we went via Dunfermline Lower and Cowdenbeath to Thornton West. Here we took the curve to Thornton South and running via Kirkcaldy, the Forth Bridge and Dalmeny reached Winchburgh Jn., where we were delayed 15 minutes for no apparent reason! Possibly a late train on the main line could have been the answer. From there on it was a straight forward journey back to Glasgow Central which was reached at 16.55. We took the 17.40 train back to Dundee which left at 17.44 - the scheduled departure time of a local train to Larbert cancelled due to staff shortages. This meant an unscheduled stop at Larbert. I arrived back home at 20.30 after an enjoyable day and a very interesting and well organised tour.

W. RAE ( Junior )

CHANGE OF ADDRESS

Jim M<sup>c</sup>Donnell's address is now :-

P. O. BOX 3112  
KITWE ZAMBIA

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Extract from London Midland and Scottish Railway Company Fortnightly Notice for the period Saturday January 31 to Friday February 13 1942.

MISCELLANEOUS INSTRUCTIONS

Closing of Motive Power Depots - Alyth and Blairgowrie.  
Alyth and Blairgowrie Motive Power Depots will be closed as from January 3, 1942.

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PLEASE NOTE

Your "minute" secretary, Jim Oswald has decided to flee from his present abode. From 30 May, 1978, his new address will be:-

20, Adelaide Place,  
Dundee  
DD3 6LF

telephone Dundee ( 0382 ) 24850

The next meeting at his house will take the form of a sponsored dig in the garden. You pay your money - he'll provide the garden.

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ARCHIBALD STURROCK

Archibald Sturrock, first manager of Swindon Works, and subsequently first locomotive superintendent of the Great Northern Railway, was born in Dundee on 30th September, 1816, and educated in his native town. From 1832 to 1837, he served an apprenticeship as an engineer under Mr. James Stirling, in the East Foundry, Dundee, and then worked for six months as a mechanic in the works of William Fairbairn & Co., of Manchester. In the autumn of 1839, he went abroad, and studied for several months in Brussels and Paris, but returned to Scotland in 1840.

Some interesting details of Sturrock's subsequent career are contained in his unpublished memoirs, compiled long after his retirement from the railway service. In April 1841, he joined the Great Western Railway as an assistant to Daniel Gooch, who was his senior in age by only six days. The decision to establish the locomotive works at Swindon had been taken some six months earlier and for the time being, Sturrock was stationed at Paddington. In the autumn of 1842, however, he was appointed manager at Swindon, and superintended the erection of machinery in readiness for the opening of the works on 2nd January 1843. Gooch continued to reside near London, and Sturrock appears to have been granted a considerable measure of autonomy. The first engines were built at Swindon in 1846, and in this and the next two years, the works were enlarged considerably.

In April 1850, Sturrock left Swindon to become first locomotive superintendent of the Great Northern Railway. He records that Brunel took a great personal interest in his appointment, but warned him strongly not to let it be known that he advocated an increase in boiler pressure from 100 to 150lb. per sq. in., or the Great Northern directors would consider him a dangerous man and refuse to accept him. Nevertheless, this increased pressure and larger fireboxes were adopted with successful results. Of the locomotives designed by Sturrock for the Great Northern Railway, probably the most notable was the 4-4-2 tender engine No. 215, which appeared in 1853. This prototype of Patrick Stirling's famous "eight-footers" was designed to meet a threat of competition from the London & North Western, and the Midland Railways. In 1862, Sturrock patented his design for supplying power to the tender of a locomotive from an auxiliary engine. These steam tenders were fitted to several goods engines, but the experiment was considered too costly to justify its continuance. One of Sturrock's most notable achievements was the provision of locomotives, in an emergency, for working the underground lines of the Metropolitan Railway. As the result of a series of disputes, the Great Western Railway, which had worked the line from Paddington to Farringdon Street since its opening on 10th January 1863, gave notice that its trains would be withdrawn on 10th September of that year. Coaches were borrowed from the Great Northern Railway, and Sturrock hurriedly provided temporary condensing apparatus for a number of old engines, which worked the traffic successfully until the Metropolitan Railway obtained its own locomotives.

Sturrock records that he found hot-water footwarmers in use on the Northern Railway of France in about 1857, and that he was so impressed with the extra comfort obtained from this simple device that he obtained permission from the French authorities to bring one of them to England. A dozen similar, but smaller footwarmers were made at Doncaster, without official sanction, and placed in the coaches of a train conveying some of the directors to London. Sturrock was taken to task by the chairman for having incurred this unauthorised expenditure, but before he left the meeting, the directors had ordered 200 footwarmers for public use.

On the death of his second wife, Sturrock inherited a considerable private fortune, and relinquished his position at Doncaster on 30th September, 1866, his 50th birthday. He lived to enjoy his retirement for more than 40 years, and died on 1st January, 1909, in his 93rd year.

( From the Railway Magazine, Jan/Feb 1948.) SUN CHARIOT 62B

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#### BACK TRACK

THE DUNDEE ADVERTISER, TUESDAY, FEBRUARY 12, 1889

#### RAILWAY COLLISION AT ARBROATH

Last night a railway collision occurred at St. Vigians Junction, about three quarters of a mile North of Arbroath Station. The collision took place shortly before six o'clock, a special cattle train from Forfar to Arbroath having run into a North British Railway goods train as the latter was leaving the North British Direct Railway and entering upon the main Caledonian up - line. The cattle train consisted of two trucks full of cattle consigned to Arbroath, the other train being the 13.40 goods from Aberdeen to Glasgow. The latter as already stated, was just clearing the junction points when the cattle train ran into the latter portion of it with great momentum. The force of the collision was so great that the engine of the cattle train was considerably damaged and thrown off the rails into the four foot way, and the result of this

was that both the up and down lines were blocked. About half a dozen waggons of the North British train were also thrown off the rails and slightly damaged but the permanent way was not much injured. Fortunately the drivers and guards of both trains were unhurt. Information of the collision was immediately wired to Forfar and Dundee, and breakdown gangs were seen on the spot, a number of officials, including Mr. Hamilton, from Mr. Gilbert's office, Dundee, Inspector Boig; Inspector Grant, and Mr. Grant, goods depot agent, Arbroath, were also present, and operations were at once commenced with the view of having the lines cleared, but this has not been accomplished at a late hour. Traffic was slightly delayed in consequence of the accident, but Mr. Ramsay, the Stationmaster, made every arrangement for transferring and forwarding the passengers to their destinations. The traffic to and from Montrose by the North British Railway was wrought over the Dens siding while passengers by the Caledonian trains were transferred at the junction. It is not known how the accident occurred, but it is stated that the signals were against the cattle train. The damage to the rolling stock, permanent way, &c., will amount to about £100.

THE DUNDEE ADVERTISER, WEDNESDAY, FEBRUARY 13, 1889

#### THE RAILWAY COLLISION AT ARBROATH

##### A SECOND BLOCK

The Dundee and Forfar "flying squads" were busily engaged at the scene of the railway collision at St. Vigean's up till a late hour yesterday morning, and communication was not fully restored till afternoon. The replacing of the engine on the rails proved to be a tedious and difficult operation. The engine lay in the six foot way, the wheels being embedded in the ground. By the aid of the powerful tools which are brought into use in such circumstances the engine was gradually lifted, slowed round, and ultimately placed on the rails shortly after three o'clock yesterday morning. This enabled through communication by the up line to be accomplished, and a number of goods trains which had been delayed for several hours were despatched to their destinations. The down line remained blocked however, a large amount of work remaining to be accomplished in the shape of renewing sleepers, rails, chairs, points, &c.. This work proceeded during the day, traffic being meanwhile carried on by means of the up line. Early in the afternoon communication by both lines was fully established, but had only been carried on for a short time when a second block occurred. The 15.15 North British passenger train from Arbroath to Berrie was proceeding slowly over the spot where the accident occurred when the engine missed the diamond points at St. Vigean's Junction and went off the rails. A couple of carriages followed, with the result that both main lines were once more completely blocked. Fortunately no one was injured, but the permanent way sustained considerable damage. The passengers, of whom there were about a dozen on the train, were forwarded without delay, and a breakdown gang was telegraphed for from Dundee. A squad of men were soon on the spot, and operations were commenced with the view to re-establish communication. Meanwhile traffic of all kinds was considerable, but every effort was put forth by the officials to cope with the emergency, the previous arrangement being reverted to.

LATER :- A large staff of workmen, under the superintendence of Mr. Walker, North British Locomotive Superintendent, Dundee, have been engaged during the evening replacing the carriages and engine on the rails. The work was not completed at a late hour last night. It was reported, however, that both lines would be cleared about midnight. The late passenger traffic was cleared off

without much delay, but a considerable congestion of goods traffic took place, and several trains may well be very much delayed.

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THE DUNDEE COURIER AND ARGUS, MONDAY MARCH 25 1872

EXPLOSION OF A LOCOMOTIVE ON THE CALEDONIAN RAILWAY

A terrible locomotive explosion occurred at the Bridge of Dun on the Caledonian Railway, between five and six o'clock on Saturday morning, which, fortunately, with the exception of the injuries sustained by the driver and the fireman, and the damage to the engine was unaccompanied with any serious results.

The engine, which exploded was that which piloted the 2a.m. goods train from Aberdeen to the South, and was on its return journey. On reaching Bridge of Dun, the engine was brought to a stand, in order to wait on the pointsman coming up to shift the points, and just at this moment the boiler exploded with a terrific report which was heard over a considerable district, the whole shell from the funnel to the board in front of the driver being literally blown away. The boiler was blown to pieces which fell in the adjoining fields. The engine driver was severely injured on the back, and it is feared that several of his ribs are broken. The fireman escaped with a few slight bruises. Thomas Dickie is the engine driver, and resides in Montrose. The engine was a complete wreck. The report of the explosion was distinctly heard at Brechin, four miles distant.

LINDSAY A. C. HORNE

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The man is like the train  
at 20 years he is like the local  
it stops at every station.  
at 30 years he is like the special  
it stops only at the large towns  
at 40 years he is like the express  
it stops at the big cities only  
at 50 years he is like the old locomotive  
it stops often to water  
at 60 years he doesn't leave any more  
it remains.....in the yard.

ANON.

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MINUTES OF THE MEETING OF THE ANGUS RAILWAY GROUP, HELD AT 7, STRIVEN PLACE,  
BROUGHTY FERRY, ON SUNDAY, 23 APRIL, 1978, AT 7.00P.M.

Present: J.Anderson, S.Bruce, L.Burness, J.Cumming, J.Farquharson, L.Horne,  
I.Johnstone, W.Leheny, W.Lockhart, A.Mitchell, J.Oswald, A.Philip,  
W.Rae, Wislon Rae, N.Sharp. (15 members).

Item 1 - Approval of the Minutes of the previous meeting.

- 1.1 The Minutes of the previous meeting of the A.R.G., which had been held at 15, Callowden Avenue, Arbroath, on 2 April, 1978 were read out.
- 1.2 Adoption of these minutes was proposed by L.Burness, and seconded by S.Bruce.

Item 2 - Correspondence.

- 2.1 L.Horne read out a letter dated 17/4/'78 from the S.R.F.S., which confirmed that the A.R.G. held 2 certificates or shares in S.L.C.G.
- 2.2 A letter from the Highland Locomotive Company, dated 10/4/'78 confirmed that the A.R.G. now held 3 shares in that company.

Item 3 - any Other Business.

- 3.1 L.Horne requested that all the S.R.A. Raffle books held by members should be returned to him as soon as possible.
- 3.2 It was confirmed that an advert. for the Steam Album Volume I had been placed in the "RAILWAY WORLD".
- 3.3 L.Horne confirmed that he had sent off the sum of £5-00 in respect of the covers for the Newsletter.
- 3.4 J.Cumming, on behalf of the Group, congratulated J.Farquharson on his recent success in securing a premium post with British Mail.
- 3.5 J.Cumming asked that any member who had any postcards, photographs, etc., of the old Perth-Scone tramway system, who would be prepared to lend them for an exhibition being run by Perth Library next year to celebrate the demise of the system 50 years ago next year, to contact him.
- 3.6 After a lively discussion, it was agreed that the membership of the Group could be increased. Committee to consider future applications.
- 3.7 The subject of the "Swop-Shop" was discussed, and it was agreed that it would be held at Willie Rae's on 14 May, 1978. W.Lockhart volunteered to be auctioneer for the evening. Members putting items up for auction were asked to mark these items with their name and the upset price required. Committee to turn up at 6.00p.m. to arrange items.
- 3.8 There will be a Committee Meeting on 10 May 1978, at 7.00p.m., at Jim Oswald's house.

Item 4 - Programme.

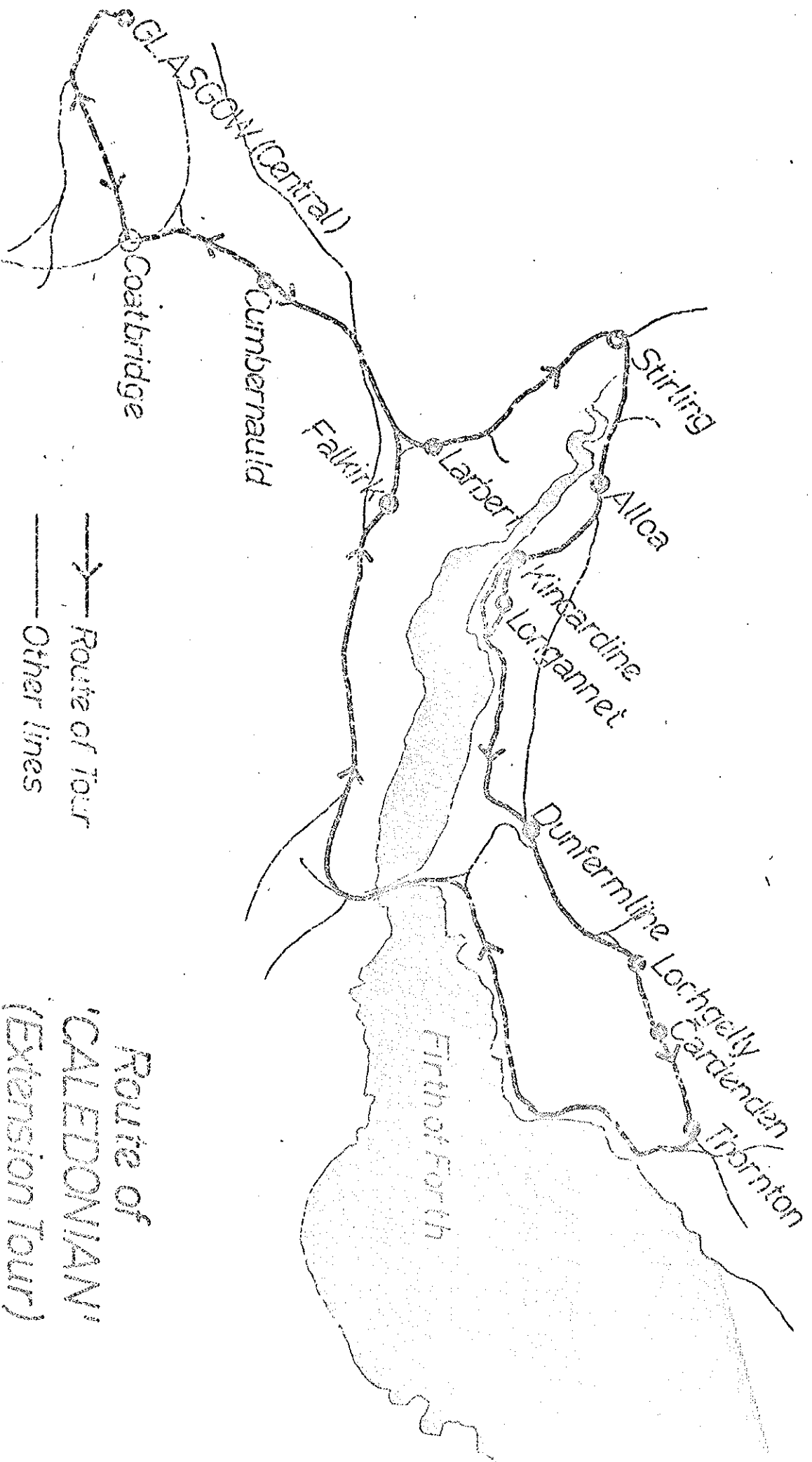
- 4.1 Willie Lockhart regaled the gathering with further tales of his experiences on the railways, from the time he joined the G.&S.W.R. in 1918. Our thanks to Willie for a most entertaining evening and also to Alan Philip and his wife for their kind hospitality and the splendid supper.

Adoption of these Minutes proposed by.....

seconded by.....

J.O.  
DUNDEE.  
24/4/1978.





Route of  
 'CALEDONIAN'  
 (Extension Tour)

