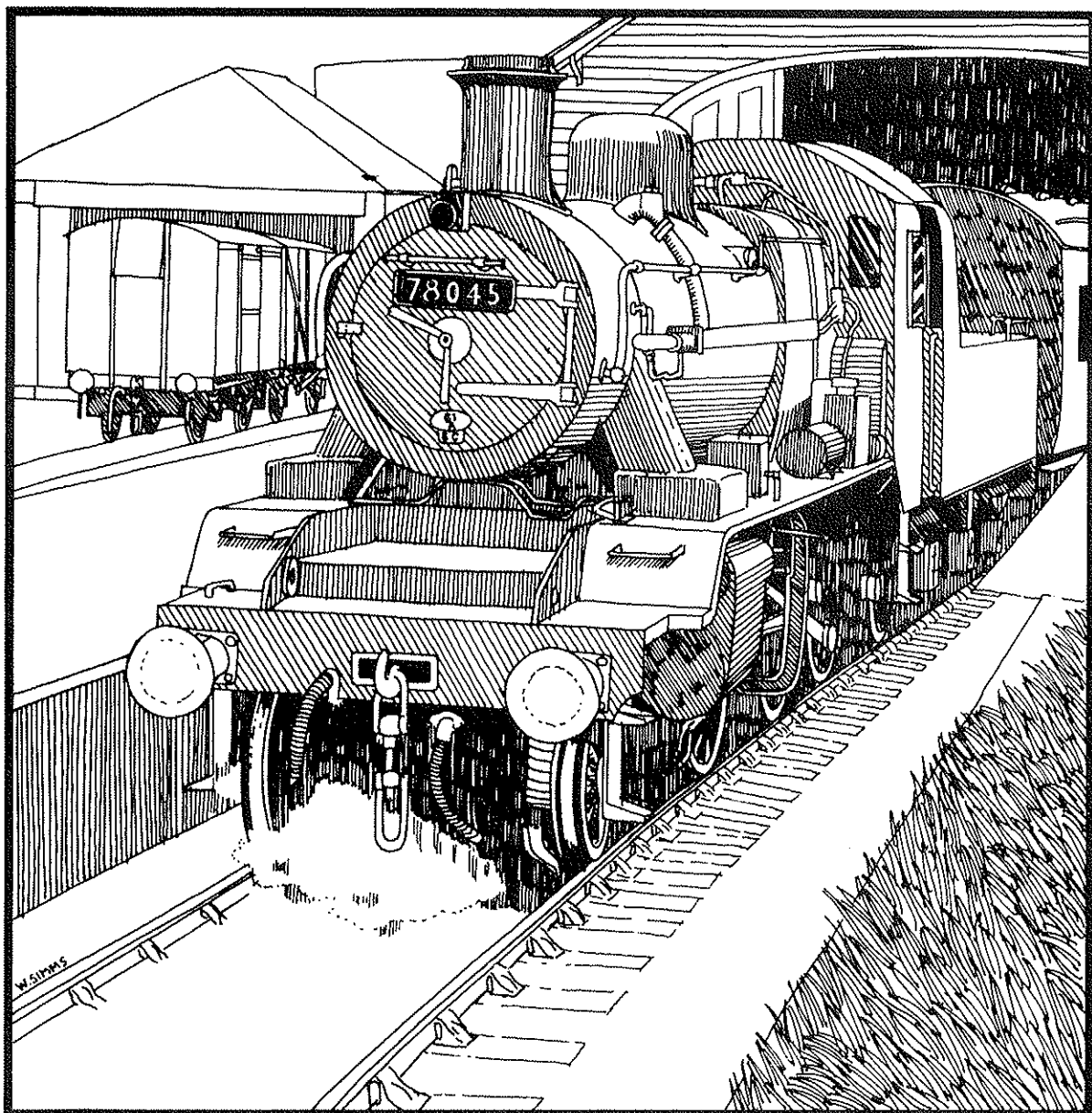


APRIL 70

# 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. 70, April, 1978

EDITORIAL

Very many thanks for your excellent response to my request for Newsletter contributions. Variety is said to be the spice of life, so the more numerous our contributors the better the finished article.

Have you remembered to rake around and put aside items for the Swop-Shop? We certainly don't want it to be a flop!

I must terminate this duty as the Aberdeen - Glasgow express on which I am travelling is about to arrive in Perth. Upon reflection over the past few months I must give British Rail full marks for their exceptionally good time-keeping record. Rarely have there been delays of any consequence.

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To the Editor,

Having been born and brought up in the "Fair City", John Cumming's article entitled "Perth - Fond Farewells and Reminiscences of the late '50s and early '60s" in the March issue of 'Cock O' the North' was of particular interest to me and brought back many memories.

Among the locomotives he recalls having seen, there was the G.W.R. preserved 4-4-0 locomotive "City of Truro". This engine was noted on its way north on August 26th 1959 for working special trains to and from the Scottish Industries Exhibition in the Kelvin Hall, Glasgow. Four Scottish veterans were similarly employed; C.R. 4-2-2 No. 123, N.B.R. 4-4-0 No. 256 "Glen Douglas", G.N.S.R. 4-4-0 No. 49 "Gordon Highlander" and H.R. 4-6-0 No. 103. On some of the special trains the locomotives worked in pairs, and some interesting combinations were recorded. "City of Truro" ran with "Gordon Highlander" and "Glen Douglas" but on 9/9/59 she ran unassisted from Aberdeen to Glasgow Central.

Whilst in Scotland, "City of Truro" was based at Perth Motive Power Depot and my father, Peter B. Horne, was put in charge of her. On her return south he worked the locomotive to Tweedmouth, probably the only occasion when a 63A driver drove a locomotive to Tweedmouth. I enclose two letters complimenting him on the handling of No. 3440.

To Mr. P. Horne,  
Driver,  
Perth

Date 21 . 9 . 59  
From D.M.P.S. Office  
PERTH

Engine 3440 "City of Truro"

Dear Peter,

I take this opportunity of expressing my appreciation of your cooperation on the handling and care and attention to the above engine.

Your vigilance assisted to lessen my responsibilities and I can assure you our choice could not have been bettered.

It has been a unique and pleasant experience, which I daresay will not be repeated, which makes it all the more worthy when we know the job was well done.

Wishing you well for the future

I am

Yours truly

J.N. Paton

Motive Power Superintendent  
Scottish Region  
302, Buchanan St.,  
GLASGOW C2  
23. September 1959

Mr. P. Horne,  
Driver,  
Perth

Dear Mr. Horne,

Scottish Industries Exhibition  
Vintage Locomotives

I must express to you my thanks and appreciation for the most excellent work and initiative you put in in handling the Western Region "City of Truro" engine in connection with the special trains to the Kelvin Hall Exhibition.

Your contribution to the success of this experiment largely made it the success it was. My very best thanks to you for all you did.

Yours sincerely

C R CAMPBELL

Motive Power Superintendent

No doubt my father was as proud to receive these letters as I am to have them in my possession now.

LINDSAY A. C. HORNE

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Answers to Last Month's Station Quiz

- |                 |                  |
|-----------------|------------------|
| 1. Highlandman  | 16. Guay         |
| 2. Thornliebank | 17. Arisaig      |
| 3. Struan       | 18. Gilmerton    |
| 4. Lauder       | 19. Wick         |
| 5. Hollybush    | 20. Hoy          |
| 6. Ochiltree    | 21. Fairlie High |
| 7. Dunragit     | 22. Loch Tay     |
| 8. St. Hollox   | 23. Hairmyres    |
| 9. Kirkland     | 24. Wall         |
| 10. Glenfinnan  | 25. Prestonpans  |
| 11. Smeaton     | 26. Bowling      |
| 12. Racks       | 27. Gales        |
| 13. Bower       | 28. Knock        |
| 14. Plains      | 29. Lochailort   |
| 15. Harker      | 30. Blair Atholl |

LINDSAY A. C. HORNE

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NEW MEMBER

We are very pleased to welcome as a new member -

Richard A. W. Bruce,  
28, Fettercairn Drive,  
Barnhill,  
Dundee

( Tel. Dundee 738438 )

and hope he will enjoy his membership with us.

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MINUTES OF THE MEETING OF THE ANGUS RAILWAY GROUP, HELD AT 12, OAKDENE  
CRESCENT, SCONE, ON SUNDAY, 12 MARCH 1978, AT 6.15P.M.

Present: J.Anderson, S.Bruce, L.Burness, J.Cumming, S.Cunningham, J.Farquharson,  
L.Horne, I.Johnstone, W.Leheny, J.Oswald, A.Mitchell, W.Rae, Wilson  
Rae, N.Sharp. (14 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 40, Albany Terrace, Dundee, on 19 February, 1978, were read out.
- 1.2 Adoption of these minutes was proposed by W.Leheny, and seconded by A.Mitchell.

Item 2 - Correspondence.

- 2.1 L.Horne read out a letter from Tommy Smith requesting membership. This was remitted to the Committee.
- 2.2 J.Cumming passed the Gaming Licence to J.Anderson.

Item 3 - Any Other Business.

- 3.1 L.Burness queried the distribution of the Newsletter. After discussion it was agreed that copies would be placed in the libraries at Ferth, Dundee and Arbroath, and also that these copies would consist of two months issue bound into the one cover.
- 3.2 L.Burness handed over the latest copy of the G.G.P.T.E.'s magazine 'Interchange' for incorporation with the other information from that source.
- 3.3 In consequence of the lack of 'Blastpipe' magazines from the S.R.P.S. it was ascertained that the subscription to that group had not been renewed. J.Anderson noted that he had not received any renewal notice and also had no idea what the subscription was. L.Horne to enquire of Mrs. Collans at the S.R.P.S.
- 3.4 It was reported that only 11 copies of the Steam Album had been sold at the Glasgow Exhibition, which was rather disappointing. It was agreed that L.Horne should write to Mr. Dewar, newsagent in Broughty Ferry, who had been selling copies quite steadily, and also Bob Kennedy (for the Dundee Model Railway Club) expressing the Group's appreciation for what they had and were doing.
- 3.5 In connection with the Steam Album, it was agreed that a small sub-committee of the Committee, comprising L.Horne, J.Oswald, and W.Rae, would be appointed to co-ordinate sales of the Steam Album, publicity.
- 3.6 It was noted that the plates from I.Rattray for the Steam Album had been received. L.Horne to check and retain same.
- 3.7 Members of the Group were reminded that the Dundee branch of the S.R.A. were to be holding their next meeting on 16 March 1978 at 7.30p.m., when films of the activity of the S.R.A. in 1977 would be shown.
- 3.8 Ian Johnstone was presented with his prize for winning 'Train Brain 78'.

Item 4 - Programme.

- 4.1 J.Cumming introduced Messrs. Dunn and Mitchell as guests for the evening.
- 4.2 Due to illness, the representative of the G.G.P.T.E., who was to be addressing the meeting was unable to attend. It was agreed that L.Horne should convey the Group's best wishes for a speedy recovery and hoping that it would be possible to have a similar talk at the start of the next session.
- 4.3 At very short notice, L.Horne presented an excellent quiz programme on Scottish stations. The members present were divided into three teams, Arbroath, Broughty Ferry and Ferth & Scone. Timekeeper and scorer was J.Oswald. After a most enjoyable six rounds had been played, Scone & Ferth were declared winners. Our thanks must go to L.Horne for saving the evening, and also to Scott and his folks, and Mrs Dunn, for their hospitality and the excellent supper.

MINUTES OF THE MEETING OF THE ANGUS RAILWAY GROUP, HELD AT 15, GALLOWDEN AVENUE, ARBROATH, ON SUNDAY, 2 APRIL, 1978, AT 7.00 P.M.

Present: J.Anderson, S.Bruce, L.Burness, J.Cumming, J.Farquharson, L.Horne, I.Johnstone, A.Mitchell, J.Oswald, W.Rae, Wilson Rae, N.Sharp, J.Simpson. (13 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 12, Oakdene Cres., Scone, on 12 March, 1978, were read out.
- 1.2 Adoption of these minutes was proposed by J.Anderson, and seconded by I.Johnstone.

Item 2 - Minutes of the Committee Meeting.

- 2.1 The Minutes of the Committee Meeting, which had been held at 20, Ferth Road, Scone, on 22 March, 1978 were read out.
- 2.2 Arising from these minutes, the following items were discussed:-
  - (a) Lindsay had written to the "Courier" regarding the feature article on the Steam Album Vol. 1, but had not received a reply at the time of the meeting.
  - (b) On a show of hands, it was agreed that an advertisement be placed in the "RAILWAY WORLD" magazine, rather than the "SCOTS MAGAZINE."
  - (c) Lindsay outlined his proposals for the informal get-together of members, and 10 members present indicated their interest. L.Horne to make further arrangements.
  - (d) It was confirmed that the Raffle would take place, and a form on which members were asked to indicate what type of prize they were prepared to donate, was circulated.

Correspondence.

- 3.1 L.Horne read out the letters from the S.R.P.S. and also the S.R.A., these had already been noted at the Committee Meeting.
- 3.2 L.Horne read a letter which he had received personally from Jim McDonnell, our man in Zambia.

Item 4 - Any Other Business.

- 4.1 Scott Bruce expressed concern that the "Cock O' the North" for April should have been out that day but had been delayed by production difficulties. Some of these had emanated from himself, and Jeremy Farquharson volunteered to assist Scott with the typing. This should help ease the problems.
- 4.2 L.Horne reported that he had delivered 50 copies to "Brackencraft" (Model Shop in Loches) to sell at 10p. per copy commission.
- 4.3 It was unanimously agreed that Delegates be sent to the S.A.A. A.G.M. and that the car-driver be paid petrol money. A report would be made for inclusion in a future Newsletter.

Item 5 - Programme.

- 5.1 Ian Johnstone presented an excellent talk and showed some of his railway postcards with the aid of the epidiascope. Our thanks to Lawrence and his sister for their kind hospitality and supper, also to Norman Sharp's sister for helping out at supper-time.

adoption of these minutes proposed by-----

seconded by-----

JO  
LUNEE  
9/4/1978.

THE DUNDEE ADVERTISER, MONDAY, JANUARY 7, 1889

## ALARMING RAILWAY ACCIDENT AT MONTROSE

"An accident of a somewhat alarming character occurred at the Caledonian Railway station, Montrose, on Saturday morning. A goods train which left Perth at 03.10 left Dubton for Montrose at 05.26. On reaching Montrose the practice is for the train to be pulled up a short distance outside the passenger station; but on Saturday morning the signalman in Montrose cabin was surprised to see the train come dashing through below the Stone Bridge at a pretty rapid rate. He at once ran out, and waved his red light, but the train held on its way, and went crash into an empty train which was standing at the passenger platform. Before it had got that length, however, the guard of the goods train, James Paterson, Edinburgh, on perceiving that the train was not being pulled up, applied his brake as hard as possible, as did Anthony M'Leod, one of the porters at Montrose Station, who had been through at Perth with another train, and was returning home in a brake van. Seeing, however, that a collision was inevitable M'Leod leaped out of the van and escaped uninjured. The effect of the putting on of the brakes was of course to lessen the force of the collision. Fortunately the brakes were on the carriages which were standing at the station and thus a strong resistance was presented to the goods train, which, but for that, would inevitably have run through the wall into Erskine Street. The driver of the goods train, John Sim, belonging to Edinburgh, can give no explanation of the mistake. He has run the same train for years. He handed off the baton at Broomfield Junction, which is only a few minutes run from Montrose Station, but after that had evidently in the darkness miscalculated the distance, and only realised his danger when it was too late to stop the train. When the collision occurred the engine and tender were thrown off the rails to the right, and smashed up the side of the platform. The left wheels were embedded three feet in the sand, the smokebox smashed in, the lubricators broken, and the buffers twisted. The train into which the goods ran consisted of two brake vans, two carriages, and an empty fish truck. One of the trucks and also a carriage were thrown off the line, and were terribly smashed. Both ends of the van were broken and also the buffers twisted nearly off. The carriage fared much worse. The end next the van is completely driven in, while the buffers are torn off, glass broken, &c.. The other parts of the train were but slightly damaged. The permanent way was a good deal cut up. Four lengths of rails were dislodged, some 130 chairs torn up, and 21 sleepers crushed into matchwood, while some 50 feet of the coping of the passenger platform were carried away. Fortunately the driver, his fireman (William Millar, Edinburgh) and Paterson, the guard, all escaped with nothing more serious than a severe shaking. Happening as the accident did, before six o'clock in the morning, there was no one about at the station except a porter, who likewise escaped. The noise of the collision alarmed the residents in Erskine Street, Railway Place, Palmerston Street, and even streets more distant from the station. Mr. Herman, stationmaster, was promptly on the scene, and wired to the authorities in Aberdeen for assistance and in a comparatively short time a large staff of men, brought by special trains from different places, were busily at work clearing the wreck. Amongst the officials who were speedily present were: - Mr. Charles Smith, District Superintendent; Mr. Phillips, Permanent Way Superintendent, Perth; Mr. M'Queen, Assistant Superintendent of Permanent Way, Forfar; Mr. Thomas Jamieson, Laurencekirk; Mr. Tyrie, Locomotive Foreman, Montrose; and Inspector Guild, Aberdeen. The passenger station at Montrose is a wretchedly narrow shed, and the work of getting the engine lifted out of the bed in which it had sunk was rendered more difficult from the want of room to work, but after strenuous efforts it was accomplished, and the ponderous engine - one of the large goods type - was got upon the metals, and the line cleared by six o'clock at night. There





was practically no interruption to the passenger traffic at the station during the day, it being carried on from the old Bervie siding, and also from the East end of the ordinary platform."

( To be continued )

LINDSAY A.C. HORNE

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The L. & N.E. is the premier line,  
From London to Banff, by Newcastle - on - Tyne;  
For service, civility, comfort and speed,  
While others may follow, we certainly lead,  
When travelling from home, for a meal without par,  
There's nothing to equal the Coast dining car;  
For sleeping facilities, privacy, rest,  
We're second to none, we're admittedly best;  
For golfing or fishing, or roaming at will,  
The coast or the river, the road or the hill,  
The finest attractions of landscape or sea  
Are yours if you book by the L. & N.E..

If you are out for sport or play,  
Travel by the D. & A.  
The weather is hot, why not be cool?  
And visit the Arbroath swimming pool.  
Whilst if the elusive ba' ye chase,  
Carnoustie Links is just the place;  
If you would be as broon's a berry,  
Try Monifieth or Broughty Ferry  
Come old, come young, come lad and lasses  
We cater for all sorts and classes.

I've joined the Railway service, I'm a porter on the line,  
I hear old cronies whisperin', "My, doesn't he look fine,  
Wi' letters on his bonnet, wi' the glittering leather snoot,  
And rows o' shinin' buttons on his corderoy suit".

I've been desirous a' my life a railway man to be,  
And when I was appointed twas just like heaven to me.  
I used to be a wee wee man, but noo I'm in repute,  
Wi' rows o' shinin' buttons and a corderoy suit.

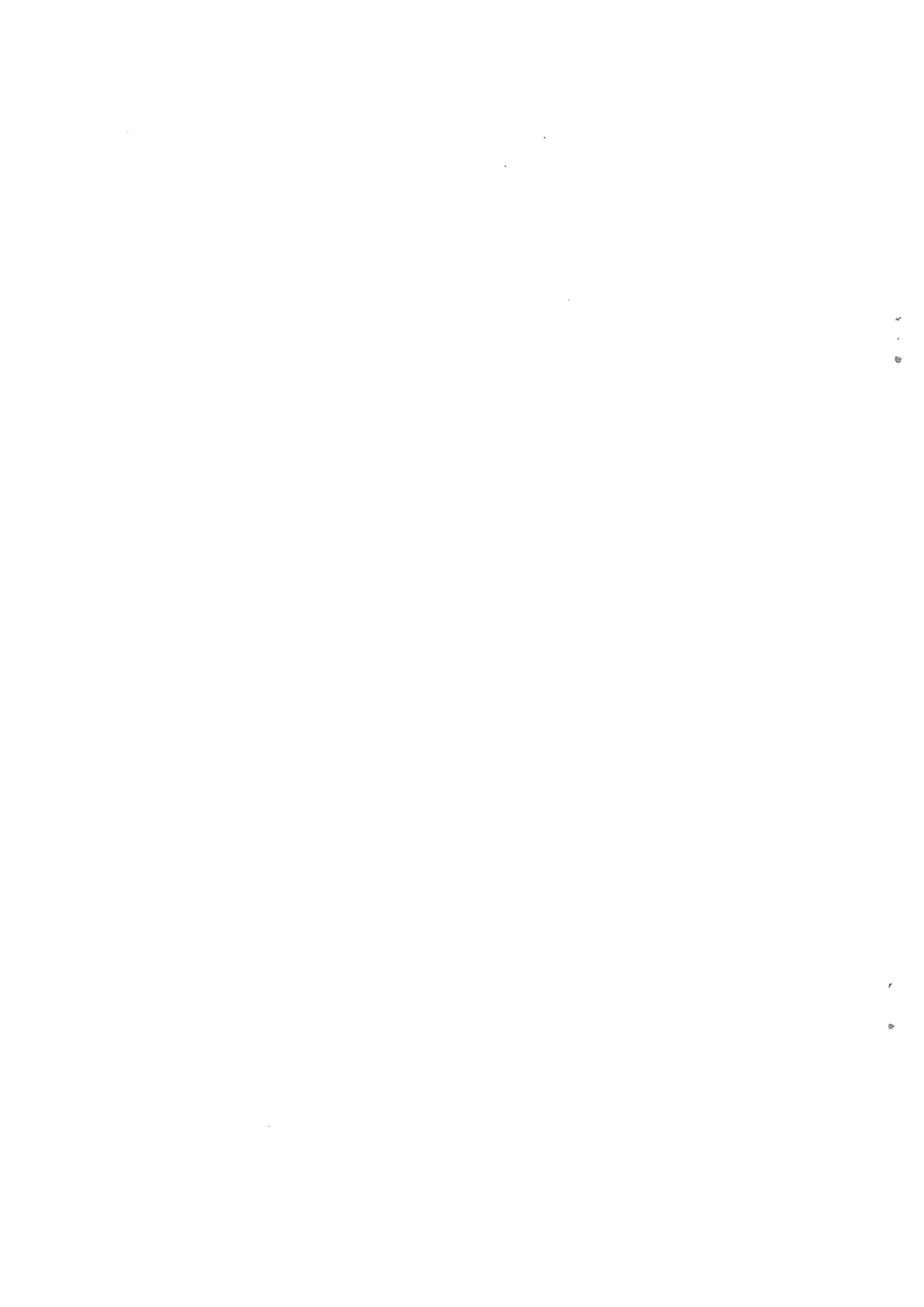
The job it's aye growin' lichtter, too, the langer that I stay,  
The work it's no sae heavy, but there's nae odds on the pay  
I used to be gie hard up, noo 'tis the other way about  
Since wearing shinin' buttons and a corderoy suit.

It beats the "Burroo" a' tae sticks tae working on the line.  
No wonder though there's thousands would be awful pleased to jine,  
Like me, they'd like an easy job, and want to strut about,  
Wi' rows o' shinin' buttons and a corderoy suit.

These poems appear in :-

"My experiences at Dundee Tay Bridge Station from 8th  
October until 30th June 1935." by Alexander Stoddart (Price 6d.)

Submitted by LINDSAY A.C. HORNE



## A DAY IN LONDON ?

The day commenced at 5.30 a.m.. I and my friend Malcolm, with whom I was staying, set off from Hillingdon for Willosden Freightliner Terminal. We arrived at 7.00 a.m. and were promptly shown how the big cranes operated. Then we decided to train spot for an hour. So, well wrapped up, we crossed to the other side of the terminal. Our observation there produced the usual A.C. electrics. One surprise, However, was the appearance of what seemed to be a merry-go-round coal train with 47.359 x 45.050 pulling it.

From there we decided to try our luck at getting round Old Oak Common. We asked at the foreman's office and he said it would be in order so long as we were careful. We went round collecting the numbers and, as a matter of course, we went through the repair shops. Just as we were about to leave a foreign gentleman summoned us to his office. We went in, he shut the door and proceeded to sit behind his desk. Silence prevailed. Then he asked us what we were doing in that shed. The answer was "train - spotting". " Do you have a permit?" I explained that the foreman had given us permission to see round the sheds. He said that this was no excuse and started on a long lecture about obtaining permission. We apologised. Then he told us why he had given us his lecture. Some "train - spotters" had been stealing detonators from locomotives in the shed. ( Where would one find a detonator on a locomotive I asked myself). He said he was sorry to have held us up and that we seemed to be real Train - spotters. We left.

We then travelled to Paddington. There we saw several H.S.T. power cars; 43120, 43063 and 43002. The first was, as we found out later, one of the two spare power cars Western Region had aquired after the original batch had been supplied on account of there being so many failures. The second was one of the Eastern Region batch which are being supplied just now. It was also covering for failures of Western's own stock. The final car was one of the set 253.001. At 9.50 we decided that we better make tracks for Stratford as we had a permit for 11.00 with strict instructions not to be late.

At 10.55 we were just leaving Liverpool St. station on the Central Line. We got to Stratford underground station at 10.58. A fast sprint took us to the foreman's office where his clock said 11.03. Late! "Wait outside 'B' shed." he said.

This is massive by todays standards but there were at least five sheds lying derelict. Of the interesting locomotives to be seen there were; 47.517 of Haymarket(Edinburgh) and 56.026 looking much the worse for wear in the works. While going round this depot I met a man from Salisbury ( No, Alan Mitchell, not a man from Weymouth) who asked if we would like to visit some other London sheds with his party. We could hardly say no.

Next stop was Hither Green on the Southern Region, home for half of the Class 33s. 33.036 was present. ( The one that fell into some person's back garden and knocked his shed down. Therefore it had been shedded at

XX Suchandsuch Street,

East Nowhere.

Hint - that was a joke). This loco was to be going to Eastleigh Works to be rebuilt.

After several wrong turnings we arrived at Stewart's Lane. There was a distinct lack of rolling stock there, but to make up for that, there was an abundance of large rats. Three of the few locos were 71.003, 71.010 and 71.011 all of which are to be scrapped in the near future.

Lastly we went to cricklewood, the depot for St. Pancras. A few of the old suburban d.m.u.s used out of King's Cross were sitting in the yard waiting to be scrapped. Eventually I saw the loco that follows me in all my trips down south - 47.094, a Cardiff loco - at Cricklewood.

That ended a very eventful day and highlighted a week in the Capital city. I was to travel home the next day.

JEREMY PARQUHARSON

