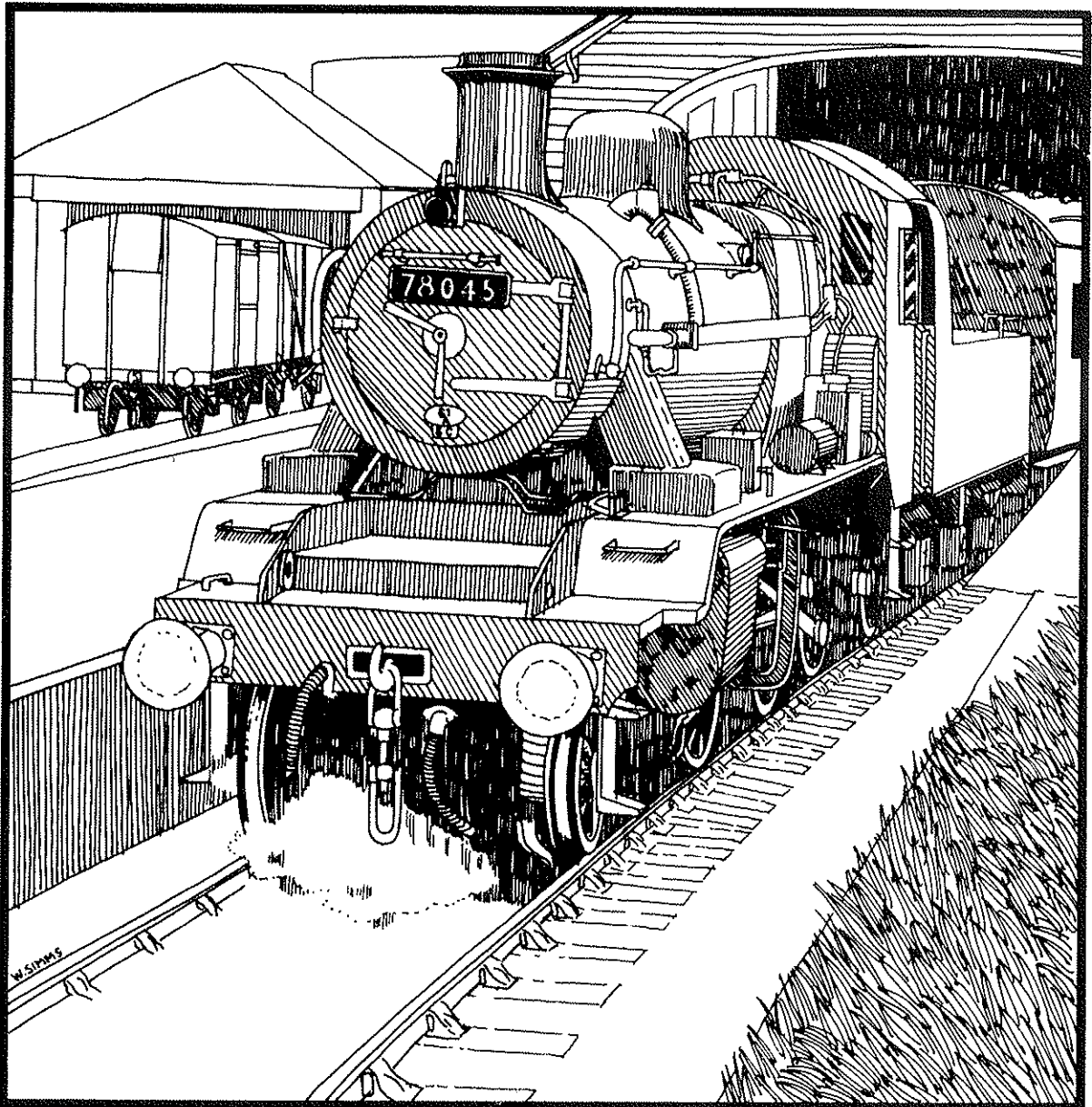


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COCK O' THE NORTH

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

EDITORIAL

This month's issue should be of interest to all readers, even though it does perhaps concentrate on Perth and Brechin, towns which are peripheral to the Group's main sphere of interest. Each article has been carefully prepared by one of our regular contributors, experienced, through their past contributions, in writing those succinct articles of such a high calibre upon which other members have come to rely and depend.

Members of the public, who may happen to read this Newsletter, are most cordially invited to forward to the Editor any material by way of reminiscences, information or comment. Alay any doubts about your writing abilities, as defects can easily be rectified, and embark on a new career on journalism! We look forward to hearing from you soon.

PERTH -- FOND FAREWELLS AND REMINISCENCES OF THE LATE '50s AND EARLY '60s

The demise of steam was the principal reason for the decline of Perth as a railway centre. The Black 5s, which double-headed Glasgow - Inverness trains and had banking assistance at Blair Atholl and Slochd were changed at Perth, then a major locomotive changing point.

1960 saw quite an intensive commuter service between Perth and Arbroath using the newly built Metro - Cammell triples - normally two triples to a train. Occasionally, Gloucester built twin units would work through from Dundee, but normally Metro - Cammells were rostered. They worked into Platform 1 to set down and then went out to opposite the power box, so as to gain the down line, before returning to platform 2 where they would pick up passengers before returning to Dundee or Arbroath. No d.m.u.'s were ever based at Perth.

Saturday mornings usually saw the coal yard over the wall between Platform 1 and St. Leonards Bank shunted by a Caley Jumbo or an O - 4 - 4T.

On Saturdays, Dundee - Glasgow trains usually detached one parcels van (CCT) at Perth. Before the train was due, the 08 station pilot, normally No. D 3541, would go through Platform 2 and wait in the siding on the viaduct between the General and Princes Street stations. When the Dundee - Glasgow came in, the shunter would attach to the rear of the train and uncouple the CCT. Once the train had left, the shunter and van would follow it round to the signal at the end of Platform 1 and subsequently reverse back into the main station complex. Also a parcels van or vans were attached to the rear of Glasgow - Dundee trains.

Normally the only train to use Platform 3 was the 12. 15 p.m. Perth - London and I often remember seeing this train leave hauled by a ' Coronation ' Pacific. Also included in the train formation were ex L.M.S. twelve wheeled Kitchen and Dining Cars.

Aberdeen - Glasgow trains could be seen hauled by B5s or V2s, and after dieselisation of the Edinburgh - London line, we saw far more of Haymarket's A1s, A2s, and A3s. The " Saint Mungo " headboard was often used in the early '60s by Standard Class 5 and other steam engines.

Platform 9 was always used for parcels in 1960, whilst Platform 8 was the reserve of the Perth - Blair Atholl locals - twin Metro - Cammell d.m.u.'s. If these were not available a three or four coach rake of suburban non - corridor coaches hauled by an early Type 2 diesel (usually D5114) was substituted. Glasgow to Inverness via Forres portions were also shunted into this Platform to follow after the longer direct line train had departed.

The footbridge across these bay platforms, opposite the parcels office, was dismantled in the early '60s. Platform 7 was the main platform for travellers to both Inverness and Aberdeen. Inverness bound trains would normally arrive double-headed by Perth's ' Standard ' or ' Black 5 ' locos. These would be exchanged for a

pair of 'Black 5s' based at Inverness (60A). I can also remember watching A2 and V2 locomotives hauling the Glasgow - Aberdeen via Forfar expresses into Perth. Similar locomotives normally appeared at Perth hauling the Aberdeen - Carstairs - South Postal which arrived at about 5.30 p.m. I believe these locos. were kept on the train until Carstairs.

Glasgow - Dundee trains were always hauled by St. Rollox (65B) based Caprotti ' Standard 5s' - Nos 73145 - 73154). These ten locos. were kept especially for this service, although occasionally they strayed onto Glasgow - Aberdeen trains.

A train used to leave Perth about 4.15 p.m. for Glasgow via Kinross and the Devon Valley line. It was nearly always hauled by Nos 43135 or 43136 - Ivatt 4MP 2 - 6 - 0's based at Dawsholm shed, Glasgow. This was the only scheduled working of a 65D engine into Perth. The train was used by pupils of Perth Academy returning home to Glenfarg and Kinross and on more than one occasion you had to stand well back from this train as it left the station to avoid being showered with glass from broken light bulbs ejected by the " scholars " within. I remember seeing this train leave Perth's Platform 6 in 1961 with one of the Kyle - Inverness observation coaches (wrong way round) in the middle of the train.

When, in 1959, diesels first arrived at Perth no suitable facilities existed at the shed, so the Type 2 (No. D 5320) was stabled at the entrance to the harbour branch when not required for crew training. Shortly afterwards, more of the Type 2s appeared. I remember returning to Perth one Saturday night after trainspotting in Edinburgh and upon meeting my friends at Perth station was directed to the shed. More diesels had arrived. They were the first of the Scottish batch of Derby built Type 2s and the first ill - fated North British diesel (No. D6130) to visit Perth. The former were an initial allocation of 19 being allotted to Inverness whilst the N.B. loco. was to assist the ' Standard ' and ' Black 5 ' steam locos on the Aberdeen/ Dundee - Glasgow routes. Never popular with train crews for numerous reasons, N.B. engines very frequently caught fire and were replaced on the Glasgow - Aberdeen three - hour services after only several years by Class A2, A3 and A4 steam rosterings. Eventually steam gave pride of place to Type 4 diesels of English Electric and Brush design. Although the Aberdeen (Kittybrewster) based N.B. diesels - Nos. D 6138 - 6157 - were certainly more reliable and externally of superior looks, they were not so intensively used and were seldom seen in Perth. No. D 6123 was sent south to the Davey Paxman Engine Works at Colchester in March, 1963 for replacement of its N.B. engine with a more powerful Ventura Engine. After trials on the Clacton line, it returned north in June of the same year and subsequently appeared at Perth repainted in two - tone green with yellow warning panels.

The highlight of every evening was the arrival in Perth of a goods train from the South at about 8.30 p.m. The 'spotters at Perth nicknamed this goods, which had come via Glasgow, the " Polmadie ", as 66A supplied the loco, the only one known to work from 66A to Perth. This train, probably headed by a ' Royal Scot ' or ' Coronation ' Pacific, was however at times worked by a Longsight (Manchester) ' Patriot', a Crewe North ' Royal Scot' or even a Crewe South ' Black 5'. Steam working of this train came to an abrupt end when the Clayton Type 1s appeared. But it was to be a short - lived substitution, as all the Claytons were to be returned to their manufacturer for crankshaft repairs. I remember visiting Parkhead (65) shed in summer 1963, soon after its closure, and seeing about 15 Claytons all in store awaiting despatch to the South. After their troubles were rectified, many of the Claytons returned north and a number were prepared for traffic in the workshops at Perth shed.

1962 saw the arrival of three strange locos. at Perth to be put into store:- Nos. 1646 and 1649, both ex Western Region pannier tanks, and 2 - 6 - 2T No. 40150. These had been in store at Inverness since closure of the Dornoch - Mound service and the replacement of No. 40150 by diesels on the Georgemas Junction - Thurso shuttle. Also at the rear of Perth's shed at this time were Perth's 0 - 6 - 0 Fowler ' 4Fs - Nos. 44253/254/257/314/328 together with several Caley 0 - 4 - 4 tanks withdrawn from Oban and Forfar. Just before Perth shed closed in 1966, the rear

section was again host to retired locos - this time diesel shunters Nos.D 2410 - D 2413 - from Inverness.

The night trains to London were always "Coronation" Pacific hauled before the early 1960's, when Class 40 diesels from Camden shed appeared. Before that I remember the Up 'Royal Highlander' arriving in Perth from Inverness, hauled by two Inverness Type 2s. Here they would be replaced by one of Crewe's "Coronation" Pacifics for the long night journey South.

Early in the 1960's 'Peak' class diesels were being tested on the Aberdeen - Glasgow line on both passenger and fish trains. Most of the first batch - Nos.D1 - D10 were used. The one that I saw most was D1 "Scafel Pike". No.13 "Skiddaw" and D10 "Tryfan" were also prominent.

Today, diesel locos. from Wales can be seen as far north as Inverness, but in steam days it was very rare for an Eastern Region loco. to stray north of Edinburgh, although while visiting Perth shed one day after school in 1962 we had the pleasure of seeing No.60515 "Sun Stream" simmering in the gloom. Also recorded that year was No.61012 "Puku" of Hull leaving Platform 6 at the head of a Perth - Edinburgh local.

A mystery never solved involved the freight from Dundee which arrived in Perth about 8.00p.m. Normally a Dundee Class B1 working, its loco. always ran tender first. Many of Briggs tar wagons were always attached to this train.

1959 and 1960 saw all the tender engines now preserved at the Glasgow Museum of Transport passing through Perth with various specials. Amongst those I saw were No.256 "Glen Douglas", No.103, a Jones goods, Caley No. 123, No.49 "Gordon Highlander" and No.3440 ex-Western Region "City of Truro".

JOHN CUMMING.

ANGUS STEAM ALBUM VOLUME I.

At the time of writing, there are only slightly in excess of 100 copies of this limited edition left. Readers are advised not to delay in acquiring their copy of what has been described as "a well produced book of beautifully selected photographs depicting steam working in its every aspect throughout Angus". For a copy of what many purchasers would certainly not be without, please remit £1-30 (which includes p.& p.) direct to our Sales Officer.

NEW MEMBERS.

We are very pleased to welcome R. Glendinning to our Group and hope that even though his employment as a prison officer may preclude regular attendance he will nevertheless feel himself very much part of the Group.

ACKNOWLEDGEMENTS.

The Group wish to thank Jim Oswald for his kind assistance in preparing the excellent maps which accompanied the article in our January issue on "Early Wooden Waggonways." Our gratitude is also extended to Walter Simm in London for his first class Newsletter cover and for the posters which he prepared in connection with the Glasgow Exhibition.

THE SWOP-SHOP.

This will take the form of an auction to be held on the 14th May. Please bring whatever you can possibly spare already marked with your name and an upset price. 10% of the receipts will go to Group funds.

Below are the clues to thirty Scottish railway stations (many of which are now closed). How many can you find? The answers will appear in next month's "Cock O' the North".

1. MALE RESIDENT OF NORTHERN SCOTLAND.
2. BANK IT L.HORNE (Anagram).
3. SCATTERED!!
- LAJOCK 4. KNIGHTED SCOTS COMEDIAN.
5. EVERGREEN SHRUB.
- OCALTEE 6. EDIE'S SURNAME.
7. TRAIN DUG. (Anagram)
- ST. BLOWK 8. 65B.
9. GROUND BELONGING TO THE CHURCH.
10. L.N.E.R. No.2467.
11. NO STEAM (Anagram).
12. FRAMEWORKS ON OR IN WHICH ARTICLES ARE ARRANGED AND DEPOSITED.
13. A WOMAN'S PRIVATE APARTMENT.
14. JOINERS TOOLS!!
15. ONE WHO LISTENS!!
16. AMERICAN MALE!!
17. A.R.G. IS AI. (Anagram).
18. VILLAGE NEAR CRIEFF (NEVER HAD A STATION).
19. ESSENTIAL PART OF ERROL PLATFORM LAMP.
- HOX 20. AN EXCLAMATION DESIGNED TO CALL ATTENTION.
21. MAY BE OUT OF REACH IF IT'S THIS!
22. L.M.S. No.14385.
23. HIRES MARY (anagram).
24. A STRUCTURE OF STONE OR BRICK FORMING A DIVISION.
- COUGOOD 25. 1745 BATTLE OF -----
26. THIS SPORT CAN BE PLAYED INSIDE OR OUT.
27. STRONG WINDS!!
28. TO STRIKE AGAINST.
29. I.R. HALT LOCO. (anagram).
30. L.N.E.R. No.58.

Lindsay A. C. Horne.

POST SCRIPT TO THE ARDLER JUNCTION ACCIDENT

Further to correspondence in the February "Cock o'the North", the Railway Magazine for May/June 1949 carried the following report:

" At 5.8 pm on 17th July 1948, at Ardler Junction, Scottish Region, the 3.30 pm up passenger - postal express, Aberdeen - Glasgow, composed of four Post Office vans and seven corridor coaches drawn by a Class 5XP 4 - 6 - 0 engine, came into converging collision with the 4.20 pm. passenger train from Dundee West to Blairgowrie, composed of two coaches hauled by a Class 2P tank engine, which had overrun the branch line home signal. The express engine hit the tank engine just as it reached the trailing junction, apparently turned it on its side, and carried it forward. After travelling 100 yards. the express engine turned round to the right and came to rest, badly damaged, on the down side bank facing towards Aberdeen. The leading Post Office van was thrown off the line into a field beside the tank engine, and the next four vehicles were wrecked and collapsed into a heap. The tank engine was badly damaged, and also the coaches of its train, which were swept clear of the main line by the express. The driver of the branch line train and the fireman of the up express were fatally injured. Brigadier C.A. Langley, Inspecting Officer of Railways, Ministry of Transport, who inquired into the accident, in his report concludes that the driver of the branch train, who appears to have taken a main line signal as his, must be held immediately responsible for the collision, as he passed the home signal at danger. A signalman was seriously to blame for allowing two trains to approach simultaneously, in contrvention of the Block Regulations. There were no outer home signals and, consequently, the acceptance of converging movements was prohibited. The signalman nevertheless accepted an up express, which was nearer than he thought at first and which he was anxious not to delay, after he had given permission for a train to approach on the branch line, and without first waiting for it to come to a stand.

SUN CHARIOT 62B

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BACK TRACK

JUBILEE OF A BRECHIN ENGINEDRIVER

HIS EXPERIENCES ON THE ROAD

INTERESTING REMINISCENCES

" To attain ones jubilee in the services of a railway company is rather unique.

Mr. Peter Kydd entered the railway service on the 19th of November, 1849, at a place known as the " Rotten Row ", near Broomfield, Montrose. At that time the railway line terminated at the bridge opposite Broomfield, but February of next year (1850) saw the line continued to Montrose proper. It was the Aberdeen Railway Co. that Mr. Kydd became associated with when he first commenced. This Company's line stretched from Aberdeen to Friockheim, and it might here be stated that the Forfar and Arbraoth line was constructed prior to this. The Aberdeen Company ran their trains through Friockheim " Fork " to that village, the Guthrie and Glasterlaw line not being then in vogue. "

" Mr Kydd was only some six years on the road when he came to Brechin. That was in the year 1855. He was not the first engine driver at Brechin; one, " Bertie, " was before him. Some four years after coming to Brechin Mr. Kydd had a six months illness, and a Mr. Petrie filled his place. On Mr. Kydd's recovery he was transferred to Montrose, Petrie remaining on the Brechin branch. This was in the year 1859. Two years later Mr. Kydd again came to Brechin, a dreadful calamity befalling Petrie at Kincairaig, where he was killed by an engine running into a siding.

The points at that time were not locked, and this occurrence was attributable, it was said, to this fact. Mr Kydd has remained in Brechin ever since 1861. In his day Mr. Kydd has been under six general managers and ten locomotive superintendents. On Mr. Kydd's coming to Brechin first there were six trains running out and into Brechin, passengers and goods being run with the same train. This was all accomplished by a small single engine. The time allowed to the Bridge of Dun then was fifteen minutes; now they have to accomplish it in eight minutes. Passenger traffic at that early period was not what might be termed exceptionally heavy. Especially was this the case on Tuesday, the market day, when now perhaps over 100 commercial men find their way weekly every Tuesday to Brechin. The train timed to leave Brechin at 1.40 pm. in those days only carried first and second class passengers, whilst some others carried first and second to the south and first and third to the north, in accordance with the trains they were running in connection with. The engine had no weather boards at that time and it was a "Gey could Job" as Mr. Kydd put it. As already indicated, Mr Kydd ran the goods and passengers, but the big increase in the goods traffic necessitated the "putting on" of a goods train, this train starting from Bridge of Dun in the morning. The hours then were long as compared with the present. The railway guard, also, in the early stages had not by any means the best of it. He had to sit on the top of the carriage, and it was not very agreeable in the winter time being subjected to the dust and smoke.

" Mr. Kydd on commencing his railway career had, of course, to start at the bottom of the tree, and as a cleaner he had to assist the blacksmith when required, he being at that trade a short time prior to entering the railway service. When the railways came into vogue, young men came forward in exceptionally large numbers to take advantage of the opportunity. Mr Kydd was a little over four years a fireman before he attained the position of driver. The engines then only managed to pull about twelve double carriages and waggons, but now they could come away with forty. The engines also were not of the best description, and "breakdowns" were far more frequent than they are nowadays. Mr. Kydd has had no accident of any consequence, but he has run many a narrow escape. "

" Instead of having six trains each way nowadays, the average is about 25 passenger and 12 goods trains. There was only one passenger porter and a boy on Mr. Kydd's arrival in Brechin, and the porter also acted in the capacity of parcel porter. Mr. James Petrie was then stationmaster, whilst there were two goods porters who shunted waggons. There was no signal on going out of Brechin, but there was one on entering it. It was lifted up and down by the hand, so the mode of signalling as will be fancied was rather ancient. There are now twenty - four signals around Brechin. The Block System was introduced about 1875 and 1876 on the main lines, but before this the rules were that after a passenger train left another could leave ten minutes after, and if it were a goods, five minutes later. Mr. Kydd in those days could go from Bridge of Dun to Brechin without giving notice, but no train could come from Bridge of Dun without some arrangement between the two stationmasters. Mr. Kydd has in all been about forty - eight and a half years on the footplate. In his day he has experienced many snowstorms, and has frequently been snowed up. It was much easier being snowed up then than at the present time, as the trains running were comparatively few in number. Open carriages were occasionally used when Mr. Kydd came to Brechin. "

(Extracted from the ' Dundee Courier ', Tuesday, October 31st, 1899)

LINDSAY A. C. HORNE.