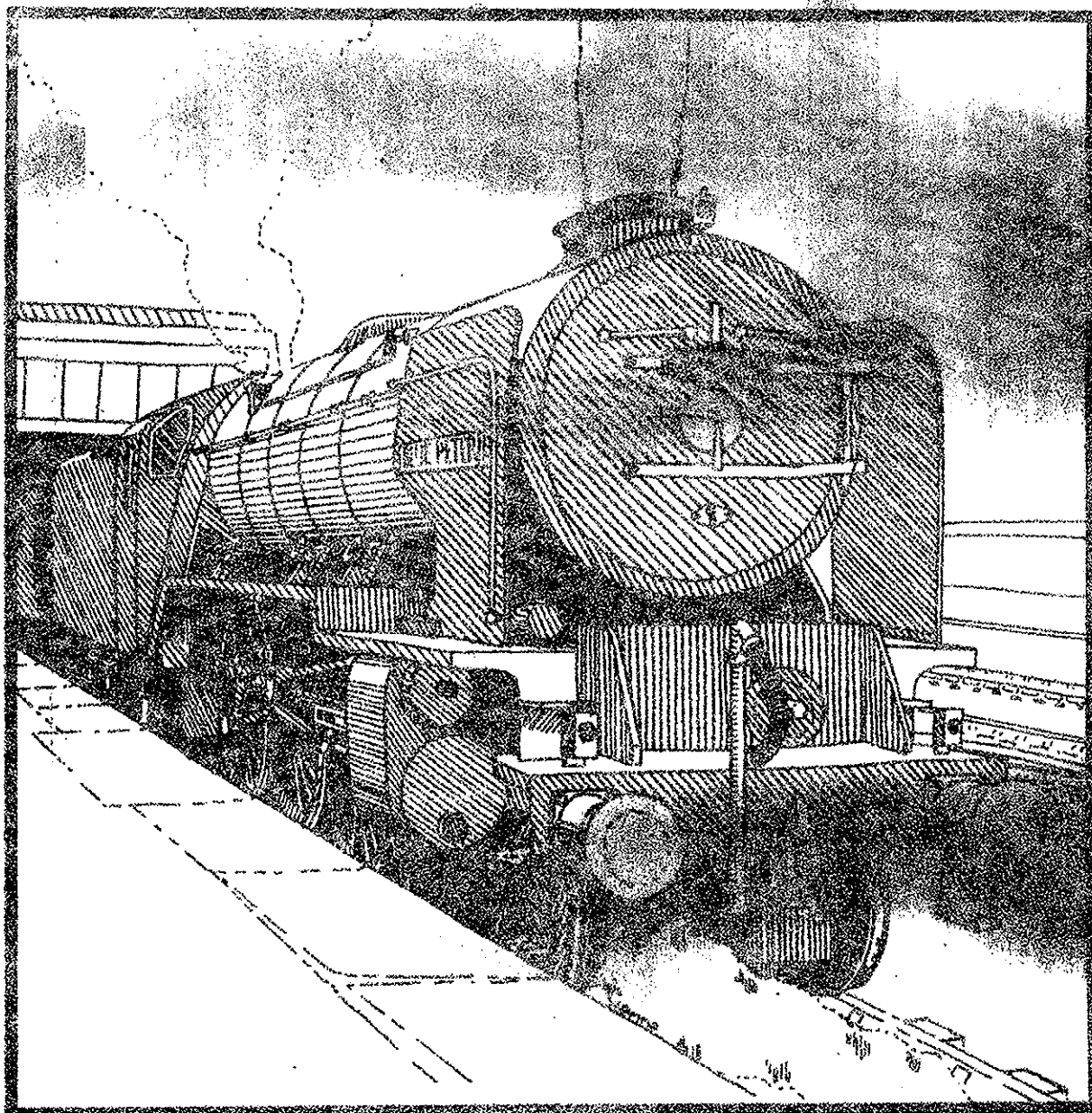


# COCK O' THE NORTH



ISSUE No 79, JUNE 1980.



The newsletter of the Angus Railway Group.

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## Editorial,

Last months AGM saw the re-election of the present committee with only a positional change and which in effect gives me a years run with the newsletter. I propose therefore to issue newsletters at three monthly intervals with what material I can scrounge in that time. More frequent editions will be issued should enough articles etc., be available but from past experience, this would seem unlikely. I would also like to see more use made of the 'Classified Corner' otherwise there is little point in retaining it. Finally, I would like to thank those who have responded to requests for contributions and whose efforts are recorded here.

New Members; The following new members are warmly welcomed to the group

Mr D Kay, 13 Lomond Drive, Carnoustie. DD7 6DN  
Mr K.S.Morris 'Dunalastair' 30 Restenneth Place, Lunanhead  
Forfar, DD8 3NF.  
Mr M.H.Waller, 18 Haslingden Drive, Heaton, Bradford BD9 5HR.  
An up to date membership list will be issued shortly.

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Anyone interested in a trip through to the Scottish Records Office, Edinburgh during July, August or September please contact me (Ed.,)

Some members may have noticed recent correspondence in the Couriers Craige column regarding a runaway coach at Newtyle. Mr A.B. Bell of Bankfoot, has kindly sent us the newspaper cutting describing the incident which is repeated in full here. Mr Bell is now retired but was signalman at Newtyle Junction that day in 1931.....

BACKTRACK            DUNDEE COURIER, MONDAY JAN 19th 1931.  
                      RUNAWAY RAIL COACH  
                      PASSENGERS ORDEAL ON DUNDEE TRAIN  
                      "WENT THROUGH ALYTH JUNCTION AT 40 M.P.H.

Eight train passengers from Dundee to Alyth had an exciting experience. The railway carriage in which they were travelling became detached during shunting operations at Newtyle and travelled for about four miles before coming to a standstill. Several of the passengers estimated the speed of the runaway coach at 40 mph as it passed through Alyth Junction.

The train involved was the 5.35pm ex Dundee West to Blairgowrie and Alyth. After the Blairgowrie portion had left, another carriage was being attached to the coach bound for Alyth when the carriage in which there were six ladies and two gentlemen moved off.

One of the ladies when interviewed said that she was fortunate enough along with two companions to jump before the carriage gained a fast speed on the decline beyond the station.

"I knew the carriage was moving" she said "but I didn't know that anything was wrong until I heard the fireman shouting to us to jump"

The mishap was also described by a young man from Alyth who went through the ordeal. "I was half asleep at first" he said "but I was conscious of a sliding motion. The carriage moved slowly at first But on the decline outside Newtyle we soon gained speed. Three of the ladies jumped from the carriage. I looked out of the window and saw that things were beginning to move, but I thought that there might be brakes. It was very dark and the carriage was rocking a bit My chief concern was how it would take the curve just after crossing the main line. In the darkness I could not see but we must have taken it successfully"

"Looking from the window I saw Alyth Junction and we were there in no time clattering over the points at about 40 mph. All the time, the guard kept blowing his whistle"

"The speed at which we were travelling took us over the hill and we went down the decline passing through Meikle at 25 mph, climbing another hill and going down into the Strath towards Jordanstone. We failed to reach Jordanstone because of the steep hill and as the carriage was slowing down on the incline the guard and fireman jumped down onto the permanent way and endeavoured to stop the carriage from rolling backwards by placing stones on the line. Their efforts were unsuccessful however and the carriage ran backwards to a point where an incline again stopped its progress. This time with the aid of an iron bar, the carriage was brought to a standstill."

"In the circumstances, everyone behaved remarkably well. It was fully three quarters of an hour until an engine arrived and took us back to Meikle."

NIGHTWORK (or, how the ARG has infiltrated British Rail)  
JEREMY FARQUHARSON.

It was nine o'clock on the evening of 19th April 1980 that I was chatting to the depot foreman Mr Roy at Perth. A voice from the background aroused the foreman and he made an entry in the timekeepers book. I knew the voice. The outside door opened and in walked a burly figure, very smart in a clean uniform (but the hat had seen better days)

I went to the bothy and spoke to the two gentlemen who were both to be working the 22.21 Perth-London (Euston) sleeper. Another gentleman walked in and the crew was complete.

I pulled on my dustcoat and left with the relief driver. We left the smart gentleman, the guard, at the rear of the train. The driver had by now caught us up and was preparing to make the shunt to catch on the sleeping cars which were in No 5 bay. Then the driver took up position in the rear cab. The relief driver was to be in charge of the train and I was to be "relief secondman" for the evening. This was one of the better engines on the region which was surprising as it belonged to that notorious Glasgow shed, Eastfield. The number was 47.470 an E.T.H. (Electric train heat) Brush. This was a blessing as I am not passed out on boilers yet! All you have to do is press a button to gain heat in the train and this it did with confidence. (and it worked)

We departed Perth on time, heading into the crisp darkness of the clear Spring evening. After passing the signal box at Hilton Junction the driver opened up the loco., fully. A minor setback was encountered when it looked as though we were going to be brought to a stand at Forteviot but the distant changed to green on our approach. The first stop was Gleneagles reached for minutes before the booked time. We were again held up by a permanent way slow at Greenloaning where the civil engineers are relaying track. Dunblane was left two minutes late but this was removed on arrival at Stirling. Booked for a three minute stop at Larbert, we arrived early. My mate and I alighted to savour the night air; a distinct aroma of fish and chips! I stood outside awaiting the guards signal, which came a minute before our booked departure time. (23.28) We were checked at Carmuir West Junction to allow the passage of a Glasgow to Edinburgh express (class 47/7, 5 x Mk111 coaches and a Mk11 DBSO of Glasgow works origin.

We arrived at Mossend Yard on time. This is where the diesel locomotive is replaced by an electric for the remaining part of the journey. The driver uncoupled the loco and then stood up. He let me sit in the chair while he sat in the Firemans seat at the other side of the cab. All he said was "First stop, Motherwell Shed". It was my turn to drive.

After getting "the road" I released the brake and opened the power handle. It did not take to long to reach the shed. We left the engine at the side of the shed and made our way to the bothy for our piece.

For the return trip, turn to page 10.

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FORFAR RAILTOUR

For those who may not already know, this trip has been changed to September 13th to avoid clashing with a Branch line Society tour.

COMMEMORATIVE COVER.

As you will already know, it has been agreed to produce a commemorative postal cover in connection with the 150th anniversary of the opening of Dundees first railway, the Dundee & Newtyle. Although this event does not take place until December 1981 it is hoped that the finished product may be to hand long before then. Design of the cover and the handstamp is open to any member who cares to 'have a bash', with the best effort being chosen at a later date.

All budding artists should first of all read the post office brochure "Special handstamps and postmark slogans". A short potted history of the Dundee & Newtyle will also be required for the stiffener and it would also prove helpful if one or two quotes were obtained from reputable printers.

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Answers to DUNDEES RAILWAYS in the last issue were as follows :-

- |               |                 |
|---------------|-----------------|
| 1. Roodyards  | 10. Kinnaird    |
| 2. Murraygate | 11. Clocktower  |
| 3. Landale    | 12. Downfield   |
| 4. Baldragon  | 13. Oban bogie  |
| 5. Aberdonian | 14. Tay Bridge  |
| 6. Queens     | 15. Stannergate |
| 7. Seabraes   |                 |
| 8. Ferry      |                 |
| 9. Wallace    |                 |

Ian Morris from Wales has kindly compiled a quiz for this edition :-

1. Four observation cars operated in Scotland in the late 1950's On which routes did they run.?
2. The Britannia class was unique among British Pacific locomotives, Why ?
3. A Stanier Black 5 was introduced to the Strathspey Railway in 1979. Where was this loco restored to active service ?
4. Name two from the three titled trains that ran between Glasgow & Aberdeen (via Forfar) ?
5. The Thames Clyde express and the Queen of Scots Pullman ran between Glasgow and London. Give their departure and arrival points and routes taken ?
6. Which classes of locomotive would you associate the following names. Spearmint, Blue Peter, Sir Nigel Gresley, Dick Turpin, Holyrood and Duke of Gloucester.
7. Where would you find 123 and 103?
8. Name the main locomotive workshops on the Highland Railway Caledonian Railway and the Great North of Scotland.?
9. The final passenger trains on the Aviemore, Craigellachie and Elgin route was operated by what kind of diesel traction ?
10. Name a scottish spa that once had its own branch line?

(answers next issue)

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If you find the postal cover mentioned above, too menial (or too much) for your talents, the group currently require a new design for the letterheads of their notepaper. The current lot, the work of the celebrated 'Ardler Press' are dwindling in number. All efforts welcome.

CLASSIFIED CORNER

Open to anyone who wants to buy sell or exchange railwayana or any other items. There is no charge for this 'service'

For sale : Various pre group waybills Lindsay Horne.  
 : I intend advertising the following in the national railway periodicals but would prefer to get a swop for them locally if possible,  
 NER handlamp, marked DE/ NER on vessel and NER on reflector cone.  
 C.R. WTT Feb 1871 Southern districts  
 NER WTT Appendix Jan 1918  
 NER WTT's and amendments July '80, Feb '82 and Oct 1899  
 LNER services (timetables in use around the period of the general strike) May/July 1926 Northern and Southern scottish areas.  
 LMS large coloured map of Gleneagles with company crests etc.  
 Montrose & Bervie Rly pastel coloured map with inset showing lines around Montrose.

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If anyone has any Angus/Fife material, Scottish hand or wall lamps, Dundee & Arbroath artefacts or enamel advertising signs, I would like to hear from them.  
 Jim Page

Exchanges: I have recently acquired a few Caledonian, G&SJR and Edinburgh & Glasgow tickets.  
 Anyone interested ? Jim Page

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COCK OF THE NORTH in years gone by.....

June 1972 Forfar station was demolished that very week, Kirrie had just bit the dust and Blairgowrie was under threat. Happy days for Strathmore railways  
 July 1973 In view of the Group's recent outing over the Dundee and Newtyle it is somewhat ironic to read 'The groups first Summer outing was a visit to the Dundee & Newtyle Railway. The party walked through the Law tunnel..... There must be another railway somewhere we could look at!

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The Abbey Building Society have agreed to a display of railwayana in their Reform Street window together with a 'plug' of some discription for Steam Album. The effect of the sun shining into a shop window is enough to remove the colour from almost anything and the heat generated can be just as danaging to card and plastics. If therefore anyone can loan a 'hardy' relic or two please contact Jim Page or Lindsay Horne.

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STEAM ALBUM VOL 2. The position regarding sales of the book is that 25% had been sold up until the AGM last month. As most of these had been sold by group members or through mail order the full retail price has been gained in most cases. This happy state of affairs is unlikely to continue however as we will shortly have to use other retail outlets. Full details of book sales can be had by members on request.

STATIONS AND BRANCH LINES IN ANGUS & FIFE

No 3 THE NEWBURGH & NORTH FIFE.

J. PAGE.

Anyone who remembers the North Fife or has had a look at what little remains today must surely have noticed certain differences compared with the average branch line. The most noticeable feature is the use of concrete, particularly in the construction of the lengthy passenger platforms. The station buildings also look somewhat odd in that typical N.B. designs appear to be constructed of modern breeze blocks. The material used was at the time called branden bricks and not at all pleasing to the eye when compared to stone or wood construction. Another feature of these buildings was, that they were built without canopies giving something of an unfinished appearance.

The reasons for these departures from the norm., is that the branch was easily the last to be built in this area, opening as late as January 1909. The line had been authorised eleven years earlier in August 1897 but financial difficulties had smothered progress. It was not until the Summer of 1906 that work finally began.

It was thought that the line would develop in a similar fashion to its near neighbour, the Newport Railway and that dormitory suburbs would spring up as they had done along the south bank of the Tay. No such traffic materialised however, nor did the expected Perth/St Andrews traffic develop to any great extent although a spur had been added at St Fort for this purpose. The line did offer the NBR, its own route to Dundee from Perth although they did have a route of sorts via Ladybank. Little in the way of passenger traffic was drawn from the Caledonian's more direct route through the Carse of Gowrie although with a through station in Dundee, passengers from Perth to Dundee & Arbroath Rly., destinations was always likely.

Stations were opened at Kilmany, Luthrie and Lindores with each boasting a platform of 450ft, built to accommodate the expected large Summer excursion traffic which again seldom materialised. The railway was also constructed to take the largest and heaviest locomotives on the North British system. Another feature of the branch was that the single line of rails passed under bridges designed for double track, again showing the NB's high hopes for this route.

The real saviour of the line was the rich agricultural traffic which was as much a reason for opening as the anticipated passenger traffic. In this context, the railway was far more successful.

The North Fife was in operation for only five years when war broke out and during 1916, the passenger services were actually withdrawn for a time through a lack of staff.

After the war, the line settled down and a certain character developed in keeping with most other Scottish branch lines.

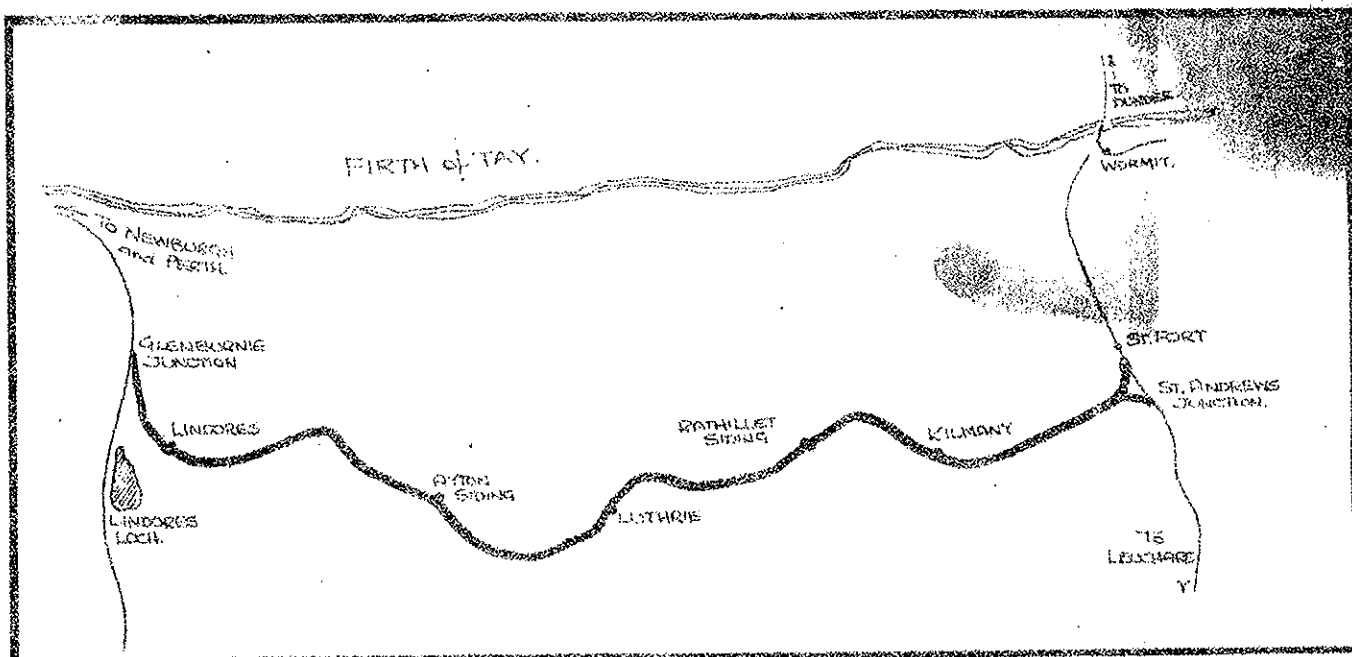
At Lindores there were three small fields owned by the railway company and let to the station master, George Smith, who being an enterprising fellow, cultivated or grazed the land. At first he satisfied himself with the extra income from chickens and eggs, but later on he developed an interest in owes, lambs, pigs and breeding sows. George also became the local coal merchant and just to make sure everyone in the area knew him, he bought himself a two seater Fr ch soft top motor car.

Telephones were introduced to the North of Fife area shortly after grouping and by an arrangement with local users, the LNER had one installed at Lindores with the rental being paid by the locals. The 'phone number was 23, which sounds all too simple compared with today's multi digit STD numbers.



## North Fife line (continued)

An unusual traffic developed in the early twenties when a new owner took over Lindores House. Mr J.C.Laidlay, the new resident was a breeder of ornamental waterfowl and a heavy parcel traffic developed. Large consignments were forwarded to zoological parks and various birds arrived from abroad, much to the amusement of the Lindores station staff. One day, one of the porters decided to have a look at a new arrival. The bird escaped and flew straight up into the telephone wires. The dead bird cost the LFR £20 which was a considerable sum in those days.



The train service at this time, consisted of three trains each way per day between Perth and Dundee with one of them splitting at St Fort. The train engine and two coaches going forward to Dundee and a further two coaches taken on to St Andrews by an awaiting engine. St Fort at this time had three signal boxes, one at each point of the triangle. Additional services were supplemented on Saturdays. The goods service operated between Dundee and Glenburnie Junction, where there was a goods loop and a livestock special ran to Perth on Monday mornings with a return working on Friday evening. Shortly before the second war, only two passenger trains each way per day were in operation.

The line was at its busiest during the Winter months when a few dozen wagons per day coming off the branch were a common sight. The principal traffic of seed and ware potatoes together with grain and baled straw were collected at the two sidings as much as the stations.

Shortly after nationalisation the Railway Executive announced its intention to withdraw passenger services and the last train ran on 10th February, 1951 ironically, pulled by a Caledonian engine. A strange feature of these last days was a clause in the original act authorising the transfer of the line to the NBR who were to work the line in perpetuity. It was therefore technically unlawful for BR to close the line and something of a legal wrangle took place during 1950 when the Fife County Council and others objected to the closure on this point. Goods services were withdrawn between Lindores and Glenburnie during April 1960 and the rest of the branch was closed after the last train on 5th October, 1964.

(see also gradient profile on page 11)

During the Summer of 1970, the Saturday 21.50 Inverness to York motorail was diagrammed to traverse the Perth Road. This train timed to pass Newburgh at 01.33 was the first regular passenger working to pass for almost fifteen years. Always worked by a York class 40 and often loaded to 17 vehicles, this must have been one of the longest and most arduous duties performed by a locomotive of this class. Early 1972 witnessed another transformation; on 16th January a tenless block was commissioned throughout, Bridge of Earn cabin (no longer controlling a junction) was phased out and the section extended to Hilton Junction. This meant the line was now open continuously and at weekends, many an unwary trespasser jumped to safety as a light engine or special working bore down on him. With the advent of North Sea Oil there has been a steady increase in the volume of special traffic. These trains, comprised of cement, oil pipes and other materials associated with the industry have become common sights, even at weekends.

Since 1970 the route has been steadily upgraded. The loop at Newburgh was lengthened in 1972 when the signalling system was renewed, and also power points installed at the three signalboxes operating the line. One of the highlights of the decade occurred on 7th November 1974 when 27 107 and 27 004 arrived in the early hours of the morning with the Royal Train. Despite the tight security, I was lucky enough to view it before the departure for Perth.

Ever since the extermination of the Glenfarg line, consideration was given to the feasibility of putting Edinburgh/Inverness passenger trains over the Perth Road. This would give Fife a direct link with the Highlands and also slightly reduce the journey time between Perth and Edinburgh. B.R. toyed with the idea until 1975 when they finally saw the light, and on 6th October, 40 163 guided the inaugural working the 09.10 Edinburgh-Perth over the new metals, and thus opened a new chapter in the lines history.

Down trains which use the Perth Road come off the East Coast main line at Ladybank Junction, and after cautiously passing the remains of a fairly extensive goods yard, engineers sidings and a small engine shed, enter the single track section. The line climbs steadily for four miles passing through the small village of Collessie and then threads a wooded den till the summit is reached. After passing Loch Lindores on the right, the track dips at 1 in 100 towards Newburgh. Once past the site of Glenburnie Junction the train slows briefly for Clatchard and then accelerates through Newburgh, the largest town on the route. Then it is open country on past Abernethy to Bridge of Earn where most trains are cautioned by the Hilton Junction distant. At this point, the former Caledonian route is joined and almost immediately trains enter the Moncrieff tunnel before descending into Perth.

Over the past twenty years I have witnessed the ever changing motive power scene. In the days of steam traction it was a rarity to see anything more elegant than a goods engine, but with the advent of diesellisation some of the bigger units made their debut. Since 1960, I have recorded diesels of classes 05/08/17/20/21/24/25/26/27/29/31/37/40/45/46/47/50 and 55. In addition, two High Speed Trains have recently been observed on the Perth Road, so with further changes inevitable, I await the introduction of regular High Speed Trains.

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The GLAMIS EXTRAVAGANZA takes place next month on Sunday 13th. Last years show included stands from the Brechin Society and the SRPS. There were also a number of stalls carrying railway items.

On a bright and sunny morning on 17th May 1980, I met J. Anderson, L Horne, and J Farquharson opposite the ice rink in Perth. At 08.30 we headed north for Aviemore stopping off at Pitlochry for an ice cream and a wander round. We visited the station where we saw the 08.15 from Inverness come in pulled by a class 47. After that, we strolled back to the car and headed north again. Near Kingussie we saw the southbound Clanman with yet another 47. We reached Boat of Garten where we had our lunch and afterwards deposited a load of steam albums at the sales stand. We then headed for the AGM which started at 1pm.

The minutes were read and it was announced that membership now stands at 553. Other points of note were as follows:- There had been a curtailment of services during the year due to the weather. There is to be a roadshow around the north and north-east and will be seen in Elgin, Forres, Grantown, Inverness and Aberdeen with a model railway exhibition, relics, slides etc. More and better facilities were needed for the people who came up to work for the Strathspey. New members were to be encouraged, particularly skilled people such as joiners, painters etc. It was mentioned that stations and stock were in need of a clean up.

The committee recommended that the subscriptions be raised to ordinary £5, Family £7.50, Junior £2.50, Group £25, Life £50, Family Life £75. These recommendations were accepted. It was proposed that Mr & Mrs Roy Farmer be made honorary members and this to was agreed. It was also suggested that a painting be given to them and this was to be looked into. The office bearers were re-elected.

Contributions were looked for however large or small to get No 828 out of the transport museum in Glasgow and up to Aviemore. A price of £6000 was quoted to knock down the wall of the museum to get her out. This sum did not include transporting her to Aviemore. The SRA has got £2500.

L.Horne raised the question of the ARG ticket allocation and it was decided that we would get half fare on production of a valid membership card.

The meeting closed at 14.40 and we went down to the station for a trip to Aviemore and back. The loco was an O.6.C. Austerity class. We had a look round the loco at Aviemore where several steam and diesel locomotives were to be seen. We returned to Boat., took some photographs and made our way back home stopping at Kingussie for our tea. We had all had a very enjoyable day indeed.

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#### ALYTH STATION GARDENS 1915.

Frae Spring through the Summer richt busy we've been,  
 Wi plantin' and weedin' and keeping things clean,  
 For the watchword o' a' when the judges appear,  
 Is that second to nane shall their verdict be here,  
 Raith in tubs and in borders the floors in the raw,  
 Gang roond the verandah to make it look braw,  
 An doon whar the navy taks his piece and his tea,  
 Thers the bloom o' Alyssum and the fragrant sweet pea,  
 A ramshackle dwelling wi a black tarrie face,  
 It wud dae whut it can for the guid o' the place,  
 What mair need I mention You can see to a man,  
 That each has resolved that he'll dae what he can,  
 To keep up success when the judges appear,  
 So that second tae nane shall their verdict be here.

(believed penned by Wullie Shakespeare whilst touring Scotland on a railrover ticket)

CLASSIC EXPRESSION Except in a few areas, the railways in peacetime were under no obligation to carry coal. Incredible as it may seem, this was an echo so far as the great coal carriers such as the LNW, GWR and Midland of the historic revulsion of the London & Birmingham Superintendent, Capt., J. Bruyeres to the conveyance of coal. When asked to accept some coal traffic for London at Rugby, he is said to have exclaimed "What, coal by railway? they'll be asking us to carry dung next!"

What a lovely remark that is, I can almost hear him say it! If anyone knows of any other such quips, why not let me have them for the newsletter.

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NIGHTWORK (continued from page 3)

We were booked to work 1503, the 20.02 News Euston to Lairg as far as Perth where we would be relieved. Our loco for the return was another big one in the shape of 47 211 of Haymarket depot. It had worked in with LM15, the other London sleeper from Inverness. We prepared the engine and waited for our train to arrive at Motherwell station (this is where we would couple onto our portion of the train. It was quite late arriving in Motherwell)

We saw the other member of our crew waiting at the station, the guard. We departed only 35 minutes late. There were only two stops on the way to Perth namely Larbert and Stirling. At Larbert I had the rare sight of seeing our guard working. He was helping load the papers into the waiting vans. We got a clear road from Larbert to Stirling which allowed us to accelerate to Plean and let the train coast at 80mph into Stirling station, slowing down on arrival at the station of course. After again having the privilege of watching the guard working for 15 minutes we set off. We had to stop at Dunblane and reverse onto the up line, due to the engineers possession at Greenloaning. We had the company of a pilotman to Greenloaning where he got off and we continued on the wrong line to Blackford. Our troubles were not over yet, after cruising down the bank to Gleneagles we were again brought to a stand at Forteviot- A block failure.

We arrived in Perth station 3/4 hour late at 5.00 am. We left our engine and booked off.

The guard of our train had an exceptionally hard time, I thought but nevertheless it made up for the tiring week he had spent working the Forfar local goods.

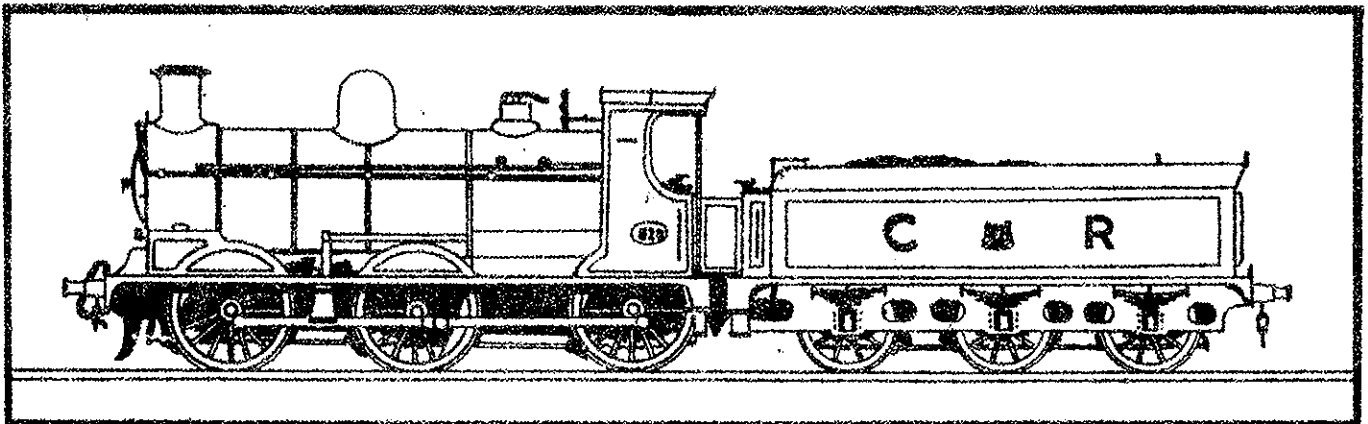
Footnote: When he worked to Forfar with two 'guests' on the previous Monday, the train consisted of one mineral wagon and a brake van. This wagon was returned on Wednesday still full of its cargo, it had been redirected to Stepps!

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Extract from 'RAILWAY & TRAVEL MONTHLY OCT., 1911' L. HORNE

Extensive alterations have for some time past been going on at Perth station. These include the re-roofing of the whole of the old part of the station buildings, containing the main south to north platform and docks at the south and north ends for North British Railway trains and Highland Railway and Crieff trains respectively. An umbrella roof 800 feet long and with a maximum width of 68 feet, has been placed over this platform, an arrangement which permits the smoke from the engines to escape freely and prevents the possible corrosion of the iron work of the roof by escaping gases etc.

The locomotive in the news at the moment is without doubt, C.M.828 currently lying sleeping in the Glasgow Transport museum. It is hoped that this engine can be moved in the near future to the Strathspey as a working exhibit and to this end, an appeal is currently in progress (see also Strathspey AGM page ) Those who attended our own AGM will know that we have agreed to donate £40 to this cause.



If successful, 828 will be one of the few Victorian engines actually working on a preserved line and would undoubtedly prove an attraction in itself. The engine was one of a class of 79 and although most of her work was carried out in the Aberdeen area, examples of this class were to be seen all over the 'Caley' system. The engine was built in 1899 at St Rollox Works, Glasgow to the designs of J.F.McIntosh and operated in revenue earning service for 64 years.

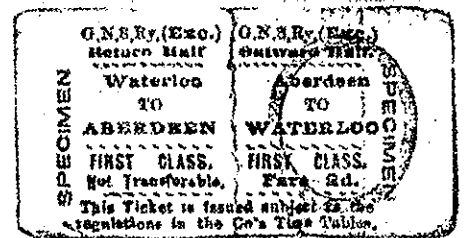
Footnote; I'm told the Groups expenditure on preservation over the last year is now almost equal to the amount taken in members subscriptions!

TICKET ODDITY

J. PAGE.

On the face of it, this particular specimen, looks to be extremely old as Waterloo station was closed in 1867 with the opening of the new Aberdeen Joint. The truth of the matter is however that about 1890 when the Great North of Scot., Rly., altered the position of their outward and return halves of their tickets to conform to the standard configuration, they printed some return tickets from Aberdeen to Waterloo to show their staff what the new tickets would look like with an 'O.' overprint on the right or outward half.

Another interesting point about this one is that the printing of the word 'regulations' in the bottom left hand corner shows the letter 'u' upside down.



Gradient profile; NORTH FIFE RAILWAY.

