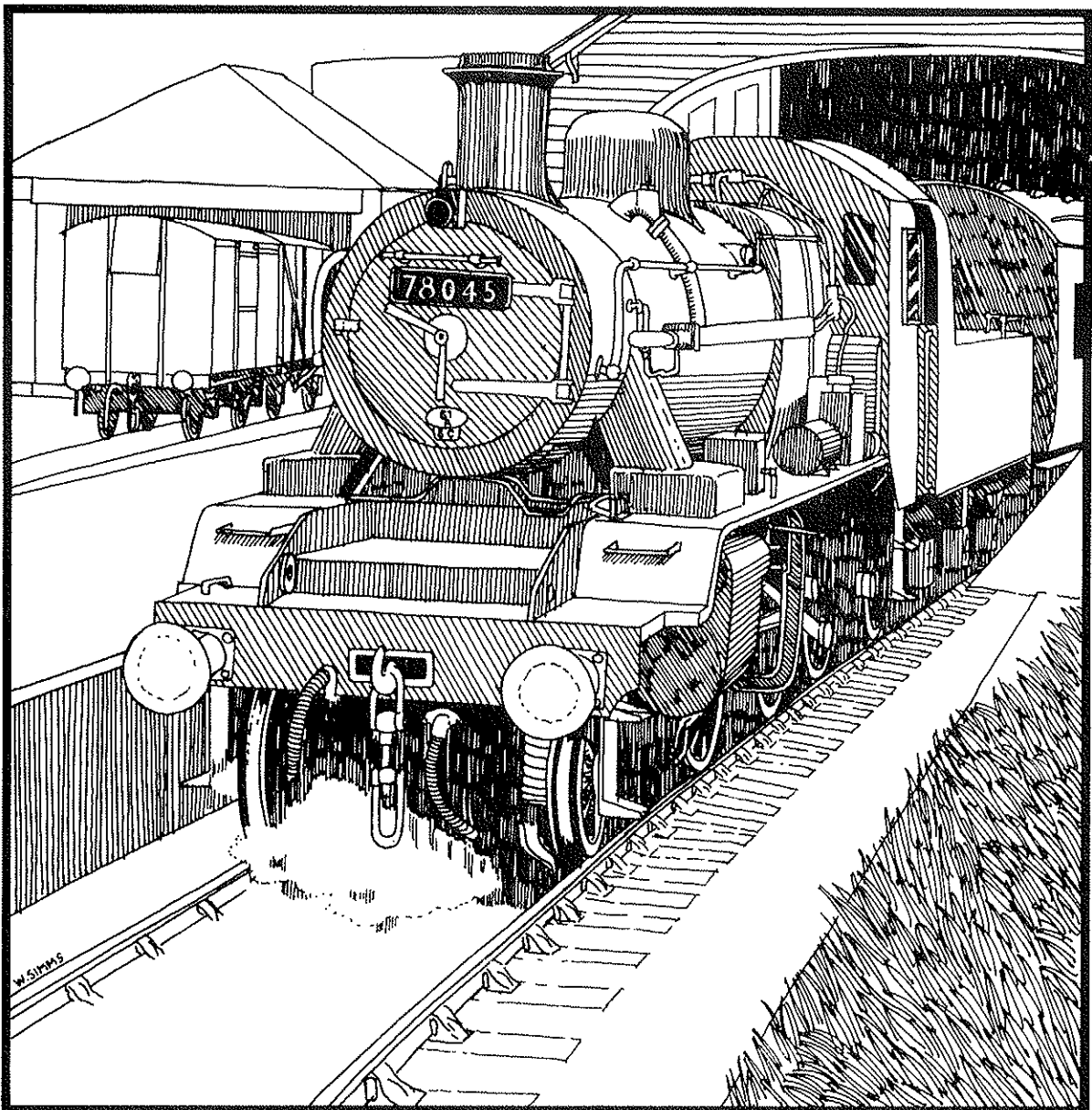


COCK O' THE NORTH

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.

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Newsletter No. 74EDITORIAL

It is with a deep regret that, after due deliberation, your Committee has decided to accept a recommendation to publish the Newsletter as and when sufficient material is forthcoming. Hopefully, this retrograde step will prove itself to be only a temporary one.

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SHEEP TO THE SLAUGHTER

On the last Sunday in August I had the pleasure of visiting, in company with Jeremy Farquharson, the S.R.P.S. Open Weekend at Falkirk.

Despite arriving promptly at eleven o'clock, the appointed opening hour, we found a large crowd already foregathered and enthusiastically inspecting the static exhibits.

Our prime interest, however, was to ascertain details of train services to Bo'ness, or to be more specific Kinneil Colliery. Since the weather was beginning to brighten, we decided to buy tickets for the midday departure from Grahamston.

A large congregation had assembled on the station platform ere our train emerged, almost silently, around the sharp curve from Springfield Yard. The first vehicle to glide past us was the G.N.S.R. "Royal" Saloon, No.1, built at Inverurie in 1898. It was followed in sequence by:-

L.N.S. Third Open No. 27407, built Wolverton, 1948
" Corridor Composite No. 24725, built Derby, 1950
G.R. Corridor Third No. 1375, built by M.G.&W. Co., 1920
" Brake Composite No. 7369, built St. Rollox, 1921
L.N.E.R. Non - corridor Brake Composite, No. 80417, built 1952

Motive power for these six multi - coloured vehicles was by kind arrangement with No. 20 011.

By the appointed hour a group of S.R.P.S. workers had positioned themselves throughout the train, ensuring that all doors were securely fastened, and we were ready to 'blast off'. In what seemed like no time at all we came to a halt in Polmont Station, just as the B.R. guard approached along the corridor. Addressing whoever might be within earshot, he grunted "I didna ken we were tae stop here".

Our stop was very brief and at Bo'ness Junction Signal Box we diverged from the main Edinburgh line to embark upon the most exciting part of our journey. The descent to Kinneil Colliery, approximately four miles distant, may be considered hazardous in two respects. Passengers, ignoring verbal requests not to lean out of carriage windows, could sustain injuries from bushes and tree branches which frequently brushed against the coach side. However, provided reasonable caution was exercised, there was no real danger, at least on the way down. As the train progressed, very often at funeral speed and with its carriage brake shoes keeping a tight grip on the wheels, the footplatemen were able to stop whenever a sheep emerged from a thicket. With the brakes only marginally realised and sharp blasting on the horn, we would continue following the poor animal as it ran for many yards right-up the centre of the track, too petrified to do the most sensible thing.

At Kinneil, the engine, which had arrived cab - first, ran round the train and we departed immediately the two head - boards had been changed. The "Fife Coast Express", or was it the "Lothian Coast Express", completed the round journey from Falkirk in one hour and ten minutes. Passengers having alighted, the train ran on to Larbert so that the engine could be re - marshalled into its original position. Two further excursions to Kinneil were made that day.

After our lunch - break, we returned to Springfield Yard, where two television stars were among the attractions. They were "Maude", which appeared in S.T.V.'s production of "The Prime of Miss Jean Brodie" and ex Caledonian Railway No. 419, filmed in September in the B.B.C.'s serial "Huntingtower".

With a total of five locomotives in steam, of which we thought "Morayshire" to be the most appealing, there was plenty to see and do for all of the 4,000 people from throughout the U.K. who flocked, as do sheep, to Wallace Street and the biggest-ever S.R.P.S. Steam Weekend.

Yet, somehow we felt just a little out of place amongst so many people in Grahams Road - wherever that might be!

SCOTT BRUCE

During the past few weeks we have received the following contributions from SUN CHARIOT 62B :-

L.N.E.R. Scottish Locomotive Workings.

Referring to an article in the January issue concerning the appearance of streamlined A4 Pacifics of the L.N.E.R. at Perth, Mr. E.S. Nicoll writes to say that engines of this type are frequent visitors to Perth in the summertime and also run regularly between Edinburgh and Dundee. They rarely work north of Dundee, as engines are usually changed at that station, power between Dundee and Aberdeen being supplied mainly by V2 2 - 6 - 2s with P2 2 - 8 - 2s and occasionally A3 Pacifics on the heavier duties, shedded at Dundee Tay Bridge or Aberdeen Ferryhill. In the summer, however, Mr. Nicoll has seen "Kestrel", "Falcon" and other A4 Pacifics as far north as Montrose on through workings from Edinburgh, but he has not seen an engine of this class at Aberdeen. Shire, Director, and Scott 4 - 4 - 0s appear on secondary duties on this route, and occasionally on express trains in pairs. An interesting point about the first war emergency timetable is that the up Aberdonian was booked non - stop from Arbroath to Edinburgh, not calling at Dundee, but so much time was spent in taking water from an inadequate supply at Arbroath that the Dundee stop was reinstated in the December 4 timetable.

(From the March 1940 Railway Magazine)

Changing Engines At Dundee

The main reasons why engines of the principal East Coast trains between Edinburgh and Aberdeen are changed at Dundee (Tay Bridge), despite the fact that the distance from Edinburgh to Aberdeen is only 130½ miles, are (1) that as there are no water troughs on this route, the time that would be needed at Dundee in refilling from water - columns the large tenders attached to these locomotives is saved; and (2) the marshalling of through vehicles on to and off the trains at Dundee does not necessitate the use of shunting engines for this purpose, and is expedited.

(From a letter in reply to " Dundonian " which appeared in the May 1940 Railway Magazine.)

To pass the Time

KILMARNOCK is a fascinating station name. Why not see how many words you can make up by using the letters in it and then compare totals at our next meeting? (Each letter should only be used once)

THE DRIVERS TALK

A train of railroad reminiscences

by Canon Roger Lloyd

One of our national recreations is watching other people do the work at which they are expert, but one of the most expert and responsible jobs which a man could do cannot be watched except by the privileged, for no ordinary person is allowed on the footplate of a railway engine while it is being driven. Instead, the rest of us have to content ourselves with taking the chance of talking to the driver and his fireman at the beginning or the end of his run. Footplate men will nearly always talk to anyone who is obviously fascinated in their job. Interesting talk it is, too, a perpetual refutation of the legend that a craftsman's "shop" makes wearisome listening.

Talking to engine - drivers is a theme which has neither beginning nor end, but one must begin somewhere, and, quite arbitrarily, I choose to begin at York - in pre - nationalisation days. At about 4.30 pm. an L.M.S. train from Bristol comes in. So far it has been drawn by one of its own company's engines, but here that engine comes off, and is replaced by an L.N.E.R. engine. The day I saw it a blue streamlined engine, WILD DUCK, came backing slowly down; and when coupled to the train it looked incongruous with the L.M.S. red. Moreover, one would have expected a little less grand machine to be provided for a six - coach train of a foreign company. The driver, who looked young for an engine-like that, smiled when asked, 'Why a streamliner for a job like this, when something smaller could easily take the train to Newcastle?' 'Well', he replied, 'we have to get back you know, for we're York men; and we come back with the fish, and sixty or more vans of fish take some shifting when they're booked to run at express speed.' They would get back to York at about 12.30 a.m., and they always had one of the biggest engines in the shed for this job. But the honour was for the Aberdeen fish, not for the Bristol passenger. From that time of day onward all the Yorkshire engine - sheds seem to be very fish - minded.

About 8.30 p.m. a small L.M.S. local from Sheffield comes in, and this also is pulled by an engine too large for it. The other day this engine was the FIJI, of the Jubilee class; and as nobody important was about, the driver invited me on to the footplate while he waited to take his engine to the turntable. The fire seemed enormous, and the fireman had to shovel continuously for five minutes to get a thin layer of coal all over it. 'Why so big an engine for a local?' Sure enough, the answer was fish. 'We've got to take the fish back, and we'll need all the power we've got for that.' In this case, the fish came from Hull; and presently FIJI would go slowly to the junction where the Hull line comes in, and there take over from the L.N.E.R. engine. By next morning those fish would be on the fishmongers' white slabs in every town in the West Riding and East Lancashire. On the other side of the station I found an elderly Midland 4 - 4 - 0 from Sheffield. 'You go back with the fish, don't you?' 'Yes, how did you know?'

A few weeks later I saw the other end of the fish traffic in Newcastle. The station is very quiet at 9 p.m.; and only one train is standing there. Inevitably it is 'the fish.' To be accurate, it is the fifth or sixth 'fish'. The others came in from Aberdeen, changed their engines, and departed a little time ago. So did two meat specials, each with perhaps forty insulated vans, coming from Edinburgh. My 'fish' that night had some fifty vans in front of, and strangely, five more behind the guard's van. It is an unique peculiarity of marshalling, which is, apparently, allowed only on the fish specials.

The next evening I had to see a friend into the 10.30 sleeper from Newcastle to King's Cross, and after I had put him into his berth (lucky man! he was one of the privileged who can demand these things) I strolled up to see the engine. It was DICK TURPIN, one of the racehorse Pacifics. The driver stood on the platform speaking to a friend, and the fireman was building up his furnace. For five minutes he shovelled coal into the blazing firebox - a shovelful in each of

the four corners, two in the middle, two at the back, and then a careful spreading of coal over the rest of the fire, and the whole rythmical pattern repeated three times. The poetry of motion was in that operation - the forward swing of the shovel for the far corners and the back, the half - swing and twist for the sides, the short arm lunge for the middle and the short jabs with a last minute twist for the near corners. Thus for five full minutes he swung his shovel, and then, closing the furnace door, came and leaned over the side of the cab, wiping the sweat off his face with a piece of cotton waste.

'And how long will that lot last you?' I asked. 'Oh, about a mile and a half, not more. You shovel for a mile and a half and you sit for a mile and a half, and you go on doing it the whole way,' he said, grinning cheerfully. Then a young R.A.F. officer came up, resplendent in new uniform and fussy in manner. 'Can you tell me if we shall be on time in London, because I haven't long to get across to Waterloo?' The fireman looked at him and considered. 'Nay, I can't,' he replied, 'because, you see, we come off at York and work back with the night parcels. But I can tell you that we'll be on time at York with this driver; we will and all. My mate knows what travelling means.' The whistle blew, the signal - arm clattered down, the driver edged himself into the cab - there wasn't much room and he was not a thin man - and DICK TURPIN slowly pulled the long train out and over the river.

That fireman was characteristic of many of his calling in holding and proclaiming a regard for his driver which was hardly short of hero - worship. A year or two before, I had talked with a young driver on that same Newcastle platform. He had a V2 and was about to take a Liverpool train as far as Leeds. It did not take him five minutes to tell with pride that he was the man who had fired for Billy Somebody when they broke all records with MAILLARD on the galloping stretch between Grantham and Peterborough. 'Ah, dear Billy, if ever a driver had a nerve, he had, and firing for him was one long thrill.'

Come and stand at the far end of No. 12 platform at Euston. It is the only spot from which every train passing into or out of the station can be seen; and there is a blackened signal - post there on which somebody (probably one of the small boys who are invariably to be found there) writes in pencil the names of some of the more famous Camden drivers who bring their engines down to that platform to join their trains - Bishop, Copperwheat, Laurie Earl, and others. It is a spot which holds more memories for me than I can possibly write. There it was I met a little tiny man waiting to take the 10.8 Perth train with a streamlined engine. It was a lovely June day, but he perversely disapproved of that, since he wanted a March gale, the only right weather for the Carlisle run. 'It's not my sort of day. What I like is to drive through the lonely hills round Shap when it's wild and stormy. You get the wind into your lungs, and it's grand. Besides, there's some credit in making an engine behave on a day like that. To - day - anybody can do it.' The whistle blew, and off he went up the Camden bank, and a porter came to me and said, 'Do you know who you were talking to?, that was Laurie Earl.' There was reverence in his voice.

Memories of that spot at Euston come crowding upon me. There was a fireman of a night - sleeper to Carlisle who had to carry a passenger in the engine - cab and was not well pleased for fear that the passenger should colar his tip - up seat while he was firing. There was the morose driver from Crewe, on an absolutely filthy Coronation engine, who saw me looking at it distastefully, and muttered, 'Dirty big 666 s, aren't they?' There was the young driver of a Black Stanier who accepted a cup of tea from a porter and an acid drop from his fireman, and then produced a black pebble from his pocket and put it into his mouth with the tea and the acid drop, remarking to me that he always sucked a pebble all the way to Manchester because it helped him to concentrate on his signals.

What is of no consequence must of necessity be inconsequential, and a set of memories like this, which has no proper beginning, must also lack a proper end. But though inconsequential in shape, there may be some consequence in them after all, for a testimony of proper gratitude and admiration is not unimportant. It matters that it should be uttered; and there are probably no set of craftsmen in this country so universally admired as the men who drive our railway - engines, and hold all our lives in their safe hands.

(Contributed by JIM OSWALD.)

THE PRESERVATION OF THE WAREHAM - SWANAGE BRANCH RAILWAY

Perhaps the most involved and interesting story of recent preservation efforts is the 11 miles Swanage branch in Dorset. Although not closed by B.R. until January 1972 a preservation society was in existence several years beforehand with its eyes on the line. This was the Isle of Purbeck preservation group whose membership negotiated with British Rail and the local council to raise sufficient funds to create a service on the lines closed.

The service they were aiming to replace was a 3 car DMU which undertook the round trip from Wareham to Swanage and return every two hours stopping at the one intermediate station at Corfe Castle. A connection was advertised by BR off its branch services into the fast Weymouth - Waterloo push pull trains, but as common with lines scheduled for closure, this began to involve long waits and discouraged passengers, bound for points beyond Wareham, from using the rail service. As soon as the closure was formally published, the through services to Waterloo (1 daily) and Bournemouth (2 daily) were stopped, leaving one ridiculous working terminating at Wareham and awkwardly shunted, whilst the DMU made the run into and out of Swanage.

The difficulties the society encountered were in three spheres. Firstly, there was, and still is, a proposal to build a Corfe Castle by - pass road and, whilst no decision had been made by the local authority on which of the several routes should be taken by this road, one did involve using the trackbed of the railway. Secondly, there were restrictions imposed by BR for they still ran a through service of china clay trains on part of the branch, as far as Furzebrook, and hence the line could not be purchased outright. The group sought running powers for any trains they may run from Furzebrook to Wareham and use of BR's station facilities and platform at Wareham. At first none of this was granted though after some time it was agreed that any trains the group ran should be permitted to proceed as far as Wareham, though over a line that the group must themselves build from Worgret Junction to Wareham, the former point being that at which the branch line joins the main Weymouth - Waterloo line. However, until such time as another line was built between Wareham and Worgret, trains would be permitted to run under the supervision of BR guards over BR lines. Thirdly, and inevitably, there were financial restrictions, for the group had insufficient capital to commence a service themselves. An application was made to the Dorset County Council for a grant for the line's operation on a passenger basis, but until such time as a decision could be made on the subject of the Corfe Castle by - pass they refused. Meanwhile, BR's deadline for the lifting of the track had already arrived and work thereon was starting. In the light of this and their inability to find any way in which to raise the necessary capital in the short period of time available, the Isle of Purbeck Preservation Group terminated their efforts. They had acquired one locomotive during the period of their existence and that was thereafter housed at the Quainton Road Steam Centre's premises near Lylesbury.

This was not to be the end of the preservation story, however, for a group of enthusiasts and local residents formed the Swanage Railway Society, whose aims amounted to much the same as their predecessors, but they were prepared to start from scratch without the track that BR were rapidly in the process of removing. The Society immediately commenced a fund raising campaign, and by the time all but $\frac{1}{2}$ a mile of the track between Furzebrook and Swanage had been lifted, they had raised enough cash to purchase this section of track and the ballast left in situ on that part of the branch where the track had been lifted.

Perhaps, however, the hopes of the Society were raised more than ever, when, more than a year thereafter the Dorset County Council announced that they were now prepared to offer a grant toward any service on the branch, provided that it consisted of at least two diesel stopping trains each weekday (Monday - Friday) each way. They confirmed that the route for the by - pass that had involved the former railway line had been decided against and they welcomed the Society's decision to build five new halts on the line, as well as a station at Worgret.

Agreement had now been reached with British Rail to build a junction thereat for interchange, which the Society favoured as it enabled them to take advantage of additional clientele in the shape of scholars at the newly built Worgret comprehensive school. The condition for the County Council's grant was that such a regular service was commenced in or before 1980.

The Society still needed to seek further income, however, and commenced a yard of track fund, whereby contributors gave £2.00 with the express intention of enabling the Society to relay a yard of track. Further fund raising was achieved in 1975 when an annual membership fee of £ 3.00 was agreed on.

One more problem needed to be overcome before the operation of the line was in sight, namely that the town council, who had bought Swanage Station site from BR, had to be persuaded to rent out the facilities thereof to the railway society. The town council had publicly declared themselves unwilling to co - operate with the railway society and had begun demolition of various parts of the station including the goods yard and part of the platform awning. To try to persuade the council by confirming local interest in the railway, the Society organised a door to door survey on the question of whether the person interviewed would approve of the recommencement of a rail service. As the council were apparently unperturbed by the strong pro - railway feeling expressed in the results of this survey, a further measure was successfully attempted by a local pro - railway town councillor, who took advantage of his right to demand a referendum of Swanage residents on the subject of station usage. The town council wanted to convert the station for use as a car park, whereas the Society produced a detailed modification of the town council's plan, showing that maintaining the use of the station for railway purposes would not greatly reduce the car parking capacity of the site. The result of the referendum was an overwhelming majority in favour of the railway society's plan and consequently the town council conceded to the letting of the station facilities to the society. The green light was then given to the preservationists to move in and tidy up, a process which is far advanced today. Rolling stock has been acquired through the society's subsidiary, the Southern Steam Group, whose restoration has been active both in Woodham Bros.'s scrapyard at Barry and on the line at Corfe Castle and Swanage.

Recently, agreement was reached between the town council, the railway society and the Hants. and Dorset Bus Company to use the station as a bus - rail interchange, meaning that part of the station would function under the auspices of the bus company. This will add to the travelling convenience of rail passengers whilst reducing the burden of the cost of the station's rental on the society's finances. In the future, the society hopes to inaugurate a service for enthusiasts in 1979, whilst keeping to its pledge to maintain a commuter service by 1980. The future looks bright, although some of the track work still has to be completed. Credit must be paid, however, to the society for their outstanding efforts on overcoming the substantial hurdles they have had to negotiate, and in the light of this, one has little doubt that it is downhill going, if not plain sailing, for the society now.

GILES BAKER.

BACK TRACK

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 3.10 am left Dubton for Montrose at 5.26. 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 McLeod, 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, McLeod 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 smoke-box smashed in, the lubricators broken, and buffers twisted. The train into which the goods ran consisted of two brake vans, two carriages, and an empty fish truck. One of the vans, 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, etc. The other parts of the train were but slightly damaged. The permanent way was a good deal cut up. Four lengths of rail 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 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. Hermon, 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 train 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. McQueen, 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. "

(From ' The Dundee Advertiser ' - Monday, January 7th, 1889.)

The Key to Disaster

'One of the worst catastrophes in the history of British railways is recalled by the recent presentation to the London & North Eastern Company, through the courtesy of Dr. T.C.D. Watt, the L.M.S. Company's Medical Officer for Scotland, of the train staff which was in the possession of the driver of the train involved in the terrible Tay Bridge disaster of December, 1879.

The staff, which is about 18 inches long, is of iron encased in brass, and is in an excellent state of preservation. It was retrieved from the bed of the Tay by one of the divers engaged in the recovery of the wrecked train.

Needless to say, Dr. Watt's generosity in handing over the staff elicited the sincere thanks of the officials of the London and North Eastern Company.'

(Extracted from the L.M.S. Magazine, April, 1935.)

Both of the above articles contributed by LINDSAY A.C. HORNE.

TOPS. BR's Wagonload Train Composition Service - a Brief Description

It is some time now since the last areas were placed under the control of the TOPS computer in London and all freight workings processed thereby.

The System in Operation. In the memory banks of the computer are records of each and every wagon and their present contents and location, and also the status of Maintenance of that wagon. Data applicable to locomotive maintenance and where - abouts is similarly stored.

When a consignment is handed over to BR for conveyance, the nearest TOPS office should be immediately informed. Stored in that office is a card relevant to that wagon which is fed into a terminal connected to the main BR computer and codes appertaining to its contents and destination are thereafter typed in. Before the next train which is scheduled to depart to the destination of that wagon, or to an intermediate marshalling yard, is composed the computer lists its contents. On its departure, the time, loco., driver and guard can be stored on the computers files, but through the request of the relevant unions, it is common practice for only the loco and time of departure to be stored.

Meanwhile the computer terminal in the TOPS office nearest to the destination is actuated and cards are printed out appertaining to the wagons on the train heading thereto and their contents (these cards subsequently become those that are fed in when the wagons are moved once more). Periodic checks of the wagons located in the area of the TOPS office are made and the computer is consequently updated.

Its advantages Through TOPS the locations of wagons can easily be ascertained by employees (as well as recipient companies of consignments by telex) and that the wagons are processed sufficiently rapidly for a saving in turnround time and hence wagons that would have been used whilst others were awaiting unloading are used. British Rail are confident that the scrapping of wagons, whose use would otherwise have been necessitated, represents such a great reduction on their wagon maintenance bill - £3 million - that the introduction of TOPS has already paid its cost of £ 16 million. Moreover, similar schemes have been commissioned in several other countries, which, it is true to say is a fair confirmation of their desirability.

GILES BAKER.

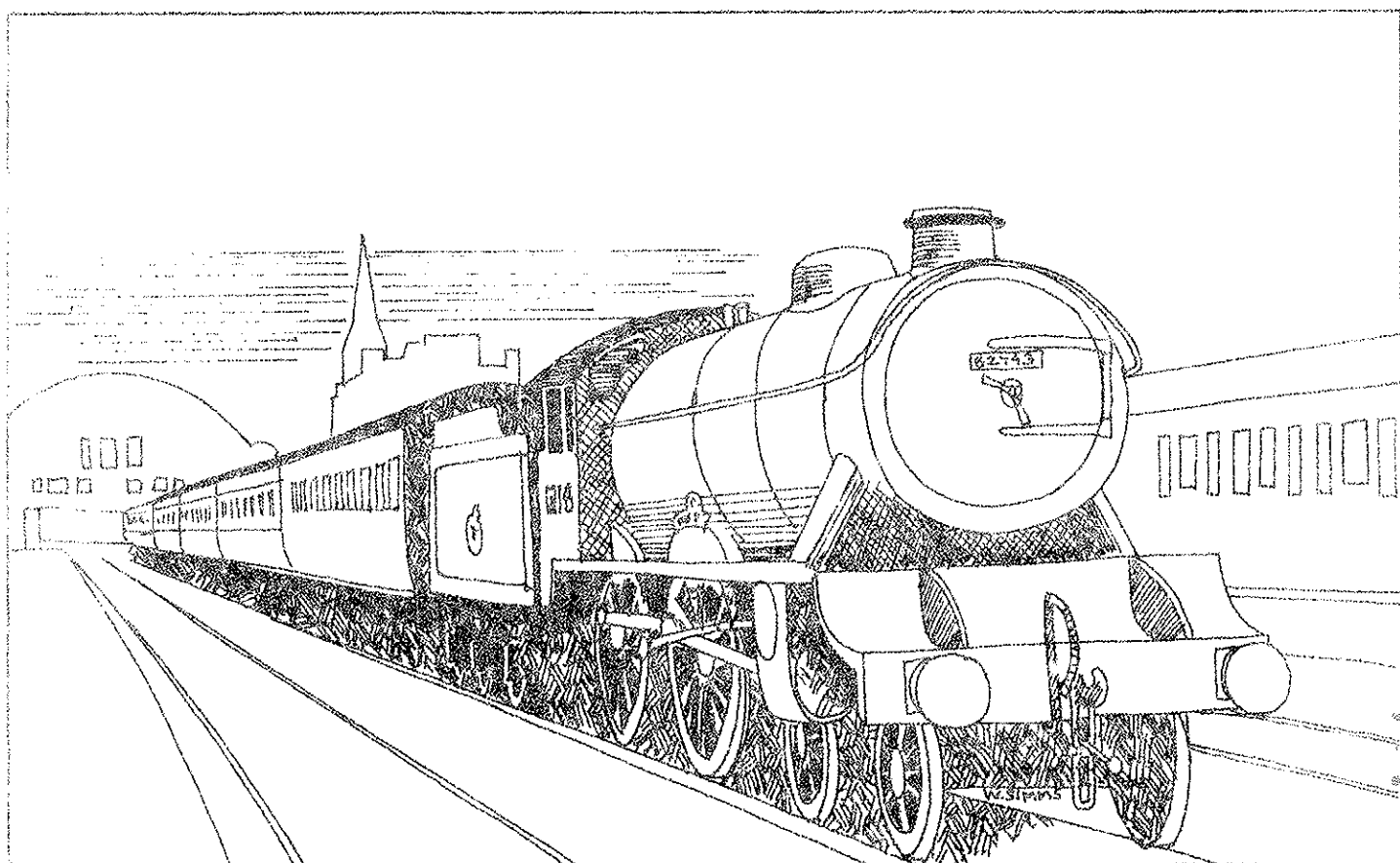
Now it's up to you to get your pen and some paper out !

Angus Railway Group

STEAM ALBUM

Volume 1

Over 70 photographs of steam locomotives in Dundee and Angus from 1950 plus map and descriptive text.



Copies available from: Mr W.Rae, 142 Strathmore Street, Barnhill, Dundee. Price £1.34p including postage.