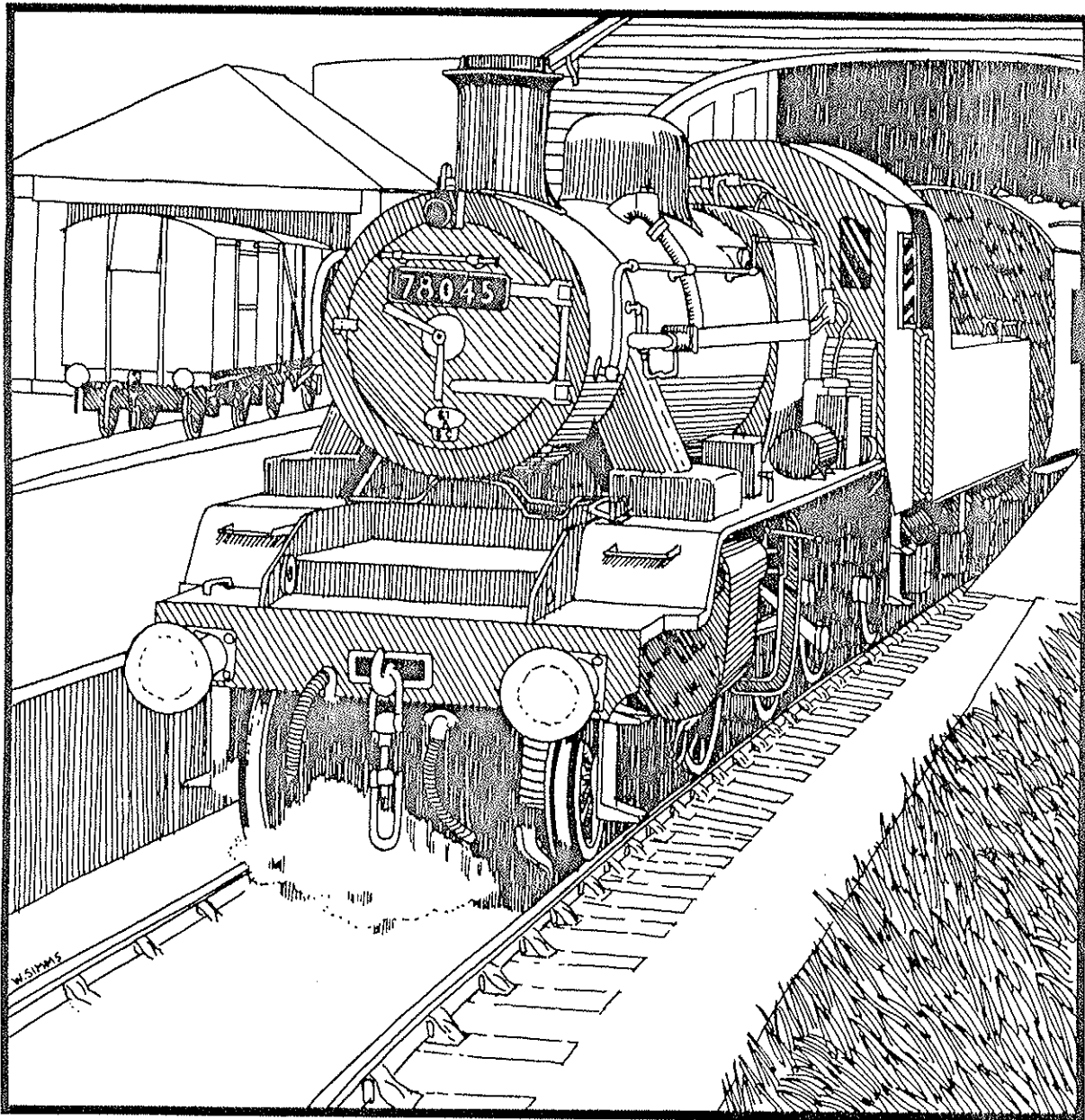


COCK O' THE NORTH

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

We were very pleasantly surprised to hear from a member of the public that "Cock O' the North" helped him have a beneficial holiday.

"It is so compiled", he writes "as to have a remedial effect, being designed to calm emotions and reduce the incidence of travel tension."

Well done all contributors!

SOME NOTES ON RUNNING POWER ARRANGEMENTS IN THE DUNDEE AREA

Some years ago I had the privilege of going over a collection of documents in the ex - Caledonian Railway Accountants office and during this period I took the opportunity of examining a large folio termed the "Junction Arrangements Book".

These arrangements continued of course during the period of the Grouped lines but no doubt most vanished after British Railways came into being. As a matter of interest, these notes cover some of the arrangements in the Dundee and Angus area:

CAMPERDOWN

Junction of the N.B.R. Tay Bridge line with the Dundee & Arbroath Joint line at Dundee East authorised under the Tay Bridge and Railways Act of 1870. No specific provisions are included in the Act with regard to the Junction but part of the clauses of the Railway Clauses Act of 1863 with regard to junctions is incorporated. The Tay Bridge and Railways were opened for traffic in 1878 and in 1879 the line from Trades Lane, Dundee, to St. Vigean's, Arbroath, was made joint. The matter of working and maintaining the junction was dealt with, inter alia, by a Minute of the Dundee and Arbroath Joint line Committee on the 13th November, 1880, which reads as follows:-

- (1) Camperdown Cabin working
Three - fourths to be paid by the N.B.R. and one fourth by the Joint Committee
- (2) Camperdown Junction - Maintenance of way -
The whole to be borne by the N.B.R.

This arrangement is still in force.

The Caledonian Coy. got access to the harbour lines by a connection from the N.B. Tay Bridge line and the box was staffed by joint line staff.

BUCKINGHAM JUNCTION

Junction of the N.B.R. Tay Bridge line with the Caledonian line to the west of Dundee West station constructed under the Tay Bridge Act 1870.

No specific provisions were in the Act with regard to this junction apart from the inclusion of the relevant portions of the Railway Clauses Act noted above. The C.R. staff worked the box and the N.B.R. paid maintenance costs of 10% on the cost of the box, amounting to £ 569 - 13 - 2d per annum.

ABERDEEN

The N.B.R. obtained running powers over the whole of the S.N.E.R. lines under the Caledonian and S.N.E.R. Amalgamation Act 1866, and they exercised these powers as between Kinnaber Junction and Aberdeen, the terms for such user being a mileage proportion of the receipts less 25% for working expenses.

The N.B.R. also pay to the Aberdeen Joint Station Committee a rent of £4,750 in respect of the use of the Aberdeen station, but they recover £1,500 of this from the C.R. as a rebate or allowance in respect of the rental paid the Joint

Committee, and this rebate was granted by order of the Railway and Canal Commission. The N.B.R. also pay a share equal to 20% of the working expenses of the station.

When the N.B.R. came under the Grouping arrangements the present payments were to continue.

MONTROSE

The N.B.R. require to run over a short portion of the C.R. Montrose Branch for the purpose of their Bervie line. Two railways were authorised under the N.B. Arbroath and Montrose Rly Act 1872, one to cross over the C.R. to connect with the Bervie Branch and the other to form a junction with the C.R. line. These two railways were NOT constructed as an Agreement was entered into in 1884 whereby the N.B.R. got running powers over a short bit of the C.R. Montrose Branch for the purpose of connecting the Bervie line with the Arbroath & Montrose line.

The N.B.R. pay all the expenses of the junction as well as a one mile toll on all traffic, less 25% for working expenses.

ARBROATH

The Arbroath and Montrose section of the N.B.R. connects with the Dundee and Arbroath Joint Line at St. Vigean's Junction, Arbroath. When this junction was authorised, the line from Dundee to Arbroath, as well as the Arbroath and Forfar Rly., was a part of the C.R. as amalgamated by the 1866 Act and there was a Clause inserted in the Act to the effect that the N.B. could apply to Parliament for powers to acquire a joint interest in the line from Dundee to Arbroath. This joint interest was acquired and the line became a joint one under the N.B.R. Dundee & Arbroath Joint Line Act of 1879. At St. Vigean's Junction the expenses are borne two - thirds by the N.B.R. and one - third by the Joint Committee.

ARBROATH HARBOUR BRANCH

This branch which connects the Dundee and Arbroath Joint line at the north end of Arbroath station was originally part of the Arbroath and Forfar Rly and was excluded from the line that was made joint under the Joint Line Act 1879 and it remains the property of the C.R.

A. G. DUNBAR.

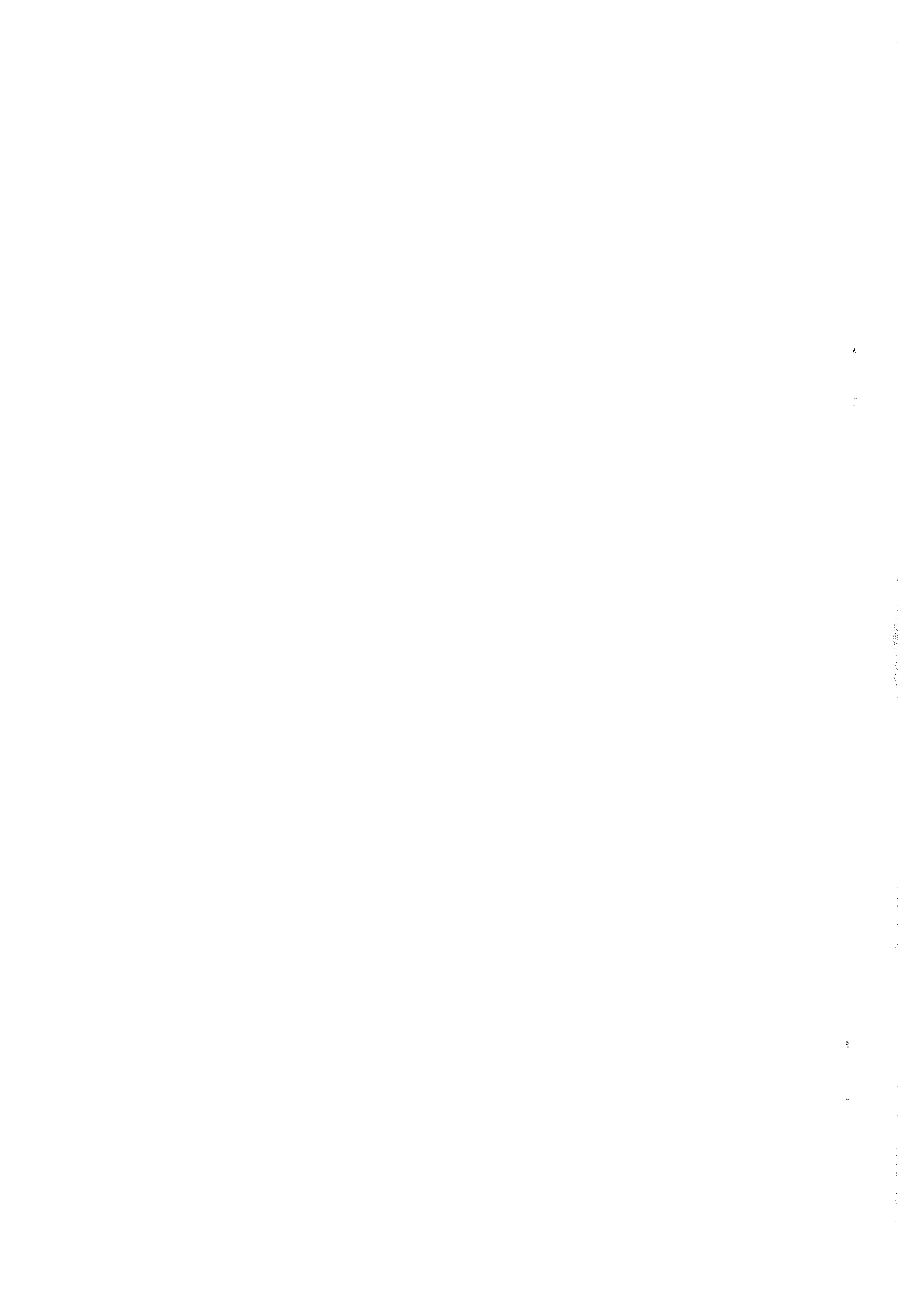
BACK TRACK

Remarkable Escape of Postal Express
At Guthrie Railway Station
Bad Collision results in wreck of Goods Train
Prompt action of Signaller.

The postal express which runs from Carlisle to Aberdeen ran a narrow escape of being wrecked at Guthrie Station yesterday morning, when a collision took place, resulting in the destruction of a heavily - laden goods train. Fortunately no one was injured, but the escape by the occupants of the express must be regarded as providential.

How the accident happened.

Briefly the circumstances attending the accident are these. A goods train of about thirty waggons, all heavily laden with general merchandise, arrived at Guthrie in the early morning from Edinburgh, and was bound for Aberdeen. About half - past six it was shunted on to the Arbroath branch in order to clear the way for the



passing of the tourist train. The tourist went through safely at 6.38, but through some unexplained clause the driver of the goods train backed his train on to the main line. By this time the "postal" which left Perth at 5.58, and was due at Guthrie at 6.44, was fast approaching. The signalman, apprehending danger, immediately put up his signals, and had the presence of mind in order to further warn the driver of the "postal" to run to the station, about 400 yards from the cabin, and place detonators upon the line. The warning had the effect of considerably slackening the speed of the express, but before it could pull up it had crashed into the rear of the goods train, which had been unable to leave the main line in time to allow a clear passage for the north going train.

The Result of the Impact

As the result of the impact nine of the waggons were knocked off the rails, and as one of these was loaded with motor spirit an explosion took place. Fire immediately broke out in the wreckage, and within a short time the flames, fed by the petroleum, had enveloped no fewer than six of the waggons, all of which, with the goods they carried, were almost immediately and completely destroyed.

Brakeman's Escape

The smash occurred immediately opposite the signal box, and so severe was the impact that the brakeman was thrown a distance of about 20 yards, where it caught fire - presumably from the stove within - and was quickly burned. The brakeman, an old man named Petrie, from Edinburgh, ran a narrow escape of being seriously injured. Luckily he had jumped clear of his van before the collision occurred, but when the explosion took place he miraculously escaped, being struck by a box of beer which was delivered with terrific force from the raging furnace. As it was he was slightly hurt by a blow from a piece of woodwork, but was able to continue his journey to Aberdeen when the train left some time later for its destination. The driver and fireman of the tourist train (rather this should read "postal" train - Ed.) sustained considerable shock by the collision they had so skilfully endeavoured to avert, but both remained cool and collected and stuck to their engine, which, fortunately, had kept the rails. The chief damage done to the engine consisted of the battering in of the buffers and front plate, while the wheels were twisted and the machinery generally "sprung".

Some of the Damage

In the signalbox a number of the windows were smashed, the telegraph wires were destroyed, and some of the brickwork of the cabin was knocked away, this damage being occasioned by the throwing of one of the waggons on to the building. The rails were also in some places bent and broken, and the permanent way was considerably cut up.

News of the smash was immediately telegraphed by the stationmaster, Mr. David Smyth, to Forfar, Aberdeen, and Perth, and brakedown gangs were speedily on the scene from these places.

Extracted from "The Courier", Saturday, 28th Nov., 1908 by LINDSAY A.C. HORNE.

REMINDER TO MEMBERS

Any outstanding membership fees, due to be paid at the end of June, must be remitted to the Treasurer, by return, upon receipt of this Newsletter.

BACK NUMBERS

Below is a list of back numbers, readily available while stocks last, from Mr. W. Rae, our Sales Officer;-

MODEL RAILWAYS

- 1971 November
- 1972 January, April and May
- 1973 October

MODEL RAILWAY NEWS

- 1950 July
- 1955 June, August
- 1956 July, August, and November
- 1957 February, May, August, September, and November
- 1958 June
- 1959 January
- 1962 May and December
- 1963 February and October
- 1964 September and December
- 1965 January, February and November
- 1966 January, February, April, May, October and December
- 1967 February, March, April, May, August and September
- 1968 January, March, April, June, August, September, November and December
- 1969 February, April, June, August, October, November and December
- 1970 February

MODEL RAILWAY CONSTRUCTOR

- 1954 June, August and October
- 1955 August, October, November and December
- 1956 March, April
- 1962 August

MODERN RAILWAYS

- 1960 September
- 1971 December
- 1975 August
- Complete Year
- 1976 Complete Year

RAILWAY MAGAZINES

- 1975 Complete Year except July, August and September
- 1976 Complete Year

RAILWAY MODELLER

- 1971 Complete Year except September
- 1972 January, April, June and July
- 1973 October
- 1974 Complete Year
- 1974 September and August
- 1975 Complete Year
- 1975 August and September
- 1976 Complete Year

BACK NUMBERS Cont.

25p each Scottish Motive Power 1953 (5 Copies)

5p each Cock O' The North - Most issues available

10p each Various Postcards of Locos., Etc.

4p each Canadian Railway Postcards

10p each Card Cut - out Models of Caledonian Railway 30 ton bogie coal wagons.

FROM SINGLE WHEELERS TO COCK O' THE NORTH

You all know that steam engines are classified according to their wheel arrangements.

When you hear an engine being called a 4 - 4 - 2, this means that it has four leading wheels, four driving wheels, and two trailing wheels. The driving wheels are those worked by the pistons, and it is the application of power to the driving wheels that actually makes them move.

The first engines mostly had two driving wheels, a single one on each side, and for this reason they were called "single wheelers".

The single wheeler had the advantage of simplicity. To apply power to a single pair of wheels was a fairly easy task. This simplicity also gave the advantage of smooth running when going at speed.

For some time experiments were made with different sizes of driving wheels, and the Great Western Railway turned out engines with ten - foot wheels. These were not a success. The bigger the driving wheels could be made, the greater the speed that could be attained without increasing the rate of working of the piston unduly.

' Lord of the Isles '

In 1848 the Great Western Railway jumped ahead in engine development with the Courier class locomotive. This class included the famous ' Lord of the Isles '. The engine had eight - foot driving wheels and was classed as a 4 - 2 - 2. It ran for 33 years without any big repair.

The ' Lord of the Isles ' performed great work in the first of the great railway races. The Great Western Railway at this time had rails seven feet apart, while the width or gauge of the other main railways was four feet eight and a half inches, the gauge of all the chief British railways today.

This difference in gauge was causing trouble, and trials were made to find which gauge was the better. In these trials the Great Western Railway's eight - foot single - wheelers showed themselves far superior to any engine on the narrow gauge railway. Pulling a train of 80 tons, they did the run from Paddington to Didcot at 60 miles an hour. The narrow gauge engines did their tests mostly on the stretch between York and Darlington, but their performances were much inferior.

The Races to Scotland

The next great railway races were the race from London to Edinburgh in 1888 and the race from London to Aberdeen in 1895. In both these races single wheel engines did remarkably well

Two routes were competing for the traffic between London and Scotland, the West Coast route now the London, Midland and Scottish Railway, and the East Coast route, now the London and North Eastern Railway. On the East Coast route a magnificent performance was put up by the famous " singles " designed by Patrick Stirling, locomotive engineer of the Great Northern Railway, over whose track the first part of the East Coast route lay. For the journey between King's Cross and

Grantham, a distance of 105½ miles, these engines took 117 minutes over a route by no means easy.

On the West Coast route, the Caledonian Railway single - wheeler No. 123 put up a grand show between Carlisle and Edinburgh. The difficult Beattock bank was on this route, a full ten miles at the stiff gradient of 1 in 80, but No. 123 pulled an 80-ton train over the 100 miles in 112 minutes.

In the big railway amalgamation in 1923, the Great Northern Railway joined up with the North Eastern, the Great Central, the North British, the Great Eastern and other railways to form the present day London and North Eastern.

The Caledonian Railway became part of the London, Midland and Scottish, the other main railways forming that line being the London and North Western and the Midland.

The only name of the old companies left after the amalgamation was the Great Western.

The Triumph of Coupled Engines

In spite of their fine performances the single wheelers were doomed. Back in the middle of the 19th century coupled engines were being more and more used for heavy trains.

A coupled engine is one where two or more wheels on each side are worked at once by the piston. Trains were becoming heavier and heavier, and more pulling power was required from the engines. The coupling of wheels gives this pulling power.

As greater tractive effort became necessary, the 4 - 6 - 2 was experimented with. This, known as "Pacific" type was much used abroad, but not to such a large extent in this country. British locomotive engineers found the lesser 4 - 6 - 0 type more suitable, and this is the wheel arrangement of the Great Western Railway's "King" class and "Castle" class; of the Southern Railway's "Nelson" and "King Arthur" classes; of the London, Midland and Scottish Railway's "Royal Scot" class and "Claughton" class.

The latest and most powerful locomotive of the L.M.S.R. is a Pacific, however. The 'Princess Elizabeth' has already amazed the railway world with her speed and power, and the new turbine - driven No. 6202 is also a 4 - 6 - 2.

The London and North Eastern Railway has found the Pacific type to their liking for certain work, and the Pacific type locomotives of this line include the famous team of engines named after famous racehorses. The new Silver Link class also belongs to the 4 - 6 - 2 class. The 4 - 6 - 0 type is also used largely by this line.

Now has come the 'Mikado' type, with four coupled wheels on each side of the engine. The London and North Eastern Railway has used the big pull given by this wheel arrangement on the difficult line between Edinburgh and Aberdeen. The engines of this type are the "Cock O' The North", the Earl Marischal" and the "Lord President".

(Extracted from "The Hotspur Railway Library No. 2, "Our Engines from the 'Rocket' to the 'Silver Link'")

JEREMY FARQUHARSON.

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