

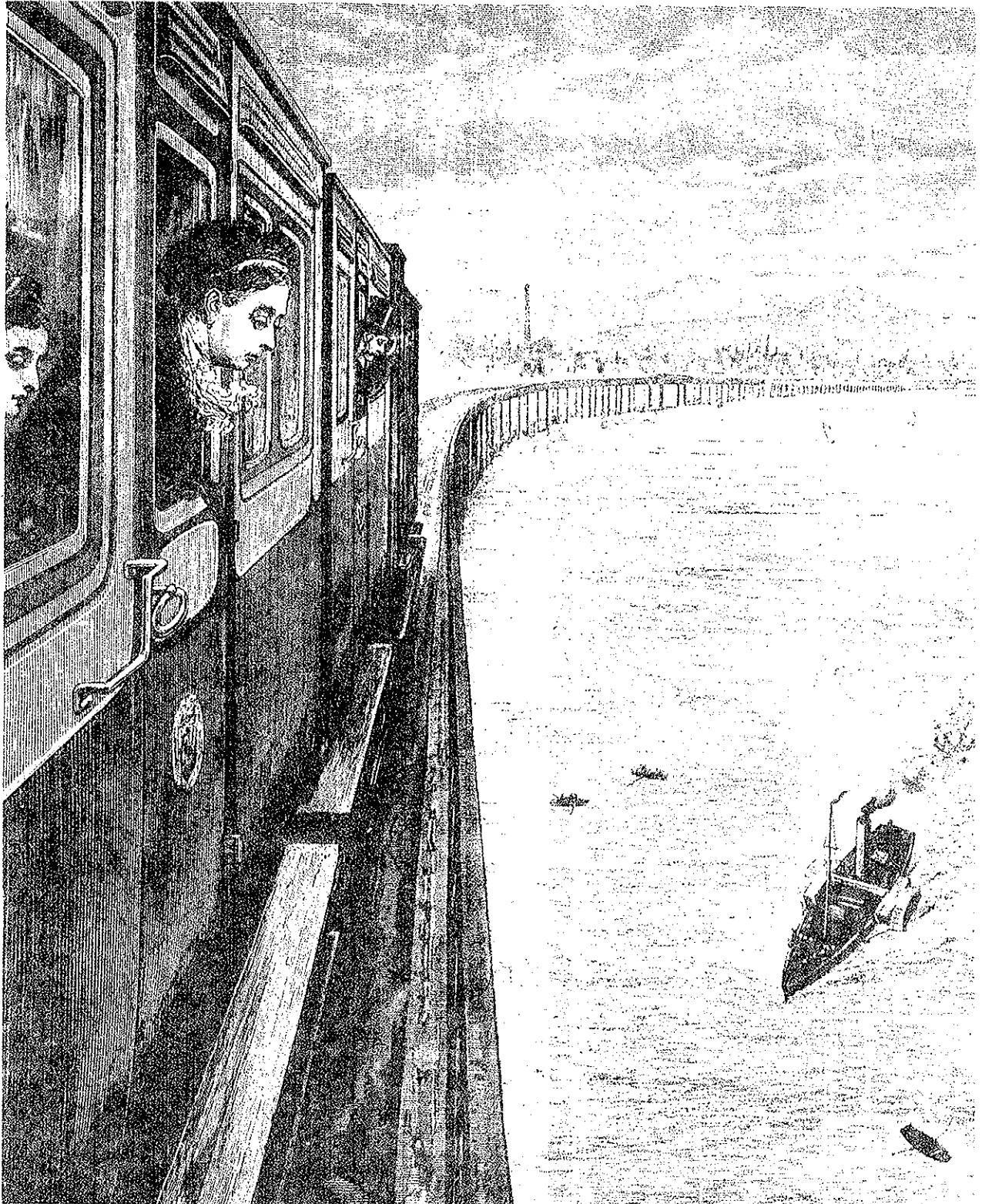
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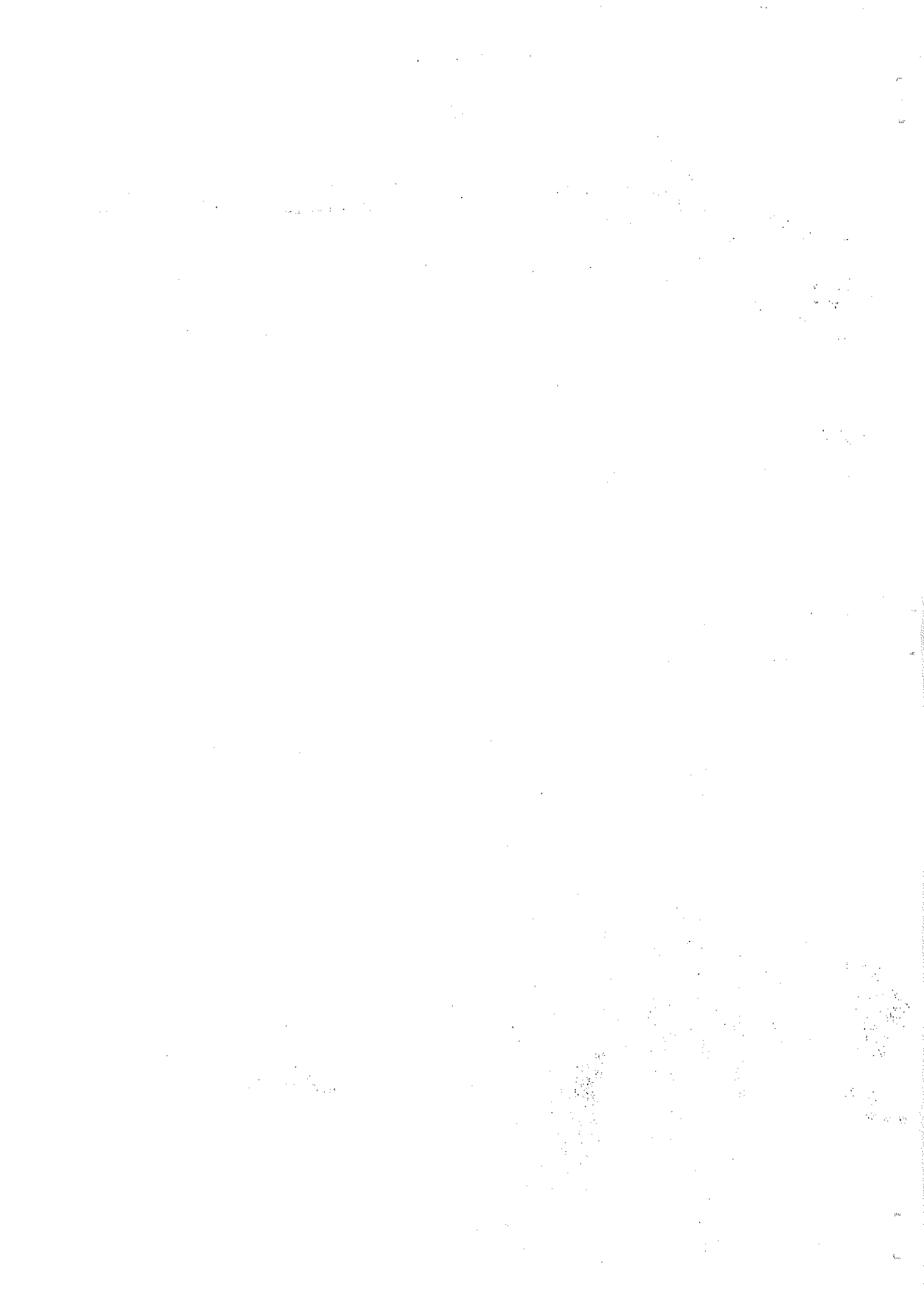
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Nº 76

COCK O' THE NORTH

NEWSLETTER OF THE
ANGUS RAILWAY GROUP





The newsletter of the Angus Railway Group.

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Editorial.

At long last "Cock O' the North" rides again ! Welcome to the first issue of 1979, just a fraction behind schedule. For all who have missed more regular issues, all that can be said is that the recent rate of newsletter contributions has merited no more than has appeared. You will have noticed (I hope) that a new editor presents this edition, although having experienced the difficulties of compiling a newsletter for a local group in the past, I feel as if I've been here before ! In this respect, I can appreciate the efforts made by the former editor Scott Bruce. I only hope that I can do as well as he did. Like everyone else, I have my own ideas of what constitutes the best newsletter material and some of these ideas are included in this issue. However, articles and especially original efforts will always be welcome from anyone who cares to contribute.

The newsletter cover depicting Queen Victoria's journey over the first Tay Bridge in the Summer of 1879, is presented by way of a reminder that on the 28th December this year, the 100th anniversary of the fall of the bridge takes place. As a group, we really should be thinking of some way to commemorate this historical event which after all, happened on our own doorsteps. A first day postal cover had been thought a good idea but this may perhaps be done by another organisation. The Library/Museum at Dundee is to stage exhibitions although the Ward Road Library has a permanent display on the upper floor. So, what about us ? What bright spark out there has a great idea yet to be unfolded ?

One day recently, whilst wandering down Roseangle in Dundee, I came across a warehouse with what appeared to be the name of a former occupant showing faintly above a doorway. Although well weather beaten, it was still possible to read the name 'Wordie & Co'. No doubt, other passers by have noticed the name but few would now remember who the Wordies were. Not so long ago, a carting agency as big as Wordies would have been as well known as the Railway Co's themselves. Over the years, much of the railway scene has been well recorded, yet there are aspects that seemed so commonplace at the time that no one took much notice. This is particularly true of railway carting where day to day working is as much ignored today, as it has been in the past. The following notes on Messrs Wordie & Co., may therefore be of interest.

The Wordie carting business which pre-dates rail travel, originated in the Falkirk/Stirling area, where by 1830, William Wordie had established a regular run between Stirling and Glasgow. In 1848 the Scottish Central Rly., completed their Glasgow Stirling route and various road carriers began to supply the railway company for the business they had previously monopolised. Wordie however decided to throw in his lot with the SCR and in addition obtained the carrying agency for the Edinburgh & Glasgow. Around 1865, the SCR was amalgamated with the Caledonian and the Edinburgh and Glasgow with the North British. Wordie chose the Caley, probably because he had secured a contract with the Scottish North Eastern and saw another amalgamation coming. The company grew from strength to strength and around the turn of the century could boast of agencies all over Scotland together with a few in Ireland and another as far south as Newcastle.

The typical Wordie horsecart at this period would have been single or double axled depending on the traffic to be moved. The wooden bodies were painted red with the name Caledonian Railway in full along the body side. The name Wordie & Co., and the cart number was included in smaller lettering below if the cart sides were high enough, otherwise these inscriptions were placed on the ends. All lettering was painted black with the larger lettering also shaded white. The company had about 70 horses at this time in Dundee with around 10 in Arbroath. As a further example, I believe they also operated ten carts around Blairgowrie. The Caledonian in Dundee handled about a third of their own cartage with Wordie handling the balance. The Caley's 'fleet' consisted of mainly one horse carts with only three pair horse teams. Considering the upward climb over so many Dundee streets, it would seem that pairs in most towns would be something of a novelty. There was considerable pride among carters as to who had the best groomed horse and such pride was encouraged by all carting agents and by the Railway companies. There were still prizes on offer to railway carters as late as the 1890s when the last of the horses finally gave way to motor transport. In C.R. days, Wordie's premises in Dundee were at Dundee West, Dundee East and in Dock Street. A stable building still exists at Dundee West behind the Tay Bridge booking office and was used latterly to house a BTP car and straw for the potato traffic. Wordie's office accommodation at Dundee West was to the left of the present goods entrance gates and was removed in the early sixties. The building was almost identical to that which stands to the right of the same gates and which is no longer in railway use. Incidentally, this particular building also shows signs of another era in that it is still possible to read the inscription 'Caledonian Railway Carting Office' immediately below the gutter.

Wordie & Co., existed before the Caledonian were formed, and were still there long after they ceased to exist. Today however, they are merely another name that is all but forgotten.

Much has been written about standard gauge railways in Scotland but I have always had an interest in narrow gauge railways. Typically perverse as the Scots can be, the only two authorised passenger carrying narrow gauge railways in Scotland were remote in their own context. They were the Glasgow underground and the Campbeltown & Machrihanish light railway. There were of course, numerous narrow gauge lines associated with mineral workings etc., Almost every brickworks has or had its own N.G. line with hand propelled hitches.

Some of the narrow gauge lines in Scotland were as follows :-
The Fordell Railway ; linked Fordell Colliery near Dunfermline with St Davids harbour near Inverkeithing. With a gauge of 4ft 4in, this railway was known to be a horsedrawn tramway in 1775. It was rebuilt between 1833 and 1838 and in 1868, steam traction was introduced. The line between St Davids and Fordell village was closed from August 10, 1946., but 1½ miles linking the pits and the standard gauge lines at Crossgates survived for a few more years.

Murcar Golf Club Railway, Aberdeen ; 3ft gauge line originally owned by the Seaton Brick & Tile Co., and running four miles from Bridge of Don to Blackdog where the brickworks were located and opened in about 1918-19. When the brickworks failed, the golf club bought the line between the clubhouse and Bridge of Don, a distance of two miles. Motive power was a 25 hp Ford railcar seating 40. The line was closed in 1951.

Kinlochleven Railway ; 3ft gauge. Owned by the British Aluminium Co. This line of under a mile in length was used to convey raw materials and finished aluminium products between the old aluminium works in Kinlochleven and a pier on Loch Leven. Electric traction was used with three locomotives.

Dalmunzie Railway ; 2ft 6in, gauge. Originally used to convey stone for additions to Dalmunzie house. This 2½ mile line was later used to convey shooting parties to the moors which latter use was perpetuated when the house became Dalmunzie Hotel. The actual date that the railway went out of use is not known by the writer.

Dundee Gas Works ; 24" gauge railway serving the retorts etc. One of the 0-4-0 'pugs' was bought by Mr Frazer of Arbroath who recently presented it to the 'Ratty' railway (Ravenglass & Eskdale)

NEWPORT RAILWAY 1879-87

J. PAGE

I had often wondered what had happened to this particular line after the fall of the first Tay Bridge which in effect rendered the line little more than useless. Having recently purchased a number of old timetables including examples over this period, I found the following. The line had been open for six months before the fall of the bridge and must have been one of the few lines built in Scotland primarily for passenger traffic. No mention is made of a station at Wormit in the months before December '79 and it would seem that there was no station at this point before the opening of the second Tay Bridge in 1887. The timetables from 1880 onwards show that certain trains from the south were running through to East Newport but no mention is made of any traffic over the East Newport-Wormit section and it would seem that this stretch was temporarily abandoned. Passenger traffic for Dundee would have been non-existent as it would have been faster and cheaper to use the Newport-Dundee ferry. Finally, it is worth noting that as no loop was available at East Newport until 1888, the NB would have had to reverse trains from Newport back down the branch or use two engines which could hardly have been worthwhile. It is also worth noting that the NB kept open St Fort station on the main line with a service of mixed trains from Leuchars.

Many publications these days refer to previous issues in the form of nostalgic look backs. The Railway Magazine is a good example with the 'Railway Mag., fifty years ago' spot. Our newsletter first appeared somewhat later, in fact during May 1972, however if there was anything of note in the corresponding month so many years ago perhaps the following might become a regular feature ?

Sept., 1972 The groups first ever rail tour was about to take place The editorial read somewhat apprehensively on its pending success. A post-mortem for the Strathmore Special was already planned !

Sept., 1973 Ed Nicoll of the Arbroath Herald was the Editor then and John Kirkland, now in Canada was the Treasurer. How many of the present Group remember them ? They were both hard workers and well liked and did much to further the Groups interests. The marathon running, 'list of closed stations' was still in its infancy.

Sept., 1976 It was reported that the ARG Steam Album had reached an advanced stage and that copies were expected soon Was it really that long ago ?

BACK TRACK DUNDEE ADVERTISER SAT., OCT 29 1898 L.A.C.HORNE
RAILWAY SMASH NEAR MONTROSE
TWO MEN KILLED - NB LINE BLOCKED.

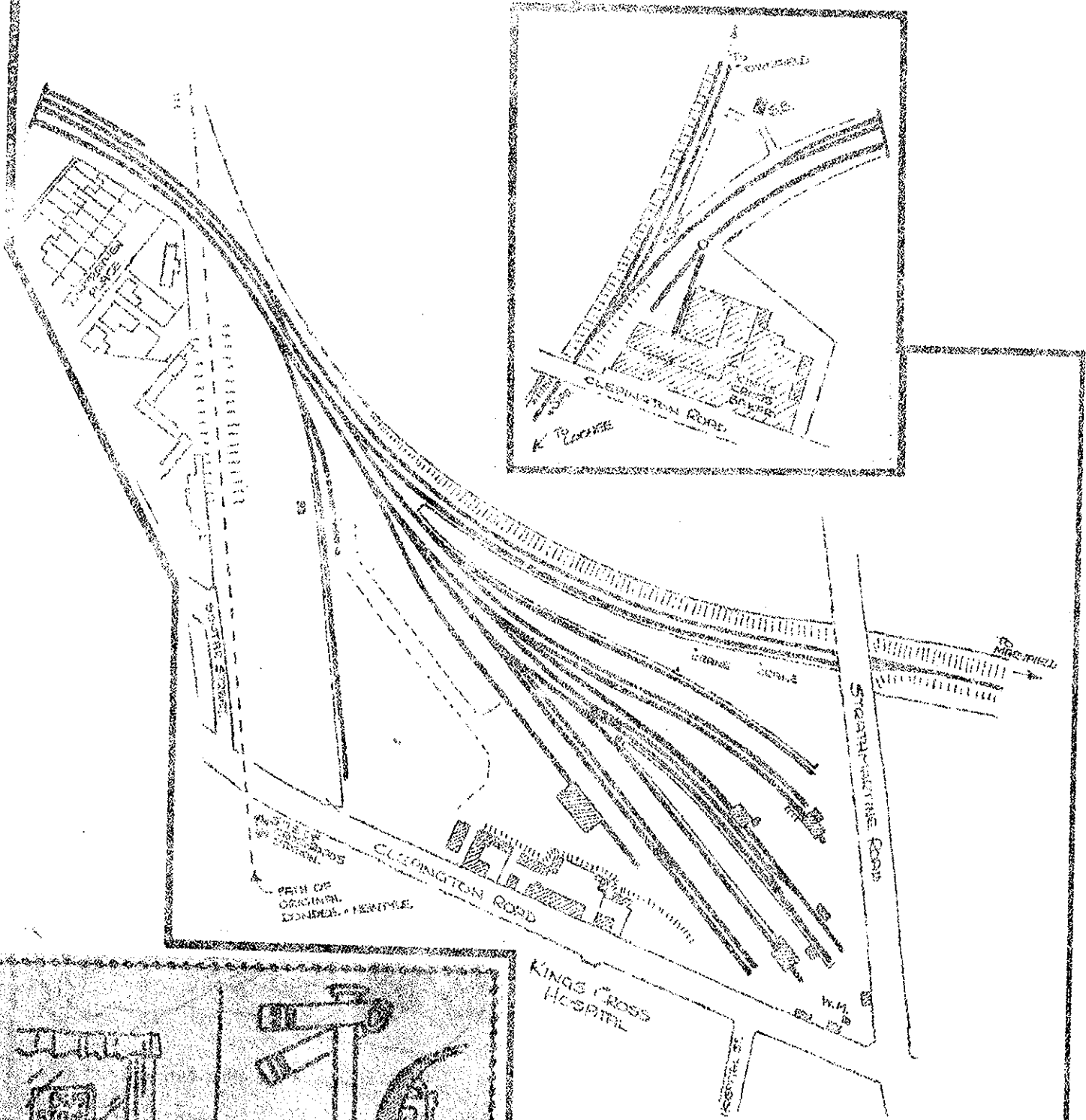
Last night, a telephone message was received at the NBR station, Montrose from Lunan Bay reporting the collision of a light engine with a goods train, and that one man had been killed and two injured. Mr Wood, stationmaster, at once despatched a messenger to Dr Conner, assistant to Dr Key who, on arriving at the station, was conveyed by special train to the scene of the accident. It was difficult to get particulars, but as far as could be gathered in Montrose last night the following were the circumstances.

The 5.55 pm goods train from Aberdeen to Dundee and the south had almost reached Lunan Bay station. The light engine which had assisted the 5.30 pm goods express from Aberdeen and had run through Lunan Bay station, when it had collided with the engine of the goods train between the home and the distant signals. The officials on duty at the station, proceeded to the spot where they observed the engine driver and the fireman of the light engine lying in the cab and partially covered by the coal which had been dislodged from the tender through the force of the collision. Dr Conner on arrival at once examined the men and found that one was quite dead, while the other was evidently very seriously injured and unconscious. The latter was placed on an ambulance stretcher which had been taken out from Montrose and carried to a waggon which had been attached to the special engine. Dr Conner accompanied the injured man back to Montrose. The engine was drawn up close to the back of the infirmary and a staff of men conveyed the man to that institution where Dr Stone was in waiting and where preparations had been made by the matron, Mrs Mackay. It was at once seen that the poor fellow was in a hopeless condition. He never spoke and died within 10 minutes of being admitted. He proved to be the driver of the light engine. His name was John Mitchell and was apparantly between 40 and 50 years of age. The man who died at Lunan Bay was the fireman James Stevenson, aged between 25 and 30. Both men resided in Aberdeen. It is supposed that when the collision took place the gauge glasses of the light engine broke and the steam escaping, both men were shockingly scalded, death in both cases being due to this. The driver of the goods train named Boyd is slightly injured and last night remained at Lunan Bay. The bogey of the light engine was derailed and the frame of the engine was considerably damaged.

(Continued on page 6)

FAIRBURN (GOODS) & FAIRMUIR JUNCTION

(See separate article on page 10)



They've got to check putting a buy stop outside our buses.

L.N.E.R. Level Star First Class Ladybank	L.N.E.R. First Class Ladybank COLLEGE	10

10	ALLOA to GLASGOW. Part tentary.	10
	Edin. & Glasgow Partly, (see ticket article on page 6)	

THE CLASSIFIED CORNER.

This section is open to member who wish to buy, sell or exchange items be they of railway interest or otherwise. There is no charge and it is worth keeping in mind that not only ARG members read this newsletter.

- For sale : B.R. handlamps, fully restored £10. A few LMS types also available. Lindsay Horne.
 Photographs, postcard size at 10p each. Some of which can be seen in Steam Album Vol 1.
 The following larger sizes are available at 20p each
 1. First train at Comrie 11.7.1893
 2. Staff and engine at Bankfoot 1916
 3. Staff at Methven
 These are 'official' ARG sales and are available at group meetings from Jeremy Farquharson.
 The following magazines are also available on request from Jeremy :-
 Railway Modeller, complete years 1974, 1975, 1976 at £1.20 per volume. 1971 Sept, missing £1.10.
 Railway World, complete years 1975, 1976 £1.80 ea.
 Model Railway News, various copies from 1955 available @ 10p each.
- Wanted Letters, tickets, timetables, paperwork or anything else on the Dundee & Arbroath, Dundee & Forfar and Carnyllie Railways. Jim Page.
 Photographs depicting railways in Fife. Scott Bruce
 Photographs, postcards, programmes etc on the subject of old Dundee Jim Page.
- Exchanges Quantity of Scottish/English/Irish pre and post group, whole and half tickets offered for similar from Angus/Fife/Perthshire. Jim Page

BACKTRACK (Continued)

The goods engine was comparatively uninjured. A number of waggons forming the goods train were derailed and a considerable portion of the permanent way was torn up, completely blocking the line. The last passenger train to the north was sent via Colliston on to the Caledonian line and passengers to Montrose were driven in from Dubton.

Dundee Advertiser Monday Oct., 31, 1898.

It is stated that the light engine, the driver and fireman of which were killed, the latter being dead when found and the former dying in Montrose Infirmary, had the signals against it. It flashed past the signal box without negotiating the tablet and between 300 and 400 yards further on crashed into the engine of the goods train which was almost stationary. The fireman of the latter engine saw the other locomotive coming rushing up the incline and jumped off; but Boyd, the engine driver remained at his post and was slightly hurt. With the weight of the train behind it, the goods engine withstood the shock remarkably well, but the other locomotive has an awful appearance. Its bogie was wrecked, and the first pair of wheels being off, it droops towards the rails. The coal which fell from the tender on to the unfortunate men broke the look out glasses in the cab and also the steam gauge glasses. The frame of the engine seems strained and looks dirty and twisted. Very little of the permanent way was destroyed.

Note; These reports are taken directly from the particular newspapers quoted and include the two spellings of the word, bogie (bogey) and the earlier spelling of wagon with a double 'g'

After we had all been picked up; Lindsay H., Ian J., Alan (Mad Mitch) and myself, we set off on the road north from Perth to Aviemore. At Dunkeld, there was a mineral wagon sitting in a siding with slave wheels in the form of two bogies on it. Lindsay commented that it must have been the first 0-4-0 0-4-0 coal wagon ever. (the wagon had been involved in one of the recent derailments on the Highland main line. The first stop was at Newtonmore for a pie or two. This quietened down the proceedings a bit.

We eventually arrived at the Strathspey shed at Aviemore and parked the car and then proceeded to go to the station to catch the train through to Boat of Garten. Well we had missed the train its not only BR that runs late! We took a quick walk around the shed at Aviemore in which there was WPR No 17, LMS 5025, LMS Inspection saloon. Ian noticed a four wheeled passenger carriage and said it was a short wheel base only for Lindsay to point out that it was in fact the body of a six wheeled passenger carriage on a wagon chassis. No 9 had two old car doors on either side of its smoke box to which Lindsay commented that it was unusual to see a saddle tank with smoke deflectors! Believe it or not, and take it from me, it nearly wasn't, we actually got to Boat of Garten in one piece.

The Meeting.

1. Apologies for absence were received from several members.
2. The rather lengthy minutes of the previous AGM were read out and accepted as correct.
3. It was decided that in future AGM's that ammendments to the constitution would not be read out, but handed around before the meeting commenced.
4. The chairmans report was reasonably short. He stressed the dedications of the directors but pointed out that more help was needed from volunteers. Out of a membership of 510 approx, only about 6/7% turn up regularly.
5. The accounts were accepted as they stood.
6. The company hoped for 30,000 + passenger journeys in this year In the 0 possible operating days last year about 16,000 journeys were made.
7. The committee's recommendation that the committee be elected as it stood, was accepted.
8. It was decided to appoint the same auditor again.
9. It was decided that subscriptions should remain the same.
- 10 No motions were submitted.

11 Any other business Q. Would the railway have an official opening? A. Not until the station at Aviemore has been completed
Q. How many free tickets are allowed under the group membership scheme? A. No one knew, but they would try to find ou.

The Future: The Grantown station and ground has been taken over by the Highland Regional Council and the council have stated their willingness to co-operate if the railway decides to complete the line to this station. British Rail have not sold off any of the track bed between Coylum Bridge and Grantown and are willing to discuss the possibilities of selling it to the Strathspey Rly, for a reasonable sum.

LOCAL NEWS.

British Rail have recently announced that they are proposing to reduce Broughty Ferry, Monifieth and Carnoustie stations to unstaffed halts. It is also proposed that parcel facilities be withdrawn from each point.

Inappropriate perhaps, that the first choice should be a station that never carried a passenger throughout its existence. Never the less, Fairmuir is an interesting if little known part of the and the passenger service apart, would make an ideal for any budding railway modeller. The name Fairmuir is a point of interest in itself as the name is taken from the park opposite where a fair was a regular event. The last fair however was held many years ago after a long history of murder and violence. Gangs of men deliberately looking for trouble, were a common sight and eventually, the city authorities had no option but to abandon the fairs altogether. The area today is one of open spaces and many fine houses and hardly looks a place with such a history. So much for the good old days!

The yard closed in Dec 1967 but a number of buildings have survived and are still in use today, notable the coal offices and sheds. The most interesting building however, must be the one the road in the hospital grounds where the Dundee & Newtyle station 'Crossroads' can still be seen (see plan) This structure must be one of the oldest remaining railway buildings in Scotland possibly dating from the 1820's. Also of interest is the line of Soutar Street, built to run parallel with a railway which ceased to exist more than a century ago.

Although the Fairmuir branch never carried a passenger service, things may have been different had the Dundee Suburban Railway bill been passed. This line would have encircled the city with a new route from the Dundee & Newtyle in the Lochee/Fairmuir area to about Stannergate on the Dundee & Arbroath. Plans included a passenger station for Fairmuir. Also around this time, the Highland Rly showed an interest in building a line to Dundee from Stanley Jn., with the intention of using Dundee East as the terminal, always assuming that the Suburban Rly, got of the ground. As the NB also had an interest in a Suburban Rly.,

Fairmuir may have saw passenger trains of three Scottish companies.

Fairmuir yard was opened in 1885 although, it was some years later before the line was completed as far as Maryfield. The junction at Fairmuir also dates from 1885 although the original plans included a triangular junction giving through running from the Downfield direction. This spur however was never built. Finally, in BR days a new and unofficial title of Rhubarb Junction appeared. One of the signalmen there apparantely had a great love for rhubarb and grew it all around the box. Alas, only weeds grow there now.

RAILWAY QUIZ

IAN G. MORRIS

Ian is not a group member but kindly sent up the following quiz for inclusion in the newsletter. He is also an Englishman so please make allowances!

1. What happened to Princess Anne in 1952 ? (Fail to see what this has to do with railways Ed)
2. How many A4's have been preserved and can you name them ?
3. Glasgow (Buch. St)-Inverness expresses used to have restaurant cars. What was unique about the vehicles ?
4. What survived the Tay Bridge disaster ?
5. Name two stations in Scotland which did not serve towns or communities of any size ?
6. Name a junction where two D11 locos were stored for a period of time in the late fifties ?
7. An important Scottish town could have been within 5 hours of London but is now 40 miles from a railway. Name it ?

(Answers next issue)

Re-opening of the Signal Box and Locomotive Shed at Brechin.

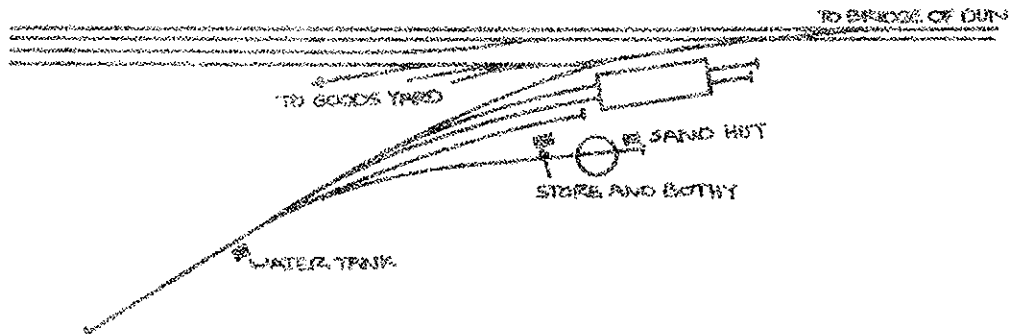
T. Sims.

It will come as no surprise that after a long career of disuse, the signal box and loco-shed at Brechin has finally been demolished. This event took place during the weekend before Christmas, 1978, at the same efficient speed as the removal of the Bridge of Dun signal box in October, 1967, after the closure of the 'Strathmore Line'.

Brechin loco-shed (a sub-shed of Forfar-230) closed after passenger services were withdrawn on the branch on 2nd August, 1957. The Depot, however, was left intact, the turntable still remaining in use for several years until it fell into disuse and was eventually dismantled around 1962. The loco-shed itself no longer had any locos allocated and crews either transferred to Forfar or retired. It is worth noting that the track also survived for some time and consisted of Galadonian sulphhead rail and chairs. I can still recall the main access siding still in use in 1968 for holding the brake van until the daily goods went up the line. The shed points and trackwork had been removed by this time and only this siding remained. The shed also fulfilled another unofficial function as a playground for local kids - including myself!

Facilities at the shed were basic. A loco road shed with ash pits, a small turntable, and a siding for loco coal wagons. At one time a mechanical device was used to load the locomotive bunkers, but due to its unreliability coal was shovelled direct from the wagons. Other facilities included a store and bath, sand hut, and a water tank and column on a brick base.

From the notes of the late George Murray, engine driver, there were eight shifts rotated weekly, prior to 1957, with four T-A-42's, usually 35714, 10900, 11111, and 10172. Drivers at this time were G. Murray, A. Graham, A. Allan, K. Smith, J. Watson, A. Hyle, C. Gage, and E. Brechner.



The shed was reserved in fact, working use until 1958 to handle the long freight service from Forfar and a train, the first of which worked from Brechin to Perth (once on Saturday), and the return from Forfar, the afternoon service working the Brechin branch. In addition loco trains worked from Forfar to Brechin, one via bridge of Dun and Carleton, the other via Carleton and Bridge of Dun. After the abandonment of the branch to Carleton a train the signal box was normally operated by the locomotive guards on arrival of the twice-daily goods. The box finally fell out of use in the early 1960's, the box operated mainly under conversion to hand operation.

The following table shows the results of the experiment. The first column shows the number of trials, the second column shows the number of correct responses, and the third column shows the percentage of correct responses. The data shows that the percentage of correct responses increases as the number of trials increases, indicating that the subjects are learning the task.

Number of Trials	Number of Correct Responses	Percentage of Correct Responses
10	5	50%
20	12	60%
30	18	60%
40	25	62.5%
50	30	60%
60	35	58.3%
70	40	57.1%
80	45	56.25%
90	50	55.56%
100	55	55%