

C. 117

LMS

Christmas
and
New Year
EXCURSIONS

from

ABERDEEN, AIRDRIE, ALLOA
ARBROATH, BRECHIN, COATBRIDGE
DUNDEE, FALKIRK, FORTAR
GRANDEMOUTH, LARBERT
MONTROSE, OBAN, PERTH
STIRLING, STONEHAVEN, ETC., ETC.

1926 - 1927

Further information may be obtained on application to any LMS
Station or Office, or to the Divisional Passenger Commercial
Superintendent, Central Station, Glasgow

DONALD A. MATHESON,
Deputy General Manager (for Scotland)

1926.

H. G. BURGESS, General Manager.

Committee:

Chairman	Mr J. Cumming.
Secretary	Mr L.A.C. Horne.
Treasurer	Mr J. Anderson.
Sales Officer	Mr J. Farquharson.
Newsletter Editor	Mr J. Page.
Minute Secretary	Mr W.S. Bruce.

Membership change;

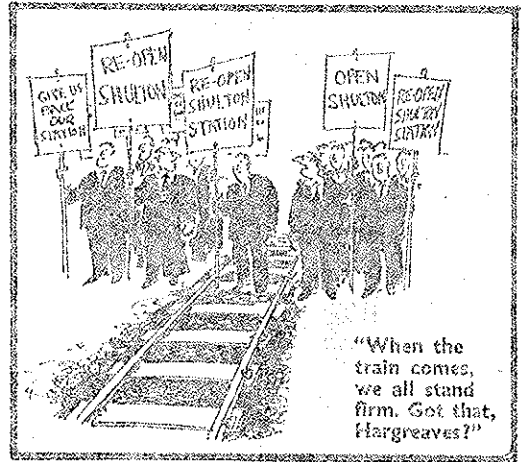
The group welcomes a new member, Mr John Beech from Perth. John's address is 3, Clifton Bank, Craigie, PERTH.

Cover;

The excursion programme depicted comes from the vaults of the Lindsay Horne collection and includes such snippets as a fares table, detailing charges from various Scottish towns etc, e.g.

Arbroath/Warrington	44/9
Dundee/Carnforth...	35/-
Perth/Bradford.....	41/6

These excursions ran throughout the holiday programme including 25th December and 1st January



Enquiry;

Mr J. Wilson, 98 Kirkland Gardens, Ballingry, Fife, would like to hear from anyone who may have photographs of LESLIE station particularly during its days as a passenger station. He is particularly interested in a photograph of the last passenger train.

EDITORIAL.

I had hoped for a bumper Christmas edition, but as you will see from the content, we fall a good bit short of that. I don't want to go on about lack of support etc., but there is no doubt that the newsletter is struggling and needs a bit of a lift. Perhaps the saddest thing about Cock O' the North, is that it seldom contains any news, the very thing that newsletters are supposedly all about. I live in Dundee and know most of what goes on here, but not in other areas. Approx., 50% of members live in and around Arbroath and Perth and surely something happens there. That's not to say that other parts of the country are exempt. We also have a few members who work with British Rail, the worlds greatest grapevine but again, never a cheep. I worked with BR for a number of years and it was a poor day when nothing was going on. Before leaving the subject, here's a couple of thoughts to compare with. How would you feel about an annual budgeted figure for expenditure on the newsletter? At the moment, we are spending next to nothing. We don't pay for stencils, ink, postage, use of copying machines (or the repairs to them) As a result, the scope of the newsletter is limited. We can't for instance include illustrations unless they are line drawings, and there's not a lot of those about. With some money available we could include illustrations now and again and perhaps the odd prize competition. Part expenditure could be offset by including a small charge for the newsletter, say 10p or so. It would be interesting to hear a few opinions.

A new article begins on page 4 based on the files of the Dundee Courier. There is some good stuff in the old papers and perhaps someone may consider doing something similar in their area.

Finally ~~some~~ ~~more~~ ~~high~~ ~~average~~ of accident reports and similar accident/disaster material, particularly the better known ones, such as the Tay Bridge etc. Hopefully when well known accidents are featured some new information will be included to make the articles worth while.

Dundee & Newtyle Railway, 150th anniversary celebrations.

As previously announced at group meetings, a committee has been set up to organise the above and one of the ventures to be undertaken is the issue of a Jackdaw folder containing plans, gradient profiles, copies of old prints and the like. One such item will be an illustration of ephemera (mainly tickets) associated with the lines long history, which I am to organise. If anyone can loan any interesting pieces of paperwork for a short time please let me know by the first week in January. Any items loaned will not leave my sight.

It was thought that there could be problems with the Post Office re., franking the commemorative cover as the anniversary lands in the middle of next years Christmas rush. However, we are assured that there will be no problems continued on page 5

TIMETABLE TALES

J. PAGE

North British Railway, General Supplement, June 1882.

Iron Viaduct across the South Esk at Montrose.

A man, called a 'speed regulator', will attend at the Iron Viaduct over the South Esk at Montrose by day and by night who must walk over the entire length of it on foot, 30 yards or so in front of every train and engine passing over it in either direction. No train shall enter upon the bridge without the speed regulators permission. A speed limit of 3 mph will be in force. The time to be occupied by each train or engine in either direction must not be less than 5 min, 26 seconds. The special regulator must record to the second, the exact time when each train or engine enters upon, and passes from the viaduct reporting every instance in which the restricted speed is exceeded.

No double heading is allowed.

(Rule dated; 25/2/1881)

BACK TRACK

L. MORND

The Railway Observer, February 1965.

Recent engineering operations in the Arbroath/Montrose area have erased several features of interest. Among these are the removal of the Arbroath Harbour branch (latterly completely derelict), the demolition of Arbroath engine shed together with removal of the accompanying connection to the down main line out of use since 27th November 1960 when St Vigens Junction signal box, later demolished, was closed. It may be recalled that, following the closure to passenger traffic of the Arbroath and Guthrie branch on 3rd December 1955 and the abandonment of freight services south of Lotham Mill siding, the junction at St Vigens being then in need of relaying was 'temporarily' spiked out of use on 31st March 1956. It was however removed completely on 7th September 1957 when a drastic realignment of the main NBR line took place. Lotham Mill signal box and U.P.S, were closed on 1st January 1959 and the line was abandoned south of Colliston although the section was often used to store condemned wagons and coaches as far as St Vigens crossing. During 1964 the branch was lifted south of Colliston.

On the main line, the platforms at Lotham Grange have been bulldozed away, in a spate of relaying. The signal box here was closed on 27th November 1960 and dismantled. The down platform at Cauldeots has suffered a similar fate, but the up side remains with the NB pattern canopy which has stood since the four intermediate stations between Arbroath and Montrose were closed on 20th September 1930. At the remaining stations the up sidings at Inverkeillor and the complete layout at Lunan Bay vanished on 25th October 1964.

D. MAHONEY.
L. HORNE.
J. PAGE.

COLOURFUL CUTTINGS FROM THE COLUMNS OF THE 'COURIER'

- 01.01.1901. The 7.20 train from Dundee to Newport on approaching the platform at Esplanade station, a woman Mrs Ann McDougall of West Newport made an attempt to take her life. She was struck by the buffers of the engine. The engine and at least one carriage ran over the top of her but fortunately she was only slightly bruised. Before jumping, she had been talking to another woman who had waiting with her and had said that she had intended taking a longer journey than that of her train!
- 05.01.1901. Above woman sentenced to six weeks imprisonment. Apparantly she drank a lot but had not been drinking at the time of her attempted suicide.
- same day, ex provost Colquhoun, Carnoustie knocked down whilst walking along the Dundee & Arbroath line near Carnoustie. Sustained broken arm and dislocated shoulder.
- 10.11.1873. Passenger train ex Dundee West for Blairgowrie. Somebody switched points into Bonnington siding which had several wagons loads of manure sitting. Passenger train ploughed into this. No casualties although everybody smelled a bit for a few days.
- 26.11.1873. 20 year old youth hit by express at Inchcoonans while trying to rescue his horse and cart. Killed so was the horse.
- 28.11.1873. Blocked line at Drumlithie with bales of jute. Trains travelling in both directions derailed.
- 08.09.1917. While a Dunfermline engine driver was travelling between Barry and Buddon yesterday, an unusually large size moth alighted on the tender. He captured it and brought it back to Dunfermline where it was examined and found to be of the convulvulous Hawk Moth species which is rather rare among collectors so it is said.
- 25.08.1917. Drivers, Firemen and other railwaymen working for the G.W.R. were obliged to take shelter while 60 youths played British V Germans at a cutting on the main line. 30 stood on one side and 30 on the other. They collected heaps of stones, 3 feet high and began a bombardment from either side. Some of the boys had large lumps on their heads. Fines varying from 3/- to 15/- were imposed upon them.

Dundee & Newtyle Rly., commemorative cover.

Last call for designs if anyone is working on one.

- We need;
- 1. Design for envelope.
 - 2. Design for special frank (in two sizes as per Post Office requirements)
 - 3. Potted history or similar for stiffner.

Unstaffing of Stations

Cardenden and Lochgelly stations were made unstaffed halts at the begining of last month (November) Tickets are now issued by the train guard for single and return journeys. Weekly tickets are obtained by postal application or passengers may deposit £4 to the guard who will issue a voucher, which can then be used in part payment towards the purchase of a season ticket at the destination station. (unless of course, you want a season ticket between Cardenden and Lochgelly!)

Dundee & Newtyle (from page 2)

The group have lodged a written protest at the proposed removal of the former station offices at Newtyle (Old) and suggested its future use as a small folk museum. As reported at the group meeting on Sunday 30th November.

By the time you read this either Dundee United or Dundee will have won the League Cup at Dens Park. If however, the Dundee Suburban Railway Co had got their way last century, Dens Park would have been part of a railway line! (probably a disused one)

WANTED

Does anyone have any poster frames for sale such as those produced by the LNER. I'll pay £10 each for them or similar if the glass is intact. Not too bothered about the condition of the wood.

J. PAGE

Extract from THE RAILWAY & TRAVEL MONTHLY Nonember 1914 L.HORNE

On October 2nd 1914 a fire broke out on the Highland Rly., 6.15am express train from Perth to Inverness. At Ballinluig the guard in the rear van was startled to observe that fire had broken out in the centre postal van. He at once raised the alarm and stopped the train. When the train came to rest to the north of Pitlochry station, it reversed to that station to get water to subdue the flames. The burning van had to be detached and allowed to burn out. The postal officials had an alarming experience and the mails in the ruined van were destroyed. A Perth guard who was playing water from a small hose on the flames got badly scorched and after being medically examined was removed to a local nursing home. It is suspected that the fire may have been caused by the gas jet in the roof of the van. After nearly two hours delay the train again proceeded on its journey.

THE DEATH BRIDGE OF THE TAY (Extract from 'Elocution
up to date' by R.C.Buchanan)

Will Carleton

The night and the storm fell together on the old town of Dundee; and, trembling, the mighty firth river held out its cold hand towards the sea. Like the dull booming bolts of a cannon, the wind swept the streets and the shores; it wrenched at the roofs and the chimneys, it crashed 'gainst the windows and doors. Like a mob that is drunken and frenzied, it surged through the streets up and down, and screamed the sharp, shrill cry of 'murder' o'er river and hilltop, and town; it leaned its great breast 'gainst the belfries; it perched upon steeple and dome, then sprang upon the shivering firth river, and tortured its waves into foam. Look! the moon has come out, clad in splendour, the turbulent scene to behold; she smiles at the night's devastation, he dresses the storm king in gold. Away to the north, ragged mountains climb high through the shuddering air, they bend their dark brows o'er the valley, to read what new ruin is there.

Along the shoreline creeps the city, in crouching and sinuous shape, with firesides soon to be darkened, and doors to be shaded with crape! To the south, like a spider web waving, there curves for a two mile away, this world's latest man devised wonder - the far famous bridge of the Tay. It stretches and gleams into distance; it creeps the broad stream o'er and o'er, till it rest its strong delicate fingers in the palm of the opposite shore. But look, through the mists of the southward there flash to the eye, clear and plain - like a meteor that's bound to destruction - the lights of a swift coming train. 'Mid the lights that are gleaming so gaily yon city of Dundee within, is one that is waiting a wanderer, who long o'er the ocean has been. His age burdened parents are watching from the window that looks on the firth, for the train that will come with their darling - their truest loved treasure on earth.

'He'll be coming the night' says the father 'for sure, the handwritin's his ain; the letter says, 'Hae the lamp lighted - I'll come on the seven o'clock train. For years in the mines I've been toiling, in this wonderfu' west o'er the sea; my work has brought back kingly wages - there's plenty for you and me. So sit ye and wait for my coming (ye will na' watch for me in vain), an' see me glide over the river, along o' the roar of the train! So they sit at the southernmost window, the parents with hand clasped in hand, and gaze o'er the tempest-vexed waters, across to the storm shaken land. They see the bold acrobat-monster creep out on the treacherous line; its cinder breath glitters like stardust - its lamp eyes, they glimmer and shine. It braces itself against the tempest; it fights for each inch with the foe; with torrents of air all around it - with torrents of water below. But look! look! the monster is stumbling while trembles the fragile bridge wall; they struggle like athletes entwining - then both like a thunderbolt fall!

Continued on page 7

The Death Bridge of the Tay (continued)

Down, down, through the dark the train plunges, with speed unaccustomed and dire; it glows with its last dying beauty - it gleams like a hailstorm of fire! No wonder the mother faints dead like, and clings like a clod to the floor; no wonder the man flies in frenzy, and dashes his way through the door! He fights his way through the tempest; he is beaten and baffled, and tossed; he cries, 'the trains gane off the Tay brig! Lend help here to look for the lost! Oh, little to him do they listen, the crowds to the river that flee; the news like the shock of an earthquake, has thrilled the town of Dundee. Out, out, creep two brave sturdy fellows, o'er danger strewn buttress and piers; they can climb 'gainst that blast, for they carry the blood of old Scotch mountaineers; but they leave it along as they clamber, they mark all their hand-path with red, till they come to where the torrent leaps bridgless - a grave dancing over its dead. A moment, they gaze down in horror; then creep from the death-laden tide, with the news 'There's nae help for our loved ones save God's mercy for them who have died'

The morning broke bright with the sunshine, and the firth threw its gold glances back, while yet on the heart of the peoples deaths cloud rested heavy and black; and the couple who waited last evening, their man statured son to acost, now laid their heads down on the table, and mourned for the boy that was lost.

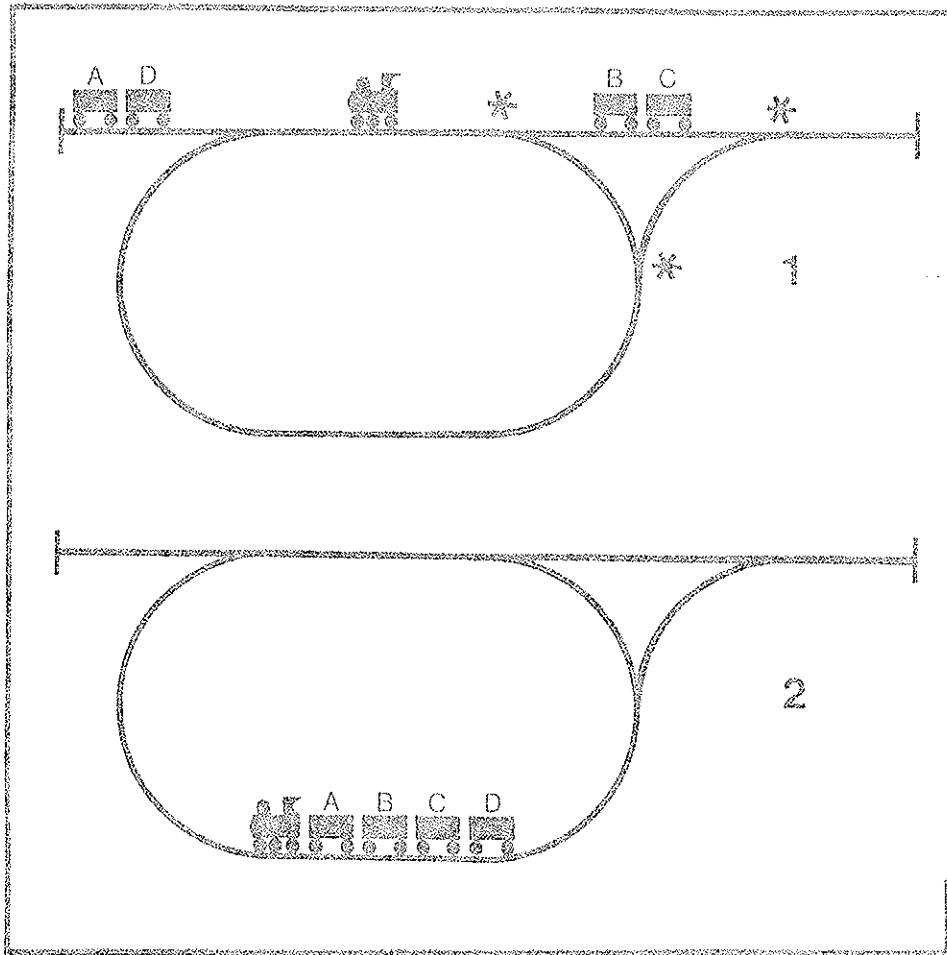
'Twas sae sad' moaned the crushed, aged mother, each word dripping over with a tear. 'Sae far, he should come for to find us, and then he should perish sae near! O Robin, my bairn! ye did wander far from us mony a day, and when you hae come back sae near us, why could na' ye come a' the way? 'I hae come a' the way' said a strong voice, and a bearded and sunburnt face smiled on them the first joyous pressure of one long and filial embrace.

'I cam' on last night as far as Newport; but Maggie, my bride thats tae be, she ran through the storm to the station, to get the first greetin' o' me. I leaped from the carriage to kiss her; she held me sae fast and sae tight, the train it ran off and did leave; I could na' get over the night. I tried to walk the bridge over - my head it was a in a twirl - I could na' - ye know the sad reason - I had to go back to my girl! I hope you'll tak' kindly to Maggie - she's promised to soon be my wife, she's a darling wee bit of a lassie - and her fondness, it saved me my life!

I'm sure you'll agree that the above is not written in a style we are used to and I'd like to know what members think of it. I dont know who 'Will Carleton' is nor when the piece was written. I have the opinions of two members and I'd like to hear from more, either in writing or at a group meeting. If there is a good enough response, I'll let you know the results in the next newsletter.

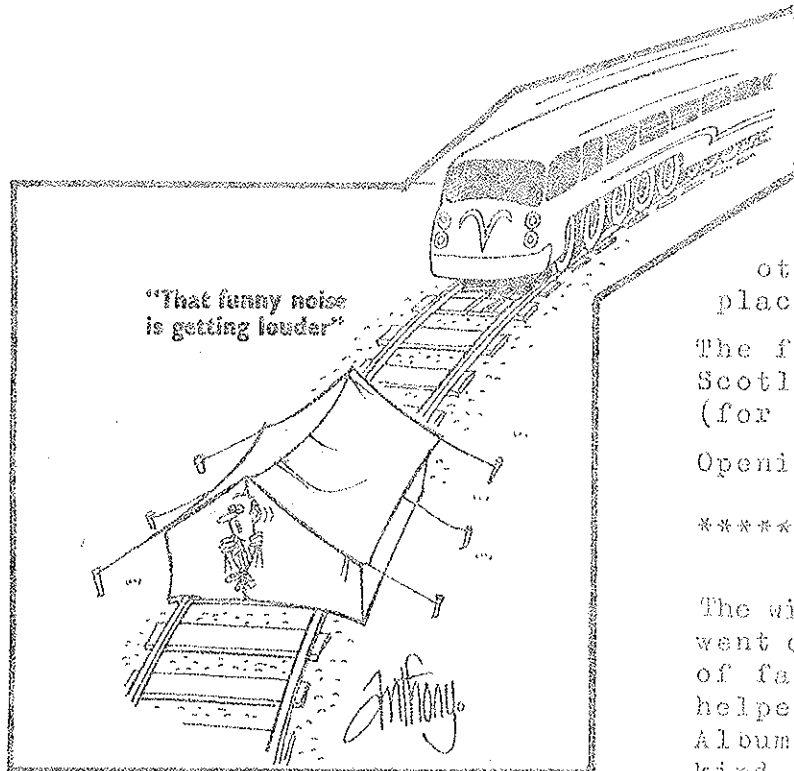
New members. Limited number of recent 'Cock O' the Norths' available on request. First come first served.

The Shunters puzzle.....



The problem: Reposition the engine and carriages shown in fig. 1 to their new positions shown in fig. 2. This should be achieved in not more than seven 'moves'. A move is counted each time the engine stops. Carriages cannot be dropped off while the engine is moving, but carriages can be picked up when the engine is moving into them. The sidings and the distances between junctions (as marked *) will only accommodate two carriages at any one time. (That is either two carriages or one carriage plus the engine.)

Answers to the above can be had for £5 and a S.A.B. from Lindsay.



Along with the 150th anniversary next year, of Dundee & Newtyle Railway, two other notable anniversaries take place. viz.....

The first locomotive built in Scotland by Murdoch, Aitken & Co., (for the Monkland & Kirkintilloch) Opening of Glasgow & Garnkirk Rly.

The window display at the Abbey National went off well and met with a lot of favourable comment. It also helped to sell quite a few 'Steam Albums' Perhaps we should do this kind of thing more often!

