

COCK O' THE NORTH

NEWSLETTER OF THE ANGUS RAILWAY GROUP

Summer
number



No. 91

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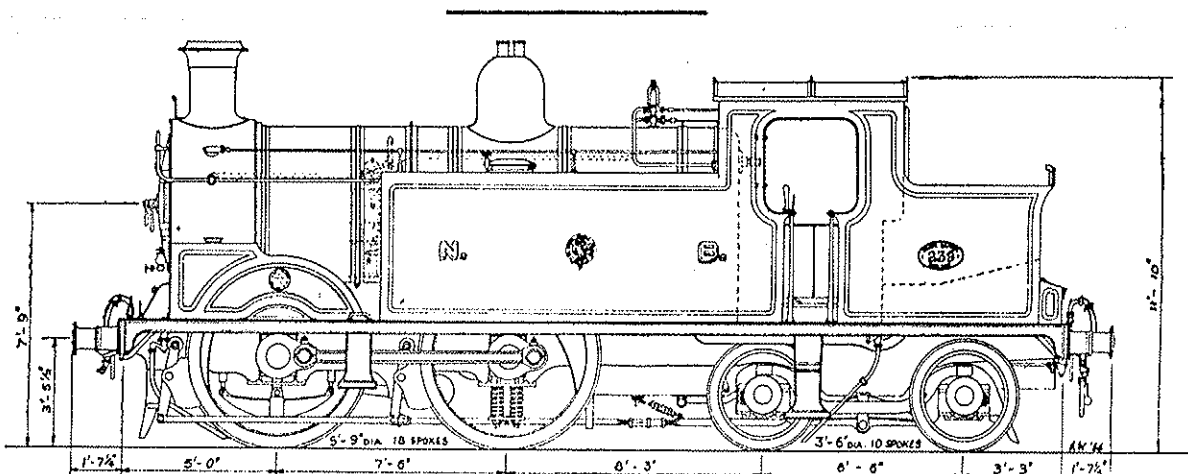
EDITORIAL

First mention this issue must be of the above Committee changes since the AGM. The results of a long (and at times contentious) meeting, mean an incomplete Committee, but the above members have been together and will be calling an Extraordinary General Meeting early in the next meeting season. It is to be hoped that any outstanding problems can be cleared to allow the Group another successful series of meetings.

The recent improvement in the weather should result in many chances to photograph trains both BR and preserved. The results will get a chance of an airing at a members photo night (date to arranged), so get these shutters clicking!

On a personal note, I'm just back from a trip to Welwyn Garden City, having travelled by rail with the family (wife, five year old, and baby). It was most refreshing, letting the train "take the strain" not having to worry about stops for calls of nature, etc. Naturally I also got the chance to do a bit of train spotting, still a fair variety of motive power to be seen, apart from tracingsites of former stations and branch lines - all too numerous, unfortunately.

At the time of writing we're all looking forward to Bo'ness - let's hope we get sun and crowds to make all the effort and organisation worthwhile.



Tom Calder's Quiz

Disappointingly, Tom didn't get any entries for his quiz, so he's reducing the cost of his own holidays by the £5 prize.

Here are the answers :

1. Dumbarton Central had at least one totem from Dumbarton East.
2. The old name for the station at Ardrossan Harbour - Winton Pier.
3. Class 37's on the West Highland are known as Woofers.
4. Signal boxes removed between Forteviot and Greenloaning - Carsebreck, Gleneagles and Whitemoss.
5. Beasdale and Carfin Halt formerly had a virtually non-existent services but both are now called at by almost all trains on their respective routes.
6. Barry Links station buildings were never painted by B R !
7. Two signal boxes formerly in use between Blair Atholl and Dalwhinnie were Dalanraoch and Dalnaspidal.
8. The North Berwick branch used to continue across the road to a coal siding on the embankment behind the nearby hotel.
9. You will find a light blue telephone kiosk at Thurso...
a green running in board at Mallaig.
a model of a lighthouse at Dunbar.
stone carved Caledonian Railway arms at Glasgow Central.
10. The Aberdeen/Inverness line is marketed as the "Grampian Line".
Spean Bridge station is busy with non-rail travellers because the local Post Office is on the platform.
Dunning and Kingskettle areas are similar because they each have very noticeable monkey-puzzle trees nearby.
The Clansman buffet has a "space-invader" machine, the only one on any Scottish train.

1960 was a good year for excursions -
These were advertised early in the year.



"What a husband—the only curves that interest you are those with a six-foot radius."

"EAST LOTHIAN EXCURSION" SATURDAY, JUNE 11TH
STEPHENSON LOCOMOTIVE SOCIETY (SCOTTISH AREA)

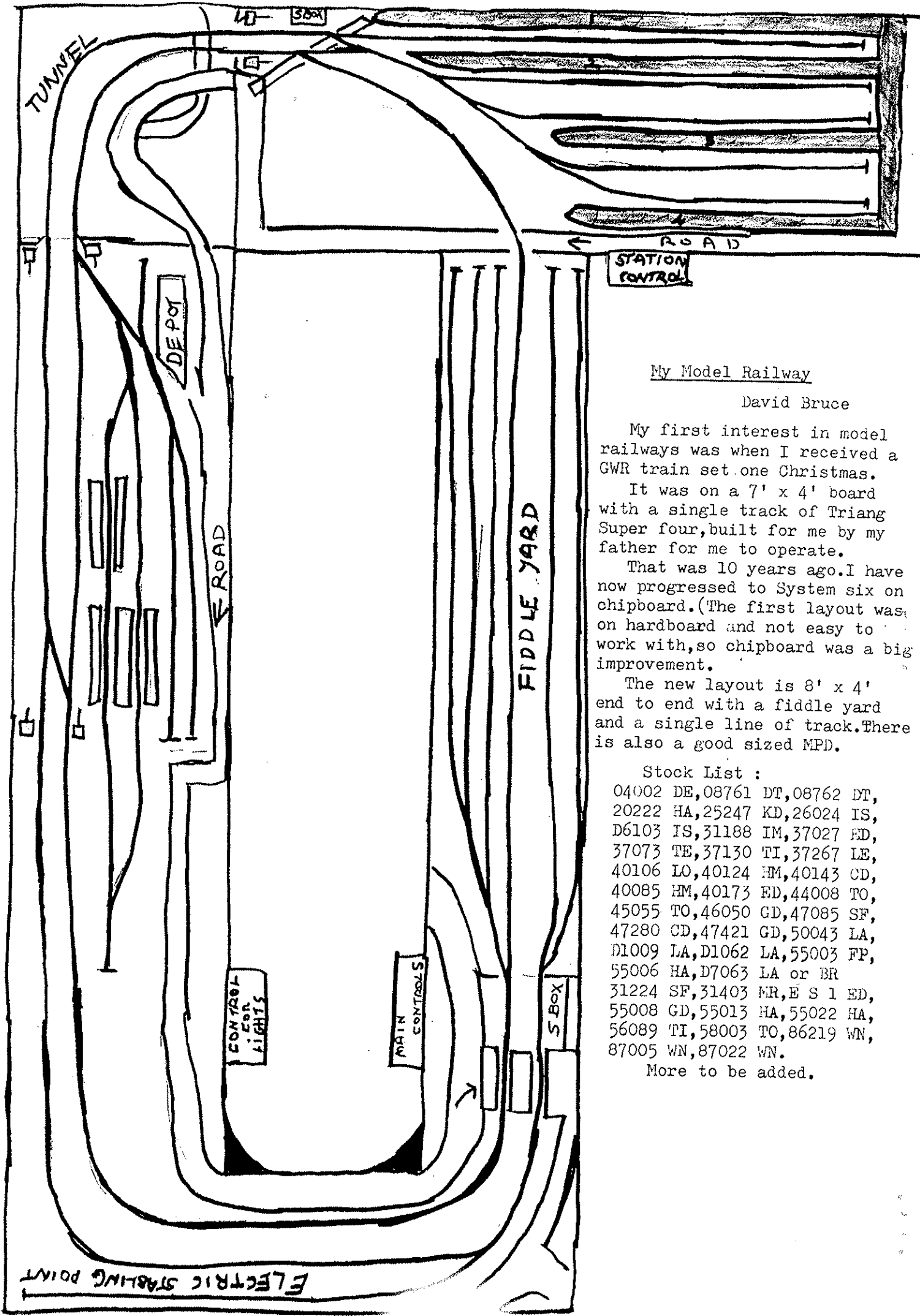
This special train, composed of corridor stock and hauled by a class J35 ex-N.B. 0-6-0, will leave Edinburgh (Waverley) at 2.13 p.m. for Portobello and thence the freight only Lothian lines to Ormiston (closed 1933). Returning to Monktonhall Junction, the East Coast main line will then be followed to Longindry from where the Haddington and Gullane branches (closed 1949 and 1952 respectively) will be traversed. The return journey will be via the Monktonhall Junction, Niddrie West spur and the now diesel operated suburban outer circle, Waverley being reached at 6.15 p.m. The fare for the 65 mile journey is 15s. (juvenile 7s. 6d.). Tickets from W. A. C. Smith (Hon. Area Sec.), 46, St Andrew's Drive, Glasgow, S.1. A detailed itinerary is available for 2s. 6d. (send a large, stamped and addressed envelope).

"THE WHITE COCKADE" SATURDAY, JUNE 18TH
STEPHENSON LOCOMOTIVE SOCIETY (SCOTTISH AREA)

This 260 mile trip has been arranged to give a last journey over the scenic West Highland line with a Gresley "K4" 2-6-0, a small class built in 1937 for this difficult route, but now relegated to goods work elsewhere and liable to early extinction. The special train of ex-L.N.E.R. stock and including a buffet car, will leave Glasgow (Queen Street) at 8.53 a.m. and arrive at Fort William at 2.7 p.m.

Photographic stops *en route* have been arranged and the return journey, commencing at 3.40 p.m., will be via the Crianlarich connection and thence through Callander to Glasgow (Buchanan Street) reached at 8.45 p.m. The fare is 23s. (juvenile 11s. 6d.). Tickets from W. A. C. Smith (Hon. Area Sec.), 46, St Andrew's Drive, Glasgow, S.1. A detailed itinerary is available for 2s. 6d. (send a large, stamped and addressed envelope).

Happily both tours were photographed, the first depicted in Scottish Branch Lines 1955/65 (plate 136), the second in Steam in Scotland Vol.2 (page 45).



My Model Railway

David Bruce

My first interest in model railways was when I received a GWR train set one Christmas.

It was on a 7' x 4' board with a single track of Triang Super four, built for me by my father for me to operate.

That was 10 years ago. I have now progressed to System six on chipboard. (The first layout was on hardboard and not easy to work with, so chipboard was a big improvement.)

The new layout is 8' x 4' end to end with a fiddle yard and a single line of track. There is also a good sized MPD.

Stock List :

- 04002 DE, 08761 DT, 08762 DT,
- 20222 HA, 25247 KD, 26024 IS,
- D6103 IS, 31188 IM, 37027 ED,
- 37073 TE, 37130 TI, 37267 LE,
- 40106 LO, 40124 HM, 40143 CD,
- 40085 HM, 40173 ED, 44008 TO,
- 45055 TO, 46050 GD, 47085 SF,
- 47280 CD, 47421 GD, 50043 LA,
- D1009 LA, D1062 LA, 55003 FP,
- 55006 HA, D7063 LA or BR
- 31224 SF, 31403 MR, E S 1 ED,
- 55008 GD, 55013 HA, 55022 HA,
- 56089 TI, 58003 TO, 86219 WN,
- 87005 WN, 87022 WN.

More to be added.

Backtrack - Dundee Advertiser, 18th April 1908.

Railway Veteran

On the occasion of his retirement from the service of the Caledonian Railway Company, Mr Peter Morris (no relation, Ed.) who was a fitter at Perth Engine Sheds, was made the recipient of a purse of sovereigns from his fellow-workmen after a service of over 50 years. Old "Pete" as he is affectionately known, joined the Scottish Central at the age of 16 as an apprentice fitter. After serving his apprenticeship, he was employed at the Hyde Park Works in Glasgow for some time, but returned again to Perth and the SNER before amalgamation.

He was stationed for 21 years at Perth North engine sheds on night duty in charge of all engines in the Northern section. He was then transferred to Perth South sheds as an examining fitter about 30 years ago, where he has since remained. Mr Morris was a very familiar figure, being known over the whole length and breadth of the system. "Pete", who is 83 years old, has seen many changes in railway life, being under no fewer than eight loco superintendents. He celebrated his golden wedding two years ago. The old couple are still hale and hearty.

Contributed by Lindsay Horne.

Backtrack(2) - "Transport", 14th June, 1895.

A considerable portion of the Caledonian Railway workshops at Perth have been destroyed by fire. The outbreak was discovered in the waste room, which is connected the carriage, fitting and paint departments. In the section where the fire originated, were several wagons of oily waste. The progress of the fire was rapid, and within a quarter of an hour, the carriage, fitting and paint departments were all ablaze.

The City fire brigade was summoned immediately, and with the aid of the manuals from the general railway station and from the general prison, which is situated near, the flames were confined to these three sections, although the roof of the engineering section caught fire several times. The buildings, which were 60 yards long by 30 wide, were completely destroyed.

Contributed by W. Simms.

Accident Reports : The following were omitted from the list given the previous issue.

15/75	19/12/75	Between Clapham Junc. and Wandsworth Town	Southern
2 /76	6/2/76	Between Finsbury Park and Arsenal	Picc. Line L/Tr.
3 /76	12/12/76	Shortlands Junc.	Southern
6 /76	15/6/76	Southerham Junc., Lewes	"
7 /76	20/6/76	Kilwick P L C	Eastern
8 /76	25/6/76	Luton	L M
11/76	6/11/76	Hither Green	Southern
12/76	9/11/76	Newton Junc., Ayr	Scottish
13/76	11/11/76	Melton Lane nr. Ferrisby	Eastern
14/76	3/12/76	Chivers A L C nr. Shippea Hill	

Additions will be noted as received.

Brechin Goes Public

Saturday and Sunday 25/26th June, will be looked back on by those who were in Brechin as the first time the efforts of a small group of enthusiasts were seen by many members of the public. The station buildings are being steadily restored to their former glory, while the workhorses of the line, attractive small tank engines, are one by one returned to service. The former Cupar Sugar Beet Factory "pug", a Barclay 0-4-0, was doing the honours on Saturday giving passengers a short taste of travel down the line to the end of the headshunt leading to the former lime sidings. (Whether the local residents appreciated their gardens and washing being covered in smuts from the loco chimney is debatable!)

Superb weather contributed to a potentially very successful day, the only problem being an inexplicable lack of newspaper advertising and signposting from the Brechin Bypass. If the Railway is to receive its due share of visitors, then surely publicity must improve. However, that said, the station and line down to Bridge of Dun must surely become a "must" for visiting enthusiasts. Good Luck to all concerned. K.M.

The Green; The Bonnie Green

(Once the Standard Colour of the Highland Railway)

Adieu, the garb o' bonnie green
That oft lit up the glen,
Whose halo floated o'er the lake,
The river, moor, and fen;
Before another pennon waves
Its colours o'er the line,
Let's kiss the kindly green adieu—
The hue o' olden time.

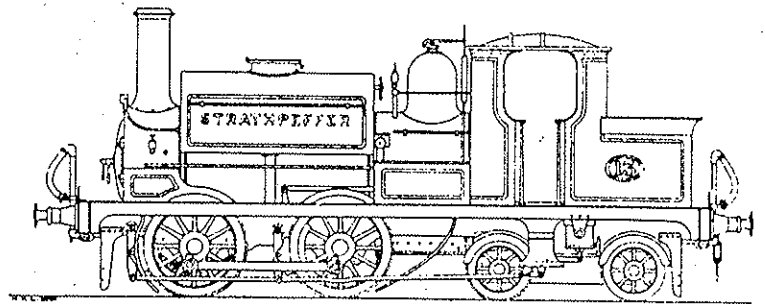
No other shade so sweet and fair
Shall speed o'er fen or moor;
No vesture so attractive pass
Each peer or peasant's door.
The countrymen in Garry-side,
Mulben, or Achnasheen,
Shall bow their heads in silence
At the passing o' the green.

O would I were an artist great,
I'd ply the brush anew
And paint a Hielan' train to match
The country it passed through;
I'd sketch a "Loch" beside a loch
Midst August heather's sheen,
And place the "shade" o' Davie Jones
To guide the bonnie green.

I backward gaze on features fair
And praise the worth once more
Of early steeds, like trig "Lochgorm,"
"Aldouric," and "Raigmore."
In Hielan' garb with ribbons sweet
To grace each profile fair,
A credit to each heart and hand
That breathed the Hielan' air.

Time changes handiworks of men,
We see it day by day,
And so we grasp to-morrow's hope,
Our motto, "no delay";
Yet written deep on all our hearts
Are words in golden "sheen,"
In memory of our colour sweet—
The green, the bonnie green.

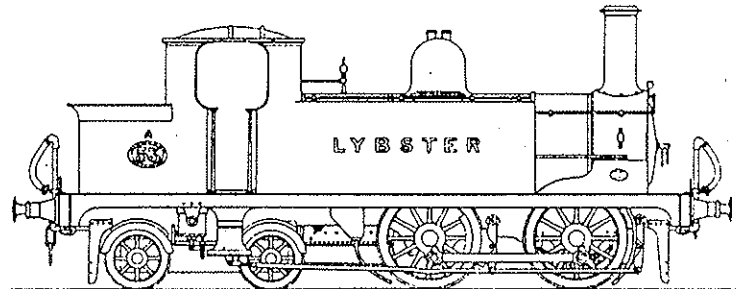
(Mr. David Jones was the Highland Railway Locomotive Engineer who designed the "Loch" class of passenger engine.)



Drawing]

[K. H. Leech

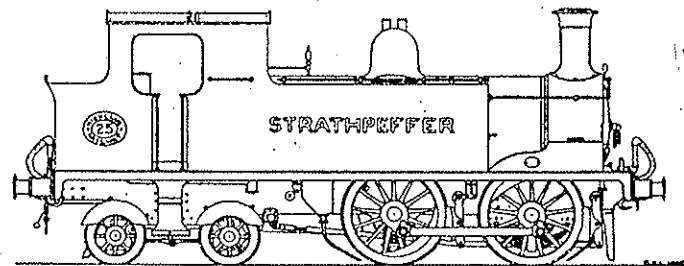
"No. 13" Class 0-4-4T No. 13 as a saddletank



Drawing]

[K. H. Leech

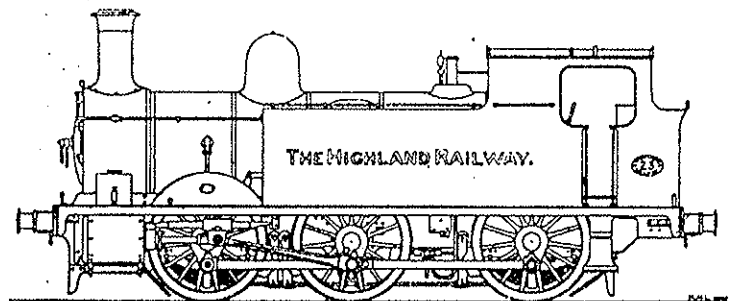
"No. 13" Class 0-4-4T No. 53A (originally No. 13) rebuilt as a sidetank



Drawing]

[K. H. Leech

"No. 25" Class 0-4-4T No. 25



Drawing]

[K. H. Leech

"No. 22" Class 0-6-0T No. 22