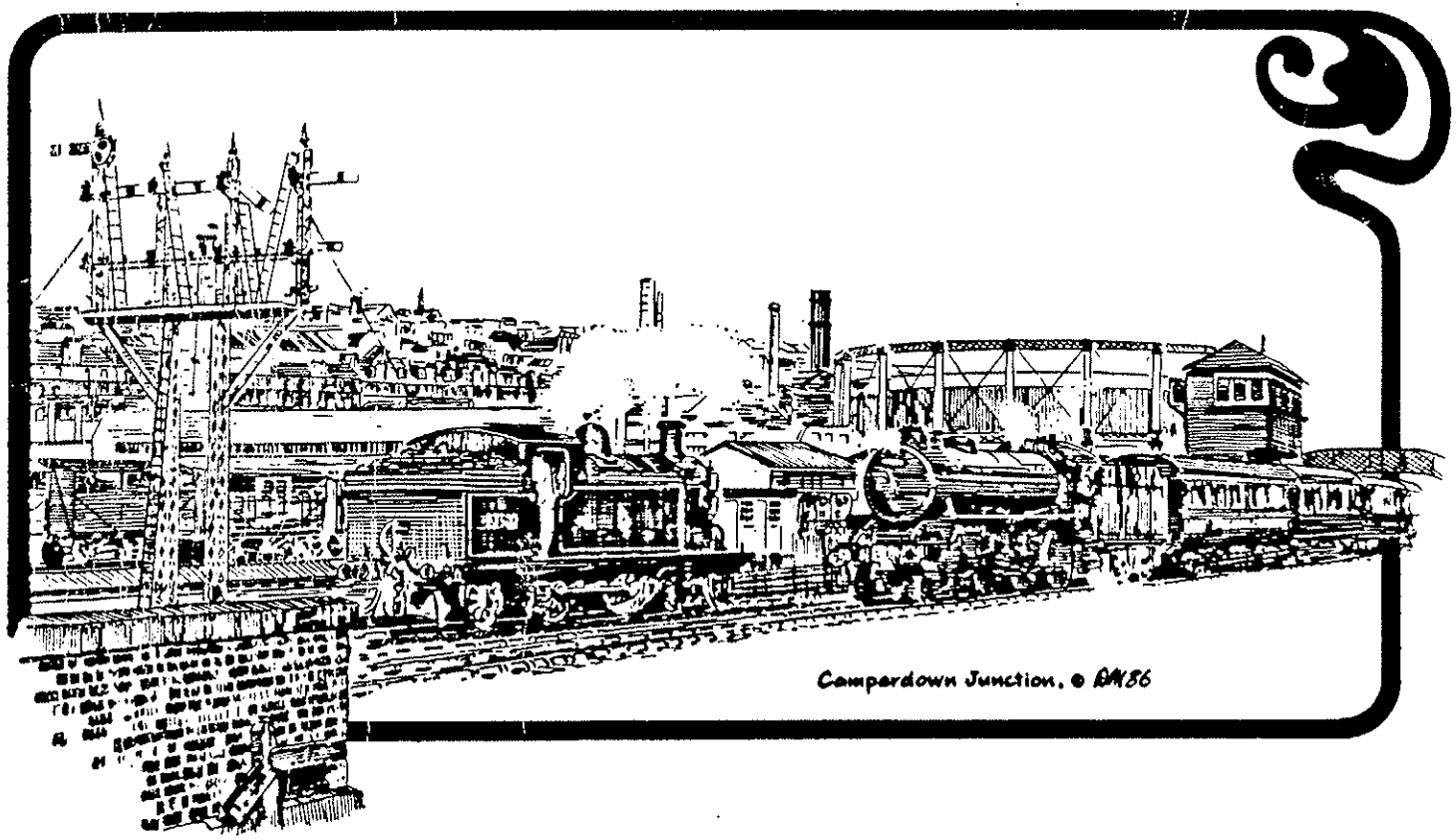


COCK O' THE NORTH

NEWSLETTER OF THE ANGUS RAILWAY GROUP



Camperdown Junction, © BR 86

ANGUS RAILWAY GROUP
COMMITTEE 1989-1990

CHAIRMAN Gary Straiton 6 Abbey Terr., SCONE PERTH PH2 6JR (0738 52014)
SECRETARY Scott Cunningham, 3 Hill Road, Broughty Ferry, DUNDEE DD5 2JS
(0382 76198)
TREASURER David Tough 48 Moyness Park Drive BLAIRGOWRIE (0250 2583)
SALES OFFICER Jim Page "Oakbank" 27 Rankine St., DUNDEE DD3 6DY (0382 28351)
MINUTES SECRETARY Gordon Mechan 25 Cedar Rd., BROUGHTY FERRY DUNDEE DD5 3BA
(0382 77541)
NEWSLETTER EDITOR Scott Bruce 7 Kirklands Park, CUPAR FIFE KY15 4EP
(0334 55206)
LIBRARIAN (non-committee post) Jim Page (as above)

ANGUS RAILWAY GROUP
PUBLICATIONS AVAILABLE

STEAM ALBUMS (Price £3.60 each plus 40p p & p)

VOLUME 1 Recently reprinted, with improved print quality, this 48 page book contains a synopsis of railway developments in and around Dundee, along with a fine selection of photographs taken in the area, showing the wide variety of motive power to be seen over the 30 year period since 1947.

VOLUME 2 The 64 pages of this volume are packed with photographs covering services in a triangle between Dundee, Stanley Junction and Kinnaber Junction. Also included is a chronology of rail associated events in the area, while loco allocations and various station track plans will prove useful to researchers and modellers.

VOLUME 3 The choice of area for volume 3 was Perthshire, and this collection of photographs is the most comprehensive ever published covering this area. Fascinating shots of the inside of Perth Works, coupled with panoramic views of the reconstruction of Perth General in the 1880's make this a valuable addition to the available publications covering Scottish railways.

COMMEMORATIVE COVERS

Dundee & Newtyle Railway - 150 years - 1981	£1.50
Closure of the Strathmore Line - June 1982	£1.50
Broughty Ferry Station - 150 years - 1988	£1.75
Dundee & Arbroath Rly. - 150 years - 1988	£1.75

Remittances for the above, with cheques payable to **ANGUS RAILWAY GROUP** should be sent to:-

Jim Page
Sales Officer
Angus Railway Group
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Library

Two further additions have recently taken place:

L43. Scottish Railway Walks. M.H. Ellison (Cicerone Press 1989)

L44. Encyclopaedia of British Railway Companies. C. Awdry (Guild Publishing 1990)

It has been the intention for some time, to move the library down to Broughty and with recent changes there, the library will move to its new location over the next month or two.

Mike Waller

Some members may already know that one of our English based members, Mike Waller died on the morning of 6 September. I had a letter the following day from his son and daughter conveying the sad and unexpected news. Mike had apparently been ill for some time and had been admitted to hospital for tests. He apparently contracted a viral infection whilst there and hadn't the strength to fight it. Mike was a likeable active type, always ready to lend a hand. When he mentioned some time ago that he was considering moving back to the Dundee area, I was well pleased. Unfortunately, the move North never materialised. Flowers were sent on behalf of the group and of course our thoughts go out to his son and daughter at their sad loss.

Jim Page.

ARG on Safari

Our annual pilgrimages to preserved railways south of the border continued this summer with a 3 day (2 night) jaunt to the Worth Valley and Severn Valley Railways. The "gang of six" who took in this years trip came back positively raving about the experience and I must say that I personally found the weekend quite excellent. These trips seem to improve each year, perhaps due in part to our increasing experience of organising them. This year as last, we used two hire cars, each with three occupants, the said occupants continually changing places to add variety to the trip. With two radio controlled handsets, contact was maintained between the vehicles, often with hilarious results. The handsets also proved useful and equally hilarious on the S.V.R. trains. Thanks must go particularly to Scott C. who organised this years event so successfully.

Next year, the group reaches the grand old age of 21, and it has been suggested that we undertake our most adventurous weekend yet with a visit to the Mid Hants. and Dart Valley or Bluebell lines. Such a trip is rather lengthy by road and it is further suggested that we travel each way by sleeper, hiring vehicle/s further south. Such a venture would be costly of course, but it may be that we could raise some revenue over the next few months to subsidise such a weekend. Perhaps a meeting of interested parties would be the first step and I would therefore ask you to consider and let me know if you are interested in principal.

Jim Page.

TRAVELLING IN TIME
By SUN CHARIOT 62B

It never ceases to amaze me, as I shuttle backwards and forwards to Aberdeen, the number of people who are incapable of making even the shortest of journeys without visiting the toilet. Indeed, there is invariably a constant procession of people going from one end of the train to the other.

Surely incontinence cannot be rife in north-east Scotland?

I pity the poor sod who, when "desperate" is trapped the wrong side of the buffet trolley. On a fairly empty train, a simple shunt will allow him past, but with a busy train he has no chance, and you can almost see the panic develop. I cannot claim, despite daily journeys, ever to have seen the interior of the Sprinter loo, but it appears, to many people, to be a place of some wonder!

Strangely, to the novice Sprinter loo user, the emergency brake, and the flush lever, seem to be too closely related. All too regularly, a sharp stopping of the train is followed by someone appearing red-faced from the cubicle. In addition, unit 156496 disgraced itself on 17th September, with a brake fault which resulted in 10 unofficial stops between Montrose and Aberdeen, and a 13 minute late arrival. Our conductor/guard announced that a further stop at Carmont box was made so that they could phone ahead, to have somebody ready at Aberdeen with a big hammer!

Speaking of Carmont, did anybody read in the papers that the Aberdeen-Euston sleeper was held there for 17 minutes one night when the conductor failed to rejoin the train at Stonehaven? Apparently, he had to be taxied from Stonehaven to Carmont to catch up with it!

My travelling during the summer has almost exclusively been on the 07.16 Dundee-Aberdeen Sprinter, and on the 16.28 return. At the time of writing, (the end of September), I have completed a further 84 return journeys by train, (making 168 in total), and the route is becoming somewhat familiar! It has to be said, however, that it is quite a pleasant way to start the day, looking out over the coast on the way north. (I often sleep most of the way home, but haven't slept through Dundee,-- yet!). I also did a couple of trips to Glasgow during August.

As to the 156 Sprinters, the least said about the standards of comfort the better. True, they are fast, but that is really the only complimentary thing I can say about them. They are noisy, uncomfortable, cramped, and clearly not designed for the job they are being asked to do. Incidentally, why do the buffet coffee cups not fit the holders on the seat backs? More than one passenger has had the dreaded "wet trouser" look leaving the train! The accepted means of starting off seems to be for the driver to put his foot to the floor, (or the railway equivalent), and allow the machine to catch up with its engines. I had a trip on an HST at the end of September, after some months of travelling by Sprinter, and the difference was incredible. I had almost forgotten what travelling by a real train could be like!

Time-keeping has been, by standards reported earlier, pretty good, with only rare late arrivals. There have been no significant P.way works, except for the landslip at Broughty Ferry at the end of May, and the current, (end Sept), speed restriction through the place where the gates used to be at the Ferry Station!

The landslip caused severe disruption of services with reversal being necessary for northbound trains at Broughty Ferry. My normal train was cancelled for most of the week of the problems, and I had the dubious pleasure of travelling on a Nightrider positively festooned with bodies. I can report that the smell in the train, after a night's travel, was generally pretty awful! The most delayed, on 31st May, arrived at Aberdeen 1 hour 16 minutes late by my schedule, (over two hours late by the sleeper schedule), behind 47642 STRATHISLA. It is clear that 15 coaches is beyond a single 47, particularly climbing away from the stop at Stonehaven.

During the later part of the summer, class 158's have been seen both at Aberdeen, and out on the line between Aberdeen and Stonehaven, doubtless on training runs. 158702 and 158704 were the units recorded.

There are still a fair number of loco-hauled trains to be seen, and 47/7's 01/03/04/06/10/11/12 & 17 have been noted still in the area. It does seem something of a waste that their push-pull facility is no longer used. Two notable 47 sightings were NORTHAMPTONSHIRE, which was waiting to leave with the Plymouth at Aberdeen one morning, and 47489 CREWE DIESEL DEPOT, in red livery.

On 15th June, I noted a 37 hauling what was presumably a "dead" HST, on the 0755 Aberdeen-Kings Cross, leaving Stonehaven. The train was on time at that point, but it would be interesting to know how it progressed.

The local freight of Grainflows for Hillside, and Mag Lime for Montrose has given a wide variety of motive power in recent months. In addition to the previously more regular 26 or 37, a number of 20's have been in use. 20138/124 were most often seen, but 20206/13/18/19/37 and 48 have also appeared.

For those interested, the usual list of power for my transport:-

156434/6/8/41/7/55/6/61/2/4/5/6/8/70/2/3/83/5/6/92/3/4/5/6/500/3/4/14, (the last three in Strathclyde livery), 47604 WRVS, 47635 JIMMY MILNE, 47642 STRATHISLA and HST 43074. Many of the Sprinters have obviously come from down south.

So there it is for the moment. Roll on the 158's. They certainly look more impressive than the 156's, but the engines are still under the floor, and I would have to say that I remain a bit sceptical.....

DUNDEE AS A RAILWAY CENTRE

Ranking as the third largest city in Scotland and a big industrial and manufacturing centre, Dundee is served by an important series of lines, while its chief passenger and goods stations deal with traffic on a large scale. Moreover, the inter-relations between the Caledonian and North British Railways and with the Dundee and Arbroath Joint Railway (managed and worked jointly by the two companies mentioned), and the lines of the Dundee Harbour authorities, include many interesting features.

The two principal stations, Tay Bridge, North British Railway, and Dundee (West), Caledonian Railway, and their respective goods depots, both of large extent and dealing with considerable traffic, are all in line fronting upon South Union Street, close to the western end of the harbour and dock premises. The North British goods station is separated only from the River Tay by the fine esplanade which extends as a riverside walk as far as Esplanade station, at the north end of the famous Tay Bridge and for some distance beyond. Tay Bridge passenger station is of through type, but the North British goods and the Caledonian goods and passenger stations are all terminal and on road level, except that from each goods depot there is a surface track crossing public thoroughfares adjacent on the level, by which wagons are transferred by means of horses, and occasionally by locomotives as complete trains, to and from the Harbour lines, while goods and other traffic proceeding through between north and south of Dundee passes through Tay Bridge passenger station.

Harbour traffic is, however, chiefly dealt with by means of the North British main line through the Tay Bridge station, and thence via Dock Street tunnel, from which trains ascend to reach the surface at Camperdown Junction, just beyond the Dundee (East) station of the Dundee and Arbroath Joint Railway, continuing for some distance alongside Harbour premises and making connection with the railway tracks of the Harbour area. This route is used by the Caledonian Company also for goods, and occasionally passenger traffic, proceeding through to north of Dundee via Buckingham and Camperdown Junctions.

Of the three passenger stations, Tay Bridge is the least notable architecturally, in that it is in a cutting, the station buildings being directly upon the platform, with the offices of the Northern District Commercial Superintendent, Mr. J. Wilkie, above. At road level, therefore, there are only suitable entrance ways. The Caledonian station, Dundee (West), on the other hand, has a notable block of buildings, including the offices of the District Traffic Superintendent, Mr. D.W. Barrie, and with an ornamental clock tower to give it further distinction. Dundee (East), the terminus of the Dundee and Arbroath Joint Railway, is also somewhat notable, as it has a good frontage, and an overall arched roof. Of the three, however, Tay Bridge station is the busiest, in that it is a through station, the principal stopping place on the North British main line between Edinburgh and Aberdeen, whereas the Caledonian Railway serves Dundee by means of the branch from Perth, other lines being of a local character, while Dundee (East) is concerned mainly with local traffic on the Dundee and Arbroath Joint line. In addition to main line traffic, too, Tay Bridge is the centre for several North British traffic routes, and has important local services. Furthermore, while it is purely a North British station, a number of Caledonian goods trains and light engines from and to the Caledonian engine sheds use the North British lines from Buckingham Junction via Tay Bridge station and Dock Street tunnel to obtain access to Caledonian and Joint line routes north of Dundee. Both companies also work goods

trains to the Dundee Harbour lines via the North British station and tunnel instead of, or additional to, the surface connections already mentioned.

TAY BRIDGE STATION, NORTH BRITISH RAILWAY

By J.F. Gairns

Tay Bridge passenger station is in a cutting, between massive stone walls separating it on the one side from the North British goods depot and on the other from the Caledonian goods station, while all station premises are located on one large island platform. Correctly, the station lies south-west and north-east, but for convenience and clearness the terms north and south will be used, in view of the general character of the traffic directions.

At the north end is a stairway connection with South Union Street, the main access when the station was an open one, with the booking offices on the platform and still principally used by ticket holders and for exit purposes. From South Union Street a thoroughfare curves round alongside the station to the goods depot. Several covered gangways lead from the roadway to the station, one giving access to the parcels' office, one leading to a hoist for the transfer of luggage, &c., to and from the platforms, and also to a staircase for passengers passing to and from the station, and a third giving access to the District Commercial Superintendent's offices.

A new booking office has recently been erected at street level, enabling passengers to book before passing on to the platform, thus enabling the station to be "closed", platform tickets being issued to anyone desiring to see passengers off or to meet arrivals.

The station proper consists only of one island platform, 476 yards long, serving the up and down main lines, and with two terminal bays at the south end. The platform is fairly wide, but is curved; there are through up and down goods lines outside each platform line. At the north end the railway at once enters Dock Street tunnel, the four through lines becoming two virtually at the platform end, so that shunting movements, and the changing of engines on down through trains, require entrance to the tunnel on a sharp curve.

At Buckingham Junction, connection is made with the Caledonian Railway, so that goods trains and light engines for service on the Joint line and north of Dundee can use the North British line through Tay Bridge station and the tunnel.

South of Buckingham Junction the North British station known as Esplanade is reached. This is used to a certain extent, but many trains, even of a local character, do not call here, while it has lost its one-time importance as a ticket-collecting station south of Dundee. This station curves sharply on to the famous Tay Bridge. On the Fife side is a junction leading on the one hand to Wormit passenger station, served only by trains towards Tayport, thence via the coast line to Leuchars Junction, and the main line direct to St. Fort (where the Newburgh and North Fife Railway diverges) and Leuchars Junction, for the St. Andrews and Fife Coast line.

North of Tay Bridge station, after passing through the tunnel, trains ascend by a fairly steep gradient between Dundee (East station and the Dundee Harbour premises, and from Camperdown Junction use the Dundee and Arbroath Joint Railway to Broughty Ferry and Arbroath.

Owing to certain restrictions in regard to traffic between Dundee and Arbroath over the joint line, most of these trains do not convey intermediate traffic between those places and Broughty Ferry, where a call is made at that station on a conditional basis. There is also a through train from Edinburgh (4.25 p.m.) dealt with at Dundee 6.23-6.32 p.m., which works through as a semi-fast between Edinburgh and Aberdeen, and at 5.20-5.25 p.m. a train from Perth at 4.10 p.m. continues through from south of Dundee to Arbroath. Otherwise, all local traffic north of Dundee is worked from Dundee (East) station.

In the up direction principal main line trains are as follow 8.4-9.0 a.m. restaurant car express from Aberdeen and Dundee to Edinburgh, with through carriages for King's Cross and St. Pancras.

11.39-11.45 a.m. through restaurant car express from Aberdeen and Dundee to Edinburgh and King's Cross, conveying also through carriages for Plymouth and Penzance via York, Sheffield, Leicester and Swindon.

2.44-2.50 p.m. restaurant car express to Edinburgh with through carriage from Elgin.

5.27-5.33 p.m. through semi-fast express to Edinburgh.

7.37-7.43 p.m. restaurant car express from Aberdeen and Dundee to Edinburgh, with through carriages for St. Pancras and connecting with sleeping car express thereto from Edinburgh; also with sleeping car and through carriage attached at Dundee for King's Cross.

8.59-9.4 p.m. through restaurant car express for Edinburgh with sleeping cars and through carriages from Aberdeen and Dundee to King's Cross.

There is also a through semi-fast train from Arbroath at 9.5 a.m., connecting with a train from Montrose, dealt with at Dundee 9.44-9.50 a.m., for Edinburgh, and a local train from Arbroath at 6.32 p.m. to Dundee (Tay Bridge) in advance of the 7.37-7.43 p.m. sleeping car express.

In the summer months there are slight alterations, in that the 8.47 a.m. from Glasgow (Queen Street) due at Tay Bridge Station via Tayport at 12.4 p.m. follows the through express just before noon as a semi-fast train to Arbroath, and the train from Edinburgh due at 3.13 p.m. is extended to Arbroath and Montrose, while in the opposite direction the 3.5 p.m. up train from Dundee to Edinburgh starts from Arbroath, and an additional train is provided from Montrose at 7 p.m. and Dundee 7.44-8 p.m. as a through sleeping car express from Montrose to King's Cross in place of the sleeping cars ordinarily attached to the 7.37-7.43 p.m. train at Dundee.

On Sundays the only down through train in the 7.40 a.m. from Edinburgh (Waverley) conveying sleeping cars from King's Cross, the through carriages from Penzance, and having restaurant car accommodation from Edinburgh.. In the opposite direction, the corresponding train is the 3.10 p.m. from Aberdeen, Dundee 4.55-5.4 p.m., with restaurant car accommodation to Edinburgh and through carriages to St. Pancras.

Tay Bridge station, though all offices are concentrated upon one long island platform, is well served from the public point of view. Entering from the Union Street stairway, a postal pillar box, tobacco, fruit and confectionery stalls and a bookstall may first be noted. In the first block of buildings are provided a platform booking office, guards' rooms, &c., and the stationmaster's public and private offices. The next block includes stairways from the new booking office, luggage hoists, &c. Another block, distinguished by a large projecting clock on the down side, includes public telegraph office, left luggage office, first and third-class refreshment and dining rooms, and ladies' waiting room. Next is a stairway to the district offices above and beyond are staff rooms, other waiting rooms &c.

Traffic is controlled by three signal cabins under the charge of the Tay Bridge stationmaster; East box, 32 levers, at the north end, under the Union Street bridge, West box, 52 levers; and Central box, 72 levers, controlling connections with the goods station and with the Caledonian Railway. Esplanade station and Tay Bridge north signal cabins are also under the charge of the Tay Bridge stationmaster. Signalling is mechanical, except that electric lamp repeating signals are used in Dock Street tunnel, various adjuncts, including repeaters and track circuit, being installed in view of the complex movements often called for, and the difficulties of observation.

About midway along the down side of the platform is a crossover from platform to through line, worked by levers in a recess in the platform buildings, with signals to correspond, but this is rarely used now in view of the length of the principal main line trains. At the south end all platform lines as well as the up through line are signalled for departing and shunting movements.

In view of the fact that Dundee has only minor importance as a holiday and tourist centre, it is not surprising to find that the principal train services apply all the year round, the main line trains being in constant request for journeys by business people, while many of the local services are provided mainly to meet the requirements of Dundee people who reside in the many attractive places within a few miles' radius. The following are the principal through trains in the down direction:-

5.32-5.38 a.m. through sleeping car express from King's Cross to Dundee and Aberdeen, including also through carriage from Penzance and Plymouth via Swindon, Leicester and Sheffield.

9.23-9.31 a.m. through sleeping car express from King's Cross and St. Pancras to Dundee and Aberdeen, including sleeping car and through carriage from King's Cross detached at Dundee, and with breakfast car from Edinburgh.

11.53-11.57 a.m. restaurant car express from Edinburgh to Dundee and Aberdeen, with through carriage to Elgin.

3.41-3.47 p.m. restaurant car express from Edinburgh to Dundee and Aberdeen.

8.25-8.31 p.m. restaurant car express with through carriages from King's Cross and St. Pancras for Dundee and Aberdeen.

a load examiner whose duty it is to examine the loads of night trains passing through Tay Bridge station before crossing Tay Bridge.

The booking and parcels staff is under Mr. J. Cockburn, and includes five booking clerks (one additional in summer), six parcels clerks and ten parcels porters; also two cloakroom attendants.

About 280,000 tickets are taken by passengers at Tay Bridge station in the course of twelve months, these including considerable numbers purchased by Dundee business men travelling to London, Liverpool, Manchester and principal towns in England and Scotland. There are also nearly 6,000 season and traders' tickets issued from Dundee, through the larger proportion of season tickets available at Dundee is naturally issued from the residential stations north and south. Besides ordinary season tickets, workmen's weekly tickets are issued between Tayport and Newport and Dundee.

In view of the heavy industrial traffic, the North British goods depot is necessarily of considerable extent. A neat range of offices is provided as Union Street curves round to join the Esplanade. Mr. Alex. Boyd being in charge as goods agent. His staff includes 50 clerks, the wages staff, consisting of porters, checkers, loaders, &c., being about 7=80. Cartage is performed by two firms under contract terms. The main goods shed is 404 ft. long, and includes the usual inwards and outwards platforms served by five roads connected by traversers, each road having each road having a capacity of 25 wagons. Hydraulic cranes include one of three tons capacity on each platform, and 10 of 25 cwt. capacity. The platforms are wide, and arranged so that road vehicles can be backed as required to ensure a minimum of manual transfer of goods. There is also an outside loading bank having tracks on either side, and at its outer portion a third road is let into it, the bank here being higher than elsewhere so that loads can be tipped directly into the railway wagons, a protecting rail being provided to prevent road vehicles being moved over the edge of the platform. The combined capacity is 60 wagons. The cattle bank is doublesided, and 16 wagons can be dealt with simultaneously. The middle yard contains eight sidings for 40 wagons each. The grain store accommodates about 150 tons. A 20-ton crane is provided in the yard.

Average monthly statistics of goods traffic dealt with at the North British goods depot and in the yard and coal sidings attached are: outward loaded wagons, 3,387, representing a tonnage of about 8,000; wagons received for unloading, 3,468 tonnage 10,000; coal, 1,900 wagons, 16,000 tons. Goods traffic includes large quantities of flax, hemp and tow; finished yards, Hessian cloth as used for the manufacture of linoleum, sacking, tarpaulins, carpets, oakum, also raw jute, and other materials required by the staple industries of Dundee, together with large tonnages of finished and semi-finished products. Machinery figures to a considerable extent, while there is a large export traffic in marmalade and preserves, confectionery and sweets, whisky, &c., and an important general traffic in groceries and sundries, oil, potatoes, &c. As a shipping centre, there is also heavy traffic in shipbuilding material and in ships' supplies.

North British goods traffic to and from the Dundee Harbour premises is also under the general oversight of Mr. Boyd, Apart from the Harbour staff there are about 12 shunters, these being provided year by year alternately by the Caledonian and North British Railways. When the North British Railway is responsible, these men are under the control of the Tay Bridge stationmaster. The District Commercial Superintendent, Mr. J. Wilkie, who is located at Dundee, has oversight of the whole of the northern district in

On routes south of Dundee a considerable number of trains are concerned. In fact, between Dundee and St. Andrews, both via Tayport and direct to Leuchars Junction via St. Fort, there is quite a heavy suburban traffic, not only into Dundee in the mornings and home in the evenings or on Saturday afternoons, but also at the midday period, in view of the fact that many Dundee business people use their season tickets to go home for the midday meal. School children also travel in considerable numbers to and from Dundee and intermediate stations to St. Andrews, which is a scholastic centre, as well as the headquarters of the "Royal and Ancient Game of Golf". People from neighbouring stations also travel to Dundee in considerable numbers for shopping and evening entertainment purposes. Thus, from Tayport, trains serving intermediate stations are due at Tay Bridge station at 6.45, 7.43, 8.38, 8.52 and 9.41 a.m. and from St. Andrews at 8.44, 9.13, and 10.8 a.m., there being also a train from Newburgh and the North Fife line at 8.58, besides several main line trains which provide for residential traffic into Dundee. Similarly, there are departures from Tay Bridge station, suitable for Saturday afternoon or midday lunch traffic, at 12.49, 1.0, 1.52, 1.57 and 2.15 p.m., and later in the afternoon at 4.40, 4.55, 5.17, 5.33, 5.54 (except Saturdays, 6.15, 6.24, 7.14 and 7.20 p.m. Throughout the day there are also reasonably frequent trains on most of the local routes, as well as evening trains as late as 10.45 p.m. for Tayport and a Saturday through train at 10.5 p.m. for St. Andrews.

At reasonably frequent intervals there are stopping main line trains from Dundee to the South, and several which proceed via St. Andrews and the Fife Coast line to Edinburgh or Glasgow, notably the 7.56 a.m. and 2.15 and 4.55 p.m., and the northbound trains due at Dundee at 10.8 a.m. and 12.30 and 8.41 p.m. In the aggregate therefore, Tay Bridge station has to deal with a considerable number of passenger trains, those which proceed through requiring to change engines and sometimes to attach or detach vehicles while when groups of trains are concerned it is sometimes necessary to use all platforms to accommodate trains ready for departure. In addition, as already indicated, a large number of through goods and mineral trains are run. The North British Company provides a frequent service of through goods, mineral and live-stock trains run daily from Tay Bridge station to Montrose, Kirriemuir, Forfar, Arbroath and Aberdeen, with connections to all parts of the North of Scotland, while a similar service is given in the southern direction to the Fife Coal fields, Glasgow, Edinburgh, South Leith, Portobello and Bathgate, as well as to Tweedmouth and Carlisle, the latter trains giving direct connections to all parts of England and Wales. There are also passing through Tay Bridge station Caledonian trains working through over the North British line and Caledonian light engines to and from that company's engine sheds at Dundee (West) via Buckingham Junction. Mr. James Henderson has for some years been stationmaster at Tay Bridge station, his jurisdiction extending from Harbour Junction, north of Dock Street tunnel to Esplanade station, which is also under his oversight. He is assisted at Tay Bridge by two station inspectors, three clerks, two station foremen (with a third during the summer months), six ticket examiners and three carriage shunters (with one additional in each case during the summer), 16 porters (with two or three others during the summer period) two carriage lamp men and one signal lamp man. Mr. Henderson also has control of traffic working in the North British Tay Bridge goods depot alongside, in which connection he is assisted by three yard inspectors, and six yard foremen, with porters and shunting staff as required. Fifteen signalmen cover the duties at Tay Bridge East, West and Central boxes and Tay Bridge North, with two train record lads employed in the West box. Five relief signalmen for the district are also attached to Dundee. Under Mr. Henderson's jurisdiction are also 13 passenger guards, 41 goods guards, and

regard to commercial aspects, the operating side being under Mr. D. McRobbie at Burntisland.

We are indebted to Mr. J. Wilkie, Northern District Commercial Superintendent, and Mr. D. McRobbie, Northern District Operating Superintendent, and their staffs, for material assistance in regard to the compilation of this article, and to Mr. Henderson and Mr. Boyd, as concerned directly with Tay Bridge passenger and goods traffic, for information and general assistance rendered in regard to their respective departments.

To be continued

BUFFER ENDS by 63C (03.10.90)

First the good news. This will be the last time you read this pile of "claptrap". Secondly the bad news - I just intend to change the name - so if anyone has any intelligent ideas (which rules out most of the ARG, excluding Deltic David) then let me know, via the Chairman - TA.

Now down to the serious stuff.

The Down Branch Sidings at Ladybank have been lifted. I don't recall ever seeing any traffic in there since I started on the railway nearly eight hundred years ago. This just leaves a loop and a refuge siding. The loop is regularly used with the increase in traffic on the pre-Tay Bridge main-line. The refuse siding was used as a standing point for the "Royal Scotsman" a couple of years ago but has not been used on a regular basis since.

Talking of that Ex-N.B. effort of an ex-main-line, it's good to see the rails polished (makes a change from rust!). The track is in dire condition though. It has been on the barest of maintenance for the last ten years or so, but with the above-mentioned increase in traffic the 60 ft. jointed track on the curves is being straightened out - if you get my drift. The basic problem is that the track is probably maintained by Perth P-Way, squads - with a sprinkling of ex-Forfar "Prize Length" men.

"WHAT"! I hear Hotbox cry, as Jointy swallows an NBR handlamp. Has 63C finally lost his marbles, has he been "working" in the blazing mid-day sun at Errol too long? The reason is, of course, that Caley P-Way men, are used to laying fast straight track, on level trackbeds, not squiggly bits on an N.B. road which make Hornby radii look positively prototypical.

Here's a sobering thought - of anything at all, with the exception of petrol and heating oil (some goes by rail to the Tulloch oil depot) that you can buy in the shops in Perth, none at all arrives by rail. This is mirrored throughout the country and proves what an uphill struggle it will be to save the environment - unless commonsense prevails. But this isn't Continental Europe - so it won't, and we've been stuck with an ever growing number of life consuming and ozone layer depleting motor vehicles and roads.

Depressed - I was, until I became acquainted with the Class 158's, now I'm suicidal. Don't let the press and desk-driving railway management fool you. All they are, are cheaply built bus technology vehicles and very poorly designed at that. They aren't the answer to the railway's problems - Electrification is, which should have been done 20 years ago anyway. By the way, if I worked on the railway I could get the sack for writing this - but I don't - do I?

Back to Fife again, and the connections off the mainline into the former Seafield Colliery have been lifted. The connections and box have been disused since the pit-strike in the middle eighties. Most of the sidings were lifted when the majority of the pit-head buildings were demolished. The signal-box had recently been "refurbished" by the Kirkcaldy Soccer Casuals, who left the appropriate calling card - smashed windows - instruments, etc.

I read in the 'press', well "The Courier" actually, that the open cast pit at Westfield, near Thornton Yard, will be used for the disposing of household rubbish, and the rail connections will be maintained - good news indeed.

The Chairman tells me that he recently passed a Class 56 hauled south-bound coal-train in North Queensferry Tunnel. He originally thought that it was an everyday 37 (due to the arrangement of the head and marker lights), however as the noise reverberating around the tunnel hit and proceeded to shake his puny Class 150/2 to bits he quickly changed his mind. North Queensferry Tunnel is on a rising gradient towards the Forth Bridge and with a heavy train, the loco would be on full throttle - impressive indeed.

Whatever I say about the "Sprinters", the punters (Customers according to management) fairly love them. I only hope that the powered trailer for the 158's is delivered quickly, as the overcrowding on a couple of Glasgow-Aberdeen runs, that the Chairman was involved in recently was horrendous. I hope they don't become a victim of their own success.

Up to the centre of the universe now, Stanley Junction to the unconverted, and D&A men, I notice that yet another bungalow has been erected on the trackbed, near to the goods shed. I only hope that the owner has nerves of finest Clydebank steel, because at 3.30 one morning a spectral Lambie 4.4.0 (No. 17 to be exact - Perth's finest) will come screaming through the bedroom on her record run of 80½ minutes to Aberdeen. The driver was one John Souter, by the way, the date August 23rd 1895.

What a load of rubbish I write

BUFFER ENDS by 63C (19.10.90)

Perth Depot recently, with the new diagrams in October, acquired a !real! locomen's turn. This partly involves working 6M64 (also known as "The Willesden") from Aberdeen Guild Street to Dundee, where the Perth men are relieved by a Queen Street crew. It's usually a "proper" length for a freight train, and therefore well worth a photograph. For example, on this particular day, it was loco 47099 (of Tinsley T.M.D.) with a train of 850 odd tonnes (near to max. load), which worked out at a length of 54 S.L.U. (one STANDARD LENGTH UNIT = 21 feet). How many road vehicles is that? By the way, don't shed a tear for any job losses in the road haulage camp, they didn't cry a great deal when the great marshalling yards etc., started shutting up shop, due to their powerful "lobby" in Parliament.

The above train passes through Errol at approx. 14.30, but it is not always a heavy train. On one occasion I stood on the road bridge at Glencarse, with cracker of a photo in mind, for over an hour with no success. I went home rather despondently to find out that it had been through two hours previously - light engine (it was a bank holiday!)

The day after saw 6A19 Mossend-Aberdeen as a 1001 tonnes swinger, after lifting traffic at Dundee West Yard. The length was 52 SLU (1092 feet). Having said that, 6M64 was only 8 wagons, 380 tonnes, that same day. Two trains to watch out for, to ease the ever increasing monotony of Sprinters.

Carmuir West Junction has been relayed with new points and crossings on a slightly different alignment. There have been speed restrictions on the crossings for a considerable amount of time. The drainage problems associated with this area seem to have been sorted out at the same time.

A restriction currently causing major disruption to traffic, is that on the Forth Bridge. A 20 mph speed restriction is in force over the entire length. As can be imagined this causes some delay, especially at peak times - 63C himself was recently delays by 40 minutes on an Edinburgh-Dundee limited stop, waiting to get onto the bridge.

I hear (through the grapevine, by the way, and not totally reliable!) that if a Stirling-Alloa passenger service is re-introduced, then the north end of Stirling may be re-modelled. This would involve the closure, and possible demolition, of the ex-N.B bridge. A new junction would be laid in north of the Caley bridge. If this is true, then I believe it could lead to intolerable delays in the future, as traffic surely increases. In the "middle" future, a through service to Dunfermline is apparently still feasible.

This whole idea may not get off the buffer stops if Railfreight go ahead with their re-structuring, as at the present time they are the sole "sponsors" of the route. A re-structure would probably mean the closure (and lifting) of the remaining route.

Just in case you're wondering, I acquired the information from a Queen Street driver, who was at Stirling one day when he saw "two grey suits in yelly vests" prodding about the general S D area. He asked the Inspector, who told him that the two gents were from the Department of Transport (you know the blokes, they build a lot of roads) in London. They were up here checking out the Alloa branch, to see what would be required in its conversion back to a passenger line. So there.....

Eastfield TMD still seems pretty busy, even though passenger work (of the Provincial species) is rapidly deserting the sinking ship. Latest rumours at the Shed tell me that the P-Way are getting several of the roads for Track Machine maintenance. The night shift is horrendously busy with more rail-cars than ever, so a Shed Driver told me. I suspect this is just Haymarket Bus Depot throwing out the dregs, to make room for more Sprinters.

Several redundant signal structures on our own much loved Joint-Line have been removed. They have been standing armless (sorry, I can't think of a suitable one-liner - as opposed to a joint-liner, as in Jointy-Jim - getting complicated.....) for over a year, the most familiar being "ours" at Broughty Ferry. This seems as good a point as ever to make a famous 63C list:-

Broughty Ferry - Down Home 1 and Section both removed (Down Home 1 is now the section and is a tubular post) - both were lattice post bracket signals.

Carnoustie - Down Home 2 removed, formerly a LMS/BR bracket.

Barry West - Up Distant removed, formerly a Lattice Post bracket. Replaced by two colour lights on the Dundee ends of both platforms. Carnoustie Down platform is "bi-directional". Trains terminating from Dundee, depart from the same platform.

ARG 1990/91 PHOTOGRAPHIC COMPETITION

A good number of members attended this exciting competition which was held at Broughty Ferry Station on Sunday, 4th November. Our congratulations go to Jim Page and Scott Cunningham - the two prize winners. Jim won the trophy and first and third prizes with two slides showing a snow scene of the Tay Bridge and a view of Cameron Bridge respectively, while Scott's print of Bridgnorth at night came second.

Judging was by George Gall of Tayport. George has since joined the Group along with Ian Hood of Muirton, Perth. A very warm welcome is extended to both new members.

S.B.

THROUGH THE AGES

From the Dundee Courier & Advertiser - 25 years ago

Tues. 5 October 1965

The last train from Killin left the Perthshire village yesterday afternoon in a blaze of glory. The send-off celebrations were somewhat premature, however - the train stuck 200 yards from the station.

"Greasy rails" said Station-Master A.E. Smyth "It may not look bad but the gradient out of Killin is 1 in 50".

Back came the old steam engine with its load of 3 coaches and 13 waggons, for another try. A longer run at the hill looked like paying off, but a quarter mile from the platform..... it was stuck again.

Back through the station again for yet another try - this time without the 13 waggons - and the last train, somewhat reluctantly, got on its way.

Sat. 9 October 1965

An attempted mail bag robbery at Forfar Station was foiled by the prompt and courageous action of Mr. George McGregor, nightshift porter (who) had seen 40 to 45 bags of letter mail come off the "midnight mail". Helped by the train's guard, Mr. James Dalglish, he locked the mailbags in the waiting room to await the arrival of Post Office vans at 4 o'clock. Mr. McGregor was making tea when he heard noises from the platform. "I saw two men with mailbags on the other platform; they had obviously unlocked the waiting room door. I challenged them and when they saw me coming (they) dropped the bags and ran off. I found six mailbags lying in the yard. I collected them and called the police". Mr. Dalglish, the guard of the mail train said "The Post Office security people are very tight with (security) during

the day, but at 1.45 a.m., with maybe 45 bags of letter mail, there is only the shift porter to guard it for 2½ hours".

There was no comment by Forfar Post Office on the incident.

Wed. 20 October 1965

Two sections of railway in Scotland, - between Montrose and Usan, and between Crianlarich Upper and Rannoch - have been chosen for a new signalling experiment known as the "tokenless block". (This) will speed the passage of trains on single lines, cut out hours of overtime at remote signal-boxes, and dispense with the familiar but time-wasting practice of drivers and signalmen exchanging the leather pouch containing a "token" which serves as a safety device.

Under the new experiment the signalmen will send a special releasing electrical impulse which will allow the signals to be cleared for one train only, all other signals being locked until this happens.

A B.R. spokesman said the lines from Inverness to Aberdeen and Perth had been investigated with the object of bringing them into step with the pattern of traffic now emerging.

"Where traffic permits, double lines will be singled, and all signal boxes which are no longer required, will be eliminated".

Fri. 22 October 1965

A settlement was reached yesterday in the longstanding dispute over bonuses for footplate men. The agreement is expected to cost the railways £3 million a year. The agreement provides a bonus of 5s. 2d. per shift for all footplate staff. The Unions also agreed to the maximum a driver being permitted to drive while single-manned, is an aggregate of 6 hours, or 350 miles.

Mon. 22 November 1965

Five passengers were killed in train accidents in 1964 compared with one in the previous year, says the Chief Inspecting Officer of Railways. The overall number of fatalities was 45. The biggest single cause of these was falling out of trains as a result of interfering with door handles or leaning out of windows.

In 1964, 80 railwaymen were killed in movement accidents, against 87 in 1963.

Tues. 14 December 1965

An all-out bid to prevent the closure of Forfar Station to passenger traffic is being made by both Town and County Councils....

Provost J.H.P. Tonge, Monifieth felt that erroneous figures about the use of the line had been supplied to the Inquiry by the railway authorities.

(Compiled by Gordon Mechan)

It would appear that the collar and chain would not be required if the dog was recaptured!!!

456
THE NORTH BRITISH RAILWAY COMPANY.

WAS. M'LAREN,
GENERAL SUPERINTENDENT.

General Superintendent's Office,

No. C37/9460

Edinburgh, 22nd Oct. 1889

Mr Siddell, Methil.

Dear Sir

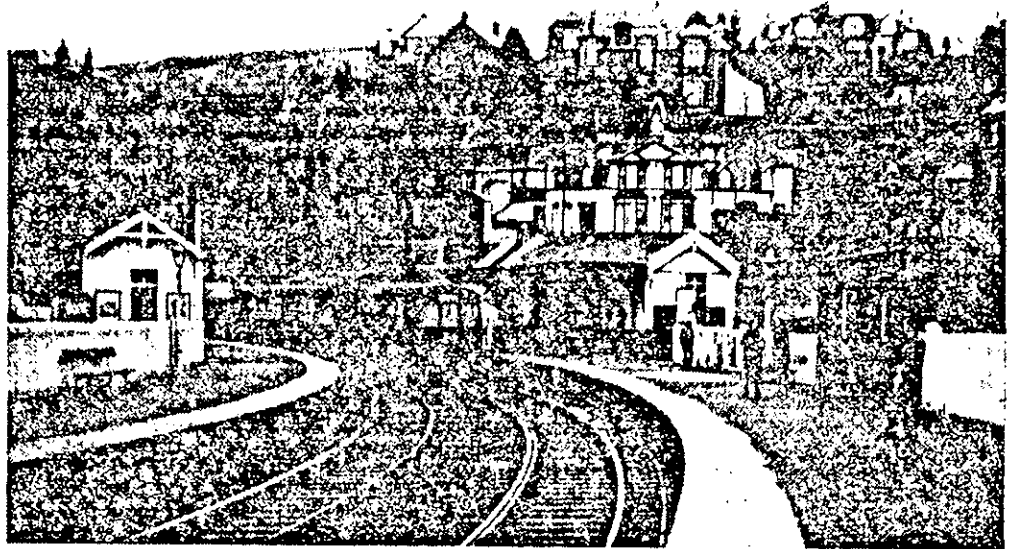
Dog escaped from luggage Van
Telegrams of date exchanged

I presume you have taken the precaution to intimate the loss of the dog to the consignee as well as retained the collar and chain which may eventually be required should the dog not be recaptured.

Yours truly,
W. M'Laren
G. D. D.



Spotlight on Wormit



Wormit station is at the south end of the Tay Bridge in the county of Fife. It is on the line from Dundee Tay Bridge to Tayport which provides a suburban service of trains for people employed in Dundee and resident on the south bank of the river.



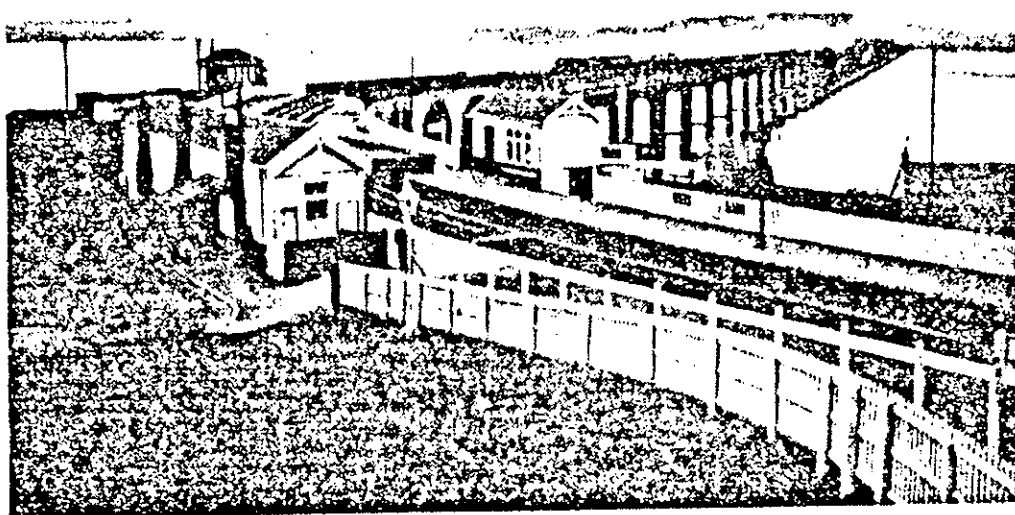
Passengers booked in one year average 67,500 and season tickets 3,600. There are 1,800 parcels and more than 4,000 tons of freight traffic handled each year.



The picture strip shows Relief Station Master D. Philip; Clerk R. Thomson; Signalman R. Currie; and Porter G. Anderson.



Spotlight on Wormit



WORMIT station on the Dundee-Tayport branch is the first station one encounters on this branch after crossing the Tay Bridge going south.

As can be seen from our picture WORMIT commands an impressive view of the bridge as well as the Firth of Tay. It is no uncommon sight for passengers to see seals basking on the sand-banks at low tide.

A regular service of trains from Dundee to Tayport carries business people and others daily on this busy line; at WORMIT alone some 87,000 passengers are booked annually, including no less than 1000 season ticket holders. One of these latter "regulars" has held a season ticket for fifty-five years.

The number of parcels forwarded each year runs to approximately 1000, while a similar number is received. From Newton sand siding many thousands of tons are despatched annually including some 6000 tons to various BR depots.

Under the supervision of the station master at WORMIT are the goods sidings where all freight trains going north are examined prior to crossing the Bridge. He also has under his supervision St. Fort station on the main line.

Our photo strip shows Mr. Henderson, Station Master, Mr. B. Clark Clerk, Mr. R. Henderson, Porter, and Mr. H. Fitchett, Signalman.