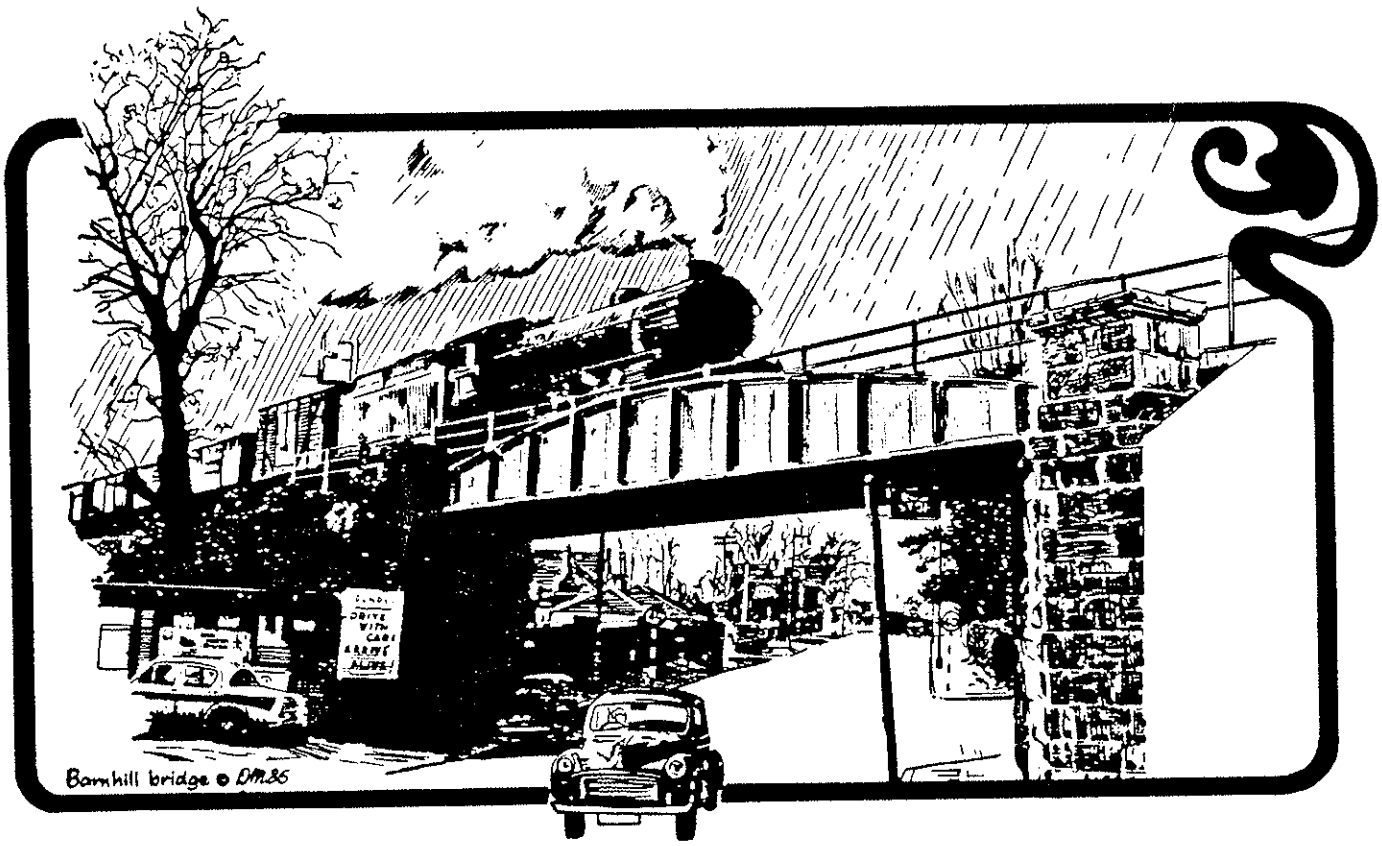
COCK O' THE NORTH

NEWSLETTER OF THE ANGUS RAILWAY GROUP



No. 118

SUMMER 1990

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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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27 Rankine Street
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The following following books have recently been added to the library:

L43 Jowetts Railway Atlas
L44 BR Steam Locomotive Depots SCR (Paul Bolger)

Another auction of railway ephemera and general paperwork will be run for the Angus Railway Group and its members during Summer 1990. Anyone wishing to take part should forward items to me (with reserves if any) as soon as possible. This is the first and last intimation of this event.

Sample results from last year's auction included:

BR carriage plate (H. Ellis)	42
Aberdeen Railway Rule Book	108
2 x BR posters	57
LNER holiday guide	36
G&SWR tourist guide 1907	65
L&NWR tourist guide 1859	55
Crieff-Comrie Rly - prospectus	54

(J. Page)

Over the weekend of 26/27 May a pillock with a JCB succeeded in demolishing his garden wall (which also supported the main Dundee-Aberdeen Railway Line!). Services from then have been severely delayed with all traffic using the southbound or 'UP' line. Initially some trains used the facing crossover at Camperdown Junction but latterly reversal at Broughty Ferry has been necessary. The next crossover up the coast is at Carnoustie and therefore BR (and its fare-paying passengers) have to endure a 7 mile single track corridor.

As at 30 May there had been little progress on the repairs - work seemingly being confined to one man and a cement mixer!

No time limit for the work has been given, but it looks to be a lengthy job.

(S. Cunningham)

NIGHT SHIFT

A good friend of your wonderful ex-Hon. Sec. is a real-life engine driver - yes every little, and not so little, boy's dream, or is it?

After much torture and, with little success in that department, bribery (told you he was a railwayman!) he agreed to write, in note form, a week on the night shift.

A week in April 1990.

Monday: Book-on at 23.33 Turn 501.
Work 1M12 23.50 Perth (ex Aberdeen) - Euston as far as Carstairs Junction.

Twelve vehicles formed the train, a mixture of mainly sleepers, with one lounge car, and a couple of vans. Weight was 562 tonnes including 118 tonnes for the loco, which was 47546.

Set off from Perth on time, noting the Royal Train in Platform 3 with an immaculate Class 47/8 at the head.

An uneventful journey as far as Carstairs, passing 1S81 Birmingham-Perth at Forgandenny (there was a p-way slow of 20 mph at the viaduct at Forgandenny in both directions, and also a 20 between Cumbernauld and Greenfoot on the 'UP' line which fairly knocks the feet from you with a heavy train).

Carstairs is the first station stop, we were held at Signal MC404 (at Cleghorn gates) and then at Sig. MC406 in the loop at Carstairs to allow the Royal Train to pass. This made us 20 minutes late at Carstairs (due at 01.38). Take the loco to the holding sidings, shut it down and off to see the Gaffer about my loco home. 47640 was my engine, and on preparing it I found the main fuel gauge broken. I banged the tank with my Bardic lamp, and received echoes in return. Back to see the foreman who 'phoned control to enquire when it was last fuelled. This passed the responsibility of the loco failing thro' fuel starvation from me to control. Control said that it had spent the day at Craigentinny so it should be O.K. Good enough for me.

Set off from Carstairs with 1S25 for Inverness (another long train) 20 mins. late. Stopped at Mossend to uplift Traction Inspector and Driver off the Royal Train. Arrived in Perth 5 minutes early at 04.43.

Booked off, rather cold, (both locos were draughty) and very tired.

Tuesday: Book-on 2340 Turn 500. Work 1M16 "Royal Highlander" 00.10 Perth (ex-Inverness) - Euston as far as Carstairs Junction. As yesterday there were no station stops - 11 vehicles with a similar train formation. The loco (47461) was an absolute disgrace, with the wind howling in around the Drivers left-hand side. The forecasters said it was around -5°C that night.

Stopped at Larbert Junction for a light diesel to cross onto the Falkirk road at Carmuirs West Jcn. Noted a CL-37 hauled ballast held for me at Carmuirs West Jcn.

Held at M392, protecting Lesmahagow Jcn. at Motherwell for 7 mins. to allow a train from Glasgow Central to pass. Noticed a new station being built at Shieldmuir.

Struggled up the hill to Law Jcn. where adverse signals delayed our progress to allow a Class 90 hauled Freightliner to take the Wishaw road.

Sat at Sig. M568 (between Craigenhill Summit and Cleghorn L.C.) and again at MC404 to allow 1M15 to finish shunting at Carstairs.

Arrived at Carstairs at 02.30 (22 min. late) - loco coupled off and to the holding sidings.

Went to the bothy very cold, but a cup of railwayman's tea in the smoke-filled room soon warms you up. Another Perth crew, and a couple of Waverley men were also there.

The news eventually filtered through that 1S25 had dragged down the wires at Lamington.

A CL47 was despatched light to drag him in. In the meantime single-line working was introduced over the Down line, the Postal being first in. The next was 1S79 (my train) for Aberdeen - Glasgow Central - Edinburgh. The electric coupled off and drew forward - I coupled on, detached my portion (12 vehicles), brake tested and eventually set sail at 05.50 (booked time 03.40). I had 47461 again, but was slightly warmer due to the cooker being at my end. Arrived at Perth at 07.20 (1 hour 50 mins. late.)

Some time was made up by belting down the easier sections (e.g. Law Jcn. - Motherwell 90 mph, Gleneagles - Whitemoss - Forgandenny 90/100 mph) where 80 is the W.T.T. limit.

Wednesday: Book-on 22.16 Turn 15.

A good shift tonight. Diagrammed to take a Class 47/7 to Thornton Shed for an "A" exam, and return it to the train at Perth to work the 06.23 Perth - Dyce.

I took 47717 off 5L51 (ex-Dundee), departing Perth at 22.30 for a quiet ramble through Newburgh, Ladybank, Markinch, arriving Thornton Yard at 23.05.

Thornton men are a friendly bunch so the three hours spent there passed quickly enough. While I was there a Class 37/7 departed with a pipe train for Aberdeen.

The shunter coupled the 47/7 on when I reached Perth, after which I switched the loco onto "remote" mode and went to test the Driving controls from the D.B.S.O. It worked O.K. - thank goodness!!

Switch the loco back to "local" mode - book-off and bedtime.

Thursday: Book-on 22.58 Turn 502
IM15 23.15 Perth (ex-Inverness) - Euston.

Departed Perth on time, the load being four vehicles - 145 tonnes (2 sleepers, 2 Mk11 air-conditioned opens). The loco was 47518. Unlike the previous nights, we were stopping at stations en-route to Mossend New Yard. (Stops being made at Gleneagles, Dunblane, Stirling, Larbert, Cumbernauld and Coatbridge).

Another uneventful journey through, although I tried to waste time between Cumbernauld (Dep. 00.18) and Coatbridge Central (Dep. 00.39) by allowing myself the heady maximum speed of 25 mph! I still arrived at Coatbridge 14 mins. early!

Arrived at Mossend New Yard early (due at 00.50), where I was relieved by a Polmadie man who is booked to take the loco to Eastfield for servicing. I walked to the bothy and 'phoned Motherwell loco, requesting the staff mini-bus to pick me up and take me to the shed (as I am diagrammed to do). I was told that the van was away to Glasgow Central, so I would have to wait.

Made myself "comfy" in the bothy with a book, when about half an hour later a Driver rushed in and asked if I would take an engine to the shed for him. I agreed, preferring Motherwell's bothy (they have a colour TV and a coffee machine) to the delights of Mossend. So I took 47357 the short distance down the line and dumped it in the fuel shed at Motherwell TMD.

I left the shed a couple of hours later with 47644 to work 1S.07 from Mossend back to Perth (for Inverness).

Mossend was the usual hive of activity with all sorts of trains and locos fleeing about. In particular I notices 86438 (Inter-City livery) and 86401 (Network South-East livery) arrive on a lengthy Speedlink.

87034 eventually arrived with my train at 05.09. We departed Mossend at 05.25 (4 minutes late due to main reservoir pipe problems) arriving at Perth 5 minutes early at 06.45. We stopped at the same stations going back, as we did coming through.

Friday: Rest Day

Saturday: Book-on 21.00 - Ballast.

Two crews booked on, (each with three men) Drivers, Secondmen and Guards, to work light engines to Kingussie and start work from there. I had 37175, the other being 37240. We coupled together, with '175 leading. Before departing we visited the fuel road to replenish 37240 coolant water tank. We made our way up the road, in no particular rush - 60 mph being fast enough for two light engines. We crossed the London at Pitlochry.

On arriving at Kingussie, we were told to carry on to Aviemore. On reaching Aviemore, we went into the Forres departure platform, where we split the engines, 37240 went off to couple onto the front of the train, drew it forward out of the yard, before the guards waved us forward with their lamps to couple us on the rear.

We worked the train forward "push-pull" (a lot different from "push-pull" passenger style!!) to a point at approximately Kingussie's Up Distant, where the relay was taking place. The train was then divided, the front portion with 37240 and wagons of new track panels drawing well forward. We stayed with the "Shark" immediately in front of us, with track lifting-laying Grantries on the flat wagons in front of that. Eventually the P-Way Supervisor came back and advised us that one of the Gantries wouldn't start, so we would have to go back to Kincraig Loop to re-marshall the train. This we did, although I don't think the locals appreciated the Class 37 at full throttle, which I used for the sake of speed.

We returned to our earlier location and after a long, uncomfortable wait, eventually were relieved by a fresh crew. We reached the mini-bus after a rather tricky and at one point, dangerous, walk along the trackbed, trying to avoid oxy-acetylene torches, gantries, and a rather unfriendly Ballast-Cleaner.

After going to Kingussie signal-box to pick up the other crew we travelled back along the A9 to book-off at -05.30 - very tired and extremely irate at the thought of the pittance that I will get in lieu of a decent rate of pay (I had to get that in!).

(ANON)

TRAVELLING IN TIME
by SUN CHARIOT 62B

The departure of the Push-Pulls, and the arrival of Sprinters appears the logical time to submit a further report on rail travel between Dundee and Aberdeen. I continued to use the 07.53 Dundee-Aberdeen, and the 17.08 Aberdeen-Glasgow, the last trip being on Friday 4th May. (I was on holiday during the last week of the old timetable). Timekeeping northbound continued to be the main source of disappointment, although there was a substantial improvement after my earlier report. It is not my intention to catalogue a series of late arrivals this time - only four journeys northbound were more than 20 minutes late, and these as a result of late-running sleepers. Following a complaint about late arrivals made by my colleague, (and very attractive fellow traveller), she received a reply which shows just how far the people at Scotrail House are removed from reality. They explained that the reason for the problem was stock which is "past their best". To describe the HST's as "past their best" is surely carrying things too far!

Admittedly, the PW works continued, with a new slowing just beyond Marykirk Viaduct during March. The Muchalls Viaduct repairs were finally cleared on 23rd March, but the work seemed to have been moved up the line to Newtonhill Viaduct, where delays began almost simultaneously. This job was completed by mid-April. Locally, the "wash-out" at Easthaven continued to enjoy a 20MPH restriction going north (only), and this invariably involved late arrival at Arbroath, even with the rare punctual arrival at Dundee. There has also been work going north at Stannergate, and in both directions for a short time at Balmossie.

Southbound, journeys were only occasionally late into Dundee, and even then only by a minute or two. (and this with 47's which clearly are "past their best"). There is easily 3-4 minutes of time in hand between Arbroath and Dundee, even with the frustrating stop at Carnoustie. (and why not Broughty Ferry, as previously asked!)

There have been a couple of amusing happenings, thanks to the use of the PA system by the conductor/guards. The first featured an announcement which went something like, "There will be no Buffet service on this train due to the fact that the Buffet trolley fell apart on the platform at Aberdeen". This conjured up a picture of the poor girl lying in a heap of powdered coffee, crisps, and the famous "freshly made sandwiches."

The second came from a conductor who had ambitions to work with an airline, or had been impressed by their style. His announcement on arrival at Aberdeen went along the lines of, (no pun intended!), "Thank you for flying British Rail - we hope you have enjoyed your flight and will fly with us again soon." Not quite exactly this, but not far away! I almost expected to hear the voice of our esteemed Chairman announcing, "This is your Captain speaking." Joking apart, the conductors are usually helpful, (with the possible exception of the bad-tempered b..... who covers Aberdeen-Stonehaven commuters), and prepared to announce the reason for delays. We even had Alan Mitchell on the train one night.

Leaving Aberdeen on Thursday 26th April, I noted a strange beastie, in the shape of Deltic - Gordon Highlander, resting at the back of the station. It remained in Aberdeen until the following Monday, apparently for some regimental 'do' and I was able to get some photos on the Friday. It was not "in steam", and it would be interesting to learn (possibly from the

Pitnappie Chappie) how it travelled. Although I didn't see it, (cries of sacrilege!), No. 60009 was also a visitor to the area on 5th & 6th May.

Back at the beginning of February, I noticed that excavation work had started on the Forfar line embankment, just at the overbridge at Barnhill. It appears that there are plans to landscape the area, but at the time of writing, only a path had been laid and had been edged with a grass strip.

For those interested, the following information is provided:

STATISTICS. Of the 84 journeys covered since I started travelling, 39 different HST power cars led the trains, including 43080 converted for use as a driving trailer. 43062 was the most often seen, with 6 trips. For the record, the southbound trains have had the following motive power:

47460	
47470 University of Edinburgh	
47492 The Enterprising Scot	
47518	
47636 Sir John De Graeme	
47641 Fife Region	each with one trip
47633	with two trips

47701 Saint Andrew	2 trips (1 at the rear)
47702 Saint Cuthbert	1 trip (- at the rear)
47703 Saint Mungo	6 trips (5 at the rear)
47704 Dunedin	2 trips (- at the rear)
47706	6 trips (3 at the rear)
47707 Holyrood	8 trips (5 at the rear)
47708 Waverley	4 trips (3 at the rear)
47709 The Lord Provost	3 trips (2 at the rear)
47710 Sir Walter Scott	15 trips (7 at the rear)
47711 Greyfriars Bobby	4 trips (4 at the rear)
47712 Lady Diana Spencer	4 trips (1 at the rear)
47715 Haymarket	7 trips (4 at the rear)
47716 Duke of Edinburgh's Award	4 trips (3 at the rear)
47717 Tayside Region	9 trips (6 at the rear)

In addition we had DMU 107744 one night following a failure of the P/P loco. My last journey, with 47710 on 4th May, was eventful in that it stopped at all of the local stations from Arbroath after the rostered DMU failed. Yes, I could have got off at Broughty Ferry that night - but the car was at Dundee!

I never thought I would hear myself saying (or writing) this, but I already miss the Push Pulls. Travelling by Sprinter Bus is certainly not so interesting - nor comfortable. Something strange (and nasty) appears to be happening under the floor, but more of this anon.....

100 YEARS AGO

Extracts from the "Dundee Courier and Argus"

[In the wake of legislation establishing the eight-hour working day for coal miners, attention turned to the long hours worked on the railways, and their consequences]

Thursday 10 July 1890

RAILWAY ACCIDENTS

Statistics just issued by the Board of Trade point to the conclusion that railway travelling has still too much risk attached to it. ....the plain inference is that the hours of drivers, guards and signalmen are far too long. Such sentences as the following are not creditable to the Scottish railway companies, to whom they refer:- "At the time of the accident the driver had been on duty for $10^{3}/_{4}$ hours, his regular hours for this day being over 13 hours.... the signalman had been on duty for nearly 12 hours and the driver and fireman of the goods train for 13 hours, with a prospect of some 2 hours more". .....Stronger support than this could not possibly be given to the movement which has as its object the securing of a ten hours working day for railway servants.

Tuesday 19 August 1890

THE SCOTTISH RAILWAY AGITATION

Last night a public meeting held in Glasgow recommended the respective Boards of Directors of Scottish Railway Companies to favourably consider the propriety of reducing the number of their servants' hours..... Mr. Chadwick M.P. thought that a legislative enactment should be got that no railway servant work more than ten hours daily.

Wednesday 20 August 1890

[An Editorial entitled 'Railway Accidents' quoted a speaker at that meeting:]

Estimating the aggregate year's work of five grades of railway servants in Scotland, numbering about 7,639 men in all, he showed that on 955,692 occasions they had wrought from 13 to 18 hours a day. The more responsible grades - the guards and engine-drivers - were most subject to overwork, and the Councillor instanced one man in a West of Scotland Station who wrought 72 hours in a week in three continuous shifts of 24 hours each.

[The 'Scottish Railway Agitation' was to rumble on through the Autumn, and culminated in a strike affecting most of the Scottish services from just before Christmas into 1891].

[**THE NEWTYLE LINE** continued to generate complaints about the service, and although it has often been said that if one missed the train in Dundee, one could take the Downfield tram and head it off at the pass, the writer of the following letter to the Editor had no such choice; it was to be another seventeen years before there was an electric train all the way to Downfield and Baldovan].

Sir: **Newtyle Line Train Service** Thursday 24 July 1890

Again and again complaints have been made about the train service on this line, and several improvements have taken place of late for which we are thankful, but the altering of the last train to 7.12, and crossing at Lochee, is surely a mistake. When you leave Dundee at 7.12 and arrive at Baldovan about 8 o'clock, well, to put it mildly, it sends you home not in good humour.

(Signed) "Lochee-half-an-hour-late".

Tuesday 19 August 1890

FALL OF A TUNNEL ON THE N.B. RAILWAY

The fall in of the Winchburgh tunnel on the North British Railway between Glasgow and Edinburgh on Sunday night is more serious than was at first believed. Twenty-five feet of the tunnel has fallen in, the debris lying packed close from roof to floor. A clearance will not be affected for many days, and, indeed, the North British Railway authorities are considering the propriety of opening up the whole tunnel. Trains between Glasgow and Edinburgh are run round by Dalmeny and are generally half an hour late.

Friday 26 September 1890

The Caledonian Railway Directors are said to have in contemplation the extension of their system from Larbert into Fifeshire, joining their line at Dunning.

Thursday 9 October 1890

DEATH OF THE OLDEST ENGINE DRIVER IN SCOTLAND

The death of Mr. David Walker at his residence in North Street, Forfar, on Tuesday, has removed one who could justly claim to be the oldest railway driver in point of service in Scotland. Mr. Walker's connection with railways dated back to the time of the construction of the old Newtyle line - one of the first of the small beginnings in railway engineering in Scotland. He was originally in the employment of the contractors for the line, and on the completion of the undertaking, he had charge of one or more of the horses for drawing the coaches. When the "iron horse" came upon the scene, Mr. Walker was the first fireman. Indeed it might be said he was the first engine driver, for so soon as he was initiated into the work by the man in charge, who was an Englishman, he was promoted to the senior post, which he occupied for several years. He afterwards acted as a fireman on the Dundee and Arbroath line, then newly opened. He was subsequently a driver on the Arbroath and Forfar, Scottish Midland and Caledonian lines. He retired some years ago, after a life of honest and industrious work in the railway service, Mr. Walker, was 77 years of age.

(Compiled by Gordon Mechan)

THE END OF THE LINE AT WINCHBURGH

by E.S. Lomax

The last sections of the track of a little-known electric railway at Winchburgh are now being removed. This is an event with a surprising amount of history behind it, for the Winchburgh railway was Scotland's first successful electric railway, and it has operated continuously for almost 60 years.

It even retains its two original locomotives, now almost the oldest electric locomotives in the world still in service. These two veterans are likely to be preserved as museum pieces.

The story begins at the turn of the century, when the Lothians shale oil industry had an output of about two and a quarter million tonnes of shale a year, which was handled in 15 crude-oil works operated by ten separate companies. Of these the leading companies were the Oakbank Oil Co. Ltd., founded in 1885 as successors to the much older Mid-Calder Oil Co.; the Pumpherston Oil Co. ltd., founded in 1883; and the famous Young's Paraffin Light and Mineral Oil Co. Ltd., founded as early as 1866.

Some of the old oil companies were pioneers in the industrial use of electricity. In 1879, for example, the British Electric Light Co. Ltd. granted licences for the use of two "Gramme" generators for lighting Oakbank Oil Works. In 1884 part of the newly erected works at Pumpherston were equipped with electric lighting which, unfortunately, later set the works on fire!

In the succeeding years various other schemes for using electric power in the oil industry were adopted. It was in 1902, however, that the most significant step of all was taken.

The Oakbank Oil Company had decided to expand their activities and to exploit the hitherto undeveloped Duddingston shalefield, which lies between Hopetoun House and Queensferry north of a line known to geologists as Ochiltree Fault. The company decided to erect a new crude-oil works at Niddry Castle, Winchburgh, beside the main Edinburgh-Glasgow railway line, and to build a private railway between the Niddry Castle works and the Duddingston shale mines, some two miles away.

This enterprising company decided that the entire works, and the railway, should be operated electrically - a far-seeing step indeed in those days when electric railways were still something of a novelty.

Niddry Castle Oil Works, and a 2ft. 6in. gauge railway to Duddingston shale mine, were duly opened in 1902. The electric power for this pioneer railway was provided at 500 volts d.c., using overhead wires rather like a conventional street tramway. Two four-wheeled 50 h.p. locomotives were provided initially. It is believed that these were built in the United States by the Baldwin Locomotive Company, with Westinghouse electric equipment.

With the extension of shale mining, an additional mine, No. 3 Duddingston was soon opened, and in 1907 a third locomotive was placed in service. This was a 100 h.p. British Westinghouse locomotive. In 1929 a fourth locomotive was built by the English Electric Co. Ltd., and in 1943 locomotives 5 and 6 followed. These last two were built jointly by Metropolitan Vickers and the well-known Scottish locomotive builders Andrew

Barclay Sons & Co. Ltd., Kilmarnock.

The original Duddingston No. 1 mine closed during the Second World War, followed by No. 3 mine about five years ago. A third mine at Tottywells, opened just before the war, was finally closed last year, and Scotland's first electric railway fell into disuse. Finally the entire crude oil works at Niddry Castle were themselves recently closed, and demolition is now in progress.

All six locomotives still remain intact. Locomotive No. 1, somewhat rebuilt, remained in service to the last No. 2 is still in original condition, but has not been used for some time. It is a very remarkable survival from the earliest days of electric rail transport.

The only electric locomotives older than these two Winchburgh veterans remaining in service in the United Kingdom appear to be two British Railways "service" locomotives which have led very sheltered lives in rather special surroundings. These were built in 1898 and 1899, and have always shunted on the Waterloo and City Railway, and in Durnsford Road Power Station, Wimbledon.

Several electric locomotives built much more recently than the Winchburgh veterans have already found honoured places in museums on the Continent. In the United Kingdom only one electric locomotive is preserved at the moment; this is the original No. 1 of the City and South London Railway, built by Crompton & Co. in 1889 and now on view in the Science Museum, South Kensington.

The success of the Niddry Castle electrification soon led to the electrification of the older oil works at Pumpherston, Oakbank and Broxburn, and the new Tarbrax Oil Works, opened in 1904.

As an indication of the far-seeing outlook of the shale mining companies at that time, it is worth recording that the Tarbrax electric installation of 1904 included the first example of the Ward Leonard/Ilgner method of speed control to be applied to mining in the United Kingdom. It is now in common use throughout the world.

The pioneer Winchburgh electric railway, however, has remained unique with a remarkable record of continuous and efficient service.

(From the Edinburgh Evening News)

THE PERTH - DUNDEE SECTION OF THE L.M.S.R.

By H.A.Vallance.

The year 1845 was remarkable for the extraordinary wave of railway speculation that swept over the British Isles. Money was plentiful, and scenes of feverish financial activity were of daily occurrence. Although many of the schemes of that mad year failed lamentably (and, in certain cases, deservedly), others were sound, and developed into highly successful undertakings.

In Scotland, a main line of communication, together with some branches and subsidiary lines, was authorised from the English border at Carlisle, to Aberdeen, on July 31. At that time it was not intended that the route should be placed under one ownership, and the lines of no fewer than five companies went towards its making. From Carlisle the Caledonian Railway ran to Castlecary, near Falkirk, whence the Scottish Central Railway continued to Perth. North of Perth the Scottish Midland Junction Railway extended to Forfar, to join the Arbroath & Forfar Railway (authorised in 1836, and opened in 1840). The final stage from Guthrie Junction, on the Arbroath & Forfar, was provided by the Aberdeen Railway.

Nor would a through journey, without a change of carriage, have been possible, for north of Perth a gauge of 5'-6" was authorised, whilst to the south 4'-8½" had been adopted. Fortunately, however, the northern companies soon saw the advantages of a uniform gauge, and altered their plans accordingly. Had the wide gauge survived, it would have been necessary to convert a large part, at least, of the Arbroath & Forfar Railway, as this line had already been laid to a gauge of 4'-8½".

Of the subsidiary lines, authorised on the same day, by far the longest and the most important was that from Perth to Dundee, a distance of 21 miles, through the fertile plain, known as the Carse of Gowrie, lying between the southern slopes of the Sidlaw Hills and the Firth of Tay. In common with its northern neighbours, the gauge of the railway was originally intended to be 5'-6". The company also undertook to lease the projected Scottish North Western Railway, from Dundee to Dunkeld. This undertaking failed to materialise, however, and the scheme dropped into abeyance. Some fifty-five years later, an attempt to revive it, in a slightly modified form, shared a like fate, and was abandoned.

At Dundee a junction was to be made with the Dundee & Arbroath Railway, authorised in 1836, and completed in sections between 1838 and 1840. This line had also been laid on the 5'-6" gauge, but was converted in readiness for the opening of the railway from Perth. The connecting lines were laid through the streets of the town for a distance of about half-a-mile, and were provided at the expense of the Dundee Harbour Trustees. On July 22, 1848, the Dundee & Perth Railway obtained a further Act for a high level line, on arches, to connect the two lines. These powers were subsequently repealed, and the inconvenient method of hauling vehicles through the streets remained in use. It was not until 1878, on the completion of the North British Railway's route from Edinburgh to Aberdeen, via the ill-fated Tay Bridge, with the Dock Street tunnel, at Dundee, that an alternative route became available.

The railway was opened throughout on May 24, 1847. The terminus at Dundee was approximately on the site of the present West station; but the station at Perth was situated at Barnhill, on the east bank of the Tay, almost a mile from the centre of the town. On July 2 of the same year, the company

obtained powers to extend the railway over the river to link up with the main line from the south to Aberdeen. Princes Street station, on the west bank of the Tay, was opened in 1850; but the date on which the trains first ran forward into Perth General station is not at all clear. In all probability, the connecting line was completed in 1850, but prior to 1863, Bradshaw shows all trains on the Dundee line as starting from Princes Street.

That the railway fulfilled a long-felt want may be judged from the following extract from **HERAPATH'S RAILWAY AND COMMERCIAL JOURNAL**, for June 12, 1847; 'The public are beginning to reap the advantage of opening the railway. The old charges by coach (outside) in winter were four shillings and five shillings. The charges by railway are one shilling and sixpence, two shillings and three shillings, with the usual advantage of return ticket.' The report adds that the river steamers plying between the two towns had been obliged to reduce their charges.

In 1847, in addition to Perth and Arbroath and Forfar, Dundee was served by one of the earliest lines in Scotland, the Dundee & Newtyle. Authorised in 1826, and completed in 1831, the line followed a more or less direct course across the Sidlaw Hills to the town of Newtyle, a distance of about 12 miles. The gradients were exceptionally severe, and included more than half a mile at 1 in 10, imemdiately after leaving the Dundee terminus and almost a mile at 1 in 25 some distance further on. The terminus at Newtyle was approached by a steep drop at 1 in 15. For some time the inclines were worked by rope haulage, and the intervening level stretches by horse traction, but the horses were replaced eventually by locomotives. The railway was single throughout, with passing loops, and was originally laid to a gauge of 4'-6". At Newtyle the railway made connection with two independent local lines, opned in 1837, the Newtyle & Coupar Angus, and the Newtyle & Glamis. In 1846 both were purchased by the Scottish Midland Junction Railway, and utilised, as far as possible, as part of that company's main line.

Although traffic between Dundee and Newtyle was considerable, operating expenses were high, and the company was never able to declare a dividend. Nor was the interest forthcoming on a considerable sum of money advanced on mortgage. An attempt by the mortgagees to obtain possession of the line was frustrated; but in 1845 the directors were obliged to advertise the railway for lease. As the result of protracted negotiations between the Dundee & Newtyle, the Scottish Midland Junction, and the Dundee & Perth Railways, the last named was empowered in 1846, to lease the Dundee & Newtyle for 999 years, and three years later it was converted to standard gauge.

It was not until 1861 that the two railways were properly connected at Dundee by the construction of a deviation to avoid the Law incline. The new line left the original route some distance beyond the head of the incline, and sweeping round the hill on a circuitous course, joined the railway from Perth at Ninewells Junction, about two miles from Dundee. When it was completed, the old terminus of the Newtyle Railway was closed, and all traffic concentrated on the West station. This alteration considerably lengthened the journey by rail between Dundee and Newtyle. In the previous year the intermediate incline, at Balbeuchly; had been abandoned, and shortly afterwards the gardients were still further improved by the construction of a new station at Newtyle, together with a connecting line to join the Newtyle branch of the Scottish Midland Junction Railway.

In May 1847, the directors of the Dundee & Perth had agreed to lease the Dundee & Arbroath Railway. The lease was ratified by Act of Parliament in August, 1848, and the title of the combined concern changed to the Dundee, Perth & Aberdeen Junction Railway. Subsequently, the Caledonian Railway sought to enter into a like agreement for the lease of the whole of these local lines, but negotiations fell through, and for the time being, the Dundee, Perth & Aberdeen Junction retained its independence. On March 9, 1850, a further disruption took place when the release of the Dundee & Arbroath Railway was annulled by mutual consent.

Despite the failure of the early negotiations for the lease by the Caledonian Railway of the lines in the Dundee area, a series of amalgamations took place which ultimately consolidated that company's position in the North-east of Scotland. On July 19, 1856, the Aberdeen and Scottish Midland Junction Railways were amalgamated, under the title of the Scottish North Eastern Railway. The former had entered into a long lease of the Arbroath & Forfar 10 years previously, and on January 31, 1862, the Dundee & Arbroath was added to the combined system. On July 28, 1863, the Dundee, Perth & Aberdeen Junction Railway lost its identity, and became invested in the Scottish Central Railway. Two years later, on July 5, 1865, the Scottish Central and the Caledonian Railways were amalgamated, and the final stage was reached on August 10 of the following year, when a fusion occurred between the Scottish North Eastern and Caledonian Railways. These amalgamations placed the Caledonian Railway in a very strong position north of the Tay, although the former Arbroath & Forfar was eventually constituted as a joint line with the North British Railway, as part of that company's route from Dundee to Aberdeen.

The Dundee-Perth line joins the main line of the L.M.S.R. from Glasgow to Aberdeen at Perth General station. The actual junction is situated immediately to the south of the long island platform comprising the main portion of the station, and faces towards the south. The Dundee trains are accommodated at two platforms curving sharply away from the main line. A third road, unprovided with a platform, runs through this part of the station.

Two curious, and possibly unique, features at the Dundee end of the platforms may be noted. The first is a gradient post, marking a change from Level to 1 in 139 rising. The arms give a true indication of the change; but the figures and words are turned upside down. The explanation appears to be that when a new post was at last required, a replacement indicating a change to 1 in 139 falling was provided in error. Accordingly, the arms were detached, turned upside down, and refixed, on the other side of the post, to exhibit the correct inclination. Immediately opposite is a starting signal, carried on a short lattice post, fixed to a telegraph post.

The railway is carried across the town on arches for $^{3}/_{4}$ mile to Princes Street station. Although a double track is provided throughout this distance, single track working is in force, and what would normally be the east-bound track is used as a siding. Princes Street station consists of a single platform of neat and pleasing design, but the exterior of the station, to which stairways lead down to street level, is somewhat unprepossessing. A considerable local traffic is dealt with here, but the majority of passengers for the main line use the General station.

Immediately beyond the station the line crosses the Tay on a long single-line viaduct of iron girders supported on masonry columns. An

opening span, to allow the passage of ships up the river, is situated close to the west bank. Nowadays, this facility is never required and the bridge is kept permanently fixed for the passage of trains. The line of rails over the viaduct forms a continuation of the track now used as a siding. In consequence, trains have to use a crossover at the end of Princes Street station. The turnout is sharply curved, necessitating a severe speed restriction for non-stop trains. Downstream the river is divided by the extensive Moncrieff Island, laid out partly as a golf course and partly in market gardens. The railway crosses the northern end of the island on masonry arches; but iron girders are resumed when the second channel of the river, pickturesquely named the Willow Gate, is reached. A public footway giving access to the island, as well as to the opposite bank of the river, runs beside the railway throughout the length of the viaduct.

The railway becomes double track on the far side of the river, at Barnhill Signal Box. Nearby is the site of the original terminus, now completely demolished. Past the roadside stations of Kinfauns and Glencarse, the train runs at the foot of a wooded ridge, a short distance from the Tay; then it turns away from the river, the hills recede slightly towards the north, and there follows a long stretch of flat fertile country, typical of the Carse of Gowrie. The level nature of the country is reflected in the gradients. Throughout the journey very few are steeper than 1 in 250, and there are long lengths of level. Apart from the Tay viaduct, there are no engineering works of importance.

When the railway was projected, the first Chairman, Lord Kinnaird, objected to its approaching his seat at Rossie Priory. In consequence, the station at Inchture was placed more than two miles from the village. In 1848 a branch was constructed from the village to the station, and a service of horse-drawn trams, or dandies, provided. From time to time special through trains, worked by locomotives, were run: but after the amalgamation with the Caledonian Railway, the horse reigned supreme on the branch. First- and third-class tickets were issued, and for many years the "train" consisted of an old composite coach. In 1895, however, this was replaced by a specially constructed vehicle, similar to a single-decked tram, painted in standard Caledonian colours. The service remained in operation until 1916, when it was withdrawn, as a war-time economy, anbd never reinstated. By that time, save for the Fintona branch, on the Great Northern Railway of Ireland, it was the last horse-drawn 'train' in the British Isles. The terminus at Inchture still stands, and although the rails have been removed, the course of the line is still plainly to be seen. For the most part it ran close beside the public road.

In 1849 a similar branch was provided between Errol station and Errol village, a distance of about $1^1/_2$ miles. In this case, however, the service was short lived. The receipts never covered the operating expenses, and the line was closed in 1852. The rails were removed two years later, and all traces of the branch have since disappeared.

At Longforgan, $15^1/_4$ miles from Perth, the railway returns to the river, which has now widened out considerably into the Firth of Tay. The long line of the Tay bridge, carrying the London & North Eastern Railway across the Firth from the south, is a prominent feature some distance ahead. Passing Invergowrie, the train reaches Ninewells Junction, where the Dundee & Newtyle Railway turns away to the north. The junction is peculiar in that the two railways run parallel for some distance before diverging. This provides for a passing loop on the Newtyle line, which is otherwise single. Beyond Magdalen Green station, opened in 1878, to serve a suburb

of Dundee, the Railway curves round beside the L.N.E.R. to its terminus at Dundee West. The Caledonian Section engine sheds are seen on the left at the approach to Dundee West. The spur connecting the two railways diverges at Buckingham Junction, a short distance from the station. In addition to goods trains, it is used by one through passenger train from Perth to Carnoustie, in each direction, on Saturdays only. On Sundays all trains use the L.N.E.R. station.

The present Dundee West station, built in 1899, consists of two main platforms, each provided with a long bay, spanned by an overall roof. A centre road between the two main platforms provides for engine release. At the back of the platforms are the booking offices, and a wide circulating area. The station buildings, fronting on to Union Street, are of neat and imposing design, typical of the former Caledonian Railway's practice. At the southern corner is a clock tower, flanked by small turrets. The goods station adjoins the passenger station. Extensive carriage sidings and engine sheds are situated a short distance away.

In addition to a fairly frequent local service, operated on weekdays only, the Dundee-Perth is served by a number of long-distance trains, which do not call at the intermediate station, and require about 30 min. for the journey of $21^{1}/_{2}$ miles. Through coaches and sleeping cars are run in each direction between Dundee and London (Euston), and there are several services to and from Glasgow. In certain cases, the Glasgow coaches are combined with Aberdeen trains south of Perth. In the down direction, the train usually stops outside Perth General station for division, and the Dundee coaches are worked into the east platforms by a separate engine. Expresses from Dundee having through portions for Glasgow and the South usually run through the Dundee platforms without stopping, setting back into the main-line platforms so that the through coach(es) can be attached by the Dundee train engine without separate shunting movements.

For the most part the local services are worked by tank locomotives, originally built by the Caledonian Railway. For the fast trains, tender locomotives of Caledonian or post-grouping designs are used. During 1930 and 1931, an unusual visitor was the ex-Caledonian 4-2-2- tender engine No. 123 (L.M.S.R. No. 14010), to the history of which, and the decision for its preservation in Caledonian colours at St. Rollox Works, many references have been made in the Railway Magazine.

(From "The Railway Magazine" January, 1937)

SOME RECOLLECTIONS OF ERROL AROUND 1936

By J. Galbraith, Perth.

Local trains, usually from Perth, would sometimes have a Horse Box to be detached, in which case it would be on the rear of the train and would be detached and left on the Main Line for the staff to manhandle it into the Bay for unloading. This involved the co-operation of the signalman on duty in changing points after a good deal of arm waving and shouting. If the Horse Box had been loaded at Errol and was to be picked up the train from Perth, having come to a stop, would detach the engine only, which would come in and attach the Horse Box and then rejoin the train which would then set off for Dundee West.

I used to go out and collect accounts from premises in the Village and also outlying farms etc. This was a pleasant experience, especially on a nice warm summers day.

In these days quite a few trains called at Errol in both directions with decisions having to be made regarding bus connections if trains were running late!

On the platform outside the Station buildings we had a cigarette machine where the Station Master, Dave McNaughton got his fags - 10 Capstan for 6d - a tanner! There was also a chocolate machine - a thin bar of Nestles for a 1d! - and a de luxe bar at 2d!!

The ground between the Station and Signal Box on the down side was tended by the Signalman just like allotments where quite a lot of produce was grown.

In those days we had quite a few commuters for Dundee and on cold mornings the fireplace in the office was quite crowded.

The train now arriving . . .

Mr. Lindsay Horne is sub-postmaster at Blackness Road Post Office in Dundee is a keen railway enthusiast and has recently been involved with other enthusiasts in the restoration of Errol railway station. The station is situated on BR's Glasgow to Aberdeen route midway between Perth and Dundee. Whilst in the process of renovation, enthusiasts discovered a hidden cupboard. When the cupboard was prised open, a box full of papers and other items were found. Amongst the items were Caledonian Railway Company timetables, working timetables and other printed material. Of special interest to Lindsay was an old Post Office Guide and a telegraph instruction book detailing how much these services cost a century ago. As he said, "the Post Office must have been sited at the station and in addition to the usual services provided, the Post Office at Errol Station dealt with money orders and savings bank customers and was also a telegraph office, sending messages all over the world". Those involved in the restoration work intend to incorporate the find into a display which they plan to mount in the booking office

Errol Station was opened on May 24th 1847 (closing in 1985) and to celebrate the end of the first phase of the restoration a ceremony was held exactly 143 years to the date of the first opening. Members of the Errol Station Trust were dressed in period costume and included Dundee postman Colin Shields who wore the Postman's uniform of the time. Mr. Charles Lang unveiled a plaque and four platform seats dedicated to the memory of four employees connected with the station. Lindsay played the part of the stationmaster even to the extent of growing whiskers and a moustache.

Lindsay with his two sons Craig and Fraser in period costume.

Pictured left are Colin Shields and Lindsay Horne.

Mr. Lang makes the presentation surrounded by those who assisted in the restoration.