

Angus
Railway
Group

Journal



Issue 129 - Spring 1993

Editorial.

This will be the last editorial written by me, no doubt much to the delight of members!

No one contributed any local news - so you don't get any!

Thanks to all those who took the effort to contribute to this journal.

Your Editor has travelled twice to Glasgow since the floods mentioned in "Sun Chariot's" article: in both cases on the 07.42 departure, due in Glasgow at 09.25, it got in around 09.35 on both trips, so when I was going down to Kendal I made to 09.50 *IC* in plenty of time. (Nice to travel in a proper train on the way back: electrics + MkII air-cons!). Returning via Edinburgh is a bit tedious, however!

So the Government has decided to fund the channel tunnel rail link in part. But still can't get their act together about a route avoiding Tory marginals. How about on a viaduct 30 feet above the M2?? There we already have a good alignment - and no destruction to the so-called Garden of England.

Cover photo: slightly outwith Tayside: one of the push-pull C16s at Arrochar.

Is there too much railway preservation in Britain? I'm inclined to think so.

Why do the majority of "railway" enthusiasts never travel by train.

What drives British "Railway Enthusiasts" to create lists of *seen* locos? Our continental colleagues don't do this.

Why, despite there being at least 100,000 "railway" enthusiasts in the UK, are only about 2,500 members of the *Railway Development Society* (Mem Sec: 49 Irnham Road, Four Oaks, Sutton Coldfield, West Midlands, B74 2TQ). Do they only care about numbers, and will they start compiling bus number lists when bustitution reaches it's final conclusion.

We welcome three new members to the group:

- Tom Willison,
3 Queen St, Tayport, DD6 9JY
Tel: 0382 552993.
- Tom Henderson,
24 Holly Rd, Broughty Ferry, DD5 2LZ
0382 77198.
- James G. Robertson,
5 King St, Tayport, DD6 9LP.
0382 553206.

MODEL EMPLOYEES

The photograph in Steam Album Vol. 2 of LMS Shed Staff at Dundee West which shows two gents holding model tank engines reminded me of a model in my possession and one now sadly lost.

My present model is of a Holden Great Eastern 4-6-0 class B12 to the approximate scale of $\frac{1}{2}$ " to the foot making $2\frac{1}{2}$ " gauge. This model was acquired via a relative around 1960 who in turn had been presented with it from a retired railwayman at Carstairs. Along with the B12 he also received a black Caley 0-8-0 tank to the same scale as the B12 and very like the model held by the railwayman on the left of the Dundee West photograph.

Both models were made from wood with the only metal being for handrails and mica or the like for cab window glass and both models being good representations of the full size locos. Anyway between the 60's and now the tank has faded away but fortunately the B12 survives albeit minus a few parts.

Over the years I have wondered where the inspiration for these models came from and then while visiting the Conwy Valley Railway Museum in Bettws-Y-Coed I discovered another model of the B12 and subsequent enquiries with the museum staff revealed the plans for the B12 came from The Boys' Own paper.

So if the B12 was from a published design in The Boys' Own paper then can we take it that the Caley tank was from the same stable? If not then the likelihood of two railwaymen modelling the same tank engine in the same scale etc seems remote. This leads me to ask if the model known to myself has been the one in the photograph? I wonder if any of the group members know the names of the railwaymen in the photo? Hopefully yes, so I can compare with the builders identity of my B12 and Caley tank.

Angus McIntosh

For those of you wondering where the last part of *Electra's* series on the Electric Railway, if you ask your new editor he may be able to persuade her to write the final part.

Private Owner Wagons Registered with the Caledonian Railway in the Dundee Area.

by Alan Simpson.

I came across an interesting piece of information recently, on a visit to the Scottish Record Office at West Register House. This was a tome of legal papers¹ and pleadings of the Caledonian Railway, concerning siding rent and demurrage cases around 1910-1911. Included in these papers is a detailed list of all private traders who were recorded as having been registered with the Caledonian Railway to run their own wagons on Caledonian tracks. The list also gave the number of wagons each registered trader operated as at 31st July 1908, 1909, and 1910. The information was presented both alphabetically and geographically, according to the districts of the Caledonian. I have copied out the entire table for the Dundee district in appendix 1. I have summarised the number of wagons and traders in the adjacent table:

Table 1: Summary of Locations, Number of registered wagons for each location per as appendix

Some well known names can be seen in the appendix, some of which still survive to this day. These organisations are:

a: Coal Merchants

(Thomas) Muir, Son and Patton Ltd.
J.S. Hood (Now Smith, Hood Ltd).
These organisations had branches throughout Angus & Perthshire at the local railway goods yards.

b: Jute and Flax Spinners

Cox Brothers Ltd.
J & A D Grimmond Ltd
Malcolm Ogilvie Ltd
Cox's and Grimmonds merged with other Jute spinners to form Jute Industries Ltd, which was the forerunner of Sidlaw Group PLC. Malcolm Ogilvie still exists as far as I'm aware.

Apart from where I've indicated otherwise, most of the traders listed would have been Coal Merchants. A big change from today, where almost no coal is moved by rail in Tayside.

Acknowledgements:

I would like to thank Jim Page for his help in writing this article.

Location	No of Traders	No of Wagons
Dundee	27	626
Dundee-Maryfield	4	16
Dundee-Fairmuir	7	103
Dundee East	1	1
Arbroath	5	37
Carnoustie	1	5
Broughty Ferry	3	11
Baldovan	1	2
Blairgowrie	6	29
Froickheim	1	1
Gagie	1	6
Lochee	5	43
Lochee West	2	2
TOTAL	64	882

Below is the full list for the Dundee Section as at 31st July 1909.

Owner	Colliery or Works	No of Wagons	Other Details
Johnston R Allan	Dundee	4	4, Crescent Lane
J S Allan & Sons	Dundee	8	15 Baltic St, & 60 Foundry Lane
R J Anderson	Dundee	1	9 Annfield St
T Aitken	Arbroath	10	HMRS Photo (R Y Pickering) Wagon no 154
(Arbroath) Friendly Coal Society	Arbroath	5	Coal Merchant
H Boarse & Co	Maryfield	5	Flax & Hemp Spinners, Rockwell Works. (Also had a factory in Leven) - the Hawkslaw Spinning Mill

Owner	Colliery or Works	No of Wagons	Other Details
R Brown	Maryfield	3	Photo of one of his wagons is in HMRS Collection. Yard @ Maryfield
J Blackwood	Dundee	3	38 Lochee Road
T B Barnes	Dundee	3	Coal Merchant - 38 Commercial St
j Barlow	Dundee	1	
Cargill & Co	Maryfield	4	Bleachers and Linen Merchants, Pitkerro Road
Carnoustie Coal and Lime Co	Carnoustie	5	
Lewis Carmichael	Baldovan	2	Station Coal Merchant
W Cruikshank	Dundee	2	13 Arklay St
J Dick	Blairgowrie	12	Gen Dealer & Coal Merchant
Charles Duncan	Dundee	2	55 Victoria Rd
G Edwards	Fairmuir	5	Coal Merchant
Jas D Ferguson & Co	Dundee	2	81 Ferry Road
W Fleming	Froickheim	1	
Gas Commissioners	Dundee	100	Gas Works
do	Broughty Ferry	6	do
do	Arbroath	12	do
Galloway & Co	Gagie	6	Coal Merchant
J & A D Grimmond	Fairmuir	22	Jute Spinners and Manufacturers
C Gray	Dundee East	1	40 Candle Lane
J S Hood & Co	Dundee	81	Yeaman Shore & Maryfield Yard
R N Henderson	do	2	Maryfield Yard
G Hill	Lochee	2	Not listed in directories, but likely to be a coal merchant.
J Hill	Dundee	2	50 Crescent Lane
J Lawrence and Co	do	58	20 Yeaman Shore
R Laine	Blairgowrie	2	
Peter Lawson	Dundee	3	16 Peddie St
J G Leslie	Arbroath	3	Coal Merchant (5 Millgate)
F Lynch	Dundee	2	28 Ferry Road
Lee, Croll & CO	Lochee	1	Engineers and Machine Makers, Lawside Foundry
J McDonald	Fairmuir	2	Fairmuir Yard
H McCann	do	3	Donn Road & Yard
Muir, Son and Patton	Dundee	183	Wagons listed as running on both the CR & NBR
D R Nicoll	Broughty Ferry	2	55 Brown St

Owner	Colliery or Works	No of Wagons	Other Details
W Neilson	Broughty Ferry	3	
Malcolm Ogilvie & Co	Fairmuir	15	Jute Spinners
A C Robertson	Lochee West	1	153 South Road
W Robertson	Fairmuir	3	21 Alexander St
J Culley	Dundee	2	Not listed in Dundee directory
Smith, Hood & Coy	do	9	48 Union St
F Stewart	do	2	55a Watson St
Stewart and Bissett	Blairgowrie	9	Coal Merchant (Photo in HMRS Hurst Nelson Collection).
R Swan	Dundee	1	15 Kidd St
W & A Smith	Lochee	1	242 Lochee Road
C Smith	Blairgowrie	1	
D Smart	Dundee	1	18 Raglan St
Taylor Bros	do	30	28 Yeaman Shore
R Taylorson & Son	do	91	59 Yeaman Shore
J Thomson	Blairgowrie	2	Coal Merchants
Valentine & Son	Dundee	2	Photographic Publishers and Collotype Printers, Perth
G Webster	Blairgowrie	3	
Jas Watson	Maryfield	4	98 Albert Square, & Maryfield
G Will	Fairmuir	53	Fairmuir Yard - Coal Merchant
J & A Wooler	Lochee	3	35 Camperdown St
Joseph Ward	Dundee	2	17 Craigie St
J Young	do	1	12 Balfour St
Cox Brothers	Lochee	35	Jute Merchant
D B Imrie	Lochee West	1	70-72 Perrie St
Muir, Son & Patton	Dundee	28	26 Yeaman Shore & Fairmuir Yard (Wagons which only ran on CR)
Tank Wagons			
Wm Briggs and Co	Arbroath	7	Tar Distillers
Cox Bros	Lochee	1	Jute Merchants

Another addition to the library.

Please add the following to your library lists:-

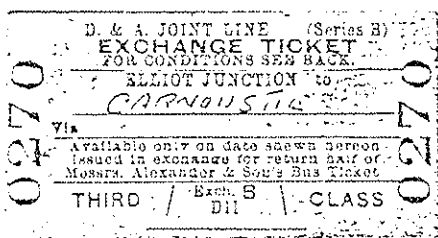
L108. Industrial Railways of Scotland. (Industrial Railway Society)

I've also been given the dates, 30/31 October for the Dundee MRC annual exhibition at the Marryat Hall. I am assured that we will again be invited.

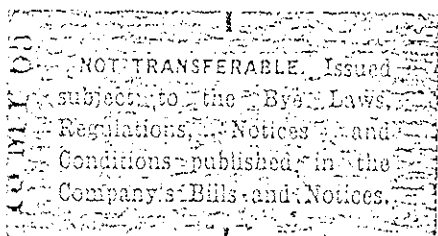
Jim.

FAIR EXCHANGE

Wednesday afternoons at University were invariably given over to sports and other forms of relaxation. For Andrew and I, it meant the opportunity on occasion to indulge in some transport delight. There had amongst us been a longstanding debate as to what the arrangements might be in connection with the well advertised interavailability of bus and train tickets between certain points along the Dundee and Arbroath Joint line. May 1965 gave us a chance to check this out and to this end we caught an early afternoon train from Tay Bridge station armed with day returns to Carnoustie. To ensure proper study we had with us Peter, a fellow enthusiast who was and still is a member of the Ticket and Fare Collection Society.



At Carnoustie we walked up to the main street where we caught an Arbroath-bound Alexanders' bus, alighting at Elliot Junction station. Making our way expectantly to the booking office, we enquired as to how we went about surrendering our return tickets to use the interavailability facility to Carnoustie. Somewhat to our surprise the clerk simply gave a nod and, reaching into his cabinet of tickets, immediately produced the answer to our debate. It amounted to three green exchange Edmundsons quickly filled in with the details of the destination station. A few shillings were passed across the counter and the deal was done. To our delight, the tickets proudly proclaimed the title "D & A JOINT LINE". Well worth all the time and effort we thought.



Our train as I recall took some time to arrive from Arbroath and we spent a happy time basking on the up platform in the warm glow of early summer. It was hard to appreciate then just what the future of stations like Elliot was and what we ought to have been

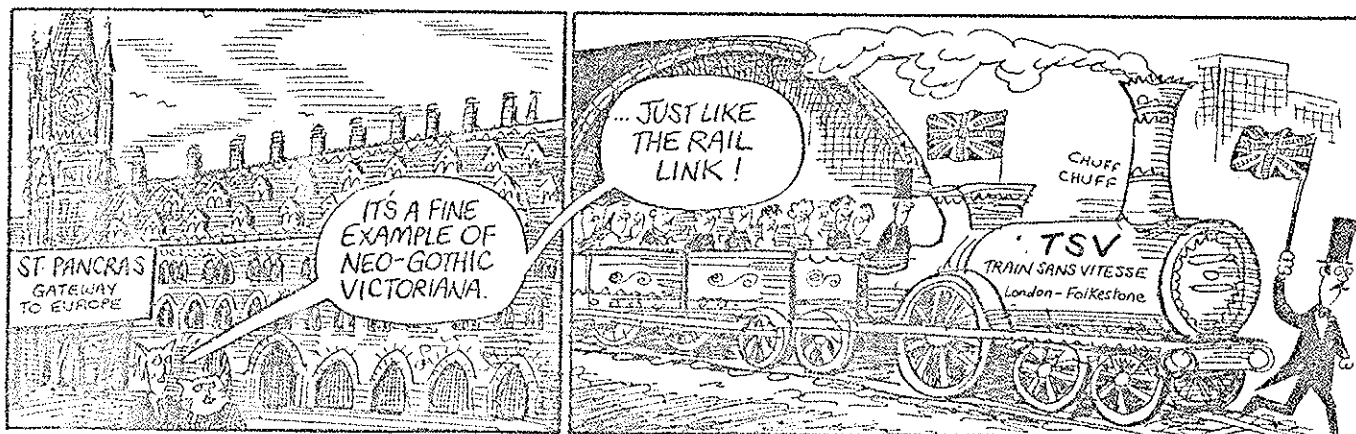
doing was photographing everything in sight. We were however well satisfied with our acquisitions and took a quick peep at them every so often.

It was just after four when we got back to Carnoustie but we stayed put on the BNU. A properly planned day had every detail worked out including how to hang on to our precious tickets. From Carnoustie we were once again travelling on the day returns we had purchased to and from that point at Tay Bridge. At the latter we handed these over, the ticket collector having no reason to suspect our journey had originated beyond Carnoustie.

R Drummond

Envoicats

Kipper Wilhams



TRAVELLING IN TIME
BY SUN CHARIOT 62B

It has been a somewhat different winter this year, as my travel to Aberdeen has been, since the beginning of November, from Carnoustie. A number of things influenced my decision to change to Carnoustie as a departure point, not least being a saving of some £300 on the cost of an annual season ticket. (For those interested, this now amounts to £1860 for the year). The round trip to the station is also 12 miles instead of 13 to Dundee, and of course parking is so much simpler. I now catch the 0700 at Carnoustie, the 0625 Perth-Aberdeen, (which, incidentally is, with one or two minor exceptions, pretty reliable timekeeping-wise), and return on the 1617 Aberdeen-Edinburgh most nights. Occasionally, it is necessary to use the 1745 Aberdeen-Glasgow, (currently the 1745 Aberdeen-Dundee, during the emergency), the next train which stops at Carnoustie going south. The morning train to Aberdeen is pretty well patronised, with regularly double figures boarding at Carnoustie.

This does mean that I can no longer bring information on the "southern" part of the route, but for those who haven't been to meetings recently, I can report that Scotrail have at last put up netting at Broughty Ferry Station to deter the pigeons. These have been the source of a build up of considerable filth on the platform over the years, and their numbers appeared to be on the increase. Some poor unfortunates have, however, been trapped inside the netting and are now rapidly decomposing! Hopefully, when the cleaning gang decides to put in an appearance, the dirt will be cleared once and for all.

The major incident over the past few months has been the flood in the Perth area in the middle of January. This caused a bridge at Forteviot to be damaged, with the result that train services between Aberdeen and Glasgow were severely disrupted. Those "in the know" will be able to describe the problems south of Perth. North of Dundee, however, travel has been only slightly affected, and for a few days the 0625 did not run. For one glorious week, (18th to 22nd January), we were provided with an HST set in the mornings, leaving Carnoustie at around 0735. The sight of the long train gliding into the platforms on a cold dark morning certainly brightened things up. It was good to be able to travel in a "real" train again, albeit for a disappointingly short time. Power cars 43104 (twice), 43068, 43119, and 43113 led the formations.

In the southbound direction during this week, the powers that be combined the 1617 with the 1632 Aberdeen-Glasgow, and usually four carriages were provided for this train which ran direct to Edinburgh. (Glasgow passengers changed at Haymarket or Waverley). One of the days, a 150/158 combination was in use, and I took the opportunity, for the sake of variety, to travel in the 150 - it was not a good idea! The Friday witnessed the worst crowding I have seen outwith the London Underground. Only two coaches were available on this, the busiest night of the week, and passengers were standing in every available space. As one young lad at the front of the train remarked to his girlfriend, "At least we'll no have to pay - the guy'll never get here by Stonehaven". Definitely a case for two conductor-guards I'd say!

Journeys have now reached the dizzy heights of 675, and the only major delay over the past few months, (with the exception of the floods), was on 29th January. We set out from Aberdeen on the way home, but it became apparent early on that all was not well. The climb to Cove Bay was done at a crawl, and on reaching the signal box at Newtonhill, the driver finally gave up trying. Fortunately the 1632 was available to couple up and assist, and after a delay of about 40 minutes, we were under way again. Coincidentally, arrival in Carnoustie was 40 minutes late.

It has been some time since I mentioned the various sidings which still exist en-route. Some of these remain in use for PWay vehicles. To summarise, the situation is as follows:

Carnoustie	- occasional tamper storage
Arbroath	- occasional hopper/tamper storage
Inverkeilor	- have seen no evidence of use
Montrose	- apart from the lime siding which sees regular use, there is frequent use by hoppers and tampers
Hillside	- unused in two years since traffic went by road
Craigo	- have seen no evidence of use
Laurencekirk	- regularly used by hoppers/tampers
Stonehaven	- occasional use by hoppers/tampers
Newtonhill	- regular use by hoppers/tampers

It really is a disgrace that better use cannot be made of these than by engineers' vehicles. In a recent discussion with David Tough and Keith Jones, I advocated the reopening of Laurencekirk Station to passengers. (Not the Strathmore Line as I think they misunderstood - I would not be quite that ambitious!) To me, Laurencekirk is a prime example of a station which could easily support as much, if not more traffic than Portlethen or Carnoustie even.

Sad to report at the time of writing, (mid-March), Ferryhill Shed is being demolished. As I reported previously, the tracks were removed a year or so back, and I suppose it was only a matter of time before the inevitable happened. To those of us who remember the shed as the base for many of the A4's in their last years, this must be the final nail in the coffin. I well recall the last advertised A4 run from Glasgow to Aberdeen in 1966 behind BITTERN. We went to Stonehaven to photograph the train on the climb, and followed this with a visit to Ferryhill. On shed that day, apart from BITTERN, were KINGFISHER, (which hauled the following day's Aberdeen-Edinburgh final train), and WILLIAM WHITELAW minus tender. We were able to gaze up into the cab from ground level.

This episode has been all doom and gloom, and I apologise to the reader. On a lighter note to finish, since my morning train originates at Perth, it is not unknown for a certain chairperson of a local organisation to be the driver. In addition, I had a week of Alan "right away Mr" Mitchell as the conductor guard just before Christmas. This surely is the ultimate in Angus Railway Group outings!

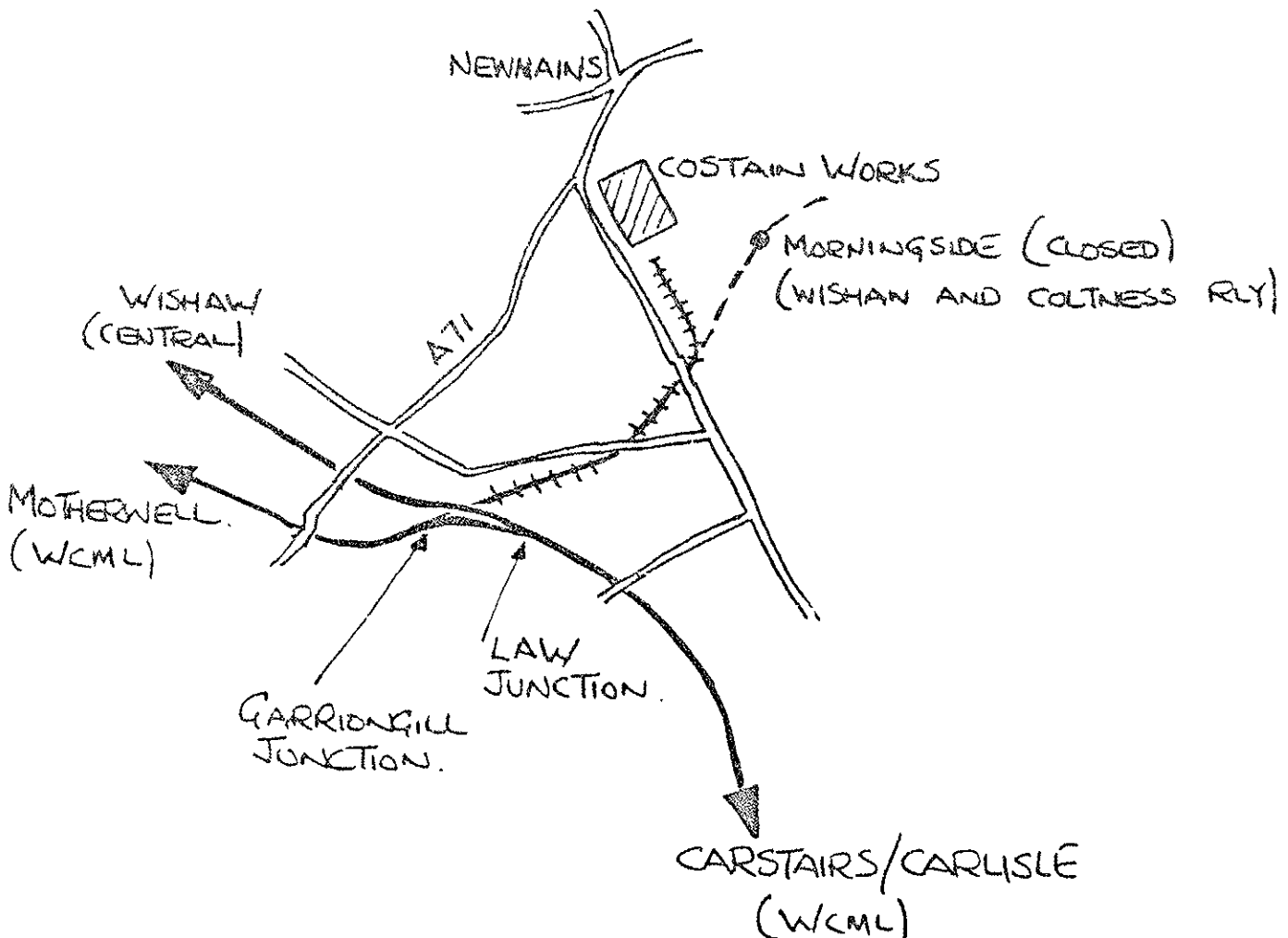
CARSTAIRS MAN WORKS TRAINS INTO A.R.G. AREA

(WITH THE HELP OF A FEW CONDUCTORS)

Shown is a special notice and local area map giving details of 3 trains worked by my father with, if my memory is correct, a pair of Clayton Paxman Type 1 Diesels. The route taken into the A.R.G. Homeland was dictated by a weight restriction on the Forth Bridge.

The Costain Works is still operational and rail connected and by witnessing most mornings whilst travelling to work (shades of Sun Chariot 62B) a civil link working heading south ON THE WCML with most of its load made up of either panel track or concrete sleepers appears to supply some parts of England as well as Scotland.

The Costain Works Trip is now covered by Motherwell T.M.D., Carstairs lost that job a few years back before the signing-on point at Carstairs closed completely in 1991.



1500

BRITISH RAILWAYS : SCOTTISH REGION

SPECIAL NOTICE

REF: MP/N/312/69

WEDNESDAY 11, THURSDAY 12 AND FRIDAY 13 JUNE 1969

NEWMAINS COSTAINS TO CUPAR BEET SIDINGS
SPECIAL BALLAST TRAIN

Headcode	Reporting No.	9Z	9Z
		51	51
Newmains Costains	dep	10 20	Alloa West (12 35)
Garriongill Jn.	arr	10 34	Alloa East (12 40)
	dep	10P38	Cakley (13 07)
Lesmahagow Jn.	arr	10P53	Dunfermline Upper (13 34)
	dep	10 56	Touch North Jn. (13 37)
Mossend No.2		(11 02)	Townhill Jn. 13 43
Whifflet No. Jn.		(11 08)	Cowdenbeath So. Jn. (13 59)
Coatbridge Cen. Jn.		(11 10)	Lumphinnans So. Jn. (14 06)
Gartsherrie So. Jn.		(11 12)	Glencraig Jn. (14 20)
Garnqueen No. Jn.		(11 16)	Clunybridge Jn. (14 29)
Greenhill Lower Jn.		(11 37)	Thornton Jn. (14 41)
Larbert Jn.		(11 44)	Ladybank (15 11)
Alloa Jn.		(11 51)	Cupar (15 29)
Stirling	arr	12L05	Cupar Beet Sidings arr 15 36
Stirling	dep	12 15	

Conveys 5 wagons prefabricated track

Loco and Locomen's Workings

AM. Carstairs S14

Guards Workings

AM. Carstairs S14

ACKNOWLEDGMENT OF RECEIPT OF CIRCULAR

The following must acknowledge receipt of this circular by TELEPHONE IMMEDIATELY (Saturday excepted) to "MOVEMENTS MANAGER, TELEPHONE (041) 332*9811, Extn. 2700/2655" using code word "SUN".

Divman	CTRF/22 (Hope Street), E.F.M. Edinburgh.
Control	Glasgow, Edinburgh.
DM	Thornton
AM	Carstairs, Motherwell, Bellshill, Coatbridge, Dunfermline, Lenzie, Falkirk, Stirling, Kirkcaldy.
FWI	Carstairs, Mossend, Motherwell, Coatbridge S, Dunfermline, Stirling, Ladybank, Thornton.

GLASGOW : 9TH JUNE 1969

G.W. STEWART
GENERAL MANAGER