

Angus  
Railwa  
Group

# *Journal*



Issue 130 - Summer 1993

This doubles as an "editorial", and as "notes from the Secretary". Many of the members will be aware of the difficulties following the AGM, when we were unable to secure the services of a Chairman and a Newsletter Editor.

I have therefore undertaken to produce this, what amounts to an "Emergency" edition, in an effort to keep things going meantime. I believe it will be possible to keep to the normal timetable, but it will be appreciated that it may be necessary to take some short-cuts with content until, hopefully, a volunteer comes forward to take on the task on a full time basis. Applications to any Committee member please. (see below).

I am indebted to Alan Simpson for a further article on Scottish private owner wagons. He has given me more information which I hope to be able to have typed up for inclusion in future issues.

The present membership stands at 27 with several notables not having renewed their subscription. To those who have not renewed, this is the last reminder you will receive, and I would urge you to support your local railway club, and let me have a payment of £8.00 as soon as possible.

Finally, many of you will know that Jim Page has recently been in hospital, for some major surgery, and he is now recovering at home. I therefore take the opportunity, on behalf of the Group members, to wish him a speedy recovery, with the hope that he will be "fighting fit" in time for the annual ARG Tours outing in August.

Scott Cunningham

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PRIVATE OWNER WAGONS REGISTERED WITH THE "CALEY".

FORTH VALLEY AREA

By Alan Simpson

Continuing my series of articles on private owner wagons which were registered with the Caledonian Railway, I include a list of the traders operating these wagons in the Caledonian Central Area, (Stirling, Denny, Bridge of Allan), as at 31st July 1909. The information is extracted from BR/CAL/4/134 in West Register House.

In Appendix 1, I give a list of the traders and the number of wagons they had registered. Tables 1/2 give various analyses of this information:- Table 1 tabulates it by town, whilst Table 2 tabulates it by industry category. It is interesting to note that over 90% in number of the wagons registered in this area of the Caledonian were operated by coal owners, the largest single fleet being operated by the Alloa Coal Company Ltd. They had substantial pits in the Bannockburn and Carnock district of Stirlingshire. Another significant user was the paper making industry in the Denny area. The Carrongrove Paper Company, (which still exists as part of Inveresk Paper), had a fleet of their own, some of which were high capacity bogie wagons.

Happily, many examples of these can be seen in the photographic collection of the Historical Model Railway Society.

Town	No. of Traders Registered	No. of Wagons Registered
Bannockburn	1	935
Banknock	1	655
Polmaise	1	545
Denny (all Stations)	3	295
East Plean	1	295
Stirling	3	22
Dunblane	3	5
Blackford	1	5
Bridge of Allan	2	2
Larbert	2	4
Doune	1	2
Callander	1	2
Auchterarder	1	2
Totals	21	2733

Trade & No. of Traders	No. of Wagons
Coal owners 5	2624
Iron Making 1	45
Paper Making 1	20
Gas Works 1	12
Coal & General 13	32
Totals 21	2733

Appendix 1.

Caledonian Railway Central Section @ 31st July 1909.

Owner	Location	No. of Wagons	Remarks
R Addie & Sons Ltd	Herbertshire Coll. (Denny)	230	Coal Merchant
Alloa Coal Co. Ltd	Bannockburn	935	Coal Merchant
Wm Baird & Co Ltd	Denny	45	Iron Founders
Co-op Society	Stirling	8	Coal Merchant
Co-op Society	Dunblane	1	Coal Merchant
Carrongrove Paper Co Ltd	Denny (Stoneywood)	20	Paper Makers
J Gilmour	Blackford	5	Coal Merchant
Gas Commissioners	Stirling	12	Gas Works
W A Henderson	Br. of Allan	?	?
D McKracher	Stirling	2	Coal Merch't?
J McGregor	Dunblane	3	Coal Merchant
M Neilson	Dunblane	1	Coal Merchant
Plean Coal Co Ltd	East Plean	259	Coal Owners
Arch'd Russell Ltd	Polmaise	545	Coal Owners
Banknock Coal Co	Banknock	655	Coal Owners
J Cherry	Larbert	2	Coal Merchant
P Marshall	Larbert	2	Coal Merchant
A McFarlane	Callander	2	Coal Merchant
W Murray & Son	Doune	2	Coal Merchant
A McCulloch	Br. of Allan	2	Coal Merchant
H Philips	Auchterarder	2	Coal Merchant
<u>Total</u>		2733	

TRAVELLING IN TIME  
BY SUN CHARIOT 62B

April turned out to be one of Scotrail's worst nightmares. No sooner had they completed the work on the bridges at Forteviot and reopened the line from Perth to Stirling, when repairs became necessary to the viaduct at Muchalls. This involved single line working between Stonehaven and Newtonhill. The problem came to light during the course of 14th April. Having travelled up in the morning with no difficulty, the journey home was delayed, with a 5mph speed restriction on the up line, (the down line being closed). For the following week, traffic was severely disrupted, with some "doubling up" of trains to ease line occupation. The worst journey I experienced was going north on 19th April, when the train was 10 minutes late arriving at Carnoustie, due to the late running of the sleeper. There was a further delay of about 10 minutes at Inverkeilor, and again at Usan for 20+ minutes waiting for the single line. On arrival at Stonehaven, it was decided to wait for the 0550 Glasgow-Aberdeen which had virtually caught us up, and run the two forward together. The powers that be had not, however, considered the difficulties they would have in coupling the two units together. We had a series of jolts, with varying degrees of force, all without success, and after about 40 minutes of trying, they finally gave up. The two units were reversed into the up platform where the passengers from the following train were asked to transfer to the unit I was travelling in. The speed limit over the viaduct had by this time been raised to 20 mph, but taking into account the dropping of the Pilotman at Newtonhill, arrival in Aberdeen was 1 hour 40 minutes late. It wouldn't have been so bad, but our Area Manager chose to visit that day, and I don't think he was overly impressed!

The excavation of the viaduct was interesting, with the rails cut through, the sleepers removed, and the ballast dug away right through to the decking.

Traffic had only just resumed normal running when, in the early morning of 27th April, a southbound freight was derailed just north of Montrose. The offending vehicles ran on the sleepers for about three quarters of a mile without apparently turning over. The result was that the sleepers were severely damaged and required replacement. The first I heard about this was on arrival at Carnoustie when, after the departure of the 0655 Carnoustie to Edinburgh, the Tannoy announced that due to a derailment, our transport was to be by bus. A Tayside double decker duly arrived at about 7.20, and we set off by road. This involved a somewhat round about journey, to avoid the low bridges at Arbroath and Inverkeilor. We followed the "coast road" from Montrose to Stonehaven, taking in such notable railway monuments as the North Esk viaduct on the Inverbervie branch, and remaining traces of the track bed en-route. Sad to say, quite a bit of the embankment work has been flattened, and absorbed into the fields, leaving no trace of a railway in some places. We arrived at Aberdeen at 9 o'clock.

Again, single line working became the order of the day, (and a few days thereafter), between Usan and Craigo. Unfortunately, the pointwork at Montrose North had been demolished, making the Up platform at Montrose inaccessible. All traffic had to use the Down platform, and this made a rather lengthy single line section.

Trains were again doubled up, with the 1617 Edinburgh, and the 1632 Glasgow becoming a 1630 departure, and running as a combined train to Dundee, where they split and went their separate ways.

The load of the derailed freight was at least partly, (if not wholly), timber. (See separate photograph). I hope that the intended recipients were not in a hurry for the contents, as the full wagons remained at Montrose South for a couple of weeks after the event. About seven others, presumably damaged, have been resident in the yard since then, complete with their loads. The worst damaged vehicle remains propped up on sleepers at the scene of the derailment like some unfortunate car on bricks which has had its wheels stolen! (as at 10th June).

Just to add a sense of the ridiculous to the whole affair, I noticed an engineers' wagon derailed in the sidings behind Arbroath Station on Thursday 29th April!

Of Ferryhill Shed, (see last issue), nothing now remains. The building has gone completely, leaving a flattened fenced off area. A single track remains to serve the turntable, but goodness knows how long that will last. I notice that the steam trips to Elgin will not be running this year, as these have been priced out of the market by the powers that be. I can't see the turntable being retained for a very occasional visit by Union of South Africa, even though it is theoretically available for the turning of HST power cars.

Class 47's are now relatively rare in this area, with the sleeper continuing to have two 37's. Most of the freight is also covered by 37's, as are the loco-hauled Aberdeen-Inverness trains. It came as something of a surprise to see 47291 THE PORT OF FELIXSTOWE between turns at Aberdeen on Tuesday 11th May. 47971 ROBIN HOOD was also a visitor on 18th May with an inspection train. Sadly, I did not have my camera with me!

I had two excellent runs on 4th and 5th May, as Gary will testify, (he was the Driver!). He tells me it's something to do with being a Caley man on the route north of Kinnaber! Again on Monday 7th June, our hero was in charge, and despite a three minute late departure from Carnoustie, he had us in Aberdeen two minutes early.

My journeys now total over 730, and the strict diet of 158's becomes ever more dreary. No additions to the stock have been noted, with the number series running through from 158701-158746. All have now been fitted with a First Class compartment, with pretty pictures to amuse the toffs!

As a footnote to the Montrose derailment, the crossover at the north end has not been reinstated on the Up line, although a severed point remains on the Down line. The connection to the two remaining north end sidings is also missing, and since these have not seen use for some considerable time, it appears unlikely that they will survive. The rubble has gradually been cleared, however, and it may be that after some Sunday work, at least some restoration will be evident.

# 90 mph Dundee express train in near disaster

A MAJOR rail disaster was averted by sheer luck on the eastern outskirts of Dundee last night after a train travelling at 90 mph roared into concrete rubble piled up by vandals.

The front of the Glasgow Queen Street to Aberdeen express was lifted off the rails by the force of the impact—on a long, straight section of track at Orchard Park, north of Broughty Ferry station—yet, almost miraculously, it landed back on them.

Despite lurching and rocking, giving passengers the fright of their lives, the heavy diesel unit remained on the track in the alarming incident about 9 pm.

Luckily, no one was injured and after an inspection by the badly shaken driver—who braked to an emergency halt—the express was deemed fit to continue its journey to Aberdeen.

“The driver had no time to brake,” a spokeswoman for ScotRail said. “He and the passengers thought it had been derailed. If it had been there could well have been fatalities.”

A British Transport police spokesman confirmed the driver had thought the train was off the track.

“I believe there were a number of people in the park,” he added. He said there was no doubt as to the possible implications had the train come off the track at that point and at that speed.

“The potential would have been disastrous,” he added.

“It would have done substantial damage, not to mention the people on board.”

There appears to be no doubt that the rubble was put there maliciously.

“It was definitely a deliberate act,” the transport police spokesman stated.

Anyone who witnessed anything suspicious in the vicinity yesterday evening, or has relevant information, should contact the transport police on Dundee 26922, or any police officer.

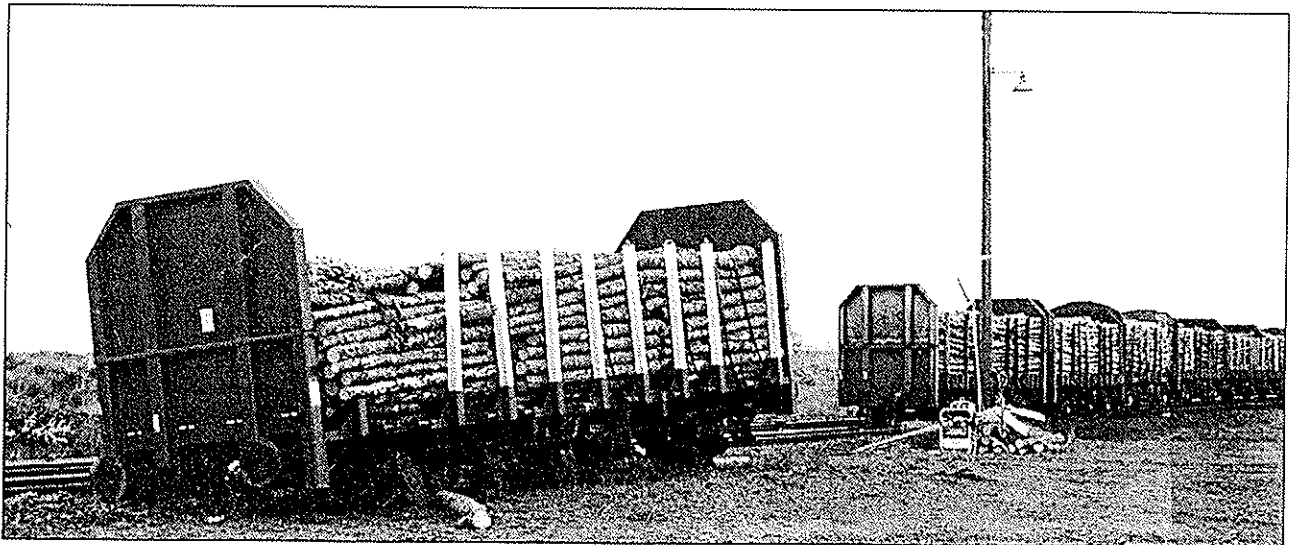
The rail spokeswoman stressed that the potential horror involved for both passengers and residents of the neighbouring area ought to underline the danger of tampering with railway lines.

“People trespassing on lines is a problem and vandalism is an on-going problem,” she said.

“But an incident such as this is not just an act of vandalism it could have resulted in fatalities.”

Inquiries into the incident were continuing late last night.

From the Courier 8th June



Trains on the main Aberdeen to Glasgow line will be disrupted for about a week after a freight train damaged part of the track at Montrose yesterday morning. Part of the axle on the undercarriage of one wagon broke off and dragged up a mile-long section of the track from Craigo before the wagon was derailed just north of Montrose station. The train involved in the accident, which happened around 4 am, was carrying a load of logs. A spokesperson for ScotRail said it would take a week to repair the track. In the meantime, the Glasgow to Aberdeen service is operating on single track for part of the journey and will terminate at Arbroath. Passengers travelling to stations north of Arbroath are advised to transfer at Dundee where they can board the Edinburgh to Aberdeen service. The spokesperson said the reason for this measure was to reduce the number of trains using the single track.

From the Courier 28th April

# BBC man cheats death in loco' steam ordeal

From the Courier 9th June

A BBC cameraman yesterday told how he fought for his life when a routine filming job went horribly wrong.

Mr Gordon Penfold (47), temporarily based at studios in Dundee, was engulfed in scalding, suffocating steam as he travelled through Fife in the cab of the Union of South Africa.

He was one of five people taken to hospital after the terrifying ordeal aboard the classic steam locomotive, well-known to thousands of rail enthusiasts.

One of the injured, ScotRail track inspector Mr Lachie Duncan (61), from Aberdeen, was detained in Dundee Royal Infirmary for treatment to 10% burns to his face.

Two paramedic teams from Cuppar were called to the Falkland Road station at 9.42 am to deal with the accident.

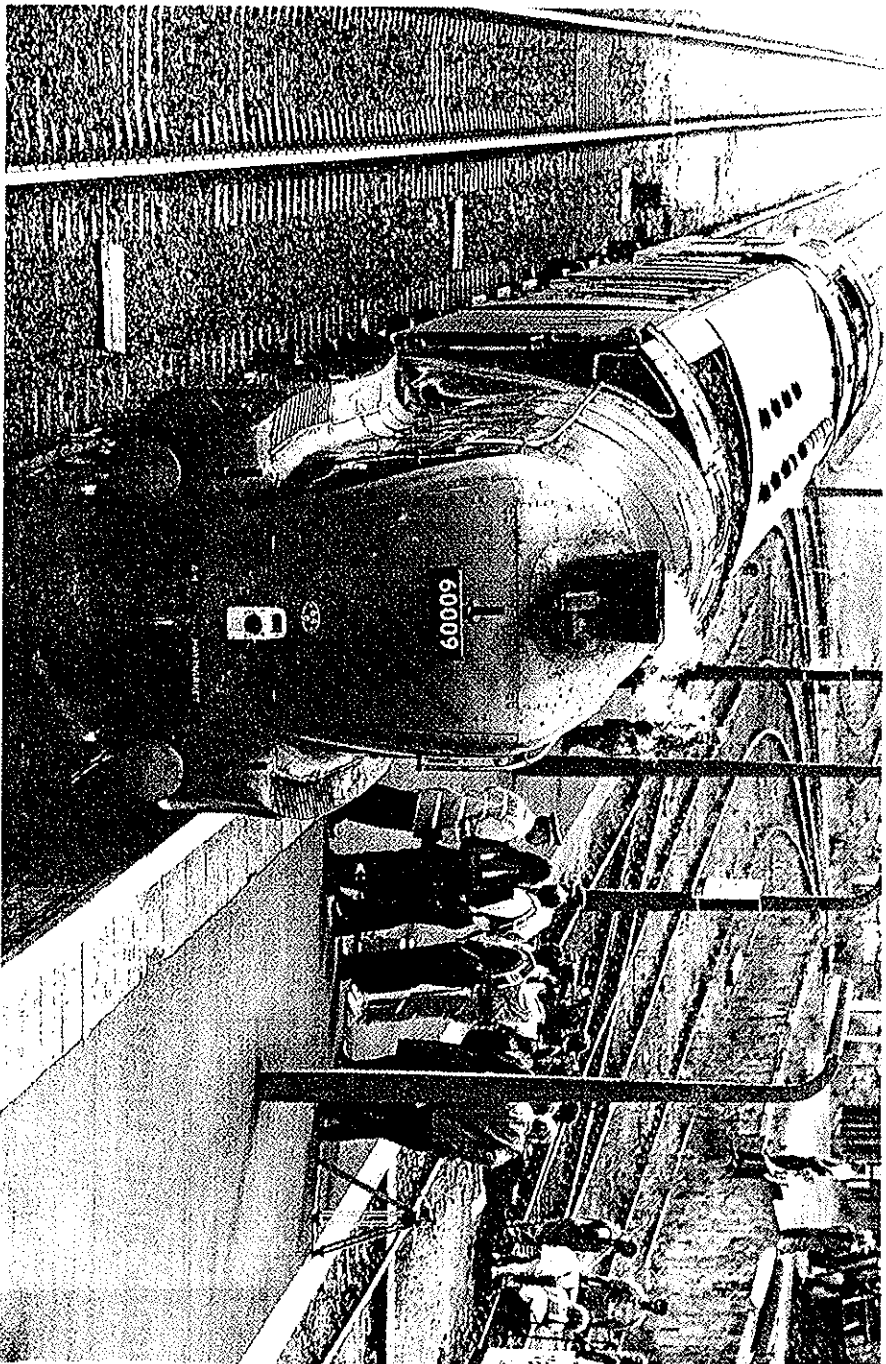
The medics treated Mr Duncan at the scene and set up a drip before he was moved to DRL.

Last night his condition was "satisfactory."

Three other ScotRail workers, driver supervisor Mr Christopher McGuire (40), from Aberdeen, and engine drivers Mr David Bowie (40) and Mr Iain Royall (45), both from Edinburgh, plus Mr Penfold, were released from hospital yesterday afternoon.

The incident occurred about 9.30 am yesterday while the locomotive was engaged in a training exercise for rail staff involved in excursion work.

While the train was between Markinch and Ladybank, en route to Perth, a pipe apparently failed and began to fill



Police and railway workers mingle on the platform after the Union of South Africa drama.

the cab with steam.

The engine was brought to a halt and ambulances called.

The relatively minor injuries, however, give no clue to Mr Penfold's desperate fight for air as he found himself trapped by steam down a narrow corridor.

He said yesterday that, when

the steam first appeared, it was expected it would quickly die away.

But he was then forced to take refuge down a narrow corridor beside the coal tender.

The closed space started to fill with steam, and Mr Penfold soon discovered he was having difficulty breathing.

"I was searching frantically for a door or a window or anything that could open," he said.

"I actually clawed at the rubber divider which separates the carriages from each other to try to force a gap to let air in.

"I realised that I could not breathe in any air because all

that was happening was that the steam was rushing out past me.

"I was simply concerned with trying to find air somewhere.

"I did start to feel that this is what it is like to die, to be honest," he added.