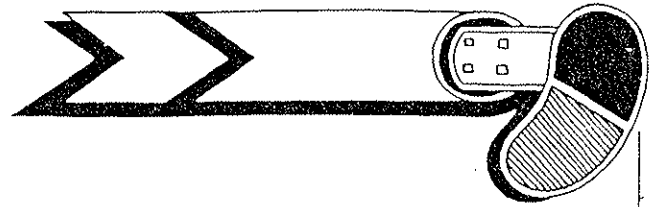
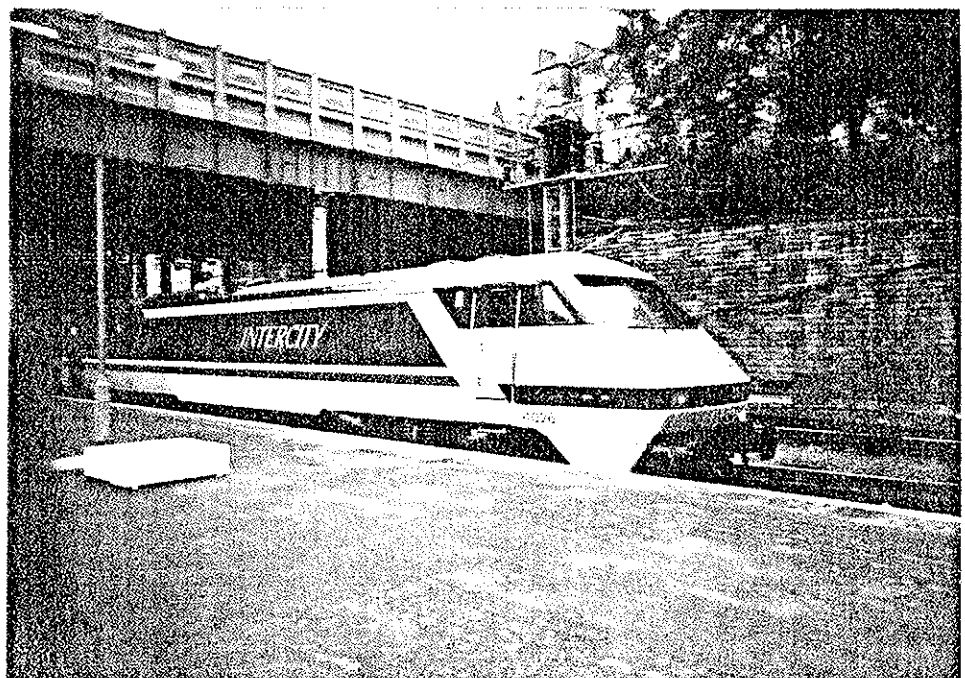
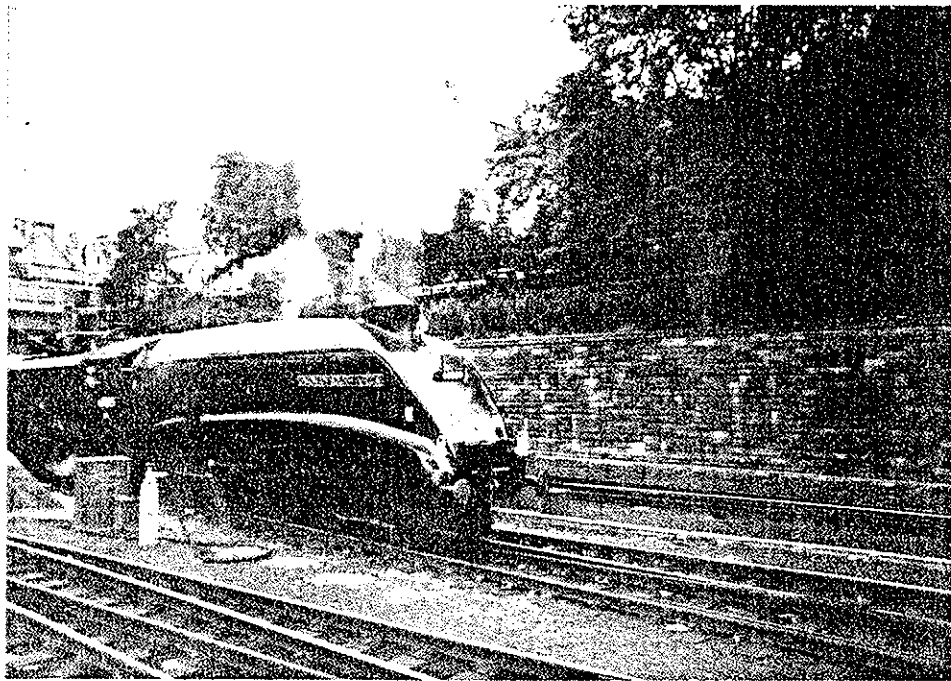


ANGUS

RAILWAY GROUP



JOURNAL



Editorial

Apologies for the lateness of this issue of the Angus Railway Group Journal.

This is due to the sparsity of contributions and the Editor's unwillingness to go to press with a "Retner" Journal: more next time please or I'll fill it up with pages from the old OSB timetable...

...

It was proposed by Lindsay Horne to change the name of the Journal to the Angus Railway Group Journal: such was approved at the AGM.

...

Also at the AGM: the Chairman was concerned about the (continued) lack of hot water and toilets at Broughty Ferry station, where most of this year's meetings will be; and he thanked Inverclyde Station Group for the use of their facilities.

The Secretary expressed satisfaction that 28 of the 30 members had renewed.

The Sales Officer was disappointed in sales during the year: effect of the recession resulting in a reduction in the size and quantity of orders.

The Treasurer reported an increase in the Group's Funds of £83. He was thanked for producing the accounts in a short period.

...

Subscription lists remains 28.
Dupper fee remains 50p.

...

There is no local news: the gates saga hangs on: but no-one seems to care about the cessation of the locals...

...

Alan Simpson tells me (your Editor being a Cassensan, dismay men about such things) that "Cock O' The North" was the nickname of George, 5th Duke of Gordon (1770-1836) who raised the regiment of the Gordon Highlanders in 1895, which he commanded in Spain and elsewhere.

...

The Editor is seeking photos, books, etc about the narrow gauge (2'6") system of Bosnia (Yugoslavia), built by the Austrians during the last years of the Austro-Hungarian Empire. The system has now closed, which, together with the

present situation in this part of the world, makes on-site research just a tad difficult...

The system totalled somewhat over a thousand miles, reaching out from Sarajevo in all directions: NE to Belgrade, NW to Brod, and South over the Ivanpass with rack sections operated by a fleet of 38 0-6-0 locos, one of which is preserved in Austria, to Mostar, Split, Titograd and Dubrovnik on the Dalmatian coast. The trains usually included either a buffet car, or even full dining facilities: not bad going on the 2'6"! Brod-Sarajevo-Mostar-Split has been replaced by an electrified standard gauge line, whilst Dubrovnik has been deprived of it's rail connection.

...

Committee is:
(addresses as per last issue).

Chairman: Gary Straiton.

Secretary: Scott Cunningham.

Treasurer: David Hough.

Minutes Sec: Gordon Lechan.

Librarian/Sales: Jim Page.

Newsletter Editor: Andrew Eyelman,
15F Greenfield
Court,
Dundee, DD4 0HF.

....

Apologies for the poor quality print in this issue: I was unable to get to the laser printer used previously. Hopefully normal service will be resumed for the next issue.

...

We had ways of making you write re articles

...

Cover illustration
Edinburgh Waverley, west end, 14.9.91.
Two generations of East Coast
Streamliners..
Upper: Ad Union of South Africa/
Osprey/Merlin
Lower: E.L. Superpower, 6000hp of
it: the 140mph class 91.

A further selection of Traders Wagons.

I include details of a number of Traders Wagons which were registered to run upon the North British Railway. The information is extracted from the NBR Traders Wagon registers in West Register House, Edinburgh. The selection I have chosen covers the more northerly parts of the NBR territory - particularly Dundee - Arbroath area and the Bervie branch. These include:

1. Wm Watson - Coke and Loke Merchants, Joanshaven.
2. James Moir - Coal & Coke Merchants, Gourdon.
3. Wm Briggs & Sons Ltd, Tar Distillers, Dundee (East Dock St - B.)
4. G. Tennant & Co Ltd, Vitriol Works, Carnoustie.

Notes: 1,2: On the Bervie branch.
3: Briggs still exists, and is now part of the Harrow group, although I believe they no longer have any wagons.
(or sidings!!)

Date.	No.	Qty.	Buffer Class.	capacity.	Builder.	NBR Register Plate No.
<u>1. Wm Watson.</u>						
24/3/1900	1	1	Solid	8 ton	?	?
15/10/02	2	1	Spring	10 ton	Ry Pickering	16359
<u>2. James Moir.</u>						
21/3/00	1	1	Spring	8 ton	Murst Nelson	2327
1/9/03	1	1	Spring	10 ton	Murst Nelson	16330
<u>3. Wm Briggs.</u>						
24/3/00	1-7	7	?	10 ton tar tanks.	To Details	To Details
<u>4. G Tennant.</u>						
24/1/11	2	1	spring	8 ton	Pickering	?
9/2/11	1	1	spring	8 ton	Pickering	?

(Editor's notes: The Briggs wagons were probably the low, square tar tank wagons as made by Jas. Roberts during the first decade. I know a tar company in Bolton, Lancs, had a small fleet of these delivered about 1900, but the name of the company escapes me...)

In the Next Issue:

History of the Lucharty Hills Branch, by Alan Simpson.

Part 4 of the History of the Electric Railway.

An Analysis of Contributions to the last eight journals...

and by the looks of things, little else...

Mining gets recent burial!!

Nearly 100 years ago, at Lindal, between Barrow and Ulverston on the Furness Railway, 2-6-0 no 115 disappeared down a hole caused by mine subsidence. It is still there, under the main Barrow - Carnforth line, and now it is proposed to retrieve the loco. I wonder what condition it is in. Theoretically, it should be in better condition than after 10 years at Parry due to the lack of oxygen, despite the damp conditions. Perhaps we shall know...

Or perhaps not. It may be a few hundred feet down.

Producing transparencies from photographs at the Group's expense for meeting programmes.

The following brief 'rules' have been put together by the committee to aid clarification following a recent problem. (the 'recent problem' has since taken over as Newsletter Editor!)

1. Member must first make an approach to the committee giving details of proposed programme, including details of approx., number of slides/cost.
2. Assuming the committee agree to accept the cost of copying, they must also be satisfied that the party undertaking the copy work is capable of doing so to an acceptable standard.
3. The transparencies will remain the property of the ARG after the programme has taken place unless an agreement has been reached to the contrary. The ARG would thereafter, retain the right to use them in a future programme, or to loan them out to members under the library rules, or to re-use them as the committee should decide.

The above guide-lines assume that the photographs to be copied are the original work of the member concerned.

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LIBRARY.

Most of our library books have been on offer to members for a number of years now and it is proposed that some be withdrawn and sold, in keeping with accepted library practice. You are therefore invited to submit offer/s from the current list (March 1992) A further copy of this list is enclosed.

The ex University Railway Society collection has recently been donated to us and we are currently in a position to acquire some old railway titles at an advantageous rate. You are therefore invited to suggest any books you may feel the library should be stocking. It is hoped any changes can be made soon and that a new list can be issued in the Autumn.

Jim Page.

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TRAVELLING IN TIME
By SUN CHARIOT 62B

My last report was made in the depths of December, and so much seems to have changed since then. Not only have the dark winter days given way to glorious spring mornings, and equally inspiring evenings, but the timekeeping has also improved! Perhaps it's something to do with the Passenger's Charter!

Travelling continues to be by the 0722 Dundee-Aberdeen, (05.50 from Glasgow), but I have been able to re-negotiate things to catch the 16.17 Aberdeen-Edinburgh most evenings. Both trains stop at Carnoustie, and I could, technically, park the car there if I could be sure of always being away in time for the 16.17. Unfortunately, things are not quite so simple, and the "public" have, with what seems like some sadistic delight, the habit of phoning me just at the point when I am getting ready to leave! Ah well, such are the joys of having to be available!

So, what's been happening I hear you cry! Well, as I have mentioned to a couple of members recently, it is now some months since a "cement" train called at the Dock Street sidings forming part of the Dundee East remains. The main reception siding is, at the time of writing, occupied by engineers' vehicles, and the tracks show a good layer of rust. Rather sad this, as it seemed to me at least to be virtually the last freight working into Dundee.

Going back to the end of March, the torrential rain which severely affected Fife and part of Tayside caused some delay to services. On 31st March, the train was held at Camperdown Junction for some 10-15 minutes due to flooding. Despite the conductor/guard's suggestion that we remove shoes & socks and roll up our trouser legs (some religious sect I believe!), we emerged dry into Tay Bridge Station. The following day, (1st April), we were delayed at Craigo going north with a similar problem. As we crept along towards the signal box, there was a substantial amount of water lying, and I assume there was some likelihood of the ballast being washed away.

I have now "clocked up" my 500th Journey to Aberdeen, (on 5th May), and in the process have travelled on every 158 from 701 to 745. I would have to say that I have no particular favourite - they are all awful! (and are becoming increasingly grubby). On 15th May, for some reason, we had 3 car unit 158803 on the 16.17. I'd like to think that Scotrail had finally got the message about overcrowding, and increased the capacity. I think, however, that it's more likely a case of stock shortage causing this unit to be borrowed temporarily. (I haven't seen it since).

It seems also that the 158 shortage has caused the 07.22 Dundee-Edinburgh to be switched from a four coach (2 unit) formation to a couple of Class 150 units. Not the most comfortable way to travel between two of Scotland's major cities I'd say. This has been the position without exception since the beginning of May.

On the subject of inferior stock, I was in Birmingham on a course in the middle of March, and I was surprised to see so many "1st generation" DMU's still in use. The electrified lines are well catered for with Class 321's and other "modern" units, but much of the suburban traffic is still handled by ageing DMU's. For how much longer, I don't know, but it does seem unusual for Scotland to have more modern stock than the second largest English city! (Am I being racist here?) Perhaps Scotrail deserve some credit? - I put this as a question - I will take some convincing though!

Probably the most revolutionary development in recent times is the introduction of the Stagecoach service which accompanies the overnight Aberdeen-Euston (and return) sleepers. The stock is colourful, but it does clash like mad with the uniform rake of InterCity vehicles. The replacement of a single 47 (advocated in these columns for some time!) with two 37's does seem to have done the trick so far as getting this heavy train on the move is concerned. On 28th May, I saw the sleeper heading north at Dock Street at 7.05, but despite the late departure, my train at 7.22 was not delayed at all. One thing I do find surprising is that the 37's in use regularly include one in the drab Railfreight livery. How much better it looks with both in InterCity livery.

On 26th May, I noticed a rake of Dogfish ballast hoppers parked in the yard at Craiginshes. Perhaps by accident, but more likely vandalism, three of the wagons had had their chutes opened, and ballast had spilled out on the track in heaps. In fact, I'm sure it would have been impossible to close the doors again. On Thursday 28th May, a PWay gang was furiously shovelling, and on Friday 29th, all had been cleared leaving one of the most highly decorative pink sidings I have seen!

This spring sees some notable anniversaries. It is now 30 years since GLEN DOUGLAS pushes Caley 123 all the way to Oban and back. (outward via the West Highland, and back through Callander). I have fond memories of making this trip with my dad, and have some of my better black & white photographs to show for it. It was obviously a superb sunny day. Also, on 26th May 1962, as a young spotter, I can remember going to Edinburgh to see and photograph MALLARD on a special. I can well remember shaking with excitement as I photographed this, the ultimate "cop". I can tell you, it would take more than a Class 91 to have me in the same state nowadays!

To conclude, the more discerning readers will be only too well aware that the 20th of May saw the centenary of the abandonment of the Great Western broad gauge, the last trains having run from Paddington to Plymouth and back on that date in 1892.

Errol Eye 5

by John Beech

Planning this issue of *Errol Eye* has proved more difficult than most. It's not that there is no news - far from it; there is another Great Leap Forward to report. The problem seemed to be that it was difficult to put the various pieces of news into a context and give them some coherence. This led me into deeper thoughts - where had the project got to; where was it going; how would we know when we had got there. I suppose what makes the project different from the previous times when I have written *Errol Eye* is that in some sense it has reached an early stage of maturity. At last it has achieved an identity of its own and at least some momentum. No longer is it the realisation of the fantasy of a few. We now have Trust members and share holders who do not know one another, but they now share the common interest of Errol Station.

For those who have not heard the news yet, the Great Leap Forward we are about to make is the purchase of a Kitchen Car. To be strictly correct, the vehicle is a conversion and offers both kitchen facilities and what used to be accommodation for the guard in the Brake half of the vehicle. Currently it is at Aberdeen but we hope for an early arrival at Errol. The resident BR Civil Engineer at Perth joined the site meeting to discuss how it might be delivered by rail and moved onto the new stretch of track. He then made the suggestion that the Trust might be able to lease the first siding from BR, or possibly even buy it! Certainly manna to my ears! Into the Goods Yard at last. However, at the time of writing, we await written confirmation of what BR will actually agree to. Past experience suggests it would not be wise to count our chickens before they are hatched.

Assuming everything works out, present plans are to locate it, at least initially, on the first siding opposite the original station car park. How it will actually be used has yet to be decided. There is no shortage of suggestions, which is not surprising in view of the shortage of space in the building. On the one hand, it might be used for the public as a new refreshment area and/or sales shop, or room for the slide presentation; on the other it could provide a new bothy and/or workshop. Watch this space!

It is in very good condition at the moment, but thought will have to be given to its longer term maintenance.

At the end of September (date yet to be decided), it may have a number of companions for the day. We have been discussing with BR, at their instigation having read the Scots Magazine article - I hope you all caught the April issue, with anecdotes first reported in *Errol Eye* - the possibilities of stopping some of the service trains on Sunday. This would not only give folk without cars a splendid opportunity to visit the Heritage Centre, but would also allow the children of the village aged seven or under to travel by train from Errol for the first time in their lives.

There has already been talk of BR's contribution to a display in the Yard. Could the Blue Train visit, the first electrified railway vehicle to visit the Carse? What chance a Hiker on its way South from the West Highland line? Again, let's not count our chickens... Mind you, a recent railway visitor to Perth was a London Tube Train (honestly; circuitously en route to Rosyth for refurbishment) so let the imaginations run riot!

Coming back to earth, a small but very significant step forward this season has been that work has continued on Summer Sundays. While Lindsay, Gordon, Gary, David, Sheila and myself have kept the Heritage Centre open every Sunday between us, Ian Hood has started a programme of relic restoration - his sack trolley is no mean achievement, by the way - and Eddy Gordon has taken on the Herculean task of painting the fence on the opposite platform.

On the domestic front, the wash-up area for catering and the 'new' toilet are in use, but some decorating work remains to be done.

While Sheila Tough has been fortunate in recruiting several lady members to help share the work of catering, we have not been so fortunate in getting extra gentlemen out on a Sunday to assist in the Heritage Centre or with the work programme. So how about it chaps! I am currently 'resting' and my job search has had to include that place south of Gretna. If I do have to move, this will increase the already heavy pressure on the stalwarts.

Coming back to my original theme of the project gaining its own momentum, perhaps the only area in which this isn't true is with the workforce. Many of you have given generously from your wallets already - what we need now is your time. So if you are looking for an enjoyable Sunday, in good company, working for a worthwhile cause, let's see you out at Errol. More volunteers on Car Boot days, when catering is under heavy pressure and the numbers visiting can double, would be especially welcome. The next ones are on August 9th and September 13th. We will certainly need extra workers on the day the trains stop - we are hoping for a record turn out, both visitors and workers that is!

As some of the members spent a weekend just before Christmas on the KWVR, I thought I might give you some notes past and present about the line.

25 Years Ago.

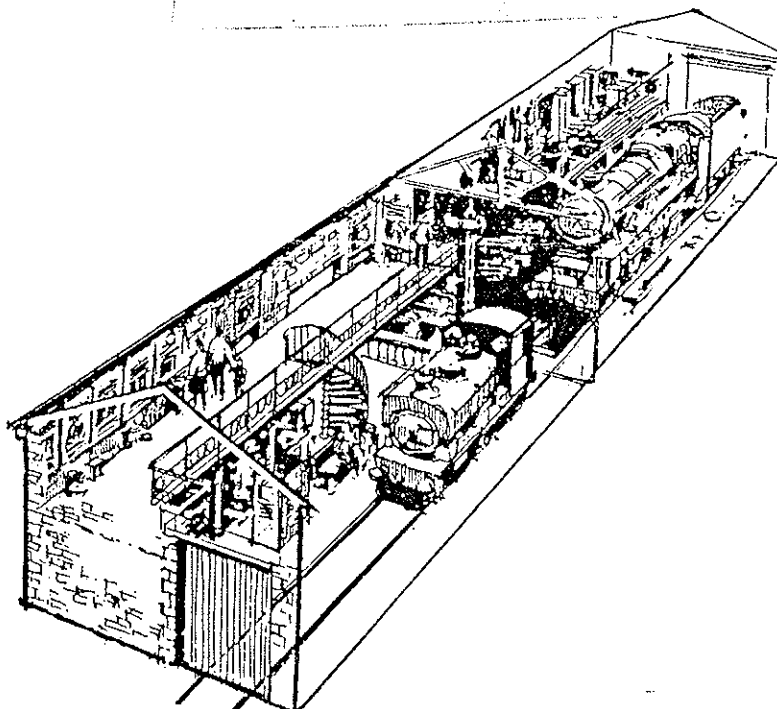
In the winter of 1966, Push & Pull, the KWVR magazine, announced the exciting news that the British Railways Board had agreed the terms of sale of the Railway: from bridge no 1 to Oxenhope; and, provided that a Buffer Stop was installed, they could start running works trains into Keighley. A water supply was laid into Oxenhope station in order to provide water for the locomotives, replacing the hand pump, which pumped water up from the toilet. Staff will give a tour in return for a donation to their garden fund.

Body Snatches!

The Lancashire and Yorkshire Railway Trust has recently been successful in acquiring, and moving to Oxenhope, the body of a L & Y compartment third, no 1507, for restoration. It was built at Newton Heath some time between 1879 and 1887. For the past 80 years it has formed part of the shed at Rose Grove, near Burnley. The Trusts' main problem in the restoration is finding a chassis, but there is much work to be done before the vehicle will be put back on the rails.

Granted.

Bradford City Council's Planning Division has obtained approval from the Department of the Environment for 80% grant of £77,654 towards a £97,067 package of environmental improvements to Ingrow yard. The railway had applied in conjunction with Bradford City Council Planning Officers for financial assistance towards fencing, yard surfacing, car parking provision, and hard and soft landscaping at Ingrow. On receiving news of the successful application K.W.V.R.P.S. Chairman, Graham Mitchell said, "We are absolutely delighted by this major injection of public funding, obtained for the Railway by the efforts of Bradford Council through the Urban Development Programme. It is a measure of how highly regarded we are by Bradford Council that its officers have been prepared to argue strongly to enable us to create an integrated railway heritage centre at Ingrow". The Ingrow Railway Centre, which should be largely completed during 1992, will bring major benefits to the Keighley area. Work is now progressing rapidly and the whole Ingrow site should have been transformed by the next enthusiast's weekend.



Cash Boost for Ingrow Shed

Plans to develop the former goods shed at Ingrow as a new base for the "Bahamas" Locomotives Society, have recently been given a £37,000 helping hand by Bradford Economic Development Unit. The unit has secured an urban programme grant from the Department of the Environment for the refurbishment of the shed and creation of museum facilities and a workshop area. Some £74,000 will be spent on the work, with the balance being drawn from the "Bahamas" Locomotives Society's own reserves. When finished, Ingrow shed and yard, along with the adjacent Ingrow West Station and Vintage Carriages Trust Museum, will form one of Keighley's foremost tourist attractions and something of which we can all be proud, especially when one recalls how derelict the site was until recently. Commented Cllr. Barry Thorne, "This is our latest cash boost in a continuing programme of support to develop this site and increase Keighley's tourism facilities". Dr Simon Bryant, Chairman of B.L.S was equally enthusiastic. "The first stage will see part of the shed transformed into a Steam Locomotive Workshop and later the remainder will be restored and house a railway museum where many of the exhibits previously on show at the Dinting Railway Centre will be. We are grateful to Bradford Council for their help in securing the grant so we can build a home for ourselves. Without that money the project would not be able to go ahead." As the drawings shows the workshop area will be in the wooden clad section of the building. After some work this section will be demolished, and then rebuilt with a steel frame. This workshop will then be equipped so that B.L.S are able to restore and maintain their locomotives to the very high standards we have come to expect of them. The goal is to have these facilities completed and commissioned before No 45596's 7 year B.R boiler certificate expires in 1994. The museum area, meanwhile, will be situated in the stone section of the building. Restoration of the structure will have to take place before the museum and viewing gallery can be fitted out. Fortunately the basic fabric of the building is sound and work will be concentrated on the roof, cleaning of the stonework and refitting of windows. All concerned in the project are to be congratulated on this stage in Ingrow's transformation from poor relation to leading light in the railway preservation world. After their recent tribulations, it is good to see B.L.S turning the corner, and one hopes that recent developments will soon see the society fully recovered from its difficulties and embarking on a secure and exciting new phase in its history.

Special Thanks to the K.W.V.R for this article

N Page.

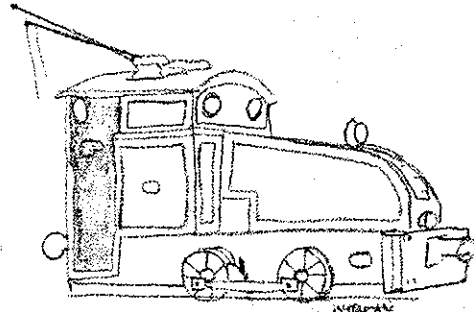
History of the Electric Railway

Part 3: Britain gets left behind (again). 27000 Electra

Between 1923 and 1941 virtually no new developments in the electric railway field occurred in Britain: the Southern's Third Rail network was extended; the Glasgow Subway was converted to electric traction during 1935; and in Blaenau Ffestiniog, J H Greaves converted a pair of Dagnall 0-4-0ST locos to overhead electric power, on their 1'11" system, in 1927.

Meanwhile, railways throughout the rest of Europe, in Russia, India, South Africa, and densely populated parts of America, were being electrified, entirely on the overhead system. Interestingly, NBL, and Dick Kerr of Preston, amongst others, supplied quite a few electric locos to these and other nations.

Switzerland was at the forefront of electrification during this period, producing ever more powerful locomotives of ever increasing weight. For example, the Swiss crocodile of 1918, as featured in the last issue, had a tractive effort of 57,000 lbs, top speed of 40mph, and a weight of 133 tons. By contrast, the 19 1/4 EE, a modern Do-Do of 1966, with the same tractive effort as the croc, cut toward the scales at less than 30 tons, and was capable of 90mph (however the latter loco was specifically a passenger loco: the freight type was the A36/6, of 38,200 lbs tractive effort).



J H Greaves Electric.

However, the French were working the hardest, culminating in one of their Do-Do locos exceeding 90mph in 1951. It is the attitude of the French railways management that makes sure France remains in the forefront of electric locomotion with the superb TGV, which is to be hoped might be adopted in the UK.

Much of the rail network of the Soviet Union (as it was) was electrified under Stalin, including the Trans-Siberian line as far as Lake Baikal, but there is very little information on this development, although I believe they have somewhere in the order of 20,000 electric locomotives.

By contrast, in America, development was limited to railroads in the densely populated east coast in any significant way: the Pennsylvania Railroad developed the famous streamlined GG1 2-Co-Co-2 loco (1934) for the New York - Washington line, with a top speed of 100mph. The Virginian Railroad developed some huge electric locos: firstly a triple, crankshaft drive 1-3-3-1 loco, and then a 243 ton Do-Do-Do-Do-Do-Do-Do (7800hp)! (Whilst on the subject of big engines, it is not generally known that the Russians had the largest Beyer-Garratt, and the largest rigid framed steam loco in the world, the latter being a 4-14-4 (yes, seven powered axles!), comparing to the 4-12-2 locos of the Union Pacific Railroad, and the tiny Württemberg 2-12-0 locos of South Germany!).

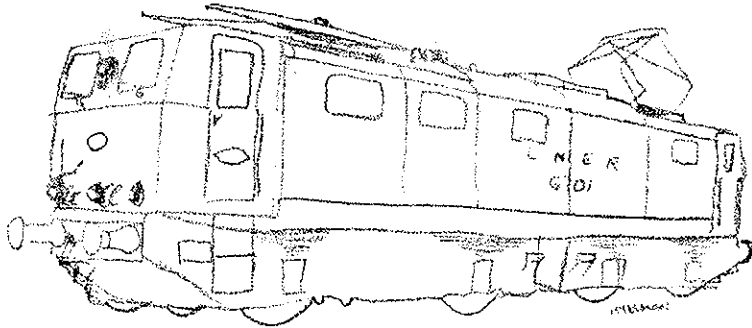
In the 1930s, electrification of the Woodhead line from Manchester to Sheffield was finally approved; via Woodhead Tunnel, and the 2 mile long 1 in 10 Worsborough incline, home of Gresley's Garratt. Despite all the advancements made in ac traction in Europe, it was decided to use the same electrical system as that used by the NER on the Newport-Childen line (see part 2a): perhaps the idea was to use the stored Do-Do locos: alas this was not to be; and the magnificent no. 13 was scrapped four years before this line opened!

In 1940, Gresley had a Do-Do loco built: the prototype for a series of mixed traffic locos of class EM1, no 6701. After the war, this loco spent a couple of years in Holland, whose railway infrastructure had been obliterated by the retreating German Army, where the unsatisfactory design came to light. The engine returned around 1952 with the name "Tommy", after it's Dutch nick-name. The problem was that the engine was basically an up-rated version of Raven's Do-Do locos!! The 57 production locos

which followed were an improvement, and reliable, but not very impressive in performance. The loco that hauled the opening train for the new Woodhead Tunnel is now preserved in the IRM.

Seven Co-Co versions emerged from Beyer Peacock in 1951 for the express trains, and, although not particularly spectacular, they were an improvement on the Co-Co's. After the diversion of passenger services to the prettier but slower Hope Valley line, they were sold to the Dutch, where they ran successfully until 1986, gaining popularity, 3 now being preserved.

This line was closed to all traffic in 1981. I described the line to a couple I met on my recent Austrian holiday, whose bewilderment had to be seen to be believed! Not surprisingly, as this line features a modern, 3 mile long tunnel opened as recently as 1954, is the only trans-Pennine route capable of taking 3'6" containers, and could easily have been converted to the 25kV ac system used on the west coast line, as the suburban part Manchester to Glossop was!



Above: Classy Co-Co no 6701. The production locos were slightly different in that they had side windows.

Right: 15155 (ex no 27001 "Lambert"), preserved in the Manchester Museum of Science and Industry. (Photo - author).

Above: The French Co-Co no 2221. Along with Co-Co no 703, this loco left Britain in 1971.

