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# ❖ A.R.G. JOURNAL ❖

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Issue 135.

SPRING 1995

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PROVISIONAL 1995 RAILTOUR PROGRAMME

Date	From	Destination
22 Apr	LINLITHGOW, Edinburgh Waverley, Dunbar, Berwick-upon-Tweed, Morpeth, Newcastle-upon-Tyne, Carlisle (outward) (outward via the scenic Settle & Carlisle line, return via York & Durham) (Steam-hauled Carlisle-Settle-Sheffield by 60009 <i>Union of South Africa</i> )	SHEFFIELD ★
6 May / 7 May	LINLITHGOW, Edinburgh Waverley (Tours organised by the Branch Line Society using the SRPS train to Edinburgh area & Fife (Sat) and Glasgow area & Ayrshire (Sun))	BRANCH LINES IN CENTRAL BELT
13 May	AYR, Prestwick, Troon, Irvine, Kilwinning, Johnstone, Paisley Gilmour Street, Lenzie, Larbert (outward) / Falkirk Grahamston (return) (outward via Pitlochry & Blair Atholl, return via Aberdeen & Forth Bridge)	AVIEMORE, INVERNESS, ELGIN
20 May	EDINBURGH Waverley, Haymarket, Linlithgow, Falkirk Grahamston, Lenzie, Westerton, Dumbarton Central, Helensburgh Upper	MALLAIG
3 Jun	DUNBAR, Drem, Longniddry, Edinburgh Waverley, Linlithgow, Falkirk Grahamston, Larbert, Stirling, Dunblane, Perth	KYLE of LOCHALSH
16 Jun / 18 Jun	GLASGOW Central, Motherwell, Carlisle (with Scottish Fiddle Orchestra) (on Sat 17 June the Branch Line Society will operate a special charter from London & Birmingham to branch lines in the Midlands)	LONDON Euston
24 June	LADYBANK, Markinch, Kirkcaldy, Inverkeithing, Edinburgh Waverley, Drem	YORK
12 Aug	EDINBURGH Waverley, Kirknewton, Lockerbie, Carlisle (Steam-hauled Carlisle-Keighley-Carlisle by 46229 <i>Duchess of Hamilton</i> , & steam trip on Keighley & Worth Valley Railway to Haworth & Oxenhope)	KEIGHLEY & WORTH VALLEY ★
2 Sep	KILMARNOCK, Stewarton, Barrhead, Hamilton Central, Motherwell, Coatbridge Central, Stepps, Westerton, Helensburgh Upper	MALLAIG
9 Sep	EDINBURGH Waverley, Inverkeithing, Kirkcaldy, Markinch, Ladybank, Perth	KYLE of LOCHALSH
16 Sep	BERWICK-upon-Tweed, Dunbar, Drem, Longniddry, Edinburgh Waverley, Linlithgow, Falkirk High, Westerton	OBAN
23 Sep	DUNDEE, Leuchars for St Andrews, Cupar, Ladybank, Markinch, Kirkcaldy, Inverkeithing, Edinburgh Waverley (Steam-hauled on North Yorkshire Moors Railway)	WHITBY & PICKERING ★

RLH 6-MAR-95

Tours marked ★ feature steam haulage.

This leaflet gives advance information of SRPS Railtours currently proposed for 1995. These are subject to change and several other tours are under consideration. The 1995 Railtour Programme will be issued in April.

For further information phone

**01 7683 41664** or **01 360 550368** (evenings 7pm-9pm)

or write (enclosing sae) to

**SRPS Railtours, 22 Durham Road South, Edinburgh EH15 3PD**

# SNIPPETS

COMPILED BY SUN CHARIOT 62B

The house building which is obliterating all traces of the Caledonian approaches to Kinnaber Junction is proceeding, with three houses now in the course of construction. To clarify for those who have not seen earlier reports, the embankment between the bridge just south of the junction and the site of Hillside Viaduct has been levelled, and is now a road with building plots. Even to a GW/NB supporter this is a sad state of affairs.

Craig Signal Box, which for a time during the past winter has been boarded up and out of use, is once again in operation with a smart new coat of paint and what seem to be new windows.

Lamp standards on the platforms at Carnoustie, Arbroath, and Montrose have recently benefitted from a new coat of paint.

Remember in the 60's when repainting immediately preceded the closure of a station!

## COVER PHOTOGRAPH

SUN CHARIOT at 62B  
in September 1955

## Region seeks legal remedy over rail cuts

HIGHLAND REGIONAL councillors are planning to take the Government to court to expose the confusion of its rail policy and ensure there is full consultation about the future of threatened Motorail and sleeper services, including Fort William to London.

As transport authority for the Highlands, the council is seeking the opinion of a Queen's Counsel to establish its case for the continuance of the services beyond the proposed May 27 withdrawal date.

The matter has already been raised with the Prime Minister, but council convener Duncan McPherson said the council was fully prepared to take the lead in testing the way the British Railways Board and franchising director Roger Salmon had decided to axe the services ahead of the formal consultation on future franchising arrangements.

The legal move was revealed yesterday morning after a meeting with ScotRail director-designate John Ellis.

Mr McPherson said, "We feel the Highlands have been treated very unfairly through the proposed withdrawal of important rail services ahead of the consultation process.

"Given broken Government promises and the refusal of Transport Secretary Brian Mawhinney to even acknowledge our correspondence, it would appear that action through the courts is the next best option open to us."

He added, "We have handed over our dossier to senior counsel in Edinburgh and await a view on how best to pursue our case.

"Our action could be against the Government, British Railways Board, OPRAF or all three."

The council has the support of other local authorities. Mr McPherson said, "At present Highland services are in jeopardy.

"Other authorities throughout Britain realise that as the privatisation exercise unfolds, it could be their local service which is next under threat. That is why it is so important that we take this stand now."

Before speaking to the Institute of Directors in Inverness later in the day, Mr Ellis said he had been surprised that the council was considering legal action, although he admitted he was not surprised at their campaigning for the retention of services.

His predecessor Chris Green, an avowed railways man, had said he was not in the business of cutting services.



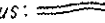
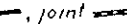
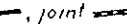
Asked the same question, Mr Ellis said he had been in the railways as long as Mr Green.

He added, "I would not have taken the job on the basis of running ScotRail down."

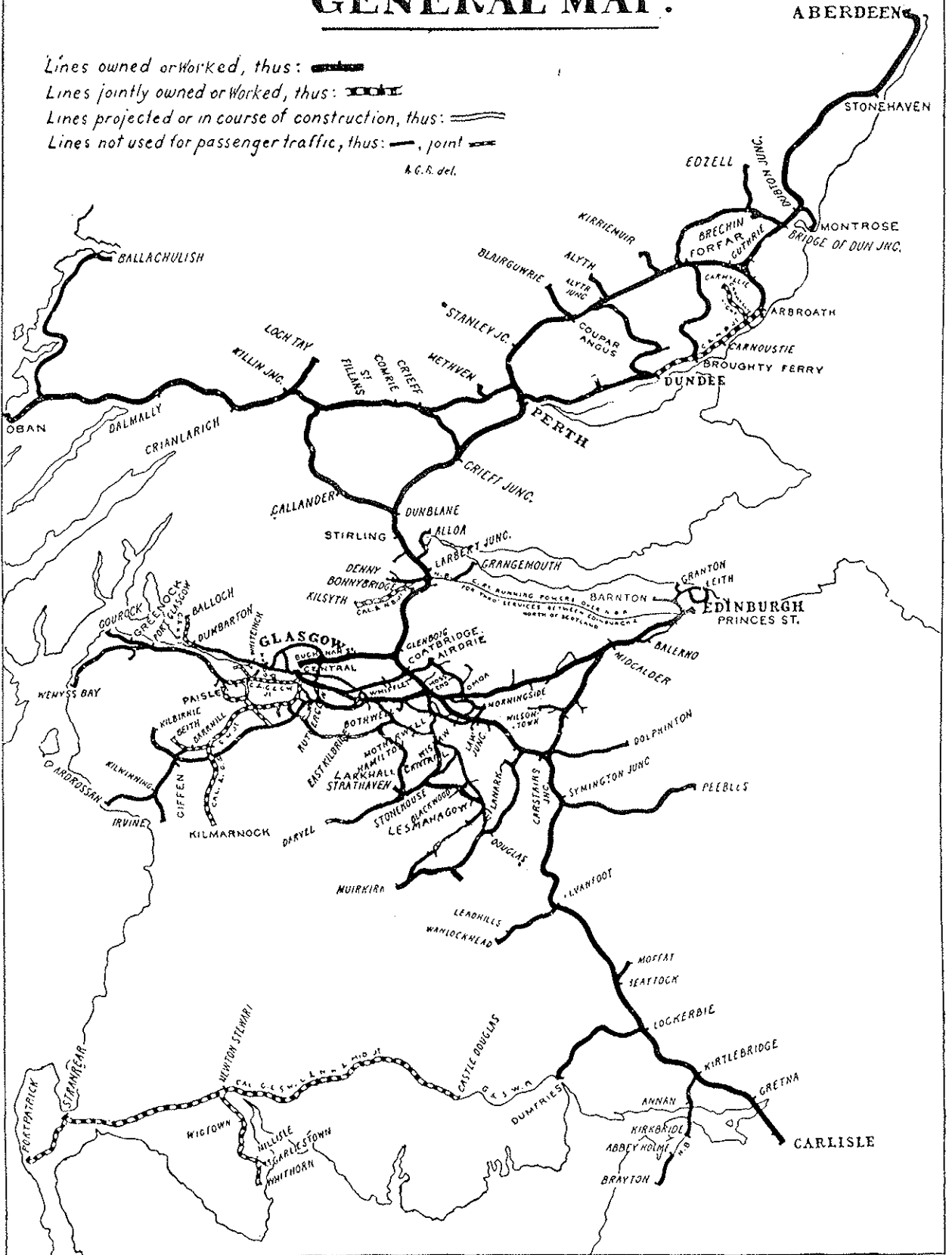
He also stressed that ScotRail could not operate the threatened services without financial help, but said that if such aid was available the services could be run.

Presently with Railtrack, Mr Ellis takes over the hot seat at ScotRail on April 3, but he made the point that the threatened Highland services were just a "few services in the totality of ScotRail's operations" and the totality was his main concern.

# CALEDONIAN RAILWAY, GENERAL MAP.

Lines owned or worked, thus:   
 Lines jointly owned or worked, thus:   
 Lines projected or in course of construction, thus:   
 Lines not used for passenger traffic, thus:  joint 

A.C.S. del.



# SCOTCH RAILWAYS.

*N.B.—The Accounts are for the Year ending 31st July, 1907.*

## CALEDONIAN RAILWAY.

### GENERAL OFFICES.

302, BUCHANAN STREET, GLASGOW.

### DIRECTORS.

SIR JAMES KING, Bart. (Chairman), Carstairs, Lanarkshire.  
 SIR CHARLES BINE RENSHAW, Bart. (Deputy-Chairman), Barochan, Houston.  
 LORD NEWLANDS, Mauldslic Castle, Carluke, Lanarkshire.  
 J. HAMILTON HOULDSWORTH, Esq., Castlebank, Lanark.  
 WILLIAM YOUNGER, Esq., Ravenswood, Melrose.  
 THE MARQUIS OF BREADALBANE, K.G., Taymouth Castle, Aberfeldy.  
 SIR R. W. B. JARDINE, Bart., Castlemilk, Lockerbie.  
 EDWARD COX, Esq., Cardean, Meikle.  
 HON. G. R. VERNON, Auchans, Kilmarnock.  
 SIR M. MITCHELL-THOMSON, Bart., Edinburgh.  
 DAVID TOD, Esq., Eastwood Park, Giffnock.  
 HENRY ALLAN, Esq., 25, Bothwell Street, Glasgow.  
 COL. JOHN M. DENNY, Leven Shipyard, Dumbarton.  
 ALEXANDER MORISON GORDON, Esq., Newton, Insh, Aberdeenshire.

### CHIEF OFFICERS.

*(Unless otherwise stated, the addresses of the Officers are at the Chief Offices, as above.)*

General Manager—ROBERT MILLAR.  
 Chief Assistant—A. BRAND, Glasgow.  
 Chief Clerk—JOHN SCOULLER.  
 Secretary—JOHN BLACKBURN.  
 Chief Clerk—R. GIBB.  
 Chief Goods Manager—MATTHEW WADDELL.  
 Chief Assistant—DUNCAN CAMERON.  
 Out-door Goods Manager and Mineral Superintendent.—WM. COOK.  
 Assistant Mineral Superintendent—THOMAS ANDERSON, Motherwell.  
 General Superintendent—G. CALTHROP.  
 Chief Clerk—W. H. POTTS.  
 Outdoor Assistant to General Superintendent—T. W. PETTIGREW, Glasgow.  
 Accountant—JAMES DRYNAN.  
 Traffic Auditor—A. C. DONN, 296, Buchanan Street, Glasgow.

Chief Mechanical Engineer—J. F. MCINTOSH, St. Rollox, Glasgow.  
 Chief Clerk—T. PORTEOUS.  
 Chief Draughtsman—T. WEIR.  
 Works Manager—W. M. URIE.  
 Chief Running Inspector—T. MACDONALD.  
 Chief Engineer—DONALD A. MATHESON.  
 Assistant in New Works—D. McLellan.  
 Assistant in Land and Maintenance of Way and Works—Archibald Gourley.  
 Chief Clerk—JOHN GRANT.  
 Signal Superintendent—ALEXANDER STEVEN, 87, Union Street, Glasgow.  
 Telegraph Superintendent—WM. STEVENSON, 25, Killermont Street, Glasgow.  
 Chief Clerk—JAS. ALLAN.  
 Marine Superintendent—CAPT. JAMES WILLIAMSON, Gourrock.  
 Canal Manager—JAMES CLAPPERTON, Port Dundas, Glasgow.  
 Live Stock Superintendent—J. MACCAULL, Perth.  
 Horse and Carting Superintendent—GEORGE ROBB, 11, Germiston Street, Glasgow.  
 Treasurer—DOUGLAS HATHORN.  
 Registrar—THOS. W. MURDOCH, 296, Buchanan Street, Glasgow.  
 Stores Superintendent—JOHN FERGUSSON, Charles Street, St. Rollox.  
 Hotel Managers— (S. H. QUINCE, Central Station Hotel, Glasgow.  
 { JAMES BROWN, Caledonian Station Hotel, Edinburgh.  
 Auditors—FRED JOHN YOUNG, London; PETER RINTOUL, Glasgow.  
 Solicitor—H. B. NEAVE.  
 Chemist—D. B. FRASER.  
 Parliamentary Agents—GRAHAMES, CURREY AND SPENS, London.  
 Bankers—COMMERCIAL BANK OF SCOTLAND, London, Edinburgh and Glasgow.

### DIVISIONAL OFFICERS.

#### District Passenger Superintendent.

R. M. F. Watson, Central Station, Glasgow.

#### District Traffic Superintendents.

G. B. Black, Aberdeen.	J. M. Kinghorn, Edinburgh.
J. D. Lang, Perth.	G. D. Lawie, Carlisle.
George Harvey, Dundee.	John Smyth, Oban.
Jas. Clapperton, Canal House, Port Dundas, Glasgow.	

#### District Engineers.

Western District—James H. Anderson, Glasgow.  
 Southern and Eastern District—William A. Paterson, Edinburgh.  
 Central District—Alexander Bishop, Glasgow.  
 Northern District—Edward G. Moon, Perth.  
 Canal—Alexander Bishop, Glasgow.

#### Parcels and Excursions Agent.

R. J. Patrick, Glasgow.

#### Changes in Directorate and Official Staff during 1907.

Mr. A. M. Gordon appointed Director. Mr. John Smyth, District Supt., Oban, *vice* Mr. John Anderson, retired. Mr. A. Hillhouse, Chief Goods Manager, retired, succeeded by Mr. M. Waddell, his Chief Assistant.  
 Mr. D. Cameron appointed Assistant Goods Manager.

## HISTORICAL SKETCH.

THIS important Scotch railway was incorporated in 1845, for a railway from Carlisle to Edinburgh, Glasgow and Castlecary, after a fierce and protracted Parliamentary struggle, costing £70,000. The main line, which extends from Carlisle to Aberdeen, also to Glasgow and Edinburgh, has long stretches of straight road; it is sometimes called the "galloping line," because of the fine opportunities it offers for extremely fast running. The process of construction was also performed at a "galloping" rate. The first sod was cut October 11th, 1845, and the contractors—of whom the late "Tom," Brassey was one—completed the line so rapidly that the first portion, Carlisle to Beattock, was opened September 10th, 1847, and so completed its Diamond Jubilee in 1907. (See *Railway Magazine*, September, 1907.) The line was opened to Edinburgh and Glasgow, February 15th, 1848.

But although the course of the railway is remarkable for directness, at some places the line suffers much in the steepness of its gradients. The Beattock Bank, for instance, is  $9\frac{3}{4}$  miles long, the average gradient being 1 in 75, a total rise of 600ft. being accomplished in a distance of 8 miles or so.

The Caledonian, with the L. & N.-W. Ry., forms the West Coast Royal Mail route between England and Scotland, over which the late Queen Victoria used to travel when passing between Balmoral and England, whilst the mails are also conveyed by this route.

Two very old Scotch railways were associated with the undertaking from its inception; indeed, it was over these railways that the Caledonian reached Glasgow. The length of the Caledonian Railway, as projected, was 122 miles 19 chains, but including that of the two lines in question—the Glasgow, Garnkirk and Coatbridge, and the Wishaw and Coltness—its total length when opened amounted to 144 miles. The former, with a length of  $8\frac{1}{4}$  miles, was incorporated in 1826, and opened in 1831, the latter was incorporated in 1829.

Bad times overtook the Caledonian Railway in its early days, but in 1851 Parliament sanctioned a rearrangement of its obligations, and for more than fifty years it has proved an increasingly prosperous undertaking.

Amongst other important lines now forming part of the Caledonian Railway are the Scottish Central Railway, extending from Castlecary to Perth, with subsidiary branches to various towns between those points, and Dundee, and the Scottish North-Eastern, extending from Perth and Dundee to Aberdeen. The Scottish Central Ry. included the Dundee and Newtyle Ry.—a railway which was authorised in 1826 and opened in 1831.

The Caledonian Ry. Co. is also part proprietor with the L. & N. W. Ry. Co. of the Citadel Station, Carlisle, with the North British and Highland Railways of the Perth Joint Station, and with the Great North of Scotland Ry. Co., of the Aberdeen Joint Station.

It is also joint proprietor, along with the L. and N.-W., Midland, and Glasgow and South-Western Rys. of the Portpatrick and Wigtownshire Joint Ry.; with the Glasgow and South-Western Ry. of the Glasgow, Barrhead and Kilmarnock Joint Line, Glasgow and Paisley Joint Line, and also of the Glasgow and Renfrew District Ry.; with the North British and Lanarkshire and Dumbartonshire Ry. Cos. of the Dumbarton and Balloch Joint Line, and the steamboats on Loch Lomond; with the North British Ry. of the Dundee and Arbroath Joint Line; with the North British and Glasgow and South-Western Rys. of the Princes Dock Ry., Glasgow.

The Caledonian Ry. also works and maintains the Callander and Oban Ry., including the new Ballachullish extension of that line, the Lanarkshire and Dumbartonshire Ry., the Lanarkshire and Ayrshire Ry., the Cathcart District Ry., the Brechin and Edzell District Ry., the Killin Ry., and the Bankfoot Light Ry.

**Docks and Harbours.**—The Caledonian Ry. Co. owns the following docks:—Grangemouth and Bowling. It is also the owner of the Harbour of South Alloa; while it has access to the docks and harbours at Aberdeen, Montrose, Arbroath, Dundee, Perth, Bo'ness, Bridgeness, Granton, Leith, Stranraer, Portpatrick, Ayr, Ardrossan, Troon, Greenock, Port Glasgow, Dumbarton, Paisley and Glasgow.

Grangemouth. On 8th October, 1906, the Caledonian Ry. Co. opened its new Dock Works. These consist of a dock of 30 acres, a basin of 10 acres, a timber pond of 23 acres, a new sea Lock giving direct access to the Firth of Forth, with an eastern entrance channel between the Lock and the new Dock; a western channel between the new Dock and the docks existing prior to the construction of the new works.

The new Lock gives entrance to all the docks, and thus obviates the necessity of vessels using two miles of the River Carron, which formerly was the only entrance from the Firth of Forth to the Docks.

There is a depth of 30 feet over the sill of the Sea Lock at high-water ordinary spring tides, and 26 feet over the caisson sill of the new Dock.

The water area at Grangemouth now extends to 160 acres.

The docks are fitted with all the most modern appliances for dealing with traffic speedily, including hydraulic hoists, with a capacity of 32 tons, hydraulic cranes, with a capacity of from 2 to 12 tons, and hydraulic capstans for moving vehicles round the docks.

The quayside area extends to about 6,000 yards.

Rail connections are made to the warehouses which have been erected, the storage ground which has been provided, and to the timber ponds, as well as to any part of the quays.

The docks throughout are lighted by electricity.

**Canals.**—The Caledonian Ry. owns the following canals:—Forth and Clyde Navigation; 52½ miles. The main portion of the canal was commenced to be constructed on 10th June, 1768, and opened from the Forth to the Clyde on July 28th, 1790; taken over by railway 1867. The Monkland Canal.

**Important Bridges, Viaducts and other engineering works on the railway:—**

Clyde Bridge, Glasgow.	Broomhill Viaduct, Larkhall.
Bridge over Forth near Alloa.	Camp Viaduct, Motherwell.
Bridge over Forth at Stirling.	Braidhurst Viaduct, Motherwell.
Bridge over Tay at Perth.	Craignethan Viaduct, Lesmahagow.
Dee Bridge, Aberdeen.	Connel Bridge over Loch Etive.

Avon Viaduct, Stonehouse.

**Principal Towns Served.**—Glasgow, Edinburgh, Carlisle, Lanark, Peebles, Motherwell, Hamilton, Coatbridge, Airdrie, Falkirk, Grangemouth, Stirling, Crieff, Perth, Dundee, Forfar, Arbroath, Montrose, Brechin, Aberdeen, Oban, Paisley, Port Glasgow, Greenock, Gourock, Wemyss Bay, Ardrossan, Kilmarnock, Dumbarton, Dumfries, Stranraer.

**Distances and Quickest Trains:—**

From	To	Train.	Time occupied on Journey		Distance.	Remarks.
			H. M.	M. CH.		
Edinburgh ..	Glasgow .. ..	8 0 a.m.	1 5	46 16	Fourteen Trains between Glasgow and Edinburgh perform journey in 65min.	
Glasgow .. ..	Carlisle .. ..	10 45 p.m.	2 10	102 25		
Carlisle .. ..	Glasgow .. ..	5 45 a.m.	2 5	102 25		
Edinburgh (Princes Street)	Carlisle .. ..	10 5 a.m.	2 0	100 47		
Carlisle .. ..	Edinburgh (Princes Street)	5 45 a.m.	2 5	100 47		
Glasgow .. ..	Stirling .. ..	10 15 a.m.	0 40	30 11		
Stirling .. ..	Glasgow .. ..	9 17 a.m.	0 45	30 11		
Glasgow .. ..	Perth .. ..	10 0 a.m.	1 22	63 13		
Perth .. ..	Glasgow .. ..	7 39 p.m.	1 21	63 13		
Glasgow .. ..	Dundee .. ..	10 15 a.m.	2 0	84 15		
Dundee .. ..	Glasgow .. ..	7 0 p.m.	2 0	84 15		
Glasgow .. ..	Forfar .. ..	10 0 a.m.	2 10	95 53		
Forfar .. ..	Glasgow .. ..	6 54 p.m.	2 6	95 53		
Glasgow .. ..	Arbroath .. ..	10 0 a.m.	2 55	110 31		
Arbroath .. ..	Glasgow .. ..	11 30 a.m.	2 55	110 31		
Glasgow (C.) ..	Aberdeen .. ..	4 20 a.m.	3 15	157 39	From Central Stn.	
Aberdeen .. ..	Glasgow .. ..	5 30 p.m.	3 30	152 78		
Glasgow .. ..	Oban .. ..	3 55 p.m.	3 35	117 2		
Oban .. ..	Glasgow .. ..	7 30 a.m.	3 30	117 2		
Glasgow .. ..	Paisley .. ..	10 10 a.m.	0 10	7 24		
Paisley .. ..	Glasgow .. ..	11 31 a.m.	0 11	7 24		
Glasgow .. ..	Greenock .. ..	6 30 p.m.	0 33	23 0		
Greenock .. ..	Glasgow .. ..	6 18 p.m.	0 38	23 0		
Glasgow .. ..	Ardrossan .. ..	9 5 a.m.	0 45	31 38		
Ardrossan .. ..	Glasgow .. ..	3 20 a.m.	0 45	31 38		
Glasgow .. ..	Kilmarnock .. ..	10 20 a.m.	0 35	24 7		
Kilmarnock ..	Glasgow .. ..	9 0 a.m.	0 43	24 7		
Glasgow .. ..	Dumbarton .. ..	8 16 a.m.	0 22	14 32		
Dumbarton ..	Glasgow .. ..	8 49 p.m.	0 22	14 32		

The Longest Run without a stop is between Carlisle and Perth,\* a distance of 150½ miles, which is performed in 3 hours, or at an average speed of 50·25 miles per hour.

**Shortest Routes compared with other Railways.**—From Glasgow to Aberdeen, Inverness, Edinburgh, Oban, Perth, Dundee, Forfar, Arbroath, Gourock, Greenock, Irvine, Ardrossan, Kilmarnock, Dumbarton and Balloch.

If through routes are included, the Caledonian Ry. has the shortest routes from Glasgow to London, Liverpool, Birmingham, Manchester, Preston, Carlisle, etc.

**Largest Station.**—The Glasgow Central Station is the largest passenger station on the Company's system, and contains 13 platforms and 13 roads, having recently been considerably

\* See remark on page 47.



enlarged. The old portion of the station on the east side has recently been remodelled and extended (see *Railway Magazine* for January, 1907, for description). Other large stations are Edinburgh (Princes Street), Glasgow (Buchanan Street), Aberdeen, Perth, Dundee West, Stirling, Hamilton, Motherwell, Carstairs, Carlisle, Greenock, Gourock, and Wemyss Bay.

**Running Powers.**—The Caledonian Ry. Co. exercises running powers over the following railways, viz.:—

Owning Company.	From	To	Distance.		Whether for Goods or Passenger.
			M.	C.	
N. B.	Larbert Junction	Grangemouth Branch Jn.	2	41	Passenger and Goods
Do.	Buckingham Junction	Camperdown Junction	1	24	Goods
Do.	Larbert Junction	Haymarket West Junc.	25	33	Passenger and Goods
Do.	Longcarse Junction	Alloa (Passenger)	1	6	Passenger
Do.	Sighthill East Junc.	Stobcross	7	63	Goods
Do.	Kirkbride Junction	Abbey Junction	3	68	Passenger and Goods
Do.	Garnqueen South Junc.	Gartsherrie Junction	0	52	Do.
Do.	Kilsyth Junction	Kilsyth	0	21	Goods
Do.	Whifflet Junction	Caledonian Junction, for Dundyvan Basin	0	9	Do.
Do.	Balloch Forth and Clyde Junction	Jamestown and Dalmonach Works	1	34	Do.
G. & S. W.	Arkleston Junction	Renfrew	3	54	Do.
Do.	Muirkirk Junction	Muirkirk Station	0	30	Goods and Passenger
Do.	Dumfries Junction	Dumfries Station	0	14	Passenger
Do.	Dumfries Junction	Castle Douglas Junction	10	50	Goods and Passenger
Do.	Ardrossan Junction	Ardrossan Harbour	0	26	Goods
Do.	Kilmarnock Junction	Kilmarnock Station	0	16	Passenger
Do.	County Boundary (Lanarkshire and Ayrshire)	Darvel	4	22	Goods

**New Train Services, etc., during 1907.**—New train from Glasgow (Buchanan Street) at 10.15 a.m., and from Edinburgh (Princes Street) at 9.30 a.m. for Oban. A similar express from Oban at 3.20 p.m. for Edinburgh and Glasgow.

New Service from the North to Glasgow (Central), arriving there at 8.33 a.m., and connecting with express trains for Gourock, Wemyss Bay and Ardrossan.

New express train from Glasgow (Central) at 10.30 p.m., for Stirling, Perth, Dundee, Aberdeen and Inverness.

A new express train, the "Strathallan and Ben Ledi Express," from Glasgow (Buchanan Street) at 5.20 p.m., for Bridge of Allan, Callander, Crieff and St. Millans.

The "Grampian" and "Granite City" Corridor dining car express trains from Glasgow (Buchanan Street) and Edinburgh (Princes Street) to Perth and Aberdeen and *vice versa*.

The Steepest Gradient on the railway over which passenger trains run is 1 in 40 on the Bonnybridge Branch, falling towards Bonnybridge for a distance of 42 chains.

The steepest gradient on a goods or mineral line is 1 in 40.

The Colours of Tickets are as follows:—First-class single, white; First-class single, yellow; Third-class single, green; Third-class single, drab; First-class return, yellow and white; Third-class return, green and drab.

**Permanent Way.**—The standard permanent way for main lines consists of bull-head section rails, weighing 90 lbs. per yard, sleepers measuring 9 ft. by 10 in. by 5 in., and chairs weighing 46 lbs. each.

**Tunnels.**—The longest tunnel is between Greenock and Gourock, and is 2,100 yards long. Other long tunnels are Monerieffe Tunnel, 1,214 yards, and Bishopton Tunnels, 363 and 330 yards long respectively.

**Dimensions of Vehicles.**—The longest passenger coaches are 68 ft. in length. The largest goods or mineral vehicles measure 35 ft. long. Bogie swivel wagons 45 ft. long.

**Rates and Taxes during 1907.**—£112,000 was paid in rates and taxes, equal to £122 per mile of railway.

**New Lines, Stations, etc., brought into use in 1907.**—The branch railway to Rothesay Dock at Clydebank. Glasgow Central Station Hotel Extension.

**Season Tickets.**—During 1907, 28,270 season tickets were issued.

**The Works now in Course of Construction** are:—Glasgow Eglinton Street Station widening; the Grahamston lines; and remodelling at Buchanan Street Station.

For particulars of Parliamentary Powers obtained in 1907 see page 31.

No Parliamentary Bill has been deposited for the 1908 Session.

See also "Joint Railways" and "Leased Railways."

**Colours of Engines and Rolling Stock.**—Passenger engines, blue; goods and mineral engines, black. Main-line carriages, white upper panels with lake bodies; branch-line carriages, lake.

**Passenger and Guard Communication.**—The Company's Patent System.

The Locomotive Works are situated at St. Rollox, Glasgow.

**New Types of Locomotives and Rolling Stock, 1907.**—6 ft. 6 in. six-coupled passenger express engine with cylinders 20 in. by 26 in., "903" class; 68 ft. carriages on 6-wheeled bogies; 65-ft. bogie carriages on the Glasgow (Central) and Edinburgh (Princes Street) direct service, and on the Glasgow (Central) and Gourock and Wemyss Bay and Ardrossan sections, and also on the service between Glasgow (Buchanan Street), Edinburgh (Princes Street) and the North; 50 ft. third-class saloons; 50 feet passenger brake vans; 6-wheeled, 6 compartment horse boxes; 47 ft. 4 in. covered carriage or scenery trucks; 47 ft. 4 in. open carriage or scenery trucks; 20 ton goods brake vans; 30 ton trolley wagons.

**Brake.**—The Automatic Westinghouse brake is fitted to all passenger train vehicles.

**Through Services.**—The Caledonian Ry. runs through carriages or coaches from Glasgow (Central) to Crewe, L. & N.-W.; Birmingham, L. & N.-W.; Bristol (Temple Meads), G. W.; Exeter, G. W.; Hereford, G. W.; Liverpool (Lime Street), L. & N.-W.; Liverpool (Exchange), L. & Y.; London (Euston), L. & N.-W.; Manchester (Exchange), L. & N.-W.; Manchester (Victoria), L. & Y.; Preston, L. & N.-W.; Stafford, L. & N.-W.; Southampton, L. & S.-W. (Fridays only); Taunton, G. W.; Wolverhampton L. & N.-W. From Glasgow (Buchanan Street) to Elgin, Highland; Inverness (via Dunkeld), Highland. From Edinburgh (Princes Street) to Ayr (via Muirkirk), G. & S.-W.; Birmingham, L. & N.-W.; Liverpool, L. & Y.; London (Euston), L. & N.-W.; Manchester (Exchange), L. & N.-W.; Manchester (Victoria), L. & Y.; Preston, L. & N.-W.; Stafford, L. & N. W.; and Bristol, G. W.

**Summit Level.**—The summit level is situated between Elvanfoot and Beattock and is 1,014 feet above sea level.

**Titles of Named Expresses.**—"Grampian Corridor," "Granite City" Express, "C. and O." Hotel Express, "Strathallan and Ben Ledi Districts" Express, "Upper Ward" Express.

**Driver's position on the footplate.**—Left side.

**Total length of platform faces at which trains can come alongside of the largest stations.** Glasgow Central Station, 8,840 feet; Edinburgh Princes Street Station, 4,140 feet.

**Hotels owned by the Company.**—Central Station Hotel, Glasgow; and Caledonian Station Hotel, Edinburgh; and joint owners of Perth Station Hotel.

**Duplicate Locomotives and Rolling Stock.**—Locomotives, 74; Carriages, 365. The duplicate locomotives are distinguished from the ordinary stock by prefixing 1,000 to their number; *i.e.*, if Engine No. 1 were transferred to the duplicate list, the number would be altered to "1,001." Duplicate carriages are also re-numbered to distinguish them from the ordinary stock, all four-figure numbers on coaching vehicles being duplicate stock, with the exception of the duplicate third-class carriages, which are numbered commencing with 3,000.

There is no duplicate wagon stock.

## STATISTICS of Capital, Receipts, Expenditure, Dividends, Rolling Stock, Mileage and Train Mileage.

**Capital.**—The Paid-up Capital at 31st July, 1907, stood as follows:—

Loans and Debenture Stock	...	...	...	...	£10,844,291
Preference Stock	...	...	...	...	23,076,091
Ordinary Stock	...	...	...	...	21,250,726
					<u>£55,171,108</u>

## Expenditure on Capital Account—

	Year ending 31st July, 1907.	Total Capital Expenditure to 31st July, 1907.
Lines open for traffic and in course of construction ... ..	£229,070	£39,602,089
Lines authorised but not yet under construction ... ..	17,338	30,710
Working Stock ... ..	88,734	7,861,001
Other Capital Expenditure ... ..	178,534	13,109,873
	<u>£513,676</u>	<u>£60,603,673</u>

## Receipts.—The Receipts for the year ending 31st July, 1907, were made up as follows :—

Passengers, Parcels and Mails ... ..	£1,670,872
Goods, Minerals and Live Stock ... ..	2,547,960
Other Receipts ... ..	249,271
	<u>£4,468,103</u>

## Expenditure.—The Expenditure for the year ending 31st July, 1907, was divided as follows :—

Maintenance of Way and Works ... ..	£420,617
Locomotive Power ... ..	752,509
Carriage and Wagon Repairs ... ..	261,605
Traffic Expenses ... ..	757,401
General Charges ... ..	92,159
Rates and Taxes ... ..	122,581
Other Charges ... ..	107,665
	<u>£2,514,537</u>
Less Remuneration for Working other Lines ...	109,684
	<u>£2,404,853</u>

Dividend.—The Dividend paid on the Ordinary Stock for the year ending 31st July, 1907, was at the rate of  $3\frac{1}{2}$  per cent. per annum.

Rolling Stock.—The Rolling Stock at 31st July, 1907, comprised 922 locomotives, 613 tenders, 273 first-class carriages, 1,298 third-class carriages, 341 composites and saloons. 485 other coaching vehicles, and 64,648 goods vehicles of various kinds.

## Mileage.—The Mileage at 31st July, 1907, stood as follows :—

Miles owned ... ..	864	Miles maintained :—	
Miles partly owned ... ..	159 $\frac{1}{2}$	Four lines ... ..	10
		Three lines ... ..	13
		Two lines ... ..	576
		One line ... ..	499
	<u>1,023<math>\frac{1}{2}</math></u>		<u>1,098</u>

Total length, including sidings, in equivalent of single track, 2,692 miles.

Train Mileage.—The Train Mileage worked during the year ending 31st July, 1907, was as follows :—

By Passenger Trains ... ..	10,410,819
By Goods and Mineral Trains ... ..	7,068,913
	<u>17,479,732</u>

Steamers.—The steamers of the Caledonian Steam Packet Co., Ltd., in connection with the Caledonian Railway Company, ply to and from Gourock, Wemyss Bay and Ardrossan to the watering-places on the Firth of Clyde and the islands of Bute and Arran.

NAME OF STEAMER.	Type.	Length.	Breadth.	Depth.	Gross Tonnage.	Indicated Horse Power.	Speed.	Passenger Capacity.	Trading between
		ft. in.	ft. in.	ft. in.			knots.		
Duchess of Hamilton ..	Paddle	250 0	30 0	10 0	552	2,000	18	1,780	Gourock, Wemyss Bay and General Excursion Traffic.
Duchess of Rothesay ..	"	225 0	26 0	9 0	384	1,700	17½	1,376	Gourock and Arran.
Duchess of Montrose ..	"	210 0	25 0	9 0	321	1,600	17	1,200	Gourock and Rothesay.
Duchess of Fife ..	"	210 0	25 0	9 0	321	1,600	17½	1,200	"
Ivanhoe.. ..	"	225 0	22 0	8 0	281	1,300	16	1,198	"
Marchioness of Lorne ..	"	200 0	24 0	8 6	294	1,200	15	1,213	Wemyss Bay and Rothesay
Marchioness of Bute ..	"	200 0	22 0	7 6	246	1,000	15	1,119	Wemyss Bay and Millport
Marchioness of Breadalbane ..	"	200 0	22 0	7 6	246	1,000	15	1,119	"
Caledonia .. ..	"	200 0	22 0	7 6	244	800	14	1,093	Gourock and Kilmun.
Madge Wildfire .. ..	"	190 0	20 0	7 6	210	600	13	983	"
Duchess of Argyll .. ..	Turbine	250 0	30 0	10 6	740	3,600	21½	1,713	Ardrossan and Arran.

The Caledonian Ry. Co. are also joint owners of the Loch Lomond Steamers.



DISASTER AT DURHAM by Tom Willison

The morning of Saturday October 1st 1994 arrived grey and dismal. My brother Bill and myself had booked for the afternoon Heart of Midlothian to York from Edinburgh - Waverley with 60532 BLUE PETER.

Having arrived early, we spoke to Scottish crews who were to be in charge. Fraser Birrell from Markinch was to drive the first leg to Berwick. Ian Royall and Dave Bowie from Edinburgh were to take charge on the second section.

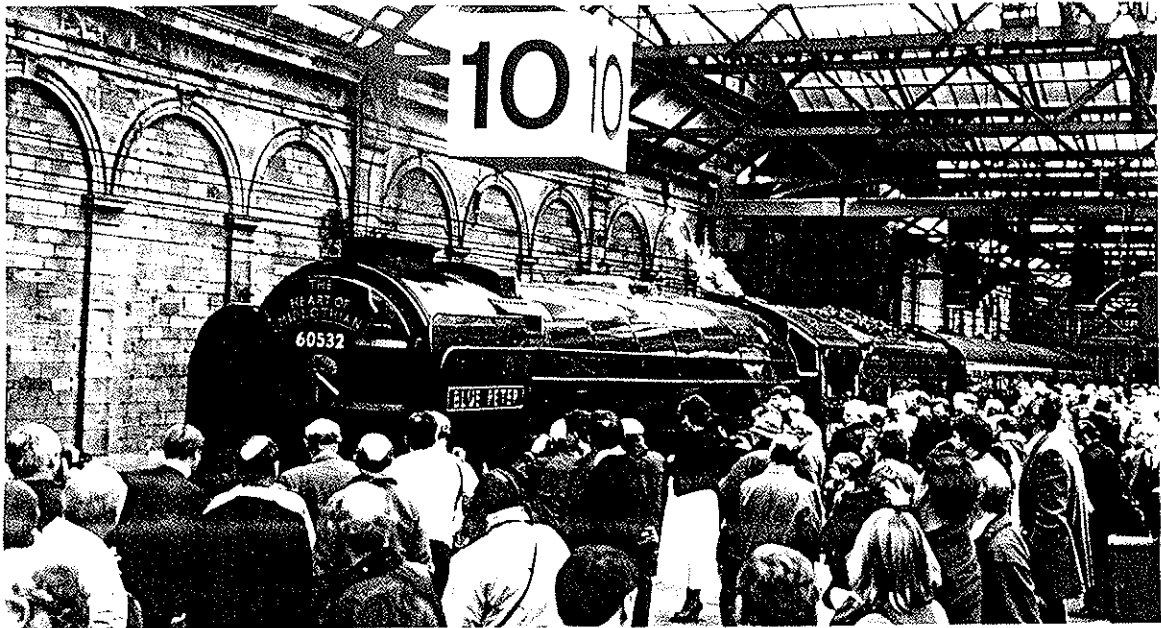
We departed 10 mins late due to signalling faults. I must say that Fraser proceeded with total control. In fact the smoothness of his departure was reminiscent of Deltic Days. By the time we burst out of Calton Tunnel, Blue Peter was well into her stride. The time allowed for the 1st leg of 58 miles was 60 minutes which amazingly was achieved with ease. There was a 20 mph restriction near Wallyford due to mining subsidence. We soon accelerated very quickly and on the straight section which runs parallel with a dual carriage way we were simply blitzing the opposition. Cockburnspath was taken with ease.

I managed to get in with the guard who allowed me to view the loco via his unbarred window on the long bends at Penmanshiel and Grantshouse. The guard sat and had a cigarette while reading a paper - he couldn't care less what was pulling us to Newcastle as long as he got a few pints on Saturday night.

We arrived in Berwick 8 minutes late having gained 2 minutes. Railtrack had passengers organised very well and everyone was back on the train on time for a quick getaway as soon as watering was complete. We slowly moved on to the Royal Border Bridge. I was amazed to see a class 91 overtake us, as we paused at Tweedmouth for no more than a minute. When we got the green, Ian Royall obviously meant business. In no time we were covering a mile every 50 second, which equals 79 mph. This was turning out to be the best mainline run we had been on. The engine was running in full throttle with the cut off set at 15 per cent.

We never slowed until Morpeth, we coasted round the tight left hand bend at 50 mph. Ian then opened her up and on the long climb towards Cramlington was exceptional. Ian says it would give an HST a run for its money any day. Soon we were up to the 50 second miles, when I looked back the smoke hung very still for what seemed like miles in the horrible grey weather. Before long we were coasting past Manors and entering Newcastle Central where a massive crowd was waiting.

The local TV interviewed Ian Royall who later told me he had been asked by the loco owners to continue driving to York. The Inspector would not allow this and was ordered back to Edinburgh driving an HST.



When we moved off from Newcastle a totally different method of driving was being used. The driving was very rough by the Scarborough driver who was unfamiliar with this engine, never the less, he was making good progress.

As it began to rain very heavily we slowed for the Durham halt to let one passenger detrain. When our guard gave the all clear, the engine resisted movement as if something was stopping the wheels turning. It soon started to lurch on to the viaduct but slipped momentarily. It regained its feet but the driver opened her up more than previously causing massive slipping which could not be stopped. We all cringed as the violent slip lasted for at least 30 seconds.

The guard started swearing and was on his way to the front as soon as control was assumed, he soon informed us of the bad news, the motion was destroyed. Bill and I were served a 3 course meal along with a few beers, by SRVS staff.

Efforts were made to get London passengers back to Durham station for a connection. They walked escorted across the viaduct but for some reason returned ten minutes later soaked to the skin. An english woman was blaming "these young scottish drivers" Billy put her in the picture. A woman from York borrowed our phone to contact her daughter. The conversation was "Darling, put some clothes in a bag and go to your aunts, we have been involved in a major disaster. The police, the ambulances and fire brigade are involved, because the engine has blown up. See you sometime, bye" I thought, 'God! what will the daughter think'.

We were eventually after two hours, pushed back down to Durham station all the motion had to be disconnected before the engine could be moved. We caught a Class 91 train to arrive in Waverley at 9.45pm. I bet the inspector had second thoughts about not letting Ian Royall drive to York. This is the second time I've been with Blue Peter and never arrived at my destination. What a way to run a railway.

## POSSIBLE STUDY ON CUPAR TO ST.ANDREWS RAIL LINK

The creation of a rail link between Cupar and St.Andrews could be the subject of a new study.

Members of North East Fife District Council's Economic Development Sub-Committee considered a report last week on the importance of a rail link between the two towns.

Councillors also discussed the potential for development of bus/rail terminus at Cupar Railway Station.

The District Council has in the past considered the concept of a transport link to St.Andrews and District Planning Director, Jim Birrell, said previous discussions had centred around the reinstatement of the former Leuchars to St.Andrews railway line.

"Despite much press coverage, the feasibility, costs and benefits of such a link have yet to be researched." said Mr Birrell.

A recent survey carried out in England on the subject of rural railways suggested that, in terms of local authority policies and priorities, these links could contribute towards planning, economic development and tourism objectives.

The research highlighted a study of the areas which lost their rail services as a result of the Beeching closures in the 1960s.

It demonstrated that towns and villages which lost even relatively lightly used lines suffered a disproportionate economic and social decline compared to areas which kept their rail links.

"Social decline would not seem to be as severe in St.Andrews as in other settlements in North East Fife which have previously lost their rail links, although there is a contemporary case for links to facilitate sustainable economic growth." explained Mr Birrell.

While industrial development might receive a boost from a rail link, the real benefit to St.Andrews would lie in the strength of the local tourist industry and opportunities for rail-related growth he said.

However, there were problems relating to both new-build lines and reinstating derelict lines mainly associated with ownership of land.

Mr Birrell said much of the original Leuchars to St.Andrews line had already been developed and consideration had yet to be given to providing a new railway bridge across the Eden Estuary.

The bridges which carried the St.Andrews line across the Eden at Guardbridge and across the A91 at Petherum bridge in St.Andrews had both been dismantled, and the Old Course Hotel had been built across the former route of the train.

Mr Birrell said it may be more feasible to investigate linking St.Andrews with Cupar and potential locations for a junction between Cupar and Leuchars.

Whatever the outcome, an in-depth survey and impact report were required to bolster previous research and remove current speculation, said the Director.

Progress of the matters seemed to be dependent on whether St. Andrews was capable of supporting a feeder line.

Turning to improved rail/bus links, Mr Birrell said the road improvements at Station Road, Cupar, were due to start in mid spring and end in spring 1996.

The new access into the station car park would allow an extended and improved parking layout.

"I would suggest that substantial part of the area covered by sidings is to be removed to provide an access, and then the potential would exist to create a bus/rail terminus subject to discussions and agreements being reached with landowners and transport operators."

Members agreed to consult Fife Region regarding preparation of a study into the potential of a rail link between Cupar and St. Andrews and the associated benefits it would bring.

It was also agreed that Fife Region seek the co-operation of Railtrack, Scotrail and bus operators to investigate the possibility of creating a bus terminal at Cupar Station.

## BRITISH RAIL CHIEF SAYS

# Train services worsening

British Rail chairman Sir Bob Reid today admitted that the performance of train services had worsened in the run-up to privatisation and he would not put his own money into the new rail companies.

His comments are bound to embarrass the Government as it strives to win over a sceptical public about the merits of privatisation.

Cupar-born Sir Bob said he backed switching the rail network to the private sector in principle, but stressed that he would have done it differently — and it would have worked.

When it was put to him that the first consequence of the Government's reorganisation of the network in the run-up to privatisation was that services had worsened, he replied, "Performance has gone down, that's right and nobody can deny that and figures show that."

Sir Bob, who stands down as BR chairman at the end of this month, said, "I would have done it differently but I think privatisation is right."

Asked if he would have introduced Railtrack as a separate track authority, he replied, "I would have stayed with the integrated operation. I would have kept a nucleus of very experienced executives and I would not have needed a franchise director."

Sir Bob, when asked if he would personally put money into a passenger franchise, said, "I have never been a great investor in transport. I'm an oil man. I would put money into an oil rig or a butcher's shop."

Pressed further to say if he would invest in a franchise, he replied, "At this stage, no, I wouldn't."

Sir Bob (60), is joining retail group Sears as chairman. His BR chief executive John Welksby (56), was last week appointed to replace him as BR chairman.

## Rail plans to begin soon

WORK ON a £700,000 scheme to provide a new footbridge and car park at Leuchars Station begins on Monday and will be completed in time for the Open Golf Championship at St Andrews in July.

The new car park will provide spaces for 136 cars compared to 44 at present. The work involves moving the junction with A919 southwards to accommodate the car park, and the new link road will include a bus turning area and a taxi rank.

A new footbridge with ramps for disabled users will be built over the railway to the island platform and a new bicycle rack is also planned.

Landscape planting to soften the appearance of the car park will be

undertaken, though it is likely this will have to hold over until the 1995/96 planting season.

The project is being funded principally by Fife Regional Council, with contributions from Fife Enterprise, the R and A, Railtrack, North-East Fife District Council and various local trusts including the Leuchars Station Access Bridge Association.

Fife Roads Consultant Services designed the car park and they will supervise the construction work, which will be carried out by DA Kennedy Ltd of Perth.

To minimise disruption to rail users, a minimum of 40 car parking spaces will be maintained at times while the work is being carried out.