

# ANGUS RAILWAY GROUP JOURNAL

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### EDITORIAL by George Gall

I am writing a few short lines to keep members informed. The first meeting of the season went well with Lindsay Horne's talk on the railways of Strathearn. Thanks Lindsay, and hope to see you more often.

ARG member, Nick Page (RAF photographer), has won a competition with the RAF. One of his views was at Hampton Loade SVR. Pretty good as he is just into his career.

On a personal note, I have just had one of my photographs published in the latest Back Track. The view was of the large signal gantry west of Dundee Station, taken about 1983.

I would like to apologise for the lack currently of the promised "bumper" edition. Unfortunately it has not been possible to put this together during the summer recess, but it is proposed put this out as the Christmas edition. The cut off date for submissions is 2nd NOVEMBER with publication on 23rd NOVEMBER.

Thanks to all who have contributed up to now, particularly ex-member Bob Barnes of Newport. To those members who have promised to make contributions, and have so far failed to deliver, their input would be appreciated! Two names spring to mind immediately!

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### FORTHCOMING MEETINGS

19th October Train Brain quiz night - Scott Bruce

2nd November Slide Presentation - Alistair Nisbet

23rd November Railways around Dundee - Jim Page

14th December The Dundee & Newtyle Railway - David Tough

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### COVER PHOTOGRAPH

J37 No 64608 at Tayport North SB with a pick up goods in April 1965. (Mike Smith)

## TRAVELLING TO WORK AND A LITTLE FURTHER AFIELD FURTHER BY TRAIN by Alistair Nisbet

Some of you may remember my notes on travelling to school by train and this follow-up set recounts what I did after I left to start earning my crust in January 1960. They are not of course intended in any way to be an accurate historical account of day to day operations on the Southern, nor a spotter's notebook revamp, but rather my personal recollections and observations as a regular passenger or, in today's marketing-speak, customer.

I was still living in London's suburbia (in Sutton) at that time and my daily encounters with steam and the Southern lasted for almost another 7 years, travelling via Wimbledon to London Waterloo. School was over very suddenly when I joined the throng of black beetles commuting daily into Central London, having started work in a Government office. I started with the Underground from Morden but the combination of waiting for buses in the cold winter gloom and the stifling heat of the rush hour on the tubes soon made me seek out other ways of getting to work. So it was once again back to St Helier, on the same train I had used when I went to school, and this time a change at Wimbledon.

Here the trains were very frequent, every three or four minutes, but each successive one seemed to be even more full and crowded to overflowing than the previous one. At that time the local services from Waterloo were being run by 4 SUBs including some of the older pre-War varieties but these were gradually replaced by the all-steel versions. On occasion a few 4EPBs (Class 415s) strayed from the Guildford New Line (ie via Effingham Junction) service but these were few and far between. They always seemed to accelerate faster than the 4SUBs but this may have been an illusion because of the different sound of the motors. By 1967 I felt that I knew every bump and jolt of the route as well as any of the drivers !

These services bore on their front end the route headcodes which had originated on the LSWR. On the older 4SUBs these were alphabetic indicators which were clipped in place through the motorman's window although they were numeric on the all-steel units. On the 4EPBs they were roller blinds and the surviving 4SUBs were eventually so fitted for their remaining years. As far as I remember the headcodes were, with the numeric equivalents :

H (30)	Hampton Court
S (24)	Shepperton via Kingston
V (61)	Twickenham via Richmond and on back to Waterloo
V (62)	Richmond via Twickenham and on back to Waterloo
i (16)	Epsom and Effingham Junction
l (17)	Epsom and Dorking
(19)	Epsom only - semi-fast
L (18)	Chessington
(42)	Guildford via Effingham

At that time very few "mainline" trains (ie Alton or Portsmouth stoppers) called at Wimbledon during peak hours, although some off-peak services called. Therefore a ride in a 2BIL or 2HAL when they were turned out as suburban substitutes was quite a novelty. The fact that there was a corridor seemed to endow them with a status above the mere inner suburban units, even if there was no gangway between carriages. Surely nobody would ever describe Effingham Junction (home of the dreaded Alan Williams of Modern Railways) or Guildford (30 miles from Waterloo in deepest Surrey) as inner suburban areas yet these were the normal daily limits of the 4SUB/EPB sets. Occasionally if one left work early (ie before 1630) one could enjoy such travel, even once or twice sinking into the deep cushions in a first class compartment amidst the bowler hat brigade who, from their looks, disapproved of youngsters joining their hallowed reserves !

Mostly the suburban services called at all stations but trains from the Epsom line tended to miss

Earlsfield and Vauxhall. After some particularly nauseously over-crowded morning journeys I discovered that the leading brake van of an up Epsom line service was often unlocked and most crews seemed not to mind having passengers in here - certainly it enabled me to keep near a window if I wished to watch or photograph the steam trains which were still such a feature. There would frequently be only one or two of us in the van on leaving Wimbledon but those who joined at Clapham Junction could often swell the population to bursting point.

Steam was still very much in abundance in 1960 and Bournemouth or Salisbury services could still produce 'King Arthurs' or 'Lord Nelsons', though these faded out rapidly. The M7s were still champions of the empty stock trips to and from Clapham Yard, together with some O2s and later the ex-GW pannier tanks that somebody thought would be suitable replacements when they were displaced from the Folkestone Harbour banking jobs - they didn't last very long. For a long time two of the Maunsell W 2-6-4Ts (nos 31922/4) were loaned from Feltham to Nine Elms and were used principally on the empty stock workings. All these types were later replaced by BR Class 3 2-6-2Ts, Class 4 2-6-4Ts and Ivatt Class 2 2-6-2Ts, and in the concluding months by anything mobile that happened to be available, including 'Merchant Navy' Pacifics.

Much has been written elsewhere about these main line services so I shall confine my remarks to the variety one could find on the summer Saturday reliefs in about 1961 - H15 and S15 4-6-0s going to almost anywhere, with Class 4 2-6-0s for Lymington and Swanage. Even the 'Schools' 4-4-0s appeared occasionally until 1962. At the London end of the main line (ie east of Woking) the ex SR 2-6-0s (U, U1, N, N1) were almost strangers on passenger work, except on Summer Saturday services to Basingstoke. Otherwise, west of Woking those from Guildford shed could be found on many of the stopping trains with an occasional interloper from Eastleigh. A Guildford loco also worked as far as Bournemouth on a succession of stopping trains, returning on an evening all-stations stopper from Bournemouth to Woking, a marathon three and a half hours journey.

Of particular interest were the apparently random services for Ocean Liners which had Southampton Docks as their destination but which in fact were a very tightly controlled series of "Q" (ie as required) paths which were available on every day of the week. If not required for Boat trains they could be used for relief services for either Bournemouth or Salisbury routes, particularly at Bank Holidays or on summer Fridays. Indeed there were a few regular Fridays Only paths which were taken up throughout the year, such as the 1723 and 1822 to Bournemouth.

Paths on the main line were generally spaced at two minute intervals for electric services and three for steam. Thus when a relief to the 1800 West Country service ran the two trains would be due away at 1759 and 1802 in the weekly Special Traffic Notice.

There were of course many other special and excursion trains on the South Western Division, one being the regular all year round 0933 Sunday excursion to Bournemouth which provided the only steam service of the week to call at Wimbledon. It was so timed that it took approximately an hour longer than the preceding 0930 to Weymouth on which the cheap tickets were not valid of course.

Occasionally I would visit one of the other London termini in my lunch "hour" and Kings Cross being the nearest, this was the most favoured for some time, particularly so because the 1315 to Leeds was diagrammed for an A4 until the end of steam south of Peterborough. A Friday evening in June 1963 eventually proved to be the best time to be there for about a dozen steam arrivals and departures occurred between about 1600 and 1900, including reliefs and parcels.

By the end of 1965 the advent of diesels of Classes 33 and 42 (Warships) on the West of England services meant that the main line loco variety had dwindled to Bulleid Pacifics and BR Standard 4 and 5 4-6-0s on Salisbury and Bournemouth services. Yet in mid-1966 there came a surprising resurgence of novelty when Eastleigh Works began to undertake overhauls for the remaining LMR steam; as a result 9Fs, Britannias and other "foreign" locos could be seen fairly

frequently. I still believe that the most bizarre sight was the 0835 Waterloo to Weymouth with a filthy Black 5 with the letters "LMS" still visible on its tender ! During late 1966 four Class 47s had been drafted in and started appearing on Bournemouth services in preparation for the takeover by electric traction in 1967. Strangely enough the Class 73 Electro-diesels were rarely seen.

Until the advent of the Oxted line diesel units (Class 209) in about 1962 the surviving Central Division outer suburban steam services from Victoria to East Grinstead and Brighton via Uckfield could be seen at Clapham Junction. When I first knew them these services were worked by LMS 2-6-4 tanks, and then the BR pattern ones which replaced them, but occasionally the rush hour produced a Class 4 4-6-0, drafted in when tanks were in short supply.

One of the least known inner suburban passenger services in the country ran in south-west London and continued to be steam worked until about the beginning of 1967 when the diesels took over - initially Class 33s with the same stock and later DMUs. This was the then unadvertised service from Clapham Junction to Kensington Olympia, which was run primarily for the benefit of the Post Office Savings Bank workers although anybody could travel on it of course. For some years after the closure of the Hayling Island branch the coaching set used on this service included S1000, the only non-corridor vehicle in it.

Locos could vary depending on which shed was responsible for its operation. Until the early 1960s, when Stewarts Lane crews worked the service, it started from Platform 17 on the Brighton side of the station where you could see anything from an H 0-4-4T to a N or U 2-6-0. After Stewarts Lane closed to steam, Nine Elms took over responsibility and the loco variety gradually became whittled down to BR Standards (tank and tender locos) and LMS-pattern 2MT 2-6-2 tanks. The departure platform then became no 1 - perhaps Nine Elms crews did not know the way to Platform 17 ?

Enthusiasts excursions became a fairly frequent occurrence on the main line (Farewell to xxx Class/Branch etc) but those which ran onto any of the London area branches were a much rarer variety. There were not many of this sort of excursion which I did not get out to photograph, even on the most appallingly wet days which of course resulted in some dreadfully flat negatives. One in particular sticks in my mind however - it ran on a beautifully crisp clear January day and took me back to Merton Park long after I had left school; this was a "Maunsell Commemorative" tour which was worked by the (allegedly) last two surviving Maunsell designed locos - in reality a "N" 2-6-0 and "Q" 0-6-0. Topped and tailed it ran from Wimbledon to Merton Park and then the whole length of the Merton Abbey branch and back before continuing to other branch lines.

An unusual (SCTS) railtour took place in 1966 covering most of the branches in the south central area - it brought West Country Pacific 34089 to the St Helier line. Another particularly notable occasion occurred in 1962 when two preserved locos, the LSWR T9 no 120 and Caledonian Railway 4-2-2 no 123, double headed "The Blue Belle" from Victoria to Haywards Heath for the Bluebell Railway - it was taken on from there top and tailed by two Bluebell locos.

Many, but not all, of the enthusiasts specials were hauled from Waterloo by Bulleid Pacifics but there were exceptions. One on which I actually travelled in April 1966 visited the Longmoor Military Railway and from Waterloo to Woking was in the charge of a U 2-6-0. At Woking there was a surprise however for there in the down bay was waiting WD 2-10-0 no 600 *Gordon* which was to haul the train as far as the exchange sidings at Liss. My future father-in-law came as well for he had helped to build the LMR when in the Royal Engineers.

Other notable visitors came from the LNER stables and on more than one occasion Alan Pegler's A3 no 4472 *Flying Scotsman* was on duty. In addition both 60532 *Blue Peter* and 60022 *Mallard* came south for trips over the Exeter road. In March 1967 Viscount Garnock's K4 no 3442 *The Great Marquess* visited Nine Elms shed for preparation prior to working an excursion and I was able to see it there on the Saturday and the next day on its way to Victoria prior to

running to various South Coast seaside resorts.

In these days when there is relatively little freight carried by rail at all it seems almost incredible that many of the SW Division suburban stations had their own goods yards which were served daily by pickup goods train. Being at work during the week I rarely saw these events although occasionally one ran on a Saturday. I can recall one brilliant Saturday morning when I spent some time watching a BR Class 4 2-6-4T shunting at Raynes Park where the yard was well hidden in the fork between the up and down Epsom lines. It was the unexpected sound of steam below the main line platforms which sent me investigating initially.

I had become engaged in 1966 and thereafter I found relatively little time to go to any other railway locations than on the Southern in the London area. Indeed little did I know that, when I saw *The Great Marquess*, I would not see much more of the Southern for, within a month, a change of job took me to Suffolk, where steam had been forgotten for five years and more. I almost missed the end of steam on the Southern, although I did get back to see the very last Saturday morning departures from Waterloo, including what was more or less open house at Nine Elms as some rather decrepit wrecks were prepared for their last journey to the collecting dump at Salisbury. But this is all another story altogether.

## EASTER ON TAYSIDE 1925

Easter 1925 fell on 10th to 13th April and the LNER issued a Weekly Notice to all staff saying, amongst many other arrangements, that cheap 3rd class tickets could be issued from all Tayport line stations to anywhere in Scotland where through fares were normally available. They would be charged at single fare plus one third with a minimum reduced fare of five shillings. Return could be any day up to and including 20 April. St Andrews, Guardbridge and Leuchars Junction also had similar facilities on 15th and 16th April with return being permitted up to and including the following weekend - 23rd April.

A note about train labelling insisted that trains must be labelled properly at the starting point to indicate their destination and in particular that "a label must be affixed well up on the end of **the vehicle next to the engine** to indicate to intermediate stations the destination of the respective trains as they are approaching". There was nothing to say how large the labels had to be however and perhaps very sharp eyesight was required of station platform staff.

One day excursion fares were to be issued to various LNER stations in Fife plus Glasgow (Queen Street of course), Alloa, Stirling, Edinburgh Aberdeen, Arbroath and Montrose. These were to be valid by any ordinary train up to 12.00 noon except the 8.09 am and 11.45 Dundee to Edinburgh. Sample fares were 7s 6d (37.5p) to Aberdeen for where the excursionists travelled on the 7.45 am Special Train from Dundee, 4s 0d (20p) on the 9.00 am Special to Montrose and 6s 0d (30p) by the 8.20 am Special to Edinburgh. St Andrews was a comparative bargain price of 1s 2d (6p).

## ACROSS AMERICA BY RAIL

### Part 2 - concluding the story by Lawrence Burness

Like many cities in America, Chicago is a train buff's paradise. I did not have a long time in Chicago but decided that I must have a ride on the subway before I left. However, I was not very sure where I would get a subway station. I walked along the street and at the next intersection saw an illuminated sign with SUBWAY on it, so said to myself "This is it". I went in and found that I had to climb some stairs, which I thought was a bit strange for a subway, and found myself in a small take-away restaurant. The man behind the counter could hardly speak any English but I did gather that subway is the name given to a particular kind of filled roll! So out into the street I had to go and soon found a policeman who directed me to the sort of subway I wanted! It is immediately apparent that the subway is old and little seems to have been done by way of modernisation. In addition to the subway, they have a system which, in the centre of the city, runs on massive steel supports which straddle the streets and road traffic runs in one way streets underneath. It is quite a climb on steel stairways to get up to the stations. The curves on the track over the street intersections are very tight and trains are reduced to a crawl. It is operated on the outside electrified third rail system. A considerable amount of commuter traffic comes into the main station and on my last day there I went out to Kenilworth to meet a friend. Strangely enough, none of the lines from the main station seem to be electrified so my train was diesel hauled. The station at Kenilworth has been lovingly refurbished and modernised by the local people through a Trust which was created some years ago. I should add that Kenilworth is a very high-class suburb.

The next leg of my journey across America was from Chicago to Salt Lake City and was the most spectacular section as from Denver we climbed over the Rockies. A lot of the scenery reminded me of our Highlands and we were dodging from one side of the observation saloon to the other to get the best views. Unfortunately, we lost a lot of time waiting at loops and as darkness comes down early at this time of the year, I must have missed quite a bit, especially going over the Wasatch Mountains. We should have arrived at Salt Lake City at 23.36 but it was about 01.30 the next morning before we got in - not the choicest time to arrive! However, I managed to get a taxi to the hotel which is not very far away.

I was sorry to leave Salt Lake City - it is a beautiful place with so much to see and do. I had been there before several years ago and it was interesting to see the developments which had taken place in the interim. The hotel runs a courtesy shuttle bus to the station and airport during reasonable hours. Two other people

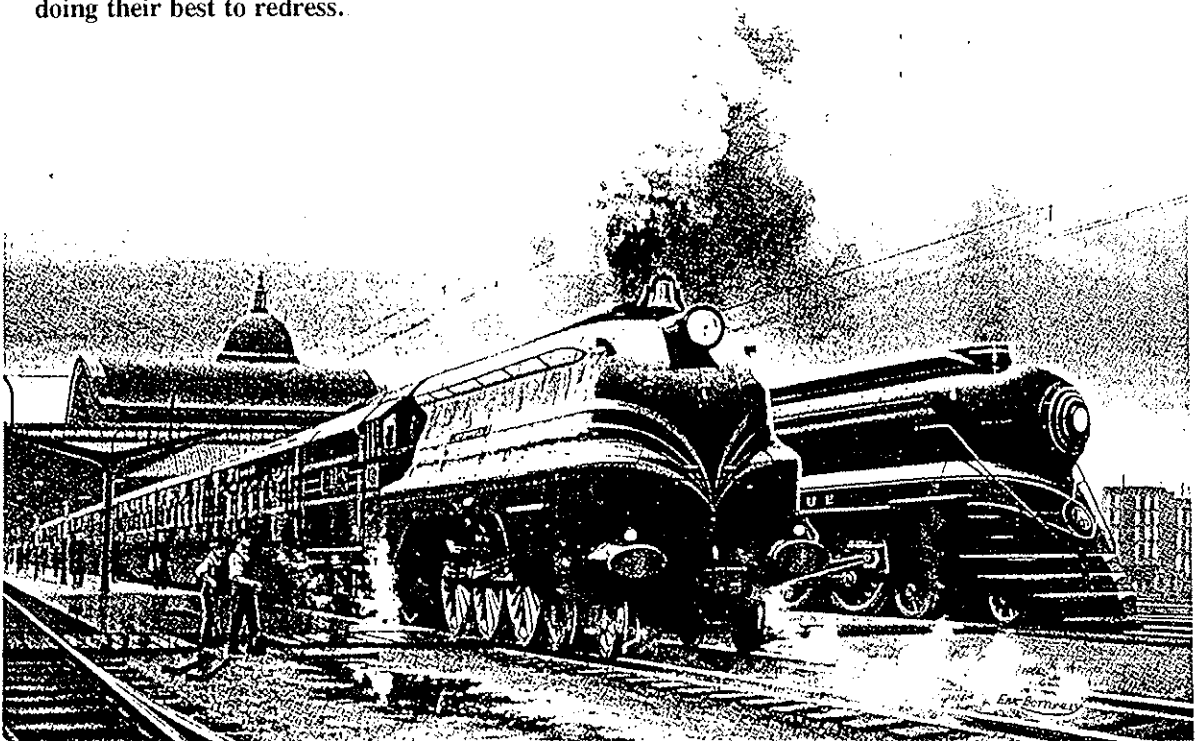
were catching the same train so we all went down to the station at about 23.15. The train came up from Los Angeles and, as you might guess, was late in arriving. Some shunting operations go on at Salt Lake City and it was about 01.00 before we were allowed on board. Except for a small section of the observation saloon, smoking is not allowed on American trains but stops of about 10 minutes are made at certain places en route where you can get out on to the platform to stretch your legs and such a stop was made at Sparks, Nevada. It was unbelievably cold there in the morning so I hopped back on to the train after a couple of minutes. I was bound for San Francisco and there is no rail bridge over the bay so everybody has to detrain at Emeryville where AMTRAK lays on coaches to take passengers across. However, it is quite a short journey. They drop you at the Ferry Terminal and we had a little time to wait there for taxis to turn up.

I soon found out that San Francisco is another train buff's paradise - in fact, it would be truer to say that it is a transport lover's paradise! The range is from cable cars which are over 120 years old, trolley buses, 2 tramway systems (one of which has recently been re-opened with modern cars) to 2 subway systems, one of which is very modern. I had business commitments in San Francisco and a friend who had come all the way down from Chico to meet me kindly took me all round the area in his car so I have something left over for another visit, if I ever manage it again. However, I managed a ride on the cable cars and it is really incredible how those drivers manage to manipulate those vehicles in the heavy city traffic going up and down steep hills, round bends, over cross roads and over turn-outs - and they are subject to obeying traffic lights in the bargain. They have, of course, to coast over points and crossings to pick up the cable on the other side. At the termini, the cars are man-handled on to turntables and turned round as they are unable to reverse. They are a bit of a curiosity and are always packed with passengers, many of whom are standing. I understand, however, that it is not local people who are riding on them but visitors from all over the world. I also managed to have a short ride on the new trams - or street cars as they are called in America. Magnificent vehicles they are but quite hopeless for long-legged people as the seats are too close to each other. The very opposite is the case of the BART (acronym for Bay Area Rapid Transport) trains with rakes of 5 coaches which can be joined to make up a 10 coach train. They are beautiful trains with comfortable seats and plenty of leg room and carpeted floors throughout. I went out from the centre of the city at Powell (which is underground) to Concord which is on the other side of the Bay and much further out than I thought but there is a special \$3.00 ticket allowing 3 hours of travel which is just sufficient to take you out to Concord and back without wandering about. Anyway, Concord is really just like a big suburb of San Francisco and there is nothing special to see there as far as I know. The track goes under the Bay in an underground tunnel. There is also a Municipal Metro service but I did not have time to go on that. It was opened in 1980 but is already undergoing major re-



I was really quite thankful that I only had one night on that train. Fortunately, I was on the right hand side of the train and enjoyed wonderful views of the Hudson River adjacent to which we went on the last part of our journey into New York. Our arrival in Penn Station coincided with the evening rush hour which was very much like the scene which takes place every week-day in Glasgow and London. My friends were waiting for me at the top of the escalator so I gave them my luggage ticket so that they could claim my suitcase while I went along to the ticket office with my voucher to see if I was going to get a refund. After a little work on their computer terminal, I was agreeably surprised to get a cash payment of \$93.00. I went back to the Baggage Reclaim and there were my friends with my suitcase. It had survived all the vicissitudes of that journey of well over 3,000 miles across America - and so had I! Down in the subway I found that the rolling stock had been much improved since I was last there. The coaches which used to be covered with graffiti have now given way to a much cleaner stock of stainless steel. Have they at last been able to beat those senseless "artists"? I did not think the New York subway was as crowded as the London Underground usually is but then there is more standing room in the new stock. However, the express tracks must be a great help in clearing the millions of commuters who travel into New York each day. The next day was to be my last full day in America so I went into the City with my friend but it was not very enjoyable as the weather was really dreich. The streets were packed with cars continually sounding their horns. I am afraid I could not see the point of that when it was quite impossible for the car in front to move.

The whole trip had been quite an adventure as well as an experience. I saw a lot of places I had not been to before and met a lot of people with whom I was able to talk about places with which we were mutually acquainted. AMTRAK is doing a great job in attracting people back on to their trains; at the same time they are conscious of their shortcomings which they are doing their best to redress.



# THE STORY BEHIND THE PHOTOGRAPH

by Scott Cunningham



The above photograph hasn't seen the light of day for many a long year. The reader may wonder why it didn't remain hidden, and why it is being inflicted on the membership now! The occasion was a visit by the then Technical College, (now part of Abertay University), to the new "Blue Trains" in Glasgow. The date was, I believe, May 1959.

The schoolboy in the front wearing khaki shorts, (height of fashion in 1959), was, it has to be admitted, me as an 11 year old, and to my right was my dad, who was until his retirement in 1980, a lecturer at the Tech.

The journey to Glasgow was made in the three coach Metro Cammell DMU shown, and I was fortunate enough to secure a front seat behind the second man position. As there was no second man, I had a clear view out of the front of the train. A short time into the journey, the Driver opened his door, and I was invited to join him in the "cab." The outward journey was made via Perth and Stirling, and I recall passing through a series of tunnels on the way across Glasgow to Hyndland, where the photograph was taken. I should point out that the visit was made on a schoolday, and my parents had to seek approval my teacher for the absence. As the visit was to be educational, (!) approval was duly given. Missing school made the outing all the more pleasant.

I recollect that this was a very hot day, and I have a vivid memory of consuming large quantities of Opal Fruits, which I believe may have been fairly new then. The journey home was via Alloa and Kinross for some reason lost in the mists of time, and I occupied the Driver's seat in what was then the rear of the train. An imprint on my memory is coming down through the tunnels at Glenfarg with the DMU swaying at 70mph. I can't nowadays drive along the motorway near this point without thinking of that day in 1959. The spotting opportunities were superb throughout, as we passed the numerous sheds which existed in those far off days. Altogether, an unforgettable experience.