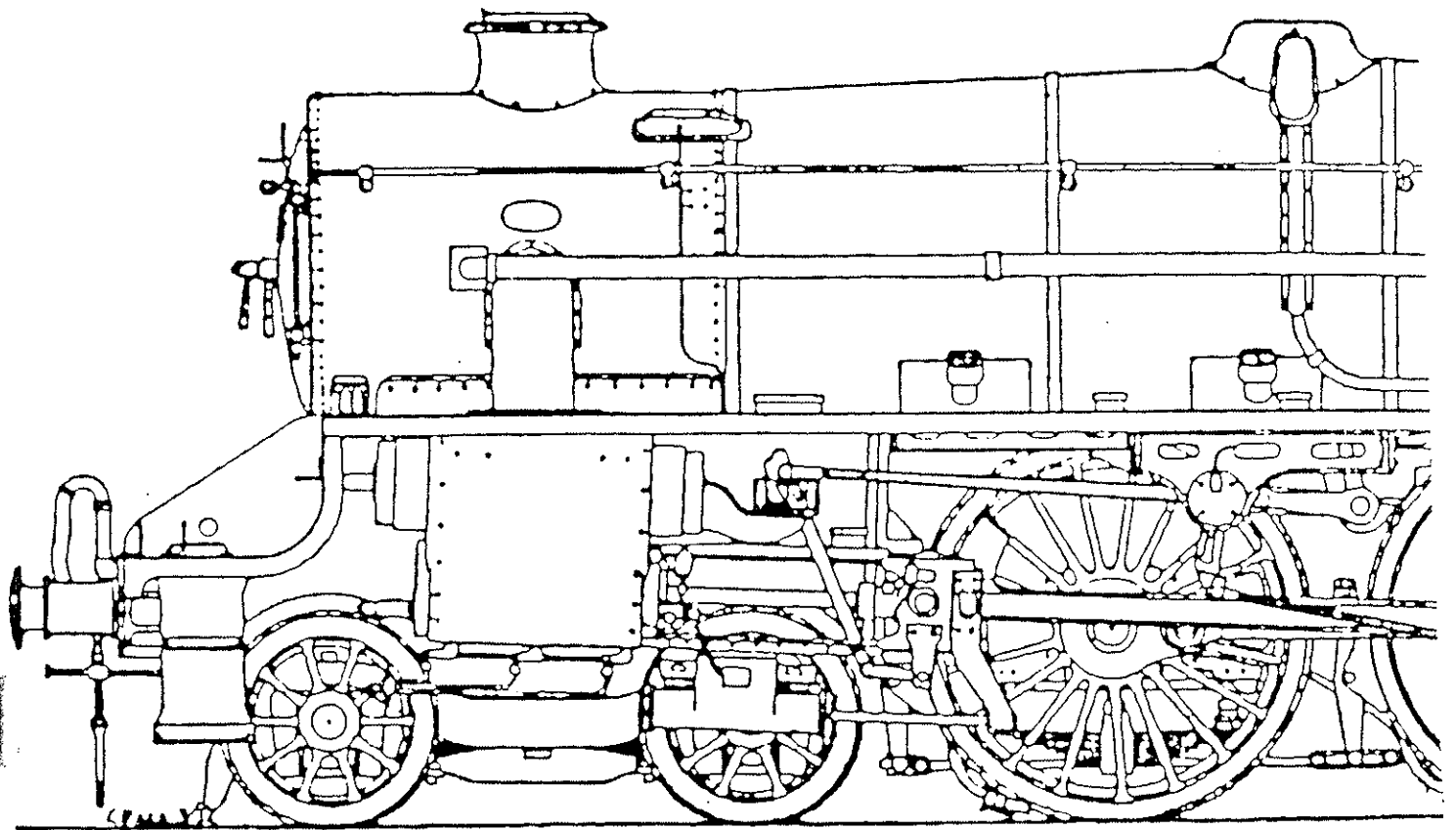

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Forthcoming meetings:

16th March - Kerr's Miniature Railway - Matthew Kerr

13th April - The Model Railway of Ken Northwood

4th May - Annual General Meeting (Venue to be advised)

25th May - Outdoor Meeting - Bo'ness (anyone able to provide transport,
please contact Scott Cunningham)

Meetings will recommence on September 21st with Lindsay Horne presentation

LINES IN THE TAYPORT AREA

by

Alan Simpson

I INTRODUCTION

There were, up until the late 1960's, a collection of railway lines centred on the North Fife town of Tayport. This article pulls together the background to these lines and describes the country they served.

II HISTORY

The first line to be built was that of the Edinburgh & Northern Railway, from Leuchars (Old) to Tayport (at that time Tayport was called "Ferry-Port-On Craig"). This line opened on 17 May 1850, and connected with the railway owned ferries crossing the Tay Estuary to Broughty Ferry.

The next line to be built was that from Leuchars Junction to Wormit, opening on 30 May 1878. This line was one of the railways necessary when the Tay Rail Bridge was opened. Prior to that, communication with Dundee, over NBR metals, was only possible using the Tay Ferry from Tayport Harbour.

The final line to be built was that from Tayport to Wormit. This opened on 13 May 1879.

The line served the communities along the South bank of the River Tay for nearly 90 years. Closures commenced in the mid 1950's as follows:

- a) 9 January 1956: Leuchars Junction to Tayport - closed to passengers
- b) 9 January 1956: Leuchars (Old) to Tayport (Morton's Sidings) closed to goods.
- c) 23 May 1966: Tayport to Newport On Tay East - closed entirely
- d) 5 May 1969: Wormit to Newport On Tay East closed entirely

The line from Leuchars Junction to Wormit is still open.

III DESCRIPTION OF ROUTE

General

The line did not have many major civil engineering features, save for a 148 yard long tunnel at Wormit, and a viaduct between Newport On Tay East and West Stations. The line was single track throughout.

From Leuchars To Tayport

The line ran North East from Leuchars Junction, past the towns of Leuchars and the original station in Leuchars, called Leuchars (Old) to distinguish it from Leuchars Junction. It then headed North across the fields, past the farms of Pitlethie, Cast and Rhynd. On the right hand side lies the vast bulk of Tentsmuir Forest. The line continued Northwards, over a level crossing taking a minor public road to Leuchars, and headed past the Morton Lochs Nature Reserve on the left, then into the woods known as Morton Links. The town of Tayport was now close by. The line headed along the shore, with the town of Tayport on the left.

The station at Tayport was adjacent to the harbour. Fine views could now be had from this point onwards of the Angus coastline and the city of Dundee.

From Tayport to Wormit

The line left Tayport, heading West and crossed over the B946 road and ran past the farm of Northfield and passing the gasworks siding, it came to Newport On Tay East Station. This served the ribbon of commuter houses stretched along the banks of the River Tay.

The line left Newport On Tay (East) and turned south, crossing the A92 road on a bridge, then heading West. It now came to one of the major structures on the line, a viaduct (plate girders) over a ravine, just before entering Newport On Tay (West) Station.

Leaving Newport On Tay West, the line ran through the Western suburbs of Newport On Tay and out into open country, high above the River Tay and the A914 road. It then entered Wormit, into a 148 yard long tunnel and into Wormit Station. At Wormit, the Tayport line joined the mainline to Dundee from Leuchars Junction.

IV TRAFFIC

There was considerable commuter traffic, prior to the opening of the Tay Road bridge in 1966, from Dundee to Newport On Tay and Tayport.

The line from Leuchars to Tayport was a victim of bus competition and closed to passengers in the mid 1950's.

Freight traffic included household coal, coal for the gas works at Newport On Tay and at Tayport, general goods and timber.

APPENDIX I - Stations and Sidings - 1956

LEUCHARS OLD

G, L, 3 ton crane

Air Ministry Siding

TAYPORT G, P, F, L, H, C 2 ton crane

Donaldson's Wood Yard	-	Tayport
Harbour	-	Tayport
Robertson, Ireland & Co	-	Young's Siding
D & R B Scott	-	Young's Siding
Tayport Spinning Co's Siding	-	Tayport
Young's Siding	-	Tayport

NEWPORT ON TAY - EAST

G.P.F.L.H.C. 2 ton crane

Scottish Gas Board Siding - Newport On Tay East and Tayport

NEWPORT ON TAY - WEST

P

G: Goods Traffic

P: Passengers, parcels & miscellaneous

F: Furniture vans, carriages, motor cars, portable fencings and machinery on wheels

L: Livestock

H: Horse boxes and prize cattle vans

C: Carriages and motor cars by passenger or parcels train

SOURCE: "Official Hand-Book of Stations - 1956"

Tayport Harbour was owned by the railways and was provided with a substantial number of sidings. Traffic entering the harbour and having come by rail included coal for bunkering fishing vessels, timber for the local sawmills of J Donaldson & Co, and china clay, wood pulp and esparto grass for the large paper mills at Guardbridge near Leuchars (the paper mills were rail served). There was also traffic to and from the spinning mills at Tayport.

Some agricultural traffic and stone from local quarries would also have been carried by the railway.

The gasworks at Newport On Tay was, until nationalisation in 1946, owned by the Town Council and they had a number of private owned wagons registered with the North British Railway.

V MOTIVE POWER

The line to Tayport and to Newport was rated route availability 6 by the LNER. J37 and J38 0-6-0's were also allowed to use the line. Class N2, O and Q were banned.

Locomotive types seen on the Tayport lines included diesel railcars, C15 & C16 4-4-2's, Black 5's and 2-6-4 tank engines.

Alan Simpson

APPENDIX II

TAYPORT (or Ferry Port On Tay)

Population (1961 census) - 3151

NEWPORT ON TAY

Population (1961 census) - 3326

APPENDIX III - Mileage Tables

Dundee Central	-	-
Taybridge South	2	28
Wormit	2	36
East Newport	4	54
Newport Gasworks	5	44
Tayport	7	14
Young's Siding	7	62
Ritchie's Siding	8	16
Morton's Siding	9	12
Leuchars Old	12	10
Leuchars Junction	12	55

APPENDIX IV - Private Owned Wagons

G & J PRYDE, TAYPORT

<u>Date</u>	<u>No</u>	<u>Quantity</u>	<u>Buffers</u>	<u>Capacity</u>	<u>Builder</u>
24/3/1909	25	1	solid	8 ton	Hurst Nelson

(ex BR\NBR\5\81)

NEWPORT ON TAY COUNCIL

<u>Date</u>	<u>No</u>	<u>Quantity</u>	<u>Buffers</u>	<u>Capacity</u>	<u>Builder</u>
11\6\1913	23, 24, 25, 27	4	spring	8 ton	Hurst Nelson
15\7\1913	26	1	"	"	" "
25\8\1913	21	1	"	"	" "
27\4\1914	22	$\frac{1}{7}$	"	"	" "

TAYBRIDGE SOUTH BOX

The Signalman On Duty - Night Shift

Sign train register, read traffic notices, extra trains running?, NO!, good!; phone call from control, three booked freights not running, good!, easy night!.

Up line, London sleeper time, railway ballast train, not booked!, three light engines, engine on van train of empty boggies, flats, ex pipe train from Montrose to Immingham docks, light engine from Dundee to Wormit yard to pick up van 6th "heater".

Down line, three sets of rail cars Edinburgh to Dundee, London to Aberdeen, "time"!, cement running late, grain for Burghead, late Thornton to Dundee goods extra!, two light engines, one am 0.6.0 shunter on engine and van, Plasser machine, engine and ballast cleaning machine to Dundee, freight liner, Leuchars tanks for rounding at Wormit yard, running early!, back down to Leuchars when box opens, London Aberdeen sleeper late!.

Mate comes on shift "good morning"! had an easy night?, "growl"! sign off.

BOB

LOCOMOTIVE NAMES (NOT ANAGRAMS)

SCOTTISH LOCOMOTIVE WORKS	eg	N O R T H B R I T I S H
PUSS' PUSS' WAKE UP		— — — — — — — —
SOME HAT		— — — — — — — —
COULD BE THE NAME OF A TITLED BIRD		— — — — — — — — — — — — — —
BRIGHT COLOURED GLOVE		— — — — — — — — — —
SHALLOW PART OF RIVER FOR HOLY MEN		— — — — — — — — — — — —
REGAL COURIER		— — — — — — — — — — — —
A BRID OF PREY		— — — — — — — — — — — —
BOILER SUIT WITH BIRD ON BACK		— — — — — — — — — — — —
ASKING AFTER THE GAFFER		— — — — — — — — — — — —
SHOWY		— — — — — — — — — — — —
A SCOTTISH NAMED TRAIN		— — — — — — — — — — — —
BANSHEE OF A WIFE		— — — — — — — — — — — —
BLOOD SPORTSMAN		— — — — — — — — — — — —
AN ERNE		— — — — — — — — — — — —
DEESIDE STRONGHOLD		— — — — — — — — — — — —
MONUMENT TO FAMOUS MAN		— — — — — — — — — — — —
KICKERS FROM THE FAIR CITY		— — — — — — — — — — — —
SNIPE, WHOPPIE!		— — — — — — — — — — — —
HEART OF		— — — — — — — — — — — —
PART OF LONDON RAILWAY		— — — — — — — — — — — —
ATHENS OF THE NORTH PALACE		— — — — — — — — — — — —
COULD BE AN IRISHMANS NAME		— — — — — — — — — — — —
1603		— — — — — — — — — — — —
MOORISH FORTRESS IN SPAIN!		— — — — — — — — — — — —

BOB

RAILTRACK 10-YEAR PLAN FOR NETWORK

Tay Bridge upgrade

The Tay Rail Bridge is in line for major refurbishment under Railtrack's 10-year plan to bring their network up to scratch.

Dundee Station will also benefit from gradual improvements, as over £4m per day is invested throughout Britain during the next decade.

The rail bridge is to be brought up to what is known as steady state maintenance, which will mean a substantial initial investment so that regular tending in future will keep it in good shape.

That will be followed by further improvements which will help cut journey times and run services more smoothly and efficiently on all lines.

Railtrack's spending in Scotland will more than double what is currently made available, and there are plans to re-open old lines and build new stations. Although some sites have been looked at there are no definite plans for the Tayside area at present.

Among the projects unveiled so far are £40m to be spent on the Forth Bridge, a £40m refurbishment of Edinburgh's Waverley Station and £25m to upgrade Glasgow Central.

However, the main priority for Railtrack is improvement of lines across the country in a bid to make them more efficient and allow for quicker journeys.

Railtrack Scotland spokesperson Jane Gott said, "We're proud of the Tay Bridge as a historic structure and want to see it in good condition for the benefit of everyone.

"The improvements will start in the near future. Like everywhere else in the country, Tayside is going to benefit from a lot of things which aren't immediately noticeable. People won't wake up one morning and find an overnight transformation—they might

Cobbles put village off beaten track

By Paul Stokes

PASSENGERS on the Orient Express will miss out on celebrations in a Yorkshire village once home to the Brontë sisters, because it is felt their high heels are unsuited to the cobbled streets.

The train is due to head north in the autumn to mark the centenary of Bradford's gaining city status.

Its arrival will coincide with the 150th anniversary of the nearby Keighley and Worth Valley Railway which asked if the luxury train's journey could be extended to take in Haworth.

The idea met with a negative response and instead the 200-plus passengers will be bused through Haworth on a non-stop coach.

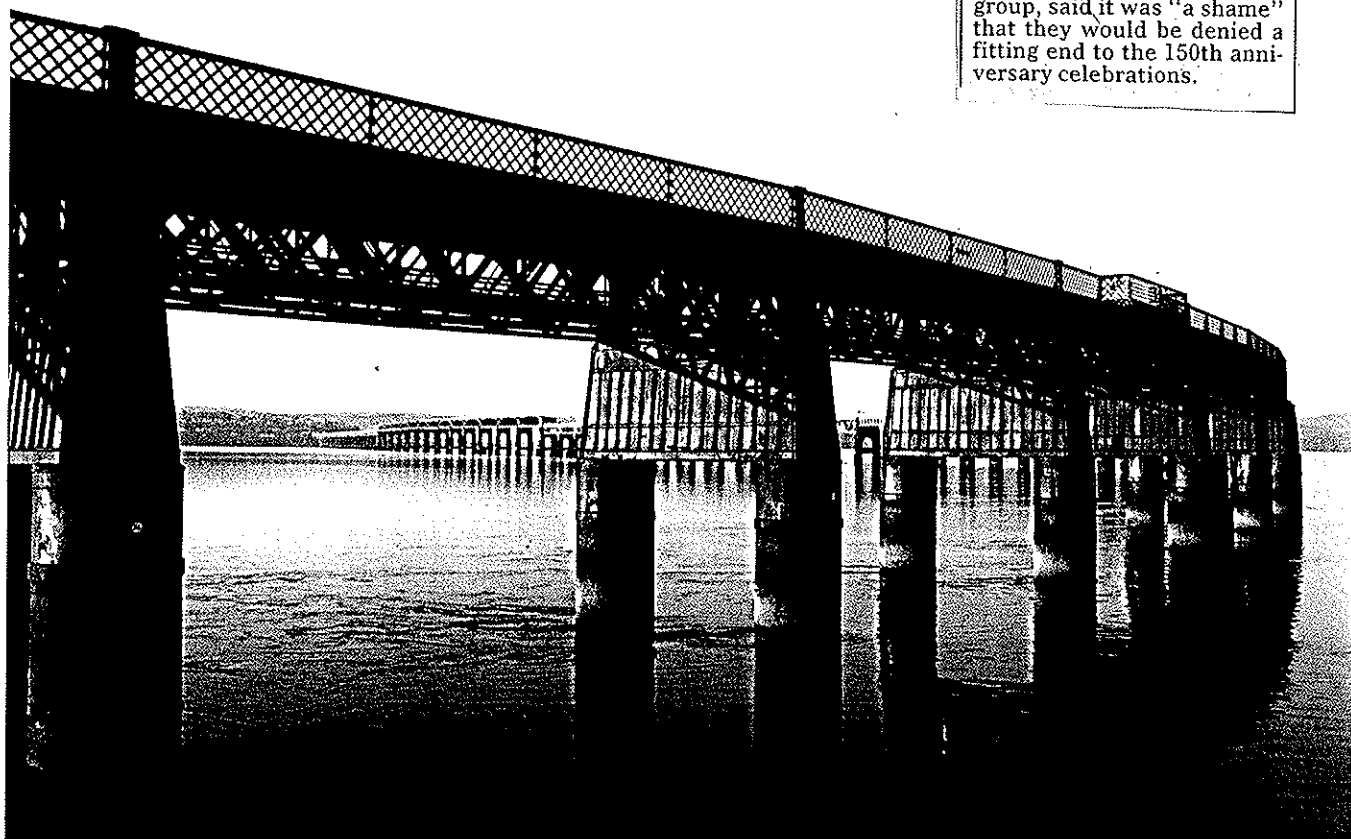
Carol Finch, for the organisers, Venice Simplon Orient Express, said the company had visited the area.

She said: "We passed through Haworth but because of the nature of the passengers — they will be wearing high heels — with its cobbled streets and steep hills, it is not very appropriate."

Passengers will pay £200 a head for the return rail trip from London to Bradford.

The event will also mark the death 100 years ago of Bradford's George Mortimer Pullman, the originator of the Venice Simplon Orient-Express British Pullman.

Gill Cooper, of the railway group, said it was "a shame" that they would be denied a fitting end to the 150th anniversary celebrations.



"Mr E Traveller's experiences

I had decided to abandon use of the car to travel to Andover for a meeting in order to evaluate the practicality of going there by train, at least for the duration of the winter. I chose the 0706 Thames Trains Turbo Express service (a 3car Class 165) which starts from Banbury and on a wet and miserable morning was glad to see it already in the platform at 0655. Only a handful of passengers were on board when it left exactly to time. At Oxford opening the doors was delayed pending joining onto a second Class 165 - an announcement warned customers of this. Arrival at Reading was 1 minute early by the public timetable. Many additional passengers had joined at all the stations after Didcot although there were still spare seats.

While waiting at Reading for the 0825 to Basingstoke the station announcer indicated that one of Great Western's HSTs was cancelled that day - the 0813 to London Paddington owing to an earlier failure. The Basingstoke service was also a Class 165 Turbo but a 2-car version - arrival and departure were exactly to time although the speed never seemed to be particularly high. Connections at Basingstoke are poor and this involved a 40 minute wait - the waiting room was cheerless but the Quicksnak buffet was a pleasant mixture of old fashioned ambience (and counter attendant !) with a modern counter area. Unfortunately there are no litter bins to be found on the station at all.

The two Stagecoach-operated South West Trains' Class 159s (virtually identical to the Scotrail 158s) onwards to Andover was on time and well filled - it provided a very good ride as did the two 165s.

On the return journey (1541 ex Andover and 1620 from Basingstoke) there were similar rolling stock and numbers of passengers. On the LSW line between Andover and Worting Junction the ride was very hard on the surviving jointed track and the windows of the 159 were filthy outside although the earlier rain could probably be blamed for this.

From Reading the 1648 is a CrossCountry service for Liverpool Lime Street and this had almost every seat reserved, mostly from Birmingham onwards. The Class 47 at the head made good time and the ambience was good. The seats on the venerable Mk 2 stock on the InterCity service were so much superior to those on the Turbos with their supposedly wider loading gauge - there is barely room for two to sit side by side on these awful things. Even the 159s have better designed seating with less crammed in across the width of the vehicle. Perhaps the designers of the 165s ought to ride in them occasionally ?

There were two ticket inspections on the morning journeys - after Reading and after Basingstoke. On the return none were made at all.

From home the rail journey took a fraction over three hours compared with the car version of just over two. Overall verdict 90%, spoiled by seats and poor connections at Basingstoke.

Subsequent journeys have mostly proved to be in very similar vein although a later return on occasion has been on a CrossCountry HST from Basingstoke and this is definitely superior to all the other rolling stock !."

ACROSS AMERICA BY RAIL
PART 1

By LAWRENCE BURNES

So many people in the United States travel by air over its vast expanses that it is possible to find adults who have never been in a train. And yet they do not know what they have missed by being 30,000 feet in the air where little can be seen. Fortunately, it is still possible to travel over great distances by train and in recent years AMTRAK have made great improvements to attract more people back on to their system. While much has been done, it is clear that there is still room for improvement.

I recently took an "All Aboard" ticket right across America from coast to coast and back - over 6,000 miles and across 4 time zones. I had some business to attend to, including Boston, and fortunately I could get a plane right to Boston from Glasgow. So that is where I started. Everyone falls in love with Boston and I spent 3 delightful days there exploring their beautiful shopping malls as well, of course, as riding on the subways. Subway lines in many American cities go by colours and vary quite a lot. What must be the oldest line in Boston is really antiquated. I never had time to go the full length of most lines so did not find out to what extent they were underground but the line out to the station nearest to the hotel in which I was staying had trains which looked more like street cars with end entrances made up of rakes of 2 cars, 2 rakes being joined during rush hours, and you had to climb up three sizeable steps to get inside. Collection of the current is by overhead pantograph and in the centre of the city they screeched through tunnels on some of the tightest curves I have ever experienced. The trains on the other lines are of the more usual, modern type but an outside third rail is used until the trains come on to the surface when they switch to overhead wires. You can buy an all-day ticket for unlimited travel in the form of a scratch card and you simply scratch out the day and month on which you are using it. This you show at the ticket issuing window at each station so that the barrier can be released to let you in.

The AMTRAK station in Boston is quite large and the concourse was crowded; I was beginning my journey during the evening rush hour and there is a considerable commuter traffic. I do not remember much about the journey to Washington. I was tired and fell asleep being oblivious of New York and Philadelphia on the way. I was in Washington more or less on time which is more than can be said about any of the other AMTRAK journeys. There is a good service of trains on the Eastern Corridor but outside that it is a question of one train a day or even only 3 or 4 trains a week.

Washington station really has to be seen to be believed. A complete transformation has taken place in recent years. It is palatial with a shopping mall on three floors connected by escalators and has become one of the show places of the Capital. Many of the stands and

shops dispense food of one sort or another. The Americans are tremendous eaters and the portions of food sold in the restaurants and fast food places are enormous. I did not go down into the subway this time as I had been there before but it is worth mentioning that it is one of the most efficient and modern subways one could wish to see and it is constantly being extended. It is only underground in the centre of the city and you can get an unlimited travel ticket but the cost of your journey is automatically deducted from the price of your ticket each time!

I like AMTRAK's facility of checking in suitcases, etc. at the departure station for which you get a numbered ticket as you would when travelling by air. You are then left with only your small bag to hold your immediate necessities and are free to wander around until it is time to board the train. On arrival at your destination you pick up your suitcase in the baggage reclaim room. There is no charge for this service.

From Washington over to the West and on all Western lines the passenger rolling stock consists of massive double deckers. These cannot operate on the Eastern States lines as there is insufficient clearance under bridges and through tunnels. I travelled with a first class ticket and had a roomette to myself. This was very comfortable during the day but at night when the bunk was lowered for sleeping there is scarcely any room left for sartorial operations so it is advisable to have only the minimum amount of equipment with you. My roomette was on the top deck so I was able to have a good view of the passing scenery although, of course, I was only able to see out from the left hand side of the train. On some sections the best scenery was sometimes on the left and then it can suddenly switch over to the other side. It is best, therefore, to make your way along to the observation coach with its swivel chairs which enable you to keep an eye on both sides. Making your way along the length of about 3 coaches to the observation saloon can present its problems if the train is going at any speed as these double deckers tend to sway a lot and going over sections of track with bends and switches in them they lurch badly thus throwing you about. Parts of the line where up-grading has taken place with continuous welded rail are very good and the suspension on the coaches is also good.

I found that AMTRAK trains always leave on time but with so much single track working with passing loops many miles apart, a great deal of time can be lost on the journey waiting for other trains to pass. I have a feeling that freight trains are given preference of passage because once they have been stopped it must take a great deal of tractive effort to get up any speed again even though they may be quadruple headed - or even quintuple headed. It is not a question of being minutes late on a journey but quite frequently hours late. The signals are, I understand, often hundreds of miles from the control room and it is really amazing the way they are able to control the movement of their trains from such remote locations. Where double track is in use and on passing loops reversible track working is employed so, in spite of the general rule of keeping to the right in America, it is common to find yourself on a left hand track.

TO BE CONTINUED