



Clockwise from top: Lochee Station, 1890s; Dundee West to Blairgowrie train at Newtyle, 1950 (picture: Mitchell Library, Glasgow); rail crash at Ardler Junction near Coupar Angus, 1948; Lochee West Station; Liff Station, 1910. Picture: Niall Ferguson Collection.



about an hour-and-a-quarter, conveying along with it about 40 passengers.”

For years, Lochee station would have been a hive of activity as workers from nearby Camperdown Works, owned by the Cox family and for a time the world’s largest jute works, employed around 5,000 people at its height in the early 1900s. Its brick chimney, Cox’s Stack, at nearly 300ft, can still be seen from the station site. With the decline of the jute industry, many of the goods that the railway was carrying disappeared. Despite this, it managed to survive for more than 130 years.

“The end of the Second World War signalled the writing on the wall for small branch lines,” Dr Martin, a lecturer in Life Sciences at Dundee University, explains. “As motor transport developed and roads improved, the need for rail in certain areas decreased. Mobility was changing and by the mid-1950s, the Dundee to Newtyle Railway was no longer economical.”

IN SEPTEMBER 1833, two steam locomotives, the Earl of Airlie and Lord Wharmcliffe, replaced the horses and made their first trip on the line. Built in Dundee by James and George Carmichael, the locomotives were the first to run in Scotland. The brothers became widely known for their genius as engineers and helped to cement Dundee’s reputation as an engineering centre.

In 1834, a third locomotive was acquired, the Trotter. Its derailment at Pitpointie on June 15, 1834, resulted in the death of John Anderson, the miller at Auchterhouse.

In April 1836, a fourth engine known as ‘John Bull’ from the great locomotive works of Robert Stephenson & Co, was bought. Three or four passenger trains ran each way daily, according to season. By 1835 there were reduced fares — ‘workmen’s tickets’ — for sheep-shearers.

Goods transported included cinders, hay, iron, flax, coal, lime, potatoes, grain, manure, stone and slate as well as ale, silks and gold plate.

“The landscape of the country changed in the early 20th century and while there were fields in Strathmore, there were also bone grinding and linoleum factories and quarries,” says Dr Martin. “Now you’ll see sheep grazing — it’s a case of industrial reclamation — things reverted back to nature.”

In 1846, the railway was saved from bankruptcy by being leased to the Dundee and Perth Railway. Standard gauge was adopted in 1849 and during the 1860s deviation lines were opened to avoid the three inclines which fell into disuse. The line was absorbed by the Scottish Central Railway Company in 1863, which in turn was taken over by the giant Caledonian Railway Company in 1865.

The line was extended in 1861 from Newtyle to Meigle to join the Scottish Central Railway running from Perth through Coupar Angus and Forfar to Aberdeen. Branch lines connected Alyth (from Meigle at the Alyth Junction) and Blairgowrie (from Coupar Angus). This train transported soft fruit grown locally to Covent Garden in London.

During the Great Freeze in 1947, a passenger train was snowed in for over a week near Auchterhouse. In his book, *The Dundee and Newtyle Railway*, Niall Ferguson recalled: “Passengers made their way to the village where they were put up in various houses including