EAST FIFE LINES

Page last updated 15 June 2025

The Leven & East of Fife Railway
(Hajducki, Jodeluk & Simpson; Oakwood Press OL157; 2013)

This publication – reviewed in *Journal of RCHS* no. 219, March 2014, p.60 – appears to suffer from the contributions of its three authors lacking any oversight or overall editing: the same event or feature can thus quite properly appear in different places – but with differing dates or data. The most egregious example has three separate appearances – each with a different date, all of which proved to be wrong.

The authors acknowledge (at p.313/foreword) that the tables (pp.313-315) include "educated guess(es)" – but without identifying which were based on definitive data and which were not (it seems that the same philosophy may have applied elsewhere in the text). It would have been preferable to show provenances for definitive dates (even a reference back to provenance given on an earlier page). For the "educated guesses" it would have been better had they been specifically so identified, incorporating the limits of the range of dates together with the evidence upon which each 'guess' was based. Thus the reader could make their own judgement on the validity or reliability of data given. Now, one cannot place reliance on any date in the tables unless one can trace definitive provenance elsewhere in the book.

This present compilation stemmed from an attempt to rationalise chronological data about openings and closures but has expanded somewhat – although not venturing into locomotive or rolling stock matters.

Page/para. (related pages/paras. shown in parentheses; pp. 313, 314 and 315 should also be taken as 'related pages' wherever the context permits).

6/1: The distillery itself is called Cameronbridge (one word) https://www.diageo.com/en/news-and-media/stories/2022/diageo-s-largest-distillery-has-received-world-first-recognition-for-water-stewardship

9/footnote * (73/various, 313): opening in 1863 spelling was Monan's (not Monance). *Bradshaw's Guide* until at least Nov 1863 was Monan's, by July 1865 was Monance. RCH *Hand-book of Stations Appendix* (usually issued each Spring) for 1863 does not show station, for 1864 no copy available, for 1865 spelling is Monance. Railway timetables in press: *Fife Herald* from first appearance 24 Sep 1863 until 5 Apr 1866 showed Monan's *(note the apostrophe)* - including a L&EoFRly advert of 3 Nov 1864; the paper switched to Monance from 12 Apr 1866, although *Fifeshire Journal* had been using Monance from at least 16 Nov 1865. Thereafter, Monance was settled until..... *Clinker's Register* cites change back to Monan's from Oct 1875 timetable *(presumably Bradshaw or Murray)* [note: *Fifeshire Journal* (last 7 Dec 1876) and *Fife Herald* (last 10 May 1877) continued with Monance until they dropped timetables from their pages after dates shown - so no evidence for switch to Monan's from these sources]. Curiously, *East of Fife Record* which had previously settled on Monance, switched with the Jan 1872 timetable (until 1 Jan 1875) to an aberration of showing Monance in one direction, Monans in the other. RCH *Hand-book of Stations* retained Monance from 1865 until the 1894 Appendix; from 1895 (belatedly...) it shows Monan's *(neither the original opening nor the change seems to have been minuted by the RCH Goods Managers' Conference)*. St.Monan's [with apostrophe] in e.g. NBR wtt 1912 but Monans without apostrophe in e.g. LNER wtt Oct 1933. LNER public and working timetables dated 30 Sep 1935 used Monans; the next issues, dated 4 May 1936, used Monance. RCH *Hand-book of Stations* amendment leaflet L101 gives change from Monan's to Monance effective Feb 1936. Note f at p.314 thus requires amendment.
Beware that there is no consistency in the various references to this station throughout the book as to whether the name given is that actually current at the time of the reference.

19/1: E&N became EP&G 1 Aug 1849 and North British 29 Jun 1862 (Warren, *Register of British Railway ... Companies* (2005))

25/1 (95/footnote): Wilkie was age 31 at the time of his appointment. He died of Bright's disease (nephritis) at Edinburgh on 12 April 1878. Born 28 Dec 1820 so he was only 57. Obituary: *Scotsman* 13 Apr 1878, *Fife Herald* 18 Apr 1878;

29: the branch railway to Leven harbour was not built under this Act

33/penultimate (25/2): p.25/2 states that Leven company minute books have not survived, so presumably the statement in final sentence derived from some other source.

35: the text overlooks the fact that *Northern Warder* 1 Jul 1854 reports that the first engine over the whole Thornton Jn – Leven (1st sta) line was on Sat 24 June – and further *alleges* that it conveyed the Board of Trade Inspector; if Capt Tyler did ride the line that day, there is no record of him regarding it as an official inspection.

36/1: Capt Tyler carried out an inspection on Tuesday 4 July 1854 (*Fife Herald* and *Northern Warder* 6 July 1854; MT6/11/64), report dated same day, so the subsequent Board of Trade's one calendar month's notice would not have expired until 6 **August** 1854. In Tyler's original report (MT6/11/64) he actually wrote: "…and that the treenails have not been yet in some places inserted on both sides of the chairs…"; the railway company will have received a transcription, not Tyler's original, hence these – and other minor – discrepancies in the text.

37/1: Tyler's second inspection was 2 Aug, his report dated 5 Aug (MT6/11/83).

40/penultimate: Note the unlikelihood of goods traffic having started before regular passenger service. None of the reports in *Northern Warder* 1 Jul 1854, *Fife Herald* 27 Jul 1854, *Fifeshire Journal* 10 Aug (full report of opening ceremony) and *Fife Herald* 10 Aug implies that any regular service (goods) had previously commenced. This all gives the lie to the date of 3 July 1854 given by David Ross, *The North British Railway, A History* (2014).

42/3: For the avoidance of doubt: EP&D worked the line from the outset, until and including 31 July 1855; the Leven company worked the line themselves from 1 Aug 1855.

46/3 (52/1, 55/2, 215/1): The "new joint through station at Leven" (p.46)/"newly extended joint station" (p.55): this was at or adjacent to the site of the Leven company's original 1854 terminal station near Burnmill, as explained at pp.52 and 215. In that the 1857 station was adjacent to (but immediately west of) the Glenlyon road overbridge as shown on OS plan on p.214) it may well have been slightly east of the original 1854 station (rather than on exactly the same site), although there is no suggestion of such movement in reportage of the extension – e.g. *Fifeshire Journal* 13 Aug 1857. But it certainly was **not** at the site used in 1885. It must have been in operation from 11 Aug 1857 when the line to Kilconquhar opened (even though the joint working of the two railways did not commence until 1 Oct 1857 - *Fifeshire Journal* 22 Apr 1858). Press report (*Fifeshire* Journal 17 Nov 1859) of an incident refers to 'bridge' by station which can only refer the first station at Leven – clearly then still in use. A (non-railway) advert (*Fife Herald* 22 Sep 1864) refers to "Burn Mill is near the Leven Station of the East of Fife Railway" – which the second station is arguably not….. A (non-railway) advert (*Fife Herald* 15 June 1871) refers to Duniface as 1½ miles from Leven station – which would fit the first station but be a stretch for the second…. *Do not be confused by the fact that there had been a Station Road to the original station – the new station, when it appears in Dec 1885, was served by New Station Road (since renamed plain Station Road – or maybe the press report should have said 'new Station Road?).*

46/final - 47/1 (104/1, 251/2): Kirkland branch: Opening date (1857-8) of Kirkland **Works** branch: no press reference to opening traced, apart from the quoted report from the half-yearly meeting; the meeting was actually held on Friday **16** Apr 1858 (*Fifeshire Journal* 22 Apr 1858) and used the name Kirkland Works branch. 1 Jan 1858 (p.314) is presumably an 'educated guess' – an unknown date between Oct 1857 and Apr 1858 would be a better statement. Junction faced east. For later history see pp.104/1, 251/2 and 314. .

47/table: the figures do not total (it is not possible to adduce whether the addition is wrong or the line(s) of entry are incorrect)

52/1 (46/3, 55/2, 215/1): see commentary at p.46.

55/2 (46/3, 52/1, 215/1): see commentary at p.46.

57/2: the quotation "cannot fail to promote…" should not contain a semi-colon. Lundin Links sported sidings ("goods depot" according to pp. 219/1, 258/1 and 314).

59/penultimate: directors' inspection train to Largo on 6 Jan 1857 reported in *Fifeshire Journal* 15 Jan 1857. Opening for goods from Leven (original Leven Rly station) to Lundin Mill (short of Largo) 1 Feb 1857 confirmed by *Fifeshire Journal* 30 Apr 1857.

61/1: the original report is at MT6/14/114; there is no reference in this or Tyler's earlier report a 'new' Leven station

61/final: for the avoidance of doubt, the date of special trips and dinner were on Friday 31 July 1857 *(Fife Herald* 6 Aug 1857) (it may or may not also have been the date of the report in the *East **of** Fife Record* which did publish on a Friday but is not available online at BNA for that date)

62/2: date of public opening should read 11 **Aug** 1857. The timings given do not tally with advert in *Fife Herald* 13 Aug 1857 where penultimate train from Thornton ran only to Leven. However, by *Fife Herald* 3 Sep 1857 timings were as on p.62 (apart from 5.45pm from Thornton shown as 5.43pm). *Further revisions had appeared by Fife Herald 15 Oct 1857.*

67/table: the figures do not total (it is not possible to adduce whether the addition is wrong or the line(s) of entry are incorrect)

70/3: merger of Leven and East of Fife companies effective from 1 Aug 1861 (Warren, *op.cit.*)

73/various (9/footnote *, 313): see commentary at p.9/footnote *

73/final: Yolland's inspection was, indeed, on Thu 13 Aug 1863 (*Dundee Advertiser* 15 Aug 1863).

74: According to the original at MT6/28/23, in the 9th line of the transcription of Yolland's report, the word "yard" should follow "linear"; in the 11th and 12th lines "fitted" should read "fixed" in both instances; in the 13th line "points" should read "joints"; in the 15th line "water" should read "under"; in the 3rd line of the second extract "somewhat" should read "sometime"; in the first line of p.75 "with each engine" should appear after "fro".

75/1: for the avoidance of doubt, Kilconquhar – Anstruther (first station) opened for goods **14 Aug** 1863

75/ * footnote: presumably crafting should read crofting

78: the plan must date from between 1884 (Leven Connection line from Buckhaven opened) and 1911 (new Methil Docks branch opened).

86/final (87/final, 209/2, 239/2): these say the Muiredge branch left from the east end of Cameron Bridge – apart from the extract from the Act (p.87) which says the west end. It seems these are compatible because the turnout was (just) west of the original station but the branch alignment didn't diverge away from the main line until east of the station area.

87/final (313): the start of work on the Muiredge branch was reported in both *Fifeshire Journal* and *Fife Herald* of **3** Oct 1867. Regarding opening, 1 Nov 1868 (given at p.313) sounds like an "educated guess", whereas p.87 doesn't make it sound as though there was regular traffic even at that December.

88/1 (133/1, 239/2, 261/last, 314): Muiredge Siding presumably opened solely for private siding traffic (Bowman's Muiredge colliery) in 1868, until it became a public goods depot as Buckhaven (L&EofF) (which must be this location) when it first appeared in RCH *Hand-book of Stations (HoS)* in 1872 edition (no mention of Muiredge, Bowman's or Buckhaven in the 1871 or 1872 editions). Muiredge Colliery was added in the 1877 edition. 'Muiredge' was reported as a new public goods depot by *RCH Goods Managers' Conference min. 5273(5) of 25 Jul 1878* but this seems to be an error, for it was corrected to "now called" 'Buckhaven' by *RCH Goods Managers' Conference min. 5335 of 24 Oct 1878.* **[n.b**. *Clinker's Register* (at note 616) showed Muiredge Siding renamed Buckhaven June 1878 but that seems incompatible with what the RCH minutes are saying.] The W&B station at Buckhaven was reported opened (along with West Wemyss and Wemyss Castle) by *RCH Goods Managers' Conference min. 5765 of 27 Oct 1881* – which would (surely) indicate opening to goods, not merely passenger, from 8 Aug 1881. However, a circular from NBR General Manager dated 1 Mar 1882 *(RCHS Railway Chronology SIG newsletter no.64, p.24)* read: "… the Buckhaven station on the Wemyss & Buckhaven Line worked by this Company will be available for general merchandise traffic on and after the 8th current *[i.e. 8 Mar 1882].* Such traffic may, however, continue to be sent to the company's own station at Buckhaven *via* Cameron Bridge." This was followed on 19 May by a second, reading: "With reference to my Circular of the 1st March last … on and after Monday the 22nd current *[i.e. 22 May 1882],* BUCKHAVEN (OLD) STATION will be Closed for Public Traffic." Thereafter, Buckhaven Old / L&EofF / Muiredge disappeared from *Hand-book* – with only Muiredge Colliery still shown as served by the branch from Cameron Bridge. So it remains until the 1904 *HoS* when Muiredge Brickworks siding and Muiredge Siding (as a public goods facility) appear, and all three are now shown as attached to Buckhaven – which they are still so shown in 1938 *HoS* (apart from the brickworks which has by then disappeared). Thus, they did not

close in Dec 1900 when the 1868 Muiredge branch was severed at The Plunks, so it must be doubted that Muiredge Siding was renamed Buckhaven Old Goods in 1887 as asserted at pp. 88/1 and 314. According to A Brotchie *The Wemyss Private Railway* (Oakwood Press, 1998) pp. 116 and 129, the use of the northern section of the Muiredge branch by the Wemyss Coal Co was from Aug 1923 to about 1931, the purchase and lifting of the track north of the Pirnie or Leven Railway turnout by WCC being completed by Nov 1936. Muiredge Colliery closed in June 1938 (*Edinburgh Evening News* 31 May 1938) but the sawmill and the Muiredge Public Siding remained until the *HoS* itself expired at the end of 1964, and presumably closed when Buckhaven (W&B) goods closed 28 Dec 1964. The closure date of Muiredge Goods at p.314 is thus clearly wrong – but its function had presumably been downgraded because Brotchie p.105 notes that by an agreement of Jan 1917 (backdated to Nov 1915) the Wemyss Coal Co had leased "the old Muiredge goods shed with its connecting line"; its continued appearance in the *HoS* suggests it had become what later would have been called a public delivery siding.

88/2: Thornton - Wemyss – Buckhaven line opened for passengers (and presumably goods) 8 Aug 1881 (*Dundee Advertiser* 9 Aug)

89/2 (97/1, 99, 100/2, 101/3 - 103/1, 127/1, 191/2, 193/last, 263/3, 264/1): The link from Leven (Leven & East of Fife Rly) to Leven harbour was authorised by Leven Harbour Act of 24 July 1876 (*Scotsman* 25 Jul 1876). Leven Dock was owned by the Leven Harbour Co; the words "Dock & Railway" did not feature in the company's official name (e.g. *Fifeshire Journal* 12 Oct 1876, *Fife Herald* 12 Dec 1878). *East of Fife Record* 9 June 1876 confirms no prior rail access to Leven harbour, despite the provision – not exercised – in original Leven Rly Act.

91/final: see commentary about closure of workshops at p.95/penultimate)

91/footnote: this appears to be misplaced from p.121.

94/3, 95/3: the amalgamation date was **not** 28 June 1877 so the two local companies did not pass into history until 1 Aug 1877 (as given at p.95/3 and by Warren *op.cit.*)

95/penultimate (91/final): closure date of workshops was 6 Sep 1877 (*Fifeshire Journal* 13 Sep 1877 said "closed last week", *East of Fife Record* 14 Sep 1877 said "closed on Thursday" which must have been previous week, not previous day).

95/final (90/1): G(eorge) Irons (born 1839) as "accountant for the last 18 years" (p.95) (i.e. since 1859 or 1860) surely does not tally with his age, nor with p.90. There, Alex McLellan (born 1829) is shown holding that post - presumably at start of merged company in 1861 – being later succeeded by George Irons. The presentation to Irons was held on Friday **2** Nov 1877 (*Fife Herald* 8 Nov 1877)

95/footnote: see commentary at p.25/1

97/1 (89/2, 99, 100/2, 101/3 - 103/1, 127/1, 191/2, 193/last, 263/3, 264/1): Leven Dock branch was independently owned and built by the Leven Harbour Co, **not** by the L&EofF company.

97*et seq.*: a curious omission from the text is the kerfuffle in mid-1882 over the level crossing at Cameron Bridge, which involved a visit by the Board of Trade's inspector, Maj.Gen. Hutchinson. This was in response to a complaint (supported by a public petition) by the Fife County Road Trust seeking replacement by a road overbridge because of the interference with road traffic and alleged danger to the public. The BoT issued an order (MT6/1547/1) requiring the NBR to modify shunting arrangements, to make minor siding layout adjustments (to facilitate shunting without using the level crossing), to lengthen the passenger platform (to obviate calling passenger trains from blocking the crossing while performing station duties), to provide replacement level crossing gates, a new raised signal box to work the gates, and to erect a foot bridge. The NBR confirmed on 4 January 1883 that the necessary works had been completed; a further visit from Hutchinson followed, to approve the completed work.

99 (89/2, 97/1, 100/2, 101/3 - 103/1, 127/1, 191/2, 193/last, 263/3, 264/1): the branch should, more properly, be described as the Leven **Dock** branch; it was independently owned and built by the Leven Harbour Co, not by the L&EofF company. First sod cut 2 June 1877 (*North Briton* 2 Jun 1877); nearing completion (*Fifeshire Advertiser* 1 Nov 1879). Carswell's report properly describes the headshunt connection to the dock branch; the line was from a back-shunt link near the original Leven station (see 1893 25" OS mapping - and, more recently, https://maps.nls.uk/view/130361780).

100/2 (89/2, 97/1, 99, 101/3 - 103/1, 127/1, 191/2, 193/last, 263/3, 264/1): Dock opened - *and presumably rail link also* - March 1880 (*Shipping & Mercantile Gazette* 12 Mar 1880). However, the apparent

vacillation over Carswell's report would suggest that, while the branch almost certainly opened in March 1880, it did not do so as early as the first of that month. First coal vessel loaded 20 March 1880 (*Fifeshire Advertiser* 27 Mar 1880) *(there had been prior inward shipping movement…).* Leven Dock added to *RCH Hand-book of Stations* (allegedly with G (public goods) facilities) after 1879 *Appendix* but before 1882 *Appendix.*

100/4 (313): the Anstruther & St.Andrews was, arguably, not an "end-on junction" because it joined at Anstruther Junction, leaving the original L&EofF station as a dead-end. The A&St.A Anstruther station (at Anstruther Easter) opened with line from Boarhills on 1 Sep **1883** (not as shown on p.313 under *Sections of Line*) (*East of Fife Record* 31 Aug 1883) and Anstruther had two passenger stations – the 'through' A&St.A at Easter, the dead-ended NBR/L&EofF at Wester – until a loop had been provided at the A&St.A station, enabling the NBR/L&EofF station to close for passengers from **28** Dec 1883 (*East of Fife Record* 28 Dec 1883) (for fuller exposition see RCHS *Railway Chronology SIG Newsletter* 61/21 or commentary on the authors' *The Anstruther & St.Andrews Railway* p.57).

101/3-103/1 (89/2, 97/1, 99, 100/2, 127/1, 191/2, 193/last, 263/3, 264/1): The Leven Harbour Co (owners of the Leven Dock branch) was dissolved in Oct 1883 (*East of Fife Record* 2 Nov 1883) having sold the enterprise to Randolph Gordon Erskine Wemyss (1851-1908; obituary in *Fife Free Press* 25 Jul 1908; see also *Randolph Wemyss and the development of Methil as a coal port*, Iain Russell, in *Scottish Industrial History* Vol.5.2, 1982, at https://busarchscot.org.uk/wp-content/uploads/2019/11/Scottish-Industrial-History-Vol-5.2-1982-compressed.pdf). Wemyss took possession on **1** (not 15th) Aug 1883 (*Fifeshire Advertiser* 4 Aug 1883). Link to Methil and Buckhaven opened for goods by Weymss Estates 17 Sep 1884 (*Fife Free Press* 20 Sep 1884) to provide outlet via Leven Dock for Buckhaven/Methil area coal prior to May 1887 opening of Methil Dock. Line appears – *vide* notation 'Leven Railway' - on the plan of Methil in *Fifeshire Advertiser* 6 May 1887 and is shown on 1893 OS plan. After 1911, this original access route was retained - for sidings that it served including Leven Dock. The original 1884 bridge over River Leven appears in OS 1938 survey (printed 1947) but not in OS 1949 survey.

103/1 (89/2, 97/1, 99, 100/2, 101/3, 127/1, 191/2, 193/last, 263/3, 264/1): Not clear why the Leven Connection Railway is here also referred to as Leven Extension railway (and elsewhere Leven Connecting railway is found), so it is not clear what (if any) *official* title was ascribed to the line. Leven Harbour branch to read Leven Dock branch. Formal opening of Leven Connection Railway, from Buckhaven to Leven Dock, on 17 Sep 1884 confirmed by brief report in *Fifeshire Advertiser* of 20 Sep 1884.

103/2 (104/1, 257/3): Durie Colliery Siding: In *Hand-book of Stations* it was Durie Colliery in 1904. The remnant, as Durie Siding (but **not** shown as a **public** siding) – between Leven and Ludin Links *(so not the siding on the Dock branch)* – still in 1938 and 1956 editions (and had not been deleted from *Hand-book of Stations* prior to that publication's demise at end of 1964 despite closure date of ca.1958 given at p.314).

103/2 (257/last): Silverburn Siding had not been deleted from *Hand-book of Stations* prior to the publication's demise at end of 1964.

104/1 (247/1, 314): Haughmill Siding: is not shown on the OS 6" (survey 1854, published 1856) – so an 1854 opening date is highly questionable - although it is on 1893 OS survey. Nor is it in RCH *Hand-book of Stations*, 1904 edition – although Drumcaldie Distillery is. *But were Haughmill and Drumcaldie really the same site? The 1893 OS suggests Drumcaldie was the other side of the Leven.*

104/1 (47/1, 251/2, 314): Kirkland (Works) branch: p. 314 gives first closure "ca. 1885" – *so which is correct?*

104/1 (241/2, 262/1): Creosote Works (Alexander Bruce & Co): The works site was *east* of the Kirkland branch, south of Kirkland yard. After construction of the Methil Docks branch in 1910/1, it had an east-facing connection at the east end of the yard. The reference to the firm being displaced by construction of No. 2 dock "there" refers to Methil No. 2 Dock. The 1956 *Hand-book of Stations* carried no suggestion of the involvement of Jones, Jones & James - the firm's name was given as Alexander Bruce & Co and they had (at different times) plants at Grimsby and at Grays, Essex.

104/1 (241/2, 263/2, 313): Donaldson's Sidings/Donaldson & Co Siding: see commentary at p. 263/2.

111/2 (215/2, 315): Leven station was not "rebuilt" in 1885 but was a new station on a new site. The opening date was Mon **7** Dec 1885 (*Fifeshire Journal* 10 Dec 1885, *Fifeshire Advertiser* 12 Dec 1885). However, there was no loop until it (and additional platform) and Tyers ET block working installed on or by

29 June 1894 as with Largo. *Note: previously – e.g. 1887 – no trains booked to cross between Thornton Jn and Anstruther.*

111/2 (219/1, 315): Largo box and loop came into use Fri **29 June** 1894 (*East of Fife Record* 6 Jul 1894, while the NBR's letter to Board of Trade (MT6/668/10) dated 2 July 1894 confirms that the new arrangements "have been brought into operation").

111/2 (225/2, 315): Elie new signalbox and layout not brought into use **4 June 1899** (letter from NBR; approved by Sir Francis Marindin in report of 23 June 1899 (MT6/888/2)) *(it is, therefore, not clear what is the significance of 11 Nov 1898 – or 6 Nov 1898* (p.315 and SRS *Signal Box Register). East of Fife Record* 13 Oct 1893, p.3, very strongly *(but presumably erroneously)* implies there was a crossing place at Elie at that early date.

111/2 (225/2, 315): At St. Monans (as it was then called – see commentary at p.9/footnote *) the new loop, signal box etc. was the subject of an on-going exchange with the Board of Trade (MT6/989/3) through most of 1900; it is not clear whether the effective date was (Fri) 21 Sep 1900 (p.111) or (Sun) 21 Oct 1900 (p.315 and SRS *Signal Box Register*) – although the latter seems more likely *(there was no call for crossings of passenger trains at that period).*

112, 113: the new Leven station was erected and opened in **1885** (*Fifeshire Journal* 10 Dec 1885, *Fifeshire Advertiser* 12 Dec 1885).

119 *et seq.* (233): amongst the new century's 'East Fife improvements' the doubling from Anstruther Junction to Anstruther Station *(i.e. the 'new' A&St.A station)*, inspected and approved by Maj Pringle on 21 September 1901 (MT6/1042/3) seems to have been overlooked (although it is taken as read in the line description at p. 233 and mentioned – with vague dating - in *The Anstruther & St. Andrews Railway,* pp.101 and 223).

121/1: Kilconquhar West: NBR did not advise Board of Trade that new box was ready for inspection until 9 Sep 1907 (MT6/1664/6) so opening date given here would be questionable were it not the height of the summer season..... *Was it urgently needed as a crossing place in that summer's timetable?*

121/penultimate: footnote is presumably the one erroneously given at foot of p.91.

121/final – 123/1 (219/2, 314): Strathairly: NBR reported siding ready for inspection 18 June 1908 (MT6/1719/2) and Pringle inspected it 7 July 1908. Text at p.123 does not support closure in 1912 as given at p.314.

123/3: does not make clear that the Waid Academy was alongside Anstruther A&St.A station (p.273/3)

125/1: no clue is given as to the date of this complaint and of the service changes

125/2: opening of Wemyss & District Tramways Co service 25 Aug 1906 confirmed by *Edinburgh Evening News* that day.

127/1 (89/2, 97/1, 99, 100/2, 101/3 - 103/1, 191/2, 193/last, 263/3, 264/1): The new railway - the Methil Docks branch - in part parallels (rather than subsumes) the earlier Leven Dock branch, between the east end of Kirkland Yard and Methil East signal box. The NBR Act of 11 June 1891 had authorised enlargement of Methil Harbour and new No. 2 dock (*Bradshaw's Railway Manual 1923* p.264) – the 1907 Act authorised No. 3 Dock, the northernmost dock. See also commentary at p.89/2.

127/1 (104/1, 241/2, 263/1): Durie Foundry siding: does p. 127 mean two new sidings in 1910 **in addition to the one provided in 1880** (p.263 and 314)? listed in *Hand-book of Stations* (1956 edition): Branch from Leven *(on Leven Dock branch).* Closure dates (pp. 263/1 and 314) don't exactly tally.

127/2: Contractor for the new Methil Dock was **Robert** McAlpine & Sons (*Railway News* 29 Feb 1908 and 17 Apr 1909). McAlpine was not knighted until 1918; the business was a partnership, not a limited company. The firm were also responsible for Methil East signal box and other trackworks in the area. Brotchie, *op cit* p.95 says the contract for the new four-track bridge and the new route via Kirkland yard was with Symington & Son (actually Hugh Symington & Sons), rather than McAlpine, the latter having only the Methil No. 3 dock contract (which is what *Railway News* did report).

127/2 (128/lower, 262/final): Leven Mill(s) Siding: see commentary at pp.262 and 314

128/lower (127/2, 262/final): the abutments in the river appear be for the Leven Oilcake Mill(s) siding (the view is looking downstream) under construction in 1909

129/1: *East of Fife Record* published on a Friday, so it cannot have appeared on 1 July 1908. The text quoted has not been traced in BNA so it is not possible to know where it actually appeared, nor what the word "Win" in the penultimate sentence is intended to convey (although one might *assume* it is a typo for "Within").

131/2: the second sentence is misleading and should read: "The bridge carrying the public road and tramway **over the railway and the river**…" (see photo p.120).

131/3 (193/1, 262): the new works that were completed in summer 1910 were those doubling the line between Thornton Junction and Leven; this came into use on 20 Jun 1910, work undertaken by Hugh Symington & Sons, contractors (*Leven Advertiser* 22 Jun 1910), including new station at Cameron Bridge and extra platform at Leven. Of the new Methil Docks line from East Fife Central Junction via Kirkland Yard and Methil East to the new dock, Kirkland Yard was still under construction by NBR in Nov 1910 (*Fife Free Press* 19 Nov 1910); it opened 29 May 1911 (incorporating the new west-facing East Fife Central Jn) (*Leven Advertiser* 31 May 1911). The 1 Jul 1911 working timetable (RAIL 965/54), Methil branch page, p.89, carried this foot note for the first time: **"Mineral Trains between Methil and Thornton and Collieries beyond.** These trains will now run between Methil and Thornton either *via* Buckhaven or *via* Cameron Bridge as may be ordered at Methil, while trains for Methil will, unless otherwise ordered, run *via* Cameron Bridge, calling at Kirkland Yard." The note was not in the previous issue dated Oct 1910 so presumably came into force from 29 May 1911 with the yard, thus signifying the opening of the complete new line between East Fife Central Jn and wherever it 'plugged into' the existing dock complex at Methil; traffic could use this new route (as well as the 1884 river bridge) to reach No. 1 and No. 2 docks *before* completion of No. 3 dock. Methil East signal box was still not yet in use at June 1912 (*Leven Advertiser* 13 Jun 1912); Signalling Record Society's *Signalbox Register* has no opening date for this box.
Work on Methil No. 3 dock started by Robert McAlpine & Sons in 1908. The dock was ceremonially opened Wed 22 Jan 1913 (*Leven Advertiser* 23 Jan 1913) – although previous week's paper had reported "railway lines and sidings are well advanced" (i.e. rather than completed).

133/1: see commentary at p.88/1

138/2: War was declared at 11pm (2300 hrs) on **Tuesday 4** August 1914 (*Daily Herald* 5 Aug 1914).

141/2: Pittenweem Goods: closure and subsequent limited reopening confirmed by RCH circulars at RAIL 253/482

145/1: as NBR timetables were using the 'Junction' suffix from an early date (p.313 note g), this para. should be similarly amplified.

154/2 (293/penultimate): 12 Sep 1926 seems most likely date for *all* the Anstruther changes (although SRS *Signal Box Register* gives 12 Oct 1926 for closure of Station box, this is presumably a typo for 12 Sep 1926). Anstruther Station box is the one at the A&St.A or New station. Fitting of switching out facilities at Kilconquhar West 25 Oct 1932 (p.293).

154/2: the trams (still trading as Wemyss & District Tramways Co Ltd) were withdrawn after operation on Saturday 30 January 1932 (*Leven Advertiser* 26 Jan 1932, *Fife Free Press* 30 Jan 1932)

154/last (261/last, 293/1, 313): after closure in Dec 1900 of the short section at The Plunks (p.131/last), closures of the two remaining elements of the Muiredge branch were by sale to colliery companies. The date for the northern section – of which the southern end point became Cameron Pit Junction (p.293/2) – at p.313 should presumably read 10 **Nov** 1936 (p.154). The date of 1936 given at p.261/2 is not correct for the southern section of the line for which March 1938 (pp.154 and 313) would apply.

155/2: at that era, the government had no say over whether a railway closed a line or not.

162/1: the reference to 'Leven Dock branch' should refer to the Methil Docks branch (i.e. via Kirkland Yard).

183/last (259/1): Elie Goods: closed **5 Oct 1964** *(p.259/1 and Clinker's Register agree; BLN 16 agrees that month)*

185/2 (261/1): Anstruther Goods: closed **18 July 1966** *(p.261, Clinker's Register and BLN Supp.2 agree)*

185/2 (258/2, 314): Largo Goods: closed **20 Apr 1964** *(Clinker's Register; BLN 8 agrees month). This book gives three different dates – all wrong.*

185/2 (315): St.Monance *(St.Monans is an anachronism here)* and Elie: closure date *as a block post* 5 Oct 1965; *BLN* 61 explained that Leven – Crail was worked by travelling signalmen (after passenger service withdrawn 6 Sep 1965) using the boxes as ground frames. Regular goods service withdrawn 18 July 1966, so even this limited activity for the box would have ceased then. (Sun) 18 Dec 1966 (p.315) would have been date signalling removed and/or points clamped by the engineer.

185/2: Crail Goods: is not, technically, part of the line under notice (being ex-A&St.A) but it did close 18 July 1966 *(Clinker's Register and BLN Supp.2 agree)*

188/2: passenger statistics do not add up – Dysart's total should be 45 but that still only gives total of 91 – i.e. 43 short of the stated total of 134.

191/2: only the section west of East Fife Central Jn was L&EofF; from there it was the Methil Docks branch of which the track*bed* survived (*how can it "survive(s) intact" without any track…).* Apart from the section parallel to the Methil Docks branch, the Leven Dock branch had (by the date of the book's publication) been largely lost.

191/2 (89/2, 97/1, 100/2, 101/3, 103/1,127/1,193/last, 263/3, 264/1): Leven Dock branch was independently owned and built by the Leven Harbour Co, **not** by the L&EofF company. The line that had survived (trackless) until opened for passenger service in 2024 was L&EoF between Thornton Jn and East Fife Central Jn, but was the NBR's Methil Docks branch from there to Methil East. Leven Dock was last used (by two vessels only) in 1906 and filled in by the NBR in 1910 (*NBRSG Journal* 82 p.28). See commentaries at pp.89/2 and 127/1.

191/last: on 8 March 1970 the two boxes were closed (Cameron Bridge being replaced by a ground frame) and the Up and Down lines between Thornton Jn and Kirkland were worked by telephone and notice board arrangements (*BLN* 150; SRS *Signal Box Register*; the dates at p.315 are in error). *BLN* 244, p.30, confirmed that – by Feb 1974 - the section west of Kirkland Yard had, indeed, been reduced to single track.

193/first few lines: for 'Leven Dock branch' read 'Methil Docks line'. Singling dates don't tally with p.313 (*Thornton Jn to Leven* entry). Although there had been signal boxes at East Fife Central Jn and Methil East, traffic had passed on a 'no block' (or yard working) basis since opening in 1911.

193/1: public goods facilities at Methil (West) withdrawn 30 Dec 1978 (*Clinker's Register* supplement no. 2)

193/last (89/2, 97/1, 100/2, 101/3, 103/1, 127/1, 191/2, 263/3, 264/1): see pp.263-4 for the latter-day coal activity at Leven Dock.

194/1 (265/3, 314):
When was the power station opened?

Methil electricity generating station was built on the south bank of the River Leven (opposite bank from Methil East box) on a reclaimed area to the north of (and including partial infill of) No. 3 Dock. It was coal-slurry fired, utilising local coalfield waste from colliery or opencast washeries.
https://www.scottishpower.com/news/pages/methil_power_station_no_more.aspx says power station commissioned 1965 although *Leven Mail* 30 June 1965 did not expect the station to "go into commission" until the early part of 1966.
The restoration of a loop at the east end of (the former) Kirkland Yard for rounding trains prior to propelling them to the power station was from 4 March 1996 (*BLN* 790.1098) – but it seems to have been short-lived, being removed again from 20 June 1996 (*BLN* 792.1190).

Was closure of power station "in 1999" (p.194/1), 2000 (p.265/3), or 2001 (p.314)?

Rail 361 (14 July 1999) stated Thornton Jn – Methil was out of regular use (traffic from Westfield having ceased), repeated by *BLN* 855.539, 31 Jul 1999. The power station was later reported as being on a 'care and maintenance' basis, being used for no more than two weeks a year (*BLN* 861.787, 6 Nov 1999), with no regular rail traffic. https://canmore.org.uk/site/93696/methil-innerleven-methil-power-station gives 'closure' as 1999 but https://www.scottishpower.com/news/pages/methil_power_station_no_more.aspx says: "In 2000 Methil stopped electricity generation but was kept as part of ScottishPower's strategic reserve." and goes on to record that demolition began April 2010 [demolition completed Sep 2012 – see https://brownandmason.com/projects/asbestos-removal-and-demolition-of-methil-power-station-fife/]
The rail network brought coal to the south of the main building.

Was the fly ash taken by lorry (p.194/1) or by rail (p. 265/3)?

Whether the fly ash moved away by road or by rail remains unresolved (but, if it did pass, it seems likely to have been no more than exploratory trial movements).

194/1: Thornton North Jn: junction points put out of use Nov 2001 (*BLN* 915.42)

194/picture: Glenlyon Road bridge was at the east end of site of 1857 to 1885 station (photographer is on station's site, looking towards Largo)

195/1 (246/last): Earlseat siding: branch to the siding and the siding itself (Earlseat Opencast Loading Siding) were available for traffic from 23 July 2012 (WON 17 and *BLN* 1166.889), the first departure – to Hunterston for blending – was on 22 Aug 2012 (*BLN* 1168.1015).

195/2: the authors must, of course, be forgiven for not recording that a new station was (at long last) opened at Leven, hard by the site of Methil East, in 2024.

201/1: Leven Railway and East of Fife Railway merged by Act of 22 July 1861 (*Bradshaw's Railway Manual 1923* p.267), effective 1 Aug 1861 (Warren, *Register of British Railway…Companies* (2005)). Merged railway taken over by NBR by Act of 28 June 1877 from 1 Aug 1877 (*Bradshaw's Railway Manual 1923* p.268, and Warren, *op. cit.*). Operated by EP&D until Leven Rly itself took over 1 Aug 1855 (see p.42/3), merged with EofF Rly from 1 Aug 1861 (see p. 70/3), acquired by NBR 1 Aug 1877 (see pp.94/3, 95/3), Thornton Jn – Leven doubled 20 Jun 1910 (*Leven Advertiser* 22 Jun 1910) (with new sta at Cameron Bridge, extra platform at Leven) (see p.131/3). The final sentence is mistaken in conflating section to Leven passenger station (closed 6 Oct 1969) with that to Leven Dock, most of which latter (apart from the long-filled-in dock itself) was what remained *in situ* at date of book's publication.

207/2: the Leven line left the main line at Thornton Junction **Station** signal box (see photo p.205/lower); about a ¼ mile north was **Thornton North** box which controlled both the Leven line and the main line but without any junction between the two.

209/2: a footbridge at Cameron Bridge had been provided in 1882 (see p. 97 *et seq.* above). For Muiredge branch see commentary at p.86/final.

209/last: access to the 1880 Leven Dock (*sic)* branch continued to be via the headshunt at Leven goods – it was the 1911 Methil Docks branch which took off from East Fife Central Jn via Kirkland Yard

211/lower caption: The distillery itself is (2024) called Cameronbridge (one word) https://www.diageo.com/en/news-and-media/stories/2022/diageo-s-largest-distillery-has-received-world-first-recognition-for-water-stewardship

215/1: see commentary at p.46. Line extended to Kilconquhar **1857.** Glenlyon Road was not a level crossing – see OS 6" plan which is endorsed as surveyed 1854 and published 31 May 1855. In that it shows the 1857 line towards Largo it must be a later revision and, where reproduced at p.214, it is – perhaps plausibly – dated **1860**. This shows a road overbridge (with the road embanked to it) immediately east of the Leven passenger station.

215/2 (111/2): the 'new' Leven passenger station opened 7 Dec 1885 (neither 1857 nor 1887) (*Fifeshire Advertiser* 12 Dec 1885) See also commentary at p.111/2.

219/1 (57/3): Lundin Links goods sidings were only controlled by the tablet-locked ground frame (replacing fixed signals) from late 1895 (inspected by Maj Marindin 30 Dec 1896 MT6/718/15)

219/1 (111/2): Largo passing loop: see commentary at p.111/2

219/2 (121/final, 123/1): Strathairly Siding: NBR's plan (MJT6/1719/2) gave siding as: west end points 78ch from Largo, length of loop 14ch, east end points 2m 57ch from Kilconquhar - so distance on p. 219 should read 9.55.

225/final: see commentary at p.111/2

233/last: The section between Anstruther Jn and Anstruther (New) station was not doubled until 1901 (see p.119 *et seq.*, above).

238/caption: the words “and the Leven Connectiong *(sic)* line and” are superfluous

239/2: see commentary about branch at p.86/final and about Muiredge terminals at p.88/1

239/3: The single track bridge over the Leven opened 1884 and was removed from some date between the 1938 (printed 1947) OS survey and that of 1949; the two piers remain. The function, originally, of the Leven Connection line was to bring coal *from* Buckhaven (or beyond) *to* Leven Dock, prior to the opening of the first Methil Dock. The tortuous connection with the L&EofF line at Leven Goods meant that it was not an effective route to Methil Docks even after the first dock opened in 1887!

239/final: The 1910s branch was the Methil Docks branch so it is superfluous to label the Leven Dock branch as the ‘original’ such (it was the only such). The 1880 Leven Dock branch was accessed by a 300+ yard headshunt from Leven goods (see first para. of Carswell’s report, p.99).

241/heading: to read **Methil Docks branch**

241/1: This was the built to reach **Methil** docks, not to serve the about-to-be rendered superfluous Leven Dock or harbour. The Methil Docks branch ran *parallel* to the Leven Dock branch between the east end of Kirkland Yard and Methil East box; the fourth line of the paragraph is trying to say that on the ‘common’ section the single track 1880 Leven Dock branch was paralleled by three tracks of the 1911 Methil Docks branch, with some inter-connections between the two branches – the new branch did *not* subsume the 1880 branch over that section. The 1880 branch was the Leven Dock, not Harbour, branch – *vide* p.256. The first Methil dock (later no. 1) was opened in 1887 and initially owned by R G E Wemyss (who sold it and Leven Dock and the associated railways to the NBR); the final dock (no.3) opened in 1913. Ownership from 1963 to 1967 – between the BTC and FPA – was by British Transport Docks Board.

241/2 (104/1, 263/2, 313): Donaldson’s Sidings/Donaldson & Co Siding: see commentary at p. 263/2.

241/2 (104/1, 262/1): Creosote Works (Alexander Bruce & Co): see commentary at p.104

243/1: Methil Docks were not reached by the Leven Harbour branch (which should, anyway, read Leven Dock) but by the Methil Docks branch of 1911.

246/last (195/1): Earlseat siding: branch to the siding and the siding itself (Earlseat Opencast Loading Siding) were available for traffic from 23 July 1021 (WON 17 and *BLN* 1166.889), the first departure – to Hunterston for blending – was on 22 Aug 2012 (*BLN* 1168.1015).

247/1 (104/1): Haughmill Siding: see commentary at p.104

251/2 (47/1, 104/1): Kirkland (Works) branch: track lifted by 1893 (OS resurvey of 1893); revised, west-facing connection, for National Steel Foundry works, shown on OS p.252 (OS survey of 1913). Kirkland Siding appears in *Hand-book of Stations* 1938 and 1956 editions but is not identified to a particular trader. Timkin should read Timken.

253: photo taken from the footbridge (shown FB on plan opposite) looking towards East Fife Central Jn. Lead to Kirkland Works branch on left in the murk. Main lines on right: Cameron Bridge top of photo, Leven bottom.

255/2: Burnmill Siding is included, but not identified to a particular trader, in *Hand-book of Stations* (1956 edition); it had not been deleted from that publication prior to its demise at end of 1964

255/3: the manager of a goods depot in the 1930s would have been designated Goods Agent

257/3 (103/2): see commentary at p.103

257/last (103/2): see commentary at p.103

258: insert early Lundin Mill facility - see p. 59/4

258/2 (185/2, 314): Largo Goods: closed **20 Apr 1964** *(Clinker’s Register; BLN 8 agrees month). Book gives three different dates – all wrong.*

261/last: see commentaries at pp.88/1 and 154/last

262-263: this is an amalgam of Leven Dock branch [Leven Mill Siding (elsewhere referred to as Leven Oilcake Mills Siding), Durie Foundry Siding, Donaldson's Siding (actually sidings), Leven Dock Siding] and Methil Docks branch [Creosote Siding, Kirkland Yard, Methil Docks, Methil Power Station] items.

262/final (127/1, 128/lower): Leven Mill(s) Siding: elsewhere (pp.127/1 and 314) referred to simply as Leven Mill(s) Siding. *Hand-book of Stations* (1956) showed (apparently wrongly – according to *St.Andrews Citizen* 20 Feb 1909) Oil Cake as two words. *Hand-book* amendment leaflet L.2 dated September 1957 deleted Leven Oil Cake Mills *(sic)* Siding, with the endorsement "Now Donaldson & Son, Elmpark Siding" (belated recognition of change noted here). *(Located between east end of Kirkland yard and Sawmill Bridge: across R Leven)*

262/final (104/1, 241/2, 263/2, 313): Donaldson's Siding(s)/Donaldson & Co Siding: see commentary at p. 263/2.

263/1 (127/1, 314): Durie Foundry Siding: see commentary p.127/1

263/2 (104/1, 241/2, 262/final, 313): Donaldson's Siding(s)/Donaldson & Co Siding: *Hand-book of Stations* 1956 shows two entries for Donaldsons: Siding (between Leven Goods and Leven Dock Siding) and Weymyss Saw Mill (branch from Leven) – implying (apparently wrongly) two separate sidings; neither entry had been deleted by the time the *Hand-book* expired at the end of 1964. Their take-over of the Oil Cake Mills siding on the south side of the river (p.262/final) noted by *Hand-book* amendment leaflet L.2 dated September 1957 which deleted Leven Oil Cake Mills Siding, with the endorsement that it had now become "Donaldson & Son, Elmpark Siding". It is therefore not clear just which siding(s) survived until Donaldsons relocated to Muiredge – apparently in 1964 (p.262/final).

263/final, 264/1 (89/2, 97/1, 99, 100/2, 101/3, 103/1, 191/2, 193/last): Leven Dock Siding: final closure is elsewhere (pp.193/last and 214) given as 1 May 1986.

263: add: *Millside Siding*: listed in *Hand-book of Stations* (1956 edition): Between Leven Goods and Leven Dock *(i.e. on Leven Dock branch). Ownership and dates not known; not shown in 1938 edition.*

264/1: for opening and removal of 1884 river bridge see commentary for pp.101-103, above

264/2: first sentence is misleading: the 'branch' being referred to is the Methil Docks branch (rather than the 1880 branch) which did not open until 29 May 1911 – *see p.131/3, above.*

265/2: final coal shipment out of Methil docks was 18 May 1977 when *Sir John Snell* of the Central Electricity Authority carried 2947 tons of coal for southern England. When did the *imports* through Methil (e.g. for Donaldsons at Leven) (a) cease to use rail (query: 1964 – p.262/final), and (b) cease *in toto.*

265/3 (194/1): see commentary at p.194/1

266/1: Coal traffic to Methil Docks – during the period after the first dock opened in 1887 until the Methil Docks branch opened in 1911 – would have worked via Thornton and the Wemyss & Buckhaven line, **not** via the Leven Dock and Leven Connection lines. From 1911 the Methil Docks line became the route for such traffic; the Leven Dock branch with its backshunt connection at Leven goods would not have been used.

267/3: the workmen's services were for Kirkland Yard

275/1: the Kirkland Yard workmen's service, for night shift at Kirkland yard and Methil East, first appeared in working timetable of 21 Sep 1925 (not mentioned in prior Train Alteration notices down to 1 Sep 1925), comprising:
0015 MO, 0130 MX, 0305 daily, 0435 SuX, 2220 SuX, 2307 SuX Thornton Jn – Methil East;
0040 MO, 0155 MX, 0353 daily, 0520 daily, 2120 SuX, 2333 SuX Methil East – Thornton Jn.
All booked to serve Kirkland Yard and Methil East, except that after 2200 Saturdays they were supposed to terminated at the yard (RAIL 965/97).
By 1934 the service had been reduced to: 2220 SuX Thornton Jn – Methil East; 0520 SuX and 2120 SuX Methil East – Thornton Jn: all marked "ceases after [Fri] 30 Nov [1934]" i.e. w.e.f. Sat 1 Dec 1934.
Notes: 2120 Methil 'balanced' by 0610 MSuX Thornton Jn – Leven station. Not clear how Saturday night shifts got home nor why 0520 Methil East needed on Monday mornings…. (LNER wtt RAIL 94/106). *No such services in any NBR wtt (RAIL 965) nor – for examples - Sep 1938 (RAIL 944) and Sep 1949 (RAIL 917/4) wtts.*

287/2: the certificate about Train Staff & Ticket working of 12 Aug 1863 is at MT6/28/23 (they used the spelling 'colored', not coloured, and the word 'betwixt', not between)

289/penultimate (154/2): presumably the box listed at Kilconquhar should read Kilconquhar **West**

293/penultimate (154/2): Anstruther (1926) and Kilconquhar West (1932) changes – see commentary at p.154/2

294/lower: the box is 1898 vintage. (c.f. p.315) – construction of East Fife Central railway did not start until late 1895 (see *The East Fife Central Railway* p. 19), the temporary connection at the junction having been laid in by the date of NBR letter of 20 Oct 1895 (MT6/716/4).

313 / ***Sections of Line***

Thornton Junction to Leven: opened for regular service Thu 10 Aug 1854 (*Fifeshire Journal* 10 Aug and p.39). Railway worked by EP&D until 31 July 1855, by the Leven company from 1 Aug 1855, jointly with the EofF company from 1 Oct 1857, by the L&EoF company from 22 July 1861 and by the NBR from 1 Aug 1877; doubling came into use Mon 20 June 1910 (c.f. p.313/3). East Fife Central Jn to Leven: goods traffic ceased over this section (and on to Anstruther)18 July 1966 *(presume thereafter any private sidings served via Kirkland Yard and Methil Docks branch)* and put out of use 12 Oct 1969 (p.190/1 and *Signal Box Register*). Singling would only have been Thornton Jn – East Fife Central Jn. so far as this line is concerned – but p.193/first line gives Dec 1972 – which is correct? All would have gone out of regular use with closure of Methil power station (text variously undecided whether that was 1999, 2000 or 2001…. p.194/1) and clipped out of use at Thornton Jn Nov 2001 (p.194/1). Thornton Jn – Earlseat reopened 2012 (p.195/1).

Leven to Kilconquhar: see commentary at p.59/penultimate and 62/2.

Kilconquhar to Anstruther (Old (= Anstruther (1)): opened (G) **14 Aug** 1863 (p.75/1), (P) 1 Sep 1863 (p.75/last); closed Anstruther (Old) to Anstruther Jn: (P) **28 Dec 1883** (p.100/4). Words "all traffic" to read "put out of use"

Anstruther Junction to Anstruther (New (= Anstruther (2)): opened (P&G) 1 Sep **1883** (p.100/4); closed (P) **6 Sep 1965** (p.182-183); (G) **18 July 1966** (p.185/2). Words "all traffic" to read "put out of use" [this was Anstruther & St.Andrews Railway, not East of Fife]

Cameron Bridge to Muiredge: 1 Nov 1868 sounds like an "educated guess", whereas p.87 doesn't make it sound as though there was regular traffic even at Dec 1868. For closure see commentary at p.154/last.

Leven to Leven Dock: Although developed by the Leven Harbour Co Ltd, it was referred to as the Leven Dock branch. Rail link opened (G) March 1880 (vacillation over Carswell's report (p.100) would suggest that it did not do so as early as the first of month, and advert of opening is dated 9 Mar (*Shipping & Mercantile Gazette* 12 Mar 1880)); first coal vessel loaded 20 March 1880 (*Fifeshire Advertiser* 27 Mar 1880). This railway line was owned by Leven Harbour Co until acquired 1 Aug 1883 by R G E Wemyss; sold 1 Feb 1899 to the NBR (confirmed by Act of 26 July 1889 - *Bradshaw's Railway Manual 1923* p.262) including Leven and Methil ports/harbours; it was never L&EofF (see p.89/2, above). It was not doubled in 1910. It did not extend to Methil Docks (that was the Methil Docks branch of 1911, q.v.). Apart from the section of the Leven Dock branch between the east end of Kirkland Yard and Methil East box which ran parallel to the Methil Docks branch and where intermediate private sidings could be accessed, the section from the headshunt at Leven Goods is likely to have been an early casualty. At Methil East, its last traffic was to the (former) Dock – see Leven Dock siding(s) p.314 for the latter-day coal activity at Leven Dock. (see pp.89/2, 97/1, 99, 100/2, 101/3, 103/1, 104/1, 127/1, 193/last, 263/3, 264/1).

Add: Methil Docks branch: opened East Fife Central Jn – Kirkland Yard – Methil East – Methil Docks 29 May 1911 (see commentary at p.131/1); last regular traffic (slurry to Methil Power station) ceased by July 1999 (see commentary at p.194/1). By then, the section (outwith the scope of this book) from Methil East and beyond the power station had already closed and been lifted by 1995 (compare photos https://www.flickr.com/photos/36034969@N08/10020827075 (1993) and https://www.railscot.co.uk/img/84/634/ (1995)). [**n.b.** https://www.railscot.co.uk/locations/M/Methil/ refers only to closure and removal of track at Methil West coal yard]

Add: Leven Connection railway: see pp.101-103

Add: Kirkland Works branch: see pp.46/final-47/1, 104/1, 251/2 for its three existences

313 / ***Passenger stations***
Anstruther (1): closure was w.e.f. **28** Dec 1883 (see p. 100/4 above)

Anstruther (2): see also p.100/4, above

Cameron Bridge: opened for regular service Thu **10** Aug 1854 (*Fifeshire Journal* 10 Aug and p.39; 7 Aug was date of advertisement, not of opening). Thornton Jn – Leven doubled 20 Jun 1910 (*Leven Advertiser* 22 Jun 1910) with new sta at Cameron Bridge.

Elie: opened **1 Sep** 1863 (with the line between Kilconquhar and Anstruther – p.75).

Kilconquhar: opened 11 Aug 1857 (*Fifeshire Journal* 13 Aug 1857 and p .62/2) Companies' timetable (as issued by the working company) gives name Kilconquhar & Elie (*Fife Herald* 13 Aug 1857). Suffix "& Elie" dropped on opening of extension to Anstruther (*Fife Herald* 3 Sep 1863).

Leven (1): opened for regular service Thu 10 Aug 1854 (*Fifeshire Journal* 10 Aug; p.39; and commentary at p.46/3). If this is – as shown – regarded as closed and replaced from 11 Aug 1857, then there must be an additional entry, *Leven (2).*

Add: Leven (2): opened 11 Aug 1857; closed 7 Dec 1885. This "new joint through station" was still at or very close to the 1854 station site - **not** the site used in 1885 - and it must have been in operation from 11 Aug 1857 when the line to Kilconquhar opened (even though the joint working of the two railways did not commence until 1 Oct 1857 - *Fifeshire Journal* 22 Apr 1858). It was replaced by new station ca. ¼ mile east.

Leven (2): to read *Leven (3)*: new Leven passenger station (in response to public petition of 1883 - *Free Fife Press* 8 Nov 1884) opened 7 Dec 1885 (*Fifeshire Advertiser* 12 Dec 1885) (goods remained at original station); closed 6 Oct 1969 (as shown). See commentary at p.111/2.

Largo: entry is out of alphabetical order

Lundin Links: as shown

Pittenweem: as shown

St. Monance: see commentary about footnote * at p.9

Thornton: note g: 'Junction' added in *Bradshaw's Guide* by **1850** (but not by RCH *Handbook of Stations* until 1925!).

314 / ***Goods facilities***

Anstruther Goods (a.k.a. Old): opened for goods **14 Aug** 1863 (p.75/1); closed **18 July 1966** (p.261, *Clinker's Register* and *BLN* Supp.2 agree)

Burnmill Siding: listed in *Hand-book of Stations* (1956 edition) on Leven Dock branch (p.255/3)

Cameron Bridge Goods: as shown

Cameron Bridge Distillery Sidings: the details given here about the run-down of the sidings do not tally with pp.193/last, 194/1 and 251/1.

Creosote Works (Bruce & Co.) Siding: see commentary at p.104/1.

Cyanide Works Siding: the relaid Kirkland Works branch – see pp.104/1 and.251/2; later became *National Steel Foundry Siding* (q.v. below)

Donaldsdon & Co Siding: listed in *Hand-book of Stations* (1956 edition) as Donaldson & **Son** Siding: Between Leven Goods and Leven Dock *(i.e. on Leven Dock branch) (just short of Leven Bridge – see photo p.240 upper)*: see commentary at p.263/2

Add: *Donaldson & Son Wemyss Saw Mill*: listed in *Hand-book of Stations* (1956 edition): Branch from Leven: see commentary at p.263/2

Drumcaldie Distillery Siding: see commentary at p.104/1.

Durie Siding (remnant of erstwhile Durie Colliery siding)*:* see commentary at p.103/2

Durie Colliery Siding: opened 31 March 1888; colliery abandoned 19 Jan 1903 (p.103/2; see commentary)

Durie Foundry Siding: see commentary at p.127/1

Earlseat Siding: Earlseat Opencast Loading Siding available for traffic from 23 July 1021 (WON 17 and *BLN* 1166.889), the first departure – to Hunterston for blending – was on 22 Aug 2012 (*BLN* 1168.1015). (195/1, 246/last)

Elie Goods: closed **5 Oct 1964** - see commentary at p.183/last

*Haughmill Siding: s*ee commentary at p.104/1.

Kilconquhar Goods: closed **18 July 1966** *(pp.185/2 and 258/3 and Clinker's Register agree)*

Kirkland Works branch: see commentary at p.47/1; p.104/1 gives closure "by 1880" – *so which is correct?* For subsequent history see *Cyanide Works Siding* and *National Steel Foundry Sidings* (pp.104/1, 251/2)

Add: *Kirkland Siding*: see *National Steel Foundry Siding(s)* below

Kirkland Yard: refers to the **marshalling** yard (i.e. not a goods depot or private siding): opened 29 May 1911 with the Methil Docks line (see commentary at p.131/3). Is the closure date of "0.09.1977" (c.f. p.193/1) more than an "educated guess"?

Largo Goods: closure was **20 Apr 1964** *(Clinker's Register; BLN 8 agrees month). Book gives three different dates at pp.185/2, 258/2 and here – all wrong.*

Leven Brickworks Siding: see p.257/2

Leven Council Siding: see p.257/2

Leven Dock Siding(s): first vessel into new dock (*Dahlia*) Nov 1879 (*Shipping & Mercantile Gazette* 21 Nov 1879); contractor's plant advertised for sale "Owing to the Completion of the Works" (*Glasgow Herald* 13 Jan 1880); rail link opened March 1880 (vacillation over Carswell's report (p.100) would suggest that it did not do so as early as the first of month, and advert of opening is dated 9 Mar (*Shipping & Mercantile Gazette* 12 Mar 1880)); first coal vessel loaded 20 March 1880 (*Fifeshire Advertiser* 27 Mar 1880). Leven Dock added to *Hand-book of Stations* (allegedly with G facilities) after 1879 *Appendix* but before 1882 *Appendix*. The dock was closed in 1906 (two vessels only – *NBRSGJournal no.82, p./28 – from Leven Harbour & Dock Collectors Books*) *(to correct p.263/3)* and filled in by NBR in 1910 (*vide* 1913 OS survey), although sidings remained to the river wall and to the north side of the erstwhile dock – those sidings latterly known as Shorehead Sidings. *The siding access was from ca.1912 controlled by Methil East box once that box was opened.* The sidings continued to handle domestic and quasi-domestic coal as a distribution centre until 1 May 1986. This was presumably as a private or sole-user siding for it was not latterly accorded "G" status in 1956 *Hand-book of Stations* (which calls it – erroneously and anachronistically!) – Leven Harbour and Docks). The 1966 closure notice for various East Neuk goods stations (e.g. Crail – see *The Anstruther & St.Andrews Railway* p.148) referred – apparently to it – as 'Methil Goods Station (Leven Dock)'. The site was cleared for construction of Levenmouth Swimming Pool & Sports Centre which opened 16 March 1990. (see pp.99, 100/2, 193/last, 263/3, 264/1).

Leven Goods: closure was (Mon) **25** Jan 1965 (see pp.181/last, 255/last, and *Clinker's Register*)

Leven Oilcake Mills Siding: see commentary at p.262/final.

Lundin Links Goods: as shown

Add: Lundin Mill: temporary facility opened 1 Feb 1857 (*Fifeshire Journal* 30 Apr 1857 and p. 59/penultimate), closed *presumably* with opening to Kilkconquhar 11 Aug 1857

Methil Power Station: see commentary under p.194/1 regarding opening and closure dates (both those given here appear to be 'educated guesses' rather than definitive information)

Add: Millside Siding: listed in *Hand-book of Stations* (1956 edition): Between Leven Goods and Leven Dock *(i.e. on Leven Dock branch). Ownership and dates not known; not shown in 1938 edition.*

Muiredge Goods: see commentary at p.88/1

National Steel Foundry Siding(s): successor to Kirkland Works branch and Cyanide Works Siding (p.251/2). Kirkland Siding appears in *Hand-book of Stations* 1938 and 1956 editions but is not identified to a particular trader.

Pittenweem Goods: note i: according to p. 141/2, closed 1 Jan 1917 but reopened with limited service **21 March 1917** (confirmed by RCH circulars at RAIL 253/482)

St. Monance Goods: at opening in 1863 spelling was Monan's (not Monance) (see above p.313); note j thus requires correction as for passenger station (see above)

Silverburn Siding (1) and (2): listed in *Hand-book of Stations* (1956 edition) as Silverburn Siding: Between Leven and Largo; had not been deleted from *Hand-book of Stations* prior to the publication's demise at end of 1964 (see pp. 103/2 and 257/last)

Strathairly Siding: text at pp.121-123 does not support closure in 1912

Thornton Goods: as shown

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Anstruther Junction: opened **1** Sep 1883 (p.100/4); renamed (note a) **12 Sep** 1926 (p.154/2); closed 5 Oct 1965 (p.185)

Anstruther Station (*i.e. the A&St.A or New station):* opening must have been *not later than* 28 Dec 1883 when New station took over the role of dealing with terminating/originating trains from the Old station (but why would it be a week earlier?) (p.100/4); closed **12** Sep 1926 (p.154/2 and *The Anstruther & St.Andrews Railway* pp. 122 and 234)

Cameron Bridge (1): box newly installed and confirmed as operative by NBR letter of **4 Jan 1883** (MT6/1547/1) *(why would there be a box here as early as 1868?*); closed and replaced 29 May 1910 (p.129-131)

Cameron Bridge (2): opened 29 May 1910 (pp.129-131); closed **8** March 1970 (p.191) and replaced by ground frame

East Fife Central Junction: opened 21 Aug 1898 (*The East Fife Central Railway*, p.99); closed **8** March 1970 (p.191 and *Signal Box Register Vol.6 Scotland* (SRS, 2023) p.229).

Elie: opened **4 June 1899** (MT6/888/2); converted to ground frame (note c) 5 Oct 1965; line out of regular use 18 July 1966; equipment abolished 18 Dec 1966 (p.185/2)

Kilconquhar West: opened 28 July 1907 (p.121); summer only (note d) 25 Oct **1932** (p.293); closed 7 Feb 1962

Largo: opened **29 June** 1894 (see commentary at p.111/2); closed 5 Oct 1965 (p.185); line out of regular use 18 July 1966 (p.185)

Leven: box at the 1885 station; box (and new loop – hence additional platform and bridge) completed by March 1894 (*St.Andrews Citizen* 3 March 1894) but station building enlargement not complete – presume box not opened until introduction of Tyers ET block working [with Thornton or Cameron Bridge from when?, with Largo from 29 June 1894] *Note: previously – e.g. 1887 – no trains booked to cross between Thornton Jn and Anstruther.*

Add: Methil East: Methil East signal box was still not in use at June 1912 (*Leven Advertiser* 13 Jun 1912); Signalling Record Society's *Signalbox Register* has no opening date for this box. The box controlled the connection between the Leven Dock and Methil Docks branches, the access to Leven Dock sidings, and access to both the 1884 and 1911 bridges over the river leading to Methil. The box was on the Leven (not Methil) side of the river.

St. Monance: see commentary on uncertainty over opening date at p.111/2. Converted to ground frame 5 Oct 1965 (add note c.); line out of regular use 18 July 1966; equipment abolished 18 Dec 1966 (p.185/2)

Thornton Central: as shown

Thornton North: initial Thornton North was renamed Thornton Station (i.e. *Thornton Station (1)* below) 13 July 1902 when new box, Thornton North, opened same date to control both the main line and the Leven line (although there was no junction between the two lines here); according to SRS *Signal Box Register* box opened **13 July 1902**; closed **30 March 1969**

Thornton Station (1): as shown (replaced by Thornton Station (2) 3 July 1910)

Thornton Station (2): according to SRS *Signal Box Register* opened **3** July 1910, to replace Thornton Station (1); closed as shown. This box controlled the junction between main and Leven lines (see photo p.205/lower)

319 / **Index** needs overhaul

BLN denotes Branch Line News or Branch Line News-sheet. BNA denotes British Newspaper Archive. RAIL and MT denote files at The National Archives, Kew. RCH denotes Railway Clearing House. WON denotes Weekly Operating Notice for Scotland.

The Anstruther & St.Andrews Railway
(Hajducki, Jodeluk & Simpson; Oakwood Press OL149; 2009)

This publication was reviewed in *Journal of RCHS* no. 206, November 2009, p.187.

The following comments relate principally to opening dates and to how the line impinges upon the history of the Leven & East of Fife Railway.

Page
55: According to the North British advert on the front cover of *East of Fife Record* 31 Aug 1883, the initial shuttle service between Pittenweem and Boarhills from 1 September 1883 saw **six** round trips on weekdays, with no suggestion of a different service on Saturday evenings. Not all trains were through to or from Thornton – for example, the initial 1050 from Boarhills had no onwards connection from Pittenweem. As stated, only three trains in each direction had coach (not "bus"!) connections with St.Andrews. From October, however, the service was reduced to only five round trips, the last train from Boarhills being later on Saturday afternoons than the other days (*Fife Herald* 26 Sep 1883). In neither timetable was there an *additional* Saturday evening train.

57: John Buchanan, the company's engineer, reported on 22 Nov 1883 that the loop at Anstruther was complete (his report was forwarded to the Board of Trade – MT6/829/6) but his accompanying plan showed no trap points – a fact upon which the BoT pounced. Dovey, the A&St.A company secretary and treasurer, wrote to the BoT on 4 Dec 1883 to the effect that he had "today" instructed the NBR to arrange for the loop to be used. However, the BoT declined to agree to its commissioning (and hence trains being able to run round) until they had been assured that the loop had been properly fitted with the trap points at each end; this could account for the A&StA minute of 17 Dec stating that the loop would only be completed by the end of that month. Alas, the BoT's file is not conclusive as to when the stipulation was met and an assurance given by the company that the requirements had been complied with, to enable the loop to be brought into use and the new station able to function as a turn-back point for trains from or to Thornton. The authors, on p.233, plump for 20 Dec 1883 as the "with effect from" date for the closure of the old station and (presumably) complete transfer of passenger activity to the new station although this is gainsaid by the press report the authors reproduce on p.57, which they erroneously credit to the (*Fifeshire*) *Journal* of 28 Dec. In fact, that paper appeared on Thursdays (not Fridays) and the issue of 27 Dec 1883 carried **no mention** of the changed station arrangements at Anstruther. The text as reproduced actually appeared in *East of Fife Record* of Friday 28 Dec 1883, p.3. Incidentally, that paper noted that – apart from banks closing – there was no special observance of Christmas Day in the area. Despite the NBR notice dated 21 Dec 1883 stating that trains were *already* working to the new (A&St.A) station and that the old (NBR) station had *already* closed for passengers, the newspaper evidence and the evidence of the A&StA board minute only days before (not to mention the Board of Trade's nagging involvement) all together rather suggest that

(a) the NBR's notice may have been premature wishful thinking, and
(b) the change was effected later, at very short notice (otherwise there would surely have been a forewarning in Thursday's paper).

One should probably conclude that the change-over took place between the Cupar-based *Journal* going to press on Wednesday night and the Anstruther-based *Record* doing likewise on Thursday night. Closure *could* have happened after last train on the Wednesday evening but more likely after last train on the Thursday evening for, in the popular usage then, "closure" usually seems to have signified "day of last usage" rather than "with effect from". This all suggests that it is best to infer that **closure to passengers of Anstruther NBR (1st) station was *with effect from* Friday 28 December 1883**. Not surprisingly, Maj Marindin found (probably on 8 Jan 1884 – his report is dated that day from Dundee) that the old station was already out of use.

63: The inspection mentioned in final para. took place on **21** May 1887 and the report was dated 23 May (MT29/48).

64-65: The text of Maj.Gen.Hutchinson's report of 23 May 1887 is subject to the following corrections where the sense may have been altered by the authors' transcription. Admittedly Hutchinson's handwriting was not good (!) but if the "fair" office copy at MT29/48 had been *carefully* followed these copying errors could have been avoided. The line numbers are those of the text of the book's transcription, *not* the Board of Trade's copies.

Line
8 ....lines **of** rails
10 ....The steepest gradient **(of which and of 1 in 50 and 1 in 53 there is a total length of about 2m 25ch) is 1 in 49½** and the
17 ...six under bridges; **1 [one]** span 12ft....
19 **wrought** iron girder tops....
20 ....one of 3 **spans of 20 ft** each....
22 large culverts, **three** widest 10 ft....
24 ....or concrete. **With** the exception....
25 ....at 14 miles **5** chains....
26 ....carefully watched, **these** works....
47 the **platform and a dead end lengthened, the** quarry.... *(Hutchinson did spell **Annetts** correctly)*
66 an **undertaking** to this effect....
85 ....stopping of trains **and working the goods traffic** at two of....
90 ....Board of Trade might I **submit** sanction....

Doubtless Hutchinson shared the gist of his report with the company officials on the day of the inspection, but a copy of his formal report was sent them by the Board of Trade under cover of a letter on 26 May 1887, which concluded: "...upon receipt of the three undertakings specified in the report, the Board of Trade will be prepared to sanction the opening of the railway for passenger traffic on condition that the requirements referred to in the report are complied with." In other words, the company were to: quickly complete work that could be done in time and confirm it as done; give the requisite undertakings (including one that, where siding work could not be completed in time, the method of freight working would meantime recognise that fact); and agree to a subsequent inspection. All these could be (and were) done by the company in time. Clearly, Hutchinson and the BoT were bending over backwards to help the Company without compromising their own duties. Dovey, the A&St.A company secretary and treasurer, replied on 28 May – mentioning, incidentally, that Hutchinson's inspection had been on Saturday 21 May – presenting or promising the necessary undertakings and requesting that: "....the Board of Trade will favor *(sic)* me with a telegram sanctioning the opening of the Line on Wednesday next *[i.e. 1 June]....".*

65: The BoT's MT6/829/6 papers are endorsed: "Dr.Cleghorn *[i.e. Hugh Francis Clarke Cleghorn, MD, LLD, acting chairman of A&St.A company]* has been told that the Line may be opened tomorrow. If any alteration should be wanting in the undertaking *[that the Company was supplying]* it will be made." The BoT file note is dated "31.5" (31 May 1887). A letter from Dovey to the BoT dated 2 June confirmed that the line had, indeed, opened the previous day. The last paragraph of page 65 is therefore incorrect as to both date and month of this telegram.

65: The asterisked note at the foot of this page 65 contains the wrong date. The operating change there recorded took effect when a new *undertaking* was given by the NBR on ***18 May 1898*** (signed by the company's chairman and secretary). The original can be found at MT6/829/6.

73: the section between Boarhills and St.Andrews opened on 1 **June** 1887. The NBR public timetable dated 1 June 1887 [RAIL966/7] contains the new service at Table 76, page 59, but that, of itself, proves nothing other than that they had hoped to have it running then. That the opening to public services was from this date was confirmed by the press:

The St.Andrews Citizen Saturday 28 May 1887, pp.4/5:

Anstruther & St.Andrews Railway The Anstruther & St.Andrews Railway was inspected on Saturday *[i.e. 21 May]* on behalf of the Board of Trade by Gen Hutchinson, RE, who was accompanied by Mr Buchanan, the engineer of the Line, Mr M'Laren, general superintendent and Mr James Bell, engineer's

department, North British Railway. There were also present the acting chairman ..... Dr Cleghorn of Stravithie ..... and after being carefully examined received the approval of the inspecting officer .... so that the public may look forward to the line being opened to passenger traffic on 1st June ....

Fifeshire Journal Thursday 2 June 1887, p.6:

The New Railway – The connecting line between Anstruther and St.Andrews was opened yesterday. The joint station at St.Andrews was also opened and a good many passengers took advantage to patronise the new line.

St.Andrews Citizen Saturday 4 June 1887, p.4:

The new line connecting Anstruther and St.Andrews was formally opened for passenger traffic on Wednesday *[i.e. 1 June]* .... With the opening of the railway a joint station has been erected at St.Andrews and it was also opened on Wednesday. .... On Wednesday a good many people patronised the new line and the trains were fairly well filled.

That 1 June 1887 was the correct date is acknowledged by the authors in *The Leven & East of Fife Railway*, footnote to p. 100.

So far as the final sentence of the first paragraph is concerned, Hutchinson's report of 13 July 1887 concluded: "On this understanding and subject to the undertaking as to working the line, the Board of Trade may, I submit, confirm their sanction to the line being opened for passenger traffic." In other words, sanction had *already* been given – to enable opening which had already taken place – and this report recommended not the *giving* of sanction but the *confirming* of the sanction already given – not the construction the authors seek to put on the report.

74: from the above, it is also clear that the North British notice here reproduced was issued in anticipation of receipt of the necessary authority – the forecast (for such it was at the date the notice was signed!) of line being open for traffic on 31 May 1887 represents the date of the line being handed over by the contractor and becoming *available* to the operating function: this notice signified that whatever operating rules the contractor had used were to be superseded by proper block working – it tells us nothing about public traffic. It is, however, helpful in telling us that – on its closure to passengers – the first St.Andrews station attracted the suffix "Links" (although the new station apparently got no suffix). However, a new public timetable was issued dated 20 June 1887 – for the opening of the new Tay Bridge – which also included the new branch service (Table 71, pp.14-17) where the timings at St.Andrews are given at "St.Andrews (New Station)"; this suffix appears to have been for information rather than part of the station name for it later disappears from the company's timetables.

101: 'June' of second para. would be 1900. No date seems to have survived as to when the double track between Anstruther 'New' station and Anstruther Junction was brought into use. The NBR's diagram was dated 9 Aug 1901 which was sent to the BoT with covering letter of 16 Aug 1901; the letter said: "…signalling arrangements which have been carried out at Anstruther, and shall be glad to learn that same meet with the approval of the Board of Trade and may be brought into use". The work was inspected for the BoT by Maj. Pringle on 21 Sep 1901 who reported next day (MT6/1042/3). The wording of his report suggests that *provisional* agreement had *already* been given – which in turn suggests the works were *already* in use by then.

223: Anstruther doubling: see above under p.101. Anstruther Station box closed 12 Sep 1926 (pp.122 and 234)

233: Sections of Line:
St.Andrews Links to St.Andrews (New) and *St.Andrews (New) to Boarhills*: opened (P&G) I **June** 1877 (p.73 above)
Crail to Anstruther Junction: opened (G) **2** May 1883 (p.45 and *Fifeshire Journal* 3 May 1883, p.6).

233: Passenger Stations:
Anstruther (Old): closed **28** Dec 1883 (p.57 above)

234: Goods stations, sidings &c:
Crail: delete note b

234: Signal Boxes:
Anstruther Station: opening must have been *not later than* 28 Dec 1883 when New station took over the role of dealing with terminating/originating trains from the Old station (but why would it be a week earlier?) (p.57 above)

various: "Stravithy" was used in both the NBR and A&St.A documents, despite the use of "Stravithie" in the public timetable.

RAIL and MT denote files at The National Archives, Kew.

The East Fife Central Railway – The Lochty Line
(Hajducki, Jodeluk & Simpson; Oakwood Press OL159; 2015)

This publication was reviewed in *Journal of RCHS* no. 224, November 2015, p.403.

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17: NBR 1895 Act (with its provision for amalgamation of EFCR after 12 months or on completion of line) obtained Royal assent (on prorogation of parliament) on Sat **6** July 1895 (*Bradshaw's Railway Manual 1923* p.263; *Scotsman* 8 Jul 1895). *Leven Advertiser* 11 Aug 1898, in reporting the 4 Aug 1898 ceremonial trip (*vide* p.27), was explicit that this represented the hand-over to the NBR of the completed line, which now belonged to them.

19: The North British wrote to the Board of Trade (MT6/716/4) on 20 October 1895: "…the connection of the East Fife Central Railway with this Company's line … has been laid in…"

27: Marindin may (or may not) have inspected East Fife Central Jn on 24 Aug 1898 – but that is actually the date of his report (MT6/843/9).

38: The NBR's request – prompted by the military - to the BoT for approval to run passenger trains to Largoward for the Argyll & Sutherland Highlanders territorials' camp of 15-30 July 1910 was not dated until 8 July (MT6/1906/5). Maj. Pringle made what he called a "personal inspection" on Sunday 17 July (he must have been present at or involved with the manoeuvres) and he reported to the BoT the following day. By this time, the inwards troop movements had already taken place; in all, four AS&H battalions – together with supporting troops – amounted to 3,342 men. Arrivals were spread over Friday 15, Saturday 16, and Sunday 17 July (heavy rail traffic for Glasgow Fair limited activity on the Saturday). According to the press (in particular *Falkirk Herald* 16 Jul, *Bridge of Allan Gazette* 23 Jul, *Barrhead News* 26 Aug), troops were disembarked at Kilconquhar and marched the five miles to Largoward. Although the BoT on 19 July gave approval for movements over the EFCR until the end of August, no report of the return arrangements has been traced (press reports only mention use of the line for carriage of tanks of water for the camp) so the only 'evidence' for use of the line by troop specials seems to be the photo on p.36, which *could* be for the return - otherwise the use of the line for military specials should at least be heavily qualified.

39-40: The workers' service between Cameron Bridge and Largobeath (for the colliery) started *prior to* Feb 1913 (shown in Feb 1913 wtt notice at RAIL 965/60 among "Alterations already in force") and ceased *by* Dec 1913 (shown in Dec 1913 wtt notice at RAIL 965/60 among "Alterations already in force"). The service called intermediately for passenger purposes only at Kennoway – the timings shown at Montrave and Largoward for the workmen's trains were *passing* times (not departure times as given on p.40).

47: The unstaffing of Kennoway, in summer from 2 May 1957 and all-year from 6 Feb 1961, makes faces at the statement on p.71 (and note *a* on p.102) that "Resident staff were withdrawn … in 1927".

61: Thornton Jn – Leven via East Fife Central Junction doubled 20 Jun 1910 (*Leven Advertiser* 22 Jun 1910). *East Fife Central Junction box is at grid ref. NO359008*

63: *Signal Box Register Vol.6 Scotland* (SRS, 2023) p.229, gives East Fife Central Junction box closure date as **8** Mar 1970, as does the authors' *The Leven & East of Fife Railway* p.191.

71: The unstaffing of Kennoway in 1927 makes faces at the statements on p.47 that unstaffing took effect in summer from 2 May 1957 and all-year from 6 Feb 1961. *Is it, perhaps, the case that clerical staff was withdrawn in 1927 and conciliation staff from 1957/1961?*

99: 24.08.1893: cite *Glasgow Herald* 25 Aug 1893
16.07.1895: should read **6** July 1895 (*Scotsman* 8 July)
21.08.1898: cite NBR GM's circular 16 Aug 1898 and use by NBR inspection special (both cited at p.27) and *East of Fife Record* 26 Aug
01.02.1913: should read ***by*** 1 Feb 1913 (see pp.39-40)
11.1913: should read ***by*** Dec 1913 (see pp. 39-40)
02.05.1957: the dichotomy between pp. 47 and 71 (see above) needs to be resolved

102: note *a*: the dichotomy between pp. 47 and 71 (see above) needs to be resolved

RAIL and MT denote files at The National Archives, Kew.

Richard Maund

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