



Dundee to Newtyle Railway
The History of the

DUNDEE'S Railway HERITAGE TRAIL

DUNDEE'S Railway HERITAGE TRAIL

The Dundee to Newtyle Railway

On 5th January 1825 the Town Council of Dundee met and determined that a committee be formed to arrange the construction of a railway to Dundee from Strathmore. Following a subsequent public meeting on 1st February, Charles Landale was employed to survey possible routes into Dundee. Of the two possible routes proposed, one via Newtyle and the other through Douglstown to Forfar, it was no surprise that the railway leading to the estates at Belmont of Lord Wharncliffe, a principal shareholder in the undertaking, was selected. Parliament was petitioned and the Dundee and Newtyle Railway Act was signed into law on 26th May 1826.

Find out more about the history of the railway and follow the route on Dundee's Railway Heritage Trail.



Dundee Railway Heritage Trail is supported by Dundee Local Access Forum and by Dundee Travel Active.

Heritage trails are a healthy way of finding out about our local history. Also look out for Broughty Ferry Heritage Walk and also Dundee Women's Trail

Front Image: The Earl of Airlie.
Photo: Copyright © Dundee Central Library 2003.



The original wooden building that formed Dundee West was replaced in 1863 by a two-storey stone building. This lasted 25 years before needing to be replaced with the third Dundee West Station. This was closed in 1965 and all traffic directed through Tay Bridge Station.



Far Left: The second Dundee West Station building
Photo: Copyright © Dundee Central Library 2003.

Left: The last train to leave Dundee West Station in 1965. Photo: Copyright © The Courier.

Above: The site of Dundee West Station in 2010. Photo: David Martin.

Right: Dundee West and Tay Bridge Stations in 1922. Map: Derived from Ordnance Survey data.
© Crown Copyright and database right 2010. All rights reserved. Ordnance Survey Licence No. 100023571.

HISTORY OF THE DUNDEE TO NEWTYLE RAILWAY

Timeline 1825 - 1967

1825	It is decided to build a railway from Dundee to Strathmore.	1826	Funds are raised and construction starts.
1827	The first part of the line from Newtyle to Auchterhouse is completed.	1831	Regular passenger service commenced from Newtyle to the back of the Law.
1832	Completion of Law Incline and tunnel. From 1832 there were three journeys a day at 8am, 10.30am and 4pm, departing from the Ward Road Station.	1833	Two steam locomotives, the Earl of Airlie and Lord Wharncliffe, replaced the horses on the level sections.
1834	Locomotive derailment at Pitpointic resulted in the death of John Anderson, miller at the Mill of Auchterhouse.	1846	The railway is saved from bankruptcy by leasing it to the Dundee and Perth Railway, enabling the future Lochee deviation to be built.
1860	Completion of Auchterhouse deviation, removing the Balbeuchly incline, requiring the repositioning of Auchterhouse Station.	1861	Completion of Lochee deviation, round by Ninewells, removing the Law incline.
1861	Completion of Aylth branch from Newtyle.	1868	Completion of Newtyle deviation, eliminating the Hatton incline.
1865	Caledonian Railway buys up the Dundee & Perth Railway and takes over the running of the line.	1885	Opening of the third Dundee West Station.
1885	Fairmuir branch from Lochee (goods) open for traffic.	1889	
1923	National railway grouping sees the Caledonian Railway become part of London, Midland and Scottish Railway.	1947	During the Great Freeze a train was snowed in for over a week at Dronalty.
1955	Passenger services cease.	1958	The section between Newtyle junction and Auchterhouse closes.
1965	Section from Fairmuir junction to Auchterhouse closes.	1967	Final closure of the Lochee deviation and the line.

LOCHEE, LOCHEE WEST & LIFF STATIONS

Lochee Station was the only intermediate station with two platforms, reflecting its importance. The Station house is of a unique construction and remains today as the Lochee Burns Club. A siding led to the Camperdown Works, in its heyday bringing 26,000 tons of coal per year to feed the furnaces. The bridge at the south end of the High Street was removed in 1974.

Liff Station was originally located in the parish of Liff and Benzie prior to the expansion of Dundee City. The Station had a goods siding and a passing loop, as well as a siding for the linoleum factory.

Lochee West Station was originally known as Victoria, then Camperdown before finally being named Lochee West. It had little use, being so close to Lochee, and was closed in 1917.

Right: With road transport not suited to bulk goods, the railways were the lifeblood of Dundee's industry in the early part of the century. Map: OS Map 1922 edition.
© Crown Copyright and database right 2010. All rights reserved. Ordnance Survey Licence No. 100023571.



THE LAW TUNNEL & INCLINE

The Law Tunnel has fascinated Dundonians for many years. Letters in the local paper enquire as to its location. Some older residents have explored it. The Tunnel is 10 feet (3 metres) high and wide, and runs for 300 yards through the hillside. It is not straight, as an alignment error led to a slight bend halfway through.

Construction was not without incident, with a rock fall killing one of the contractors in December 1828. The incline was powered by a stationary steam engine, which could haul 18 tons on its 3 inch diameter rope. Ascending and descending trucks passed on a loop just up from the Royal Infirmary. Accidents and breakdowns were frequent and expensive.

Following closure of the incline in 1861, the Tunnel remained in use as an engine shed, then became a store, an air raid shelter described as one of the dampest and most miserable anywhere, and in the 1950's as a mushroom farm. Disused since then, it was finally sealed in the 1980's. The schoolboy tales of long forgotten steam engines buried in the Law are, sadly, untrue.



Top: The Earl of Airlie.
Photo: Copyright © Dundee Central Library 2003.

Above: Law incline.
Photo: East Dunbartonshire Information & Archives, McEwan Collection



Above: North end of the Law Tunnel in the 1950's, almost completely hidden under allotments.
Photo: Copyright © Elliott Simpson



Above: South end of the Law Tunnel with blast walls built during its time as a wartime air raid shelter.
Photo: Copyright © Elliott Simpson



Above: The location of the north entrance as it appears today, buried under the brick tenement behind the trees.
Photo: Copyright © David Martin

THE CHANGING FACE OF DUNDEE WEST STATION



DUNDEE WEST & TAY BRIDGE STATIONS