

NORTH BRITISH RAILWAY STUDY GROUP



NEWSLETTER

November 2024 – NUMBER **153**

CHAIRMAN'S NOTES

Yet another Xmas looms and I hope you have all made it clear to those that matter exactly what it is you want. I always asked for a full-size steam loco, tender or tank, but perhaps unsurprisingly it was never in my stocking. Or even the garage.

Anyway:

It was good to see so many of you at the AGM, a resume of which appears later, even better that our Journal Editor was offered, and accepted, help from two members with scanning etc. This form of member participation is exactly what the Group needs.

Now we just need to expand it to cover help at Exhibitions and Committee Membership !!

Speaking to some of you at the AGM led me to wondering as to whether all our Members realise what their membership can mean if used correctly. You have access to an incredible online digital resource which is constantly being updated, and which contains not only photographs (currently 43,167) but also magazine, newspaper articles and other archives material. If you don't believe me then spend 30 minutes or so just looking at what you can find out.

The Committee are again looking at potential areas for a Group visit. The Borders, and particularly Leaderfoot Viaduct was a possibility but the condition of the hand rails means that it is not

possible at this moment to obtain access for H&S reasons.

Fife is still an option but it does mean that a better response will be needed than to my last request, and we also have to take into consideration problems with access for those with limited mobility. There's no point creating an Outing if some of the participants are restricted to spend half their time in the coach.

You will hear more but in the meantime, if anyone wants to volunteer to be part of an organising group then let me know.

Membership was again held at £25 and I would plead with you all to renew promptly as requested. You will find included in this mailing your renewal form. Please do not ignore it until a later date. I still find it amazing that year after year people, all to often the same ones, need two or three reminders before renewing. That wastes the time of people who could be doing other things.

The Committee continue to look at Model Railway Shows, and our participation in them. Again, Steaurt had to spend a lot of time chasing for volunteers, only to end up with the usual stalwarts. Whilst we would like to consider the suggestions made by members regarding attendance at other shows, there is no point even considering this if we cannot adequately man the Stand.

Robin Boog

RCTS MEETINGS

The Scottish Branch of the Railway Correspondence & Travel Society indoor meeting programme - Season 2024-2025.

**Function Room,
Scots Guards Club,
2 Clifton Terrace
Edinburgh, EH12 5DR**

Please note, venue is not wheelchair accessible but is Stairlift equipped.

There is no admission charge but members and visitors are invited to make a donation to assist in the defrayment of costs at the conclusion of each meeting.

Thursday 12 December 2024 @ 14:30

"BRANCH 2024 AGM"

Followed by Member's slide/digital presentation

Saturday 11 January 2025 @ 14:30

"Dark Doings at Low Level"

Speaker : Jim Summers

Saturday 22 February 2025 @ 14:30

"Modern Traction Miscellany"

Speaker : Ian McInnes

Thursday 13 March 2025 @ 14:30

"Railways in the 1960s and 1970s"

Speaker : Hamish Stevenson, assisted by Davie Hall.

www.rcts.org.uk

SUBSCRIPTION TIME

Subscriptions for 2024-25 are payable now.

Please complete the enclosed form and send your payment without delay.

Thank you to those members who have in the past renewed promptly.

In previous years, subscription payment has extended over a far longer time than is desirable, with considerable avoidable time spent on this by the Membership Secretary and the Treasurer, as well as additional expense incurred by the Group.

If you have not paid by the time Journal 154 is due for mailing in March, your copy of the Journal will be withheld, and a reminder sent in its place.

We would be grateful for your co-operation in prompt payment.

Please email items for the next Newsletter to newsletter@nbrstudygroup.co.uk or post them to the Newsletter editor: [REDACTED] no later than 10 MARCH 2025

2024 AGM REPORT

There were 31 members at the AGM on 26 October (5 less than 2023), who it can be said, welcomed the opportunity to meet again.

Chairman Robin Boog spoke of the loss during the year of Douglas Yuill, who died on 26 February and who contributed significantly in articles for the Journal.

Following what he said in 2023, he stated that we now have a policy in place on receiving bequests and handling archive content. He again appealed for any active involvement by members to allow necessary work to be shared beyond present Committee members.

Following questions on accumulated funds continuing to be held, it was observed that taking account of inflation this was at a level no higher than a year ago, and we still have to pay our share of

the cost of "Three Generations on Scotland's Railway". Treasurer Graham Dick said the funds held meant it was possible to avoid any subscription increase.

Membership Secretary Andrew Jones stated membership as 344, a decrease of 11 since a year previously. Late membership renewal payment remains unwelcome, with some still not paying after even more than one reminder. Prompt payment would avoid time-consuming attention to sending reminders.

Ian Terrell said the meeting should recognise the amount of work done by David King as Journal Editor and Webmaster.

We continue to attend the model railway shows in Perth and Falkirk. We had responded to around 40 archive related enquiries received during the year but

needed someone to devote necessary attention to this instead of presently considered by more than one Committee member.

The meeting supported the suggestion of a proposed donation to the SRPS restoration of their NBR Ashbury carriage and this will be taken forward by the Committee.

In the afternoon, after a break for an excellent buffet lunch, Ken Brown as project manager for the principal contractor Balfour Beatty during the 2001-11 refurbishment of the Forth Rail Bridge, gave an entertaining talk with some vertigo inducing pictures of the assembled scaffolding, and the shot blasting and painting processes involved to protect the bridge for the following 20-25 years.

John Wilson

SCOTTISH RAILWAY HISTORY CONFERENCE 2024

There were Study Group members among the 65 who attended the fifth Scottish Railway History Conference on 5 October in a new and very agreeable location, the Soutar Theatre in a modernised part of the AK Bell Library in Perth. The Conference, which is organised by the five Scottish Line Societies and the Museum of Scottish Railways, is held every two years and this year the talks focussed on the Grouping of 1923. Once again, an excellent conference brochure was provided to those attending.

Dr John McGregor, speaking on **"Creating the Groups,"** traced the history of the parliamentary and governmental approach to railway amalgamation and competition through the nineteenth century, with for example the Joint Committee on Amalgamations in 1872 judging that there were "cases where amalgamation is desirable". He identified a Government view after the First World War that the railways "could not be returned to the pre-war pattern of private ownership," but the Railways Act 1921 was a compromise short of full nationalisation, "which had been contemplated at the end of the 1914-18 war" (MR Bonavia, "Railway Policy between the Wars"). There was debate on whether the Scottish companies could form one group before the decision on how they would be placed together with English companies in one or other grouping of companies.

John Paton, on **"Development of LMS Publicity,"** illustrated with many

examples the evolution of railway publicity – in posters and in print – from pre-grouping and after, and not confined to the LMSR and the Scottish railways merged into it. Thus, he showed various examples of NBR advertising. He showed the styles of the Scottish companies – influenced by art and publicity fashions of the time – till the First World War, when there was little publicity, and how publicity developed after the Grouping. He identified Eric Gill's Gill Sans typeface produced for the LNER in 1928, use of which continued into BR days.

Keith Jones, on **"George Davidson, How the GNSR Manager prospered in the LNER,"** described the career of Davidson in Aberdeen from 1894, becoming GNSR Solicitor and Secretary in 1905 and then General Manager in 1906, moving to Edinburgh as LNER Solicitor for Scotland in 1923 and then to York in 1924 as General Manager of the North Eastern Division. He organised the Railway Centenary Celebrations of 1925 – an event worth recalling as we approach 200 years of railways in 2025 – but died in 1928 at the age of 58.

Ian Quinn, with his profound knowledge of Clyde steamers and now Quarter Master on PS Waverley, spoke on **"Impact of the Grouping on Steamer services,"** considering the period before, during and after the Grouping, with the Glasgow and South Western and Caledonian Steam Packet merged into the LMSR and the North British in the LNER, copiously

illustrating changing appearance and designs through what would be the short Golden Age of pleasure steamers on the Clyde.

John Young spoke on **"How the LMS developed the Caledonian's Gleneagles Hotel,"** resuming construction in 1922, after the Caledonian began to build it in 1911 but being left incomplete when the First World War began. It opened 100 years ago, on 5 June 1924. He explained how the LMSR promoted it, with its golf course, with marketing at home and abroad, especially in the USA.

Alan Macfarlane, **"Power and Timing on the Aberdeen Road"**, presented detailed tabulations of the gradients and resulting speeds on the 130-mile Edinburgh-Aberdeen line, in existence after completion of the Tay and Forth bridges, showing how increased motive power and changing train weights affected journey time on a line with some significant constraints.

The Conference brochure included a two-page article, **"Railway Electrification - What Might Have Been,"** identifying that railway electrification was being discussed by 1923, this extending to Scotland and the Highland main line, and including a Swiss railway photo showing "how an electrically hauled train to Inverness may have appeared".

This was an excellent conference in a convenient location.

John Wilson

MEMBERSHIP NEWS

New Members: We are pleased to extend a warm welcome to the following new members:

[REDACTED]

Email Only change:

[REDACTED]

Resignations:

[REDACTED]

Deceased: We are sorry to report the death of the following members:

[REDACTED]

ON AND ABOUT THE (exNBR) LINE

Levenmouth

The new active travel bridge connecting Methilhill and Cameron Bridge was craned into position by Network Rail over 2 to 16 September.

The installation, with nine pre-fabricated sections, including bridge piers, staircase sections and four spans of bridge-deck, had originally been planned to be completed ahead of the opening of the rail link but was delayed due to the company building the bridge going into administration earlier this year.

Complex discussions with the administrator to release the part-built structure, as well as the need to source a new supplier, compounded that delay.

However, several key aspects of the wider project remain unfinished amid ongoing delays. Fife Council and Network rail are embroiled in a dispute over who is responsible for the connecting access paths.

This is also affecting the completed bridge at Duniface which still needs connected to the active travel paths either side. A third bridge, that between Methil and Mountfleurie will not arrive until next year.

Meantime, a new book, "Beyond the Tracks", has been published to capture the positivity and the positive community benefits around the reopened link. 50 images were captured in April and May this year from every corner of Levenmouth, and each person was asked what they love about the area and how they might use the railway.

Glasgow Queen Street



Greggs opened its newest shop in Glasgow Queen Street Station, on Thursday 31 October, with commuters now able to get their sausage roll fix.

The popular bakery, opened its latest Glasgow store within the busy station and is set to follow up with a new shop in Central Station.

There is no truth in the rumour that Deliveroo were asked if they would take orders to the ScotRail Train Crew Depot, alongside on Platform 7.....

Montrose

There are hopes Montrose's former railway terminal could be developed after decades of lying empty.

Located just south of the town station, the sidings are sandwiched between the east coast main line and A92 inner relief road. The site enjoys spectacular views of Montrose Basin.

Selling agents Knight Frank have now been instructed to market the 6.17 acre triangle of land.

The site naturally lends itself to future redevelopment and would suit a variety of potential future uses.

North Berwick



Two North Berwick mums opened on the 14 October, the 'Tuckshop' café in the empty kiosk of the town's train station.

Harriet Nicholass-McKee, 36, and Krystle Justice, 41, became good friends when they met through their children in 2018; both have wanted to run a business for a long time.

Located at North Berwick Railway Station on Station Road, it had been closed for about two years but has now been taken over by Harriet and Krystle after they saw "a real gap in the market".

Now serving pastries from Company Bakery in Musselburgh and Machina Coffee in Edinburgh, with more food and drinks options to be served up soon.

It was not all plain sailing for the pair, as they had to wait a whole year until they got access due to a thorough process set up by ScotRail.

Tuckshop's opening times are Monday to Friday 7am-2pm, Saturday 9am-1pm, and Sunday 10am-2pm.

Thanks to Alan Simpson and John Yellowlees for their contributions with additional material from The Courier & Advertiser, East Fife Mail, East Lothian Courier, Network Rail, Railscot.co.uk.

MODELLING NEWS

Cask Wagon



Jim Rowbottom has produced a 3D resin print in 4mm scale, of the NBR Dia. 71, LNER SSA Dia.67B, 10T (later upgraded 12T) Cask Wagon, introduced 1905.

Jim is willing to offer NBRSG members a very limited run of kits, and has also commissioned suitable NB transfers.

More information and prices :-

orchardfabrications@outlook.com

THE JOURNAL

Do you enjoy reading the Journal ?

If so, please remember that it is written by people like you, in other words the members of the Group. Increasingly, only a small number of members seem willing to submit articles, and we would like to have a wider range of contributions.

We don't want to run out of material and have to cut the size of the Journal. There is sure to be some NBR-related subject that you can write about !

Don't be bashful – have a think, and get in touch with the Editor, David King, at :-

journal@nbrstudygroup.co.uk

NEWSLETTER ONLINE

Following a suggestion made at the AGM in October, recent issues of the Newsletter are now available online. They can be found in the 'NBRSG' section of the website, either by working through the menus or directly at :-

[www.nbrstudygroup.co.uk/nbrsg/ newsletter.php](http://www.nbrstudygroup.co.uk/nbrsg/newsletter.php)

Details of individual members have been redacted to maintain confidentiality.

We hope that this will both be convenient for existing members who may have mislaid their paper copy, and of interest to prospective members, who may be encouraged to join.

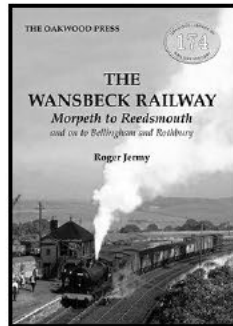
62C Models

Expected for release in April 2025, the next 7mm kit from 62C Models (in collaboration with Euan Cameron) will be the 1911 Reid rebuild of the Wheatley Y10, a charming 0-4-0 tender locomotive ideal for both 'beginner' modellers and those with smaller layouts.

Despite there only being two locomotives in the class, the kit will cater for both tender options, allowing either 1010 or 1011 to be built (up to 1923 withdrawal). David White at Slaters Plastikard has kindly produced the correct profile driving wheels, which will be supplied with the kit on request.

The locomotive and tender chassis will be in etched nickel silver with the bodywork in brass. The kit will include a mix of lost wax brass and whitemetal castings, sprung buffers and all nuts, bolts and handrail knobs etc, as well as etched numberplates.

PUBLICATIONS



**The Wansbeck Railway
Morpeth to Reedsmouth
and on to Bellingham
and Rothbury**

By Roger Jeremy

Price £24.95

With twenty-one chapters, four appendices, and hundreds of illustrations, this is a very comprehensive account of the 'Wannie' line located in the northern English county of Northumberland.

The chapters include the early years, plans, the building of the line, the route described, 'Wannie' line poetry (!), passenger services, goods train services, Royal trains, special trains, special military trains, accidents, signalling, 'Wannie' line diary, narrow gauge feeders and tramways, locomotives and engine sheds, 'Wannie' line weather, closure, and to bring the story right up to date the line today.

By necessity, the book also deals with the route on to Bellingham and the Rothbury Branch.

352 pages, 322 illustrations.

It is intended to have a full review in Journal 154.

RAPIDO



Rapido are to release a OO scale model representing the North British Railway Gunpowder Van, number 65410 as photographed in 1912 condition, in vermilion livery and oil axleboxes.

The prototype was one of 28 built by Renshaw in 1904 to NBR Dia. 58. These wagons had home depots at Bo'ness, Bowling, High Street, Redding, Rosslyn Castle and Sighthill, with the majority based at Bowling.

65410 was withdrawn October 1946.

While the base model depicts the later c1930 RCH design, GWR Diagram Z4 and BR Dia. 1/260 version, the tooling allows for key variations including different 'W' irons, GWR and RCH-style doors, GWR, BR and Oleo buffers and optional vacuum brake cylinder and pipework.

This NBR model therefore is not an exact replica of the prototype but a close representation based around their wagon.

SKU 908027

RRP £32.95

www.rapidotrains.co.uk

Dalkeith Museum

The latest addition to the collection of Railway artefacts at Dalkeith Museum is a NBR water fountain from Eskbank Station, in use there until its closure in 1969.

The fountain was rescued and restored to its present condition by Rae Montgomery, who gifted it to the Dalkeith Museum where it is now on display.

The museum is open 3 days a week from 10.30 to 15.30, Tuesday to Thursday.

An article on the railway collection held by Dalkeith Museum is planned for a future Journal.

www.dalkeithhistorysociety.co.uk

The North British Railway Study Group is a registered Scottish charity, Number SC044351

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