

NORTH BRITISH RAILWAY STUDY GROUP

NEWSLETTER



November 2025 – NUMBER **I56**

CHAIRMAN'S NOTES

The AGM has been and gone and thanks again to Graham and Keith for the organising and food. We had an excellent talk in the afternoon followed by a quick look at some unknown photos, some of which are in the Journal. I had my usual mump about the lack of bodies seemingly willing to get involved and my worries about the continuation or otherwise of the Group.

At the risk of repeating myself (again I hear you say!) we need bodies, key ones at the moment being someone to help with an Outing in 2026 and offers for the Glasgow Show which, as I write, we need to either commit to or decline in next few weeks.

Your membership renewal is included, so please don't just stick it in a drawer and dive into the rest of the Newsletter and the Journal, good as they are. Take out your phone or computer and transfer the money either direct or by PayPal. Alternatively, get out your cheque book, write the cheque out, stick it in an envelope, and post it.....But with a stamp please.

Following views from members, we did discuss the possibility of Direct Debit payment but as with everything, it needs someone to do it and spare time for the Treasurer is seriously limited.

The Committee are, however, happy to accept any offers.

Covered elsewhere in more detail, are the very well-deserved awarding of Honorary Membership to Euan Cameron, the launch of the Groups first (hopefully of many) 7mm wagon, and more about the afternoon talk.

I also mentioned during my Chairman's rambles, the question of Group Artefacts. At least two of our members questioned my commenting on the SRPS in a recent email. Just to be clear, the Museum at Bo'ness is the obvious home for most of our archives, both present and future. As the Museum is reliant on the SRPS for, amongst other things, the space to accommodate its pieces (large and small) it follows that the Group needs to do everything possible to assist the Charity that is the SRPS, hence my email.

Robin Boog

HONORARY MEMBER

EUAN CAMERON

We are delighted to announce that Euan Cameron was elected an Honorary Member of the Group at our Annual General Meeting in October.

To quote from our Constitution, 'Honorary Members who shall be persons whether or not existing Full Members who have in the opinion of the Committee rendered significant and meritorious service to the Group or to the promotion of the study or knowledge of railway history (whether of the NBR or otherwise)'.

The Committee were agreed that Euan had indeed rendered significant and meritorious service including writing locomotive articles for the Journal over a remarkable period of seventeen years, illustrated with excellent and thoroughly researched colour drawings, assisting many people with information and advice, and providing drawings and information for proposed commercial models.

We thought that this was a specially appropriate time to act as Euan has recently completed the last article in his long-running series for the Journal.

As those who attended the AGM will recall, there was no opposition to the proposal and Euan was elected unopposed. The Group has a maximum of three Honorary Members at any one time and Euan joins Jimmy Hay and Allan Rodgers who were elected in 2015.

We hope that, given his extensive knowledge of NBR locomotives, Euan may be willing to write occasional articles for future Journals but can hardly grudge him a break!

David King

I would like to add, Euan has been most generous with sharing his extensive research and drawings over the years to modellers in all scales. The majority of locomotives on the P4 layout, Burntisland 1883 were built from Euan's drawings. Additionally, recent releases in 7mm by 62C Models would not have been possible without Euan's continued support.

Ian Terrell & Peter Mullen

SUBSCRIPTION TIME

Subscriptions for 2025-26 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 still extend 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 157 is due for mailing in March, your copy of the Journal will be withheld, and a reminder sent in its place.

As ever, we would be grateful for your co-operation in prompt payment.

RAILWAY 200

Over the weekend of 27 & 28 September, the NBRSG was present along with the other four Scottish Line Societies. Each had their display stands in the Museum of Scottish Railways building. Rather appropriately, we had the preserved J36 'Maude' as a backdrop to the NBRSG stand.



The event, to celebrate the 200th anniversary of the opening of the Stockton and Darlington Railway, was one of several being held throughout the country.

Thank you to all those Members who gave up their time to help man the stand.

The Railway200 exhibition train 'Inspiration', visited Bo'ness over the weekend of 13 & 14 October as part of its UK tour which runs to the summer 2026.

ON AND ABOUT THE (exNBR) LINE

Winchburgh

Planning consent for a new station, which is to be located adjacent to the new Winchburgh Town Centre, was granted on 27 October by West Lothian Council. The station will include a 'park and ride' with electric vehicle charging points. The platforms on the Edinburgh - Linlithgow - Glasgow / Stirling line will be capable of accommodating trains of six carriages.

Granting of planning consent follows work by partners including Winchburgh Developments Ltd, Transport Scotland, Network Rail, SEStran and West Lothian Council to progress the detailed business case for the station.

A funding solution for delivery of the station remains to be confirmed but granting of planning consent allows the council, with the support of partners, to progress a funding bid to the Scottish Ministers.

The outline business case, which is currently being reviewed by Transport Scotland, shows that the station will have very positive benefits in terms of carbon reduction through a significant reduction in car based journeys.

Balgreen

A pedestrian tunnel in Edinburgh which passes under the E&G and Fife lines, leading to the Balgreen tram stop, once filled with graffiti, has been transformed into a stunning painted nature trail

The colourful mural has transformed the Balgreen Tunnel from a "scary" walkway into a "fantasy world" of animals and plants found in the nearby Saughton Park. The 46 metre long tunnel runs under the rail and tram tracks crossing Balgreen Road and is on the way to Saughton Park but the space has been blighted by graffiti tags for years.

A group of local people began fundraising last year in a bid to create a special mural on its walls.

More than 150 people have contributed a total of £5,000 towards the project, which has involved professional street artists and ideas and inspiration from children at nearby Balgreen Primary School. The arched surface, all 276 square metres of it, is now filled with dozens of giant colourful spray painted flora and fauna including otters, ducks, foxes, herons, hedgehogs, frogs, rabbits, badgers, birds, bees, beetles and butterflies.

All of the plants and creatures can be found in Saughton Park and in the Water of Leith, which runs through the green space.

Dunbar

The first stage of a new path providing access to Dunbar Railway Station from the south of the town has been completed.

Works by East Lothian Council on a section of pathway on its land to the south of the railway boundary, including landscaping, were concluded on 29 October and the path should be open by time of going to print.

Network Rail are expected to begin work on its land in January to connect the path to the Down platform. The gate into the station at the platform will remain closed until the end of March when all works are scheduled to be finished. Covered cycle parking, and ticket machines will be installed at that point.

Once the path is open to the public, it will provide direct access to the Down station platform without rail passengers, including cyclists, having to walk or cycle around to the station entrance and then cross back over the bridge to access the southern platform.

The Scottish Government is fully funding the works by both the council and Network Rail, with £577,000 provided through their Active Travel Infrastructure Fund.

Peebles

Peebles Community Trust has purchased the former railway goods and weighbridge office building in the East Station car park.

A community asset transfer on the building to the trust was approved by Scottish Borders Council last year.

Fife

Rail passengers are being encouraged to plan ahead for journeys between Edinburgh and Fife while engineering work to electrify the line takes place 17-25 January.

The work between Haymarket and Dalmeny will see some train services that normally operate through Fife affected.

St. Margarets

Members who attended the NBRSG AGM had the opportunity to see the National Transport Trust's Heritage Plaque, or "Red Wheel", which will be placed at the site of the locomotive shed, once the area has been redeveloped.

Thanks to John Yellowlees for their contribution with additional material from Dunfermline Press, The Edinburgh Reporter, East Lothian Courier, Glasgow Times, Network Rail, Peeblescommunity.org, Railscot.co.uk.

Gullane

A vision for a safe route for pedestrians and cyclists between Gullane and Drem has been talked about for nearly two decades.

Drem-Gullane Path Campaign claim that the new route would create a safe path for people travelling between the two villages and take people off the busy and dangerous B1345.

Landowners D C Watson & Sons (Fenton Barns) Ltd, which owns Fenton Barns, a family-run farm near Gullane, with a busy commercial, leisure and retail village providing work and business opportunities for several hundred people, has given its backing. This comes just weeks after Archerfield Estates Ltd, owned by the Douglas-Hamilton family and set within a 550-acre estate, offered similar backing.

www.dgcorepath.wixsite.com

Dunfermline City

Work to enhance an underpass connecting Dunfermline City railway station to the city centre is set to get underway in the coming months after funding of £10,250 was agreed by councillors, which will be used to support the delivery of the First Impressions Project.

The initiative will see the "restoration and artistic enhancement" of the pedestrian underpass and aims to give a "strong first impression" for visitors arriving by train.

Commissioned artwork will be applied to the walls and ceilings to replace existing graffiti with the hope that this will foster community pride, promote shared ownership, and help reduce vandalism.

Balloch Central

Loch Lomond South Community Development Trust is urging residents of Balloch and Haldane to support its asset transfer request regarding the former station building and car park, which was previously used as the VisitScotland Tourist Information Centre.

They hope transferring the site so it can be used as a community hub, will help benefit the wider area and allow residents to shape a space that reflects community priorities, encourages social connection and supports local enterprise and well-being.

The current station was relocated south of Main Street in 1988 to enable the abandonment of the level crossing. The line continuing to Balloch Pier having been closed in 1986.

MEMBERSHIP NEWS

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



2025 AGM REPORT

There were 32 members at the AGM on 25 October (one more than 2024), who welcomed the opportunity to meet again at 28 York Place Hotel.

Chairman Robin Boog spoke of the loss during the past year of Honorary Member Bill Lynn, a founding member and long term office bearer. Membership Secretary Andrew Jones stated membership as of the end of July at 319, a decrease of 25 from the year previously. We have gained 8 new members in the 3 months since (compared to 12 in the whole of the year being reported) thanks to the publicity surrounding the upcoming Glen model. David King as Webmaster, reported that the Sales pages on the Groups website had been revised and improved. As Journal Editor he made a plea for contributions.

After considerable discussion, due to increasing safeguarding procedures it was agreed to amend the constitution to restrict membership of the Group to persons over 18 years of age. This decision was not expected to limit or restrict Group activities as to the best of our knowledge we have never had any members under 18 years of age.

As you will have already read, Euan Cameron was made an Honorary Member, a proposal unanimously approved by those present. Treasurer Graham Dick was able to recommend that membership rates for 2025-26 were held for another year.

Members present had the chance to preview the Groups first foray into 7mm scale model wagon kits, with the 3D printed body of the 18 Ton Mineral wagon. This the first of potentially several kits in collaboration with The Scottish Wagon Works.

Peter Howell ended the AGM with a proposal to thank and recognise the work done by the Chairman and Committee.

In the afternoon, after a break for another excellent buffet lunch, Charlie Armstrong gave an informative talk on "The story of Wormit station and the 1879 Tay Bridge disaster...up to date", with a look at the poor construction, inadequate maintenance and supervision over the structure. This included period photographs taken after the collapse, showing failure of the cast columns and fastenings.

Ian Terrell

2024 AGM MINUTES & 2025 AGM DRAFT MINUTES

The approved minutes of the NBRSG 2024 AGM, adopted at the 2025 AGM, and the draft minutes of the 2025 AGM, will be on the Groups website shortly : www.nbrstudygroup.co.uk

On the website home page, select "**Members**" and log in to the members area which will lead to "**MEMBERS' FULL MENU**" where you will see "**AGM Minutes - October 2025 (draft)**" as well as "**Report and Accounts for 2025**".

FORUM OF SCOTTISH LINE SOCIETIES

Scottish Railway History Conference, Saturday 3 October 2026

After a successful conference in 2024 it is now time to plan for 2026.

We will hopefully be able to book the A K Bell Library in Perth as that proved very successful in 2024. The format will be similar to the previous conferences, with slots of about 40 minutes for each speaker. The first presentation will be about 1100 and the day will run to 1700, allowing easy travel from most parts of Scotland that day.

This time the theme is 'Railway People'.

This can cover quite a range - managers, engineers, ordinary railwaymen – but also anyone supporting them, for instance the Trades Unions, the wives running households which moved frequently and often at short notice.

Can you contribute a paper for the conference?

If so, please get in touch with the Forum secretary, Ian Ford :



or speak to any of the society chairmen or myself. Keith Fenwick :



A final choice of the papers to be presented will be made early in 2026 so you will have plenty of time to prepare.

Keith Fenwick

Bill Bedford

A range of 3D printed resin wagon kits available in 4mm scale and suitable for OO/EM/P4, covering several NBR prototypes in use from 1890-1940.

These come with sprung suspension, sprung buffers and Bill's 'Mousa Magnetic Coupling', needing just wheels, waisted bearings, transfers and painting to complete.

- BWK0700/4** NBR D77
3 plank fixed side £15.00
- BWK0701/4** NBR D55
4 plank fixed side £16.00
- BWK0702/4** NBR D77
3 plank side door £16.00
- BWK0703/4** NBR D.55
4 plank side door Wagon £16.00
- BWK0704/4** NBR D1
4 plank Jubilee Coal Wagon £16.00

Note, posting and packing additional.

More information and details of other kits in the range can be found at :

www.mousa-models.co.uk

62C Models

Now released in 7mm scale is the North British Railway Y10 (0-4-0 tender) locomotive kit.

The NBR built only two prototypes (1010 and 1011) which were slightly different from each other. 1011 made it through the 1923 grouping but never received its LNER number 10011, before withdrawal 12 December 1925.

The kit covers both variants and includes 40 lost wax brass castings, 12 white metal castings, sprung buffers with steel heads as well as all handrail knobs, bearings, brass / nickel silver wire, glazing, electrical wire and couplings etc.

Brass works plates and a choice of NBR transfers will be included with all kits purchased before Christmas.

The kit is now available with a full set of specially commissioned Slaters wheels at £450.00 (+ £10.00 UK postage).

Please visit the website :

www.62cmodels.com

Email : 62cmodels@gmail.com)

for further details.

MODELLING NEWS

NBR 4mm Developments

NBRSG Member Pat Myhill writes :

No doubt many members will be familiar with **ECJS Dia.78**, what is reputed to be the last 12 wheel restaurant car design to be constructed in 1905. Two cars were bought by the NBR around 1915, probably for use between Edinburgh and Aberdeen. A further 2 were transferred to Scotland by the LNER, all lasted until the mid 30's.



I have discussed the possibility of a 3D printed kit with Andy Edgson of Isinglass. He indicates that a minimum order of 10 would be needed to make the project viable. They would cost approximately £53.00 for the kit including floor and bogies plus £11.00 for the optional interior.

To gauge interest in such a kit, would anyone interested and willing to order please contact Pat at :

[Redacted contact information]

Cask & Coke Wagons

Jim Rowbottom has produced further 3D resin print wagon kits of NBR Cask Wagons in 4mm scale :

NBR Dia. 23 ; LNER SSA Dia.65B
8 Ton Cask Wagon, introduced 1893

NBR Dia. 71 ; LNER SSA Dia.67B
10 Ton (later upgraded to 12 Ton) Cask Wagon, introduced 1905.

NBR Dia. 107 ; LNER SSA Dia.66B
10 Ton Cask Wagon, converted c1914

Jim has also drawn up :

NBR Dia. 31 ; LNER SSA Dia.70B
6 Ton Coke Wagon, introduced 1897 and associated with the Gavell & Cumberland traffic.

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

More information and prices :-

[Redacted contact information]

Scottish Wagon Works

The NBRSG have been in discussion since March with the Scottish Wagon Works on commissioning our next model wagon kit, this time in 7mm.

If this kit is successfully received, it may be the first of several wagons from the Scottish Wagon Works, with the earlier 16 Ton Mineral Wagon and later 20 Ton Loco Coal wagon under consideration.



**NBR Dia.97 ; LNER SSA Dia.28B
18 Ton Mineral Wagon.**

An improved version of the 16 Ton wagon, it was developed in 1919 and introduced in 1920. The LNER continued to build these in 1923. The wagons were uprated to 20 Tons during the second world war.

Built with wood underframes, the majority were fitted with Spencers self contained buffers, oil axleboxes, most with NBR welded steel box axleboxes. Independent two shoe brakes were fitted to both sides. Some of the builds had tie rods between the axle guards but most photographs show this omitted.

Later repairs saw the two-layer side cupboard doors replaced with a single layer of vertical boards.

Number of wagons known :

- 2985 (LNER census 15/6/1927)
- 2973 (LNER census 31/12/1939)
- 2309 (LNER census 31/12/1947).

Those which entered BR service, lasted into the mid to late 1950's, with the new built 16 Ton steel mineral wagon rapidly replacing older wooden bodied wagons.

These are for now only available from the NBRSG, with production limited to small batches. Thereafter, they may become part of The Scottish Wagon Works general range.

Price for NBRSG Members	£38.00
Price for non-Members	£45.00
P&P	£4.00

sales@nbrstudygroup.co.uk

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

Website: www.nbrstudygroup.co.uk

Please email items for the next Newsletter to newsletter@nbrstudygroup.co.uk or post them to the Newsletter editor: Ian Terrell, [Redacted] no later than 6 MARCH 2026