

Editorial contact: [markwatson1865@gmail.com](mailto:markwatson1865@gmail.com)

**Burns Doo, in person on Saturday 8 February 2025 from 11.00:** Please volunteer your talks to [markwatson1865@gmail.com](mailto:markwatson1865@gmail.com) to make a short presentation on any aspect of industrial heritage you like. It will be accompanied by refreshments and lunch at Beechwood Scout Hall in Stirling. Price £12 is payable on the day (by cash/ cheque). Please inform Mark or Jenny Bruce ([jennybrucewick@gmail.com](mailto:jennybrucewick@gmail.com)) of any dietary requirements. Highlight of the SIHS year!

Speakers confirmed so far include John Yellowlees, on his work for Scotrail, and Nina Baker, on the Women's Electrical Association (WEA/ EAW) in Scotland: with a collection of artefacts!

This event will incorporate the **Annual General Meeting** of the Society.

Looking back on 2024, an important meeting was hosted at Summerlee Heritage: the 3<sup>rd</sup> International Early Engines Conference. This followed meetings in Elsecar (Barnsley) and the Black Country. Site visits included Kilmarnock (below), Culross, Bo'ness, Kennetpans, Alloa and Prestongrange.



Experts ponder what is possibly not the engine house that contained the Newcomen engine now displayed in the National Museum Scotland, but another one, with an arch to go over a haystack boiler. Right, a previously unnoticed Victorian beam engine house marked on maps as water cistern, which it is too, in the same golf course at Kilmarnock. © Mark Watson, HES



**Dr Robert (Bob) Coutts M<sup>c</sup>William MSc MBA PhD CEng MICE FIES FRSA  
SIHS chair 2016- 2021**

Bob was born in Broughty Ferry and attended Bell Baxter High School in Cupar. This was followed by a degree in Engineering Science at St Andrews University (Queens College, Dundee) one of the last batch of Science degrees to be awarded by St Andrews, and after this an MSc at The Centre for Transport Studies at the University of Leeds which included a thesis on the Tensile behaviour of Thin Films of Bitumen. The next few years were spent working for Fife County Council working initially on the Thornton By- pass then in traffic planning, development control and transportation modelling projects such as the proposed East Fife Regional Road and the strategy for the New Town of

Glenrothes. During this period he had 33 weeks' leave to study for a Diploma in Business Administration at the University of Western Ontario, Canada.

His early career was in heavy engineering – mostly roads but also steel works, power plants and harbours. The core of his work was in engineering project management. He acted as an advisor to various European Governments, taught at Henley Business School and curated engineering and transport collections at the Science Museum in London. His work took him to Japan, Canada, Australia, New Zealand & Europe.

He joined the Institution of Civil Engineers as a graduate member and in 2017 received his certificate for having been a member of the Institution for 50 years. In 1992 he began attending PHEW meetings as a Science Museum guest. In 2004 he became Thames Valley representative and convenor of the Roads sub-panel. In 2007 he succeeded Peter Stephens as Technical Secretary and after moving back to Scotland he succeeded Roland Paxton as Panel member for the East of Scotland. He also served on the ICE's Archive panel from 1992. He contributed to the Civil Engineering Heritage volumes for Scotland and "Shaping the world: Two hundred years of the Institution of Civil Engineers."

He became interested in and researched the role of the British Standards Institution in commerce. This led to his PhD on the evolution of British standards. He delivered the ICE Smeaton Lecture in 2001 on 100 years of BSI and he curated the BSI centenary exhibition. He also curated those marking the bicentenary of the birth of John Scott Russell and 250 years since the birth of Thomas Telford. Robert followed Sir Alec Skempton as chair of the editorial panel for "*Biographical Dictionary of Civil Engineers*" and co-edited its third volume with Mike Chrimes in 2014.



Bob McWilliam and Tony Jervis on the Slateford Aqueduct in Edinburgh in 2018, above, after the SIHS AGM in the Water of Leith Visitor Centre. The rest of the SIHS members sensibly following in single file.

Right, Bob McWilliam in Hamilton in 2016, another AGM.



Bob was a trustee of the Motorway Archive Trust, the Association of MBAs, a founder and chairman of the Thames Valley Branch of the Association for Project Management and trustee and chairman of both the Construction History Society and the Scottish Industrial Heritage Society. He was also a member of the World Ship Society since 1975, the Newcomen Society since 1989, and the Business Archives Council since 2003. He was elected a Life Fellow of the Royal Society for the encouragement of Arts, Manufactures and Commerce (FRSA) in 1994, a Fellow of the Institution of Engineers & Shipbuilders in Scotland (FIES) in 2001, and a Member of the Incorporation of Hammermen of Glasgow in 2017.

After he had retired he obtained an MSc in digital design from Glasgow university in 2017 with a view to seeing how digital documentation could be utilised in the recording of historical engineering work. This was his fifth academic degree award. In 2020 Bob suffered a stroke and spent about a year in hospital before being cared for at home where he passed away on 14<sup>th</sup> October 2022. Our condolences go out to his wife Claire, daughter Katie, and granddaughters Annie & Edith. A true polymath with a passion for books. He will be greatly missed with his encyclopaedic knowledge of historical engineering and commercial shipping.

Sandra Purves

PHEW Representative for West of Scotland. Reproduced with permission from ICE PHEW Newsletter 168

## The Balloch Patent Steam Slipway

At Balloch, Dunbartonshire, Jim Mitchell describes his work on the patent slip used to haul paddle-steamers from Loch Lomond, and an alarming slip-up in 2019.

Right, the new pitch pine slipway carriage of 1901 resplendent in white lead paint, with the smaller size of steamer operating on the loch at the time, 1903.



THE QUEEN on the new Balloch Slip, 1903

The last steam powered slipway in Europe or indeed the world? Although there just might be one on Lake Titicaca (hard evidence required if anyone fancies a trip!). The slipway may have mildly been upgraded twice; first to take the new *Prince Edward* in 1911 then again for *Maid of the Loch* in 1952. The winch now pulls 550 tonnes up a 1:18 slope, exerting a 100 tonne pull. The carriage was needlessly destroyed during the demolition of the *Countess Fiona* (*Countess of Breadalbane*) but rebuilt as an exact replica in 2006 using Douglas fir. This was the best available softwood and was preferred by the funders at the time, pitch pine no longer being commercially available. The 1901 Caley-style winch house, engine / winch was refurbished and a vertical boiler from a railway crane found, refurbished, and converted to oil burning at the same time.



The 2016 replica built in 2006 using Douglas fir with all of the original running gear. Note the riveted 1901 outriggers. The carriage was used once for the *Maid*, post-2006 and by other cruise operators on the loch until January 2019 when it was planned to carry out major work on the *Maid*.

The carriage failed, mid-slipping, due to rotting of the bolted connections among other factors and the ship relaunched herself, fortunately without damage. The author was beneath the carriage at the moment of failure, fitting wedges, and had a narrow escape! The carriage was recovered in pieces by divers to be hauled back onto the slipway.

The moment of failure when the front broke away from the carriage.



A thorough inspection was carried out on the remaining structure and it was found that the failure rate on the connections made repairs out of the question. Sadly, the upheaval caused by Covid-19 meant that funding for a replacement became virtually impossible and with growing concern for the ship, it was decided to at least make a start. A grant for the investigative and design work was secured from the Architectural Heritage Fund (the slipway is A-listed) and in February 2020 we proceeded to dismantle the 40-tonne carriage and rescue the original running gear for refurbishment.



The carriage was condemned after recovery by divers and hauled using the steam winch. It was then dismantled. The cast iron bogies, each weighing 180 kg were set aside for refurbishment and reuse. All but two were intact (these can be seen to the right.)



An underwater survey was carried out and listed building consent granted to construct a new carriage mainly in steel but with timber elements in the outrigger chassis. That was a condition of LBC. The new carriage is in five, closely coupled, articulated units, to allow for the small undulations in the track and to minimise the risk of derailment. It was designed by ourselves in collaboration with the naval architect and signed off by Narro Associates as structural engineers.

Jim Mitchell ACR FIEiS

(Written in 2020, revised in 2025. Jim has since switched to *RRS Discovery* and other projects)



### **Albion Motors, Scotstoun, Glasgow - by John Yellowlees**

Originally known as Albion Motor Car Company Ltd, the company was founded in 1899 by Thomas Blackwood Murray and Norman Osborne Fulton (both of whom had previously been involved in Arrol-Johnston). Murray's father, John Lamb Murray mortgaged the Heavyside estate in Biggar, South Lanarkshire, to provide the initial capital. They were joined a couple of years later by John F Henderson who provided additional capital. The factory was originally on the first floor of a building in Finnieston Street, Glasgow and had only seven employees. In 1903 the company moved to new premises in Scotstoun.

Albion was established in 1899 in Glasgow, the second city of the Empire, already renowned worldwide for its engineering excellence. Albion's motto "Sure as the Sunrise" was adapted into the logo which featured on the radiator and badges of their models for many years and helped to establish their identity wherever they operated throughout the world. In 1900 the company built its first motor car, a rustic-looking dogcart made of varnished wood, powered by a flat-twin 8hp engine with gear-change by "Patent Combination Clutches" and solid tyres. In 1903 Albion introduced a 3115 cc 16 hp vertical-twin, followed in 1906 by a 24 hp four. One of the specialities the company offered was solid-tyred shooting-brakes. The last private Albions were powered by a 15 hp monobloc four of 2492 cc.

Albion Works, showing the second Daylight Factory in Britain, on American models. The First was Arrol Johnston in Heathhall, Dumfries, following a visit by both firms representatives to Detroit in 1912. [Ed]  
(image <https://theclio.com/entry/125839>)



Passenger car production ceased in 1915 but in 1920 the company announced that estate cars were available again based on a small bus chassis, it is not known if any were actually made. Although the manufacture of motor cars was the main industry in the first ten years of its existence, it was decided

in 1909 to concentrate on the production of commercial vehicles. During World War I they built for the War Office large quantities of 3-ton trucks powered by a 32 hp engine using chain drive to the rear wheels. After the war many of these were converted for use as charabancs. Trucks and buses (single and double-deckers) were manufactured in the Scotstoun works until 1980 (1972 for complete vehicles). The buses were exported to Asia, East Africa, Australia, India and South Africa. Almost all Albion buses were given names beginning with "V", these models being the Victor, Valiant, Viking, Valkyrie, and Venturer. In 1931 Albion Motor Car Company Ltd was renamed Albion Motors Limited, its vehicles featuring the sunrise badge. In 1951, Albion was purchased by Leyland Motors, which then became part of the British Leyland Motor Corporation in 1968. Production of the Chieftain, Clydesdale and Reiver trucks and of the Viking bus models continued. In 1969, the company took over the neighbouring Coventry Ordnance Works on South Street, which it used for truck component manufacture. British Leyland eliminated the Albion name in 1972 in favour of the [renowned! -Ed] Leyland brand. In 1980, vehicle production moved to the soon-to-close British Leyland plant at Bathgate, but component manufacturing continued.

British Leyland became Rover Group between 1986 and 1997, the component manufacturing plant became part of Leyland DAF, the newly formed British arm of the Anglo-Dutch company DAF NV, formed by the merger of Rover Group's Leyland Trucks division and the Dutch DAF Trucks company. Following the collapse of DAF in 1993, Leyland DAF went into receivership, the truck components business in Scotstoun was subject to a management buyout and transferred to a newly created company called Albion Automotive. In 1998, Albion Automotive was acquired by American Axle & Manufacturing Company of Detroit. The new company manufactured axles, driveline systems, chassis systems, crankshafts and chassis components.

Unfortunately, Albion Automotive shut on 4 October 2024, after parent company American Axle & Manufacturing (AAM) decided it could not continue due to "long-term business with its largest customer not being extended". In recent years the company had cut back on staff to try and save costs as it struggled with pricing pressures across the automotive industry. Matt Kuta, Managing Director of AAM Europe, said: "We would like to express our sincere appreciation for the loyalty and commitment to AAM from all the associates in Glasgow over the last 26 years."

Mark Knopfler's song, "Border Reiver", the first cut on his 2009 release, "Get Lucky", contains direct references "My Scotstoun lassie", "She's an Albion" and "Sure as the Sunrise". For more information about Albion Motors, visit Biggar Museum.

**Milling Matters – Northern UK Mills Group.** (<https://heritagetrustnetwork.org.uk/14964-2/> )

The SPAB (Society for the Preservation of Ancient Buildings) Mills' Day that took place in 2022 in Perth has spawned the Northern UK Mills Group and a regular series of online meetings in partnership with the Heritage Trust Network. A Northern UK Mills network extends into Northern Ireland and an as yet undefined Northern England to increase participation by mill operators and millwrights, as predicted in our bulletin 85. The idea for a conference themed around mills & milling took seed when Ciarán Quigley, former miller/manager at the National Trust for Scotland's Barry Mill and later at Perth Lower City Mills project with Perth and Kinross Heritage Trust. He writes:

“The wealth of industrial & pre-industrial cultural heritage that is embodied in the surviving mills of Scotland is immense but access to water, a lack of public awareness, our modern global food & textiles chains which long ago undercut western world manufacturing and the shortage of skills to conserve and run existing machinery are all limiting factors to sustainable operation and retention of many mills. Many city mills survive as residential or commercial conversions and many rural mills can be found offering B&B, restaurant fare or as pubs. A handful operate as heritage visitor attractions, some as large as Stanley Mills or New Lanark. Several much smaller sites mill corn or weave fabrics as they did for centuries but there are many more, often beautifully situated by rivers and sometimes with rare

or outstanding architectural features which can provide interest to re-development projects, retaining direct connections with the working and social lives of our ancestors.

The concept of a national conversation on the value and potential of mills, their histories and untapped futures grew quickly once Lucy Stewart of SPAB Scotland saw the potential of such an idea. There are so many threads to weave together, from the potential to generate electricity, produce & promote local food, tell tales of times gone by and how much of our technological progress was rooted in the simple idea of using a stream of water to save us from the daily grind of refining our own cereals.”

Grace Richardson, Heritage Trust Network, continues: “2024 saw the group host four online meetings, each looking at a different theme surrounding the history and use of mills. These events were used as a space to encourage discussions and for attendees to ask questions and learn more about mill heritage from one another and guest speakers. We heard from John O’Groats Mill, Mill of Benholm and New Lanark Trust insightful presentations on their experiences regenerating mills. These are now freely available to view on the HTN YouTube channel.

**Digital Resources:** Through polling attendees at events, the group realised the need for a central resource hub for all things mills! A page was created on the [Heritage Trust Network website](#), with support from the working group and the SPAB Mills Section. The page features mills-related news, case studies and recent mills research. New content is being added all the time.”

Below are links to talks which took place in the run up to the ‘Milling Matters’ conference 2022:

- Rosefield Mills Dumfries: <https://www.youtube.com/watch?v=OOIeuvzSkLU>
- John O’Groats Mill: <https://www.youtube.com/watch?v=8x9OJ5YLAXs>
- Charlecote Mill: <https://www.youtube.com/watch?v=xL2Z82pxJ2o>
- Lifecycles of Textile Mills: <https://www.youtube.com/watch?v=uviN2BQa27M>

**Looking ahead to 2025**, the Group is committed to facilitating dialogue and increased collaboration through the hosting of three events (22 January, 2 April, 7 October 2025). For updates on news and activities of the North UK Mills Group and to get involved, sign up to HTN’s newsletter or contact Sarah Pearce: [sarah.pearce@heritagetrustnetwork.org.uk](mailto:sarah.pearce@heritagetrustnetwork.org.uk)

**The Transport Trust** continues to roll out its [red wheel](#) plaques. The A82 from Tyndrum to Glencoe (1928-1932), Kelvin Aqueduct/ Maryhill Locks (1770s), Union Chain Bridge (1820, see above), the Inchinnan Scherzer Rolling Lift Bridge (1932, right) in Renfrew and in Edinburgh, Victoria Swing Bridge (1872), newly refurbished with a new deck, the 1930s Leith Tram Depot, Annandale Bus Garage (1922) and the White House road house in Craigmillar (1936) each received this accolade in 2024. Often the unveilings become an opportunity for local authorities and community groups to celebrate their links to historic transport infrastructure. Which transport site will be next? Photo © Mark Watson, HES



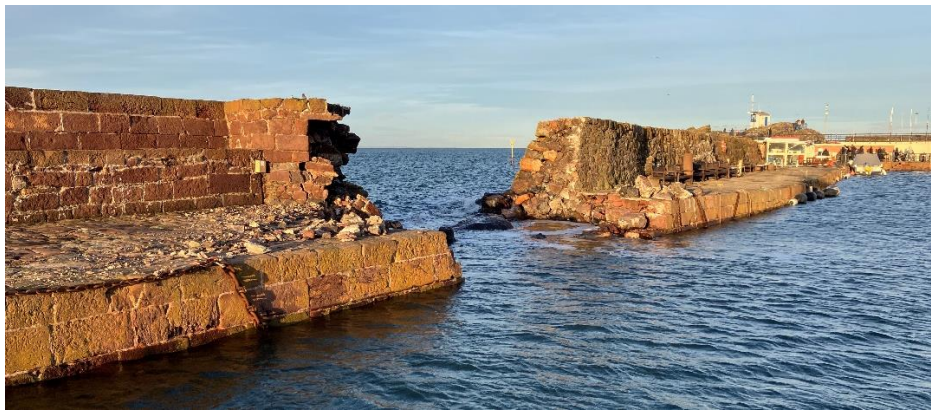


Left: at the **Canon Mill** in Edinburgh's Canonmills a briefly-exposed lade and row of wheel pits was visible in 2023. Were these perhaps to drive paper machines, Hollanders etc, laid out in a row, only one of them to be worked at a time? This was said to be the second paper mill in Scotland.

Also in Edinburgh, **The Paper Factory** is to be the next "[Hidden Door](#)" for meantime uses by artists over just a few days, 11-15 June 2025, before it is redeveloped. Its original purpose was to manufacture corrugated cardboard boxes from straw paper, opened in 1937. It has an art deco appearance beside the Maybury roadhouse. The former Saica Paper Factory is located at 1 Turnhouse Road, Edinburgh EH12 8NP and covers 15.5 acres. Worth an explore in the guise of viewing the art and gigs in there.

North Berwick harbour wall in East Lothian (right) was damaged in storms at the start of 2024 but the damage was plugged by July (below, English contractors). The same storm had damaged St Andrews and Cove harbours, now being repaired, and scoured out the intrados of a flood arch of the 18<sup>th</sup> century Bridge of Dun in Angus, which has still to be re-opened.

photos © Mark Watson



### **Union Chain Bridge refurbishment -by Tony Jervis**

Further to the short report in Bulletin 85, our former Editor Tony Jervis has supplied a fulsome account of the re-opening ceremony:

From 10 o'clock on Thursday 6 July 2023 about 120 well-dressed people gathered in and around a large marquee in the grounds of Paxton House on the north bank of the River Tweed, about four miles west of Berwick "upon" that river. Having registered themselves as present, been tagged with their names, presented with a bag containing appropriate literature and exchanged greetings with friends and colleagues perhaps not seen since the pre-Covid era, they were shepherded on to a fleet of minibuses and taken round to the Union Bridge, the approach roads to which had been closed to ordinary traffic. At the bridge there was just time to nip across into England and safely return as there was no one to check visas or passports at the silver strip across the bridge deck marking the middle of the river. The minibuses having delivered a final load of celebrants, all gathered round a plinth topped by a plaque. It was this they had come to celebrate, not only from Scotland and England but also from the USA and Japan. The American Society of Civil Engineers, the Japan Society of Civil Engineers (土木学会, *doboku gakkai*) and the home-grown Institution of Civil Engineers wanted to acknowledge the remarkable longevity of a highway suspension bridge still doing what it had been designed for 203 years ago. (OK, pedants will say that only about 45% of the present structure was strung across the river in 1820, but there are many people living today with bits and pieces they weren't born with and few will reach even half the age of Captain Samuel Brown's "baby"!).



Photo: Mark Watson, HES

And so a string of the great, the good and the excellent stood in front of a microphone and explained now the day's event had come about. Potential "auld enemies" Mark Rowley of Scottish Borders Council and his confrère, Glen Sanderson, from the English Northumberland County Council detailed how political and national ideologies concerning restoration costs were minimised for the sake of this bi-partisan historic monument. A representative from the Heritage Lottery Fund, which has its own plaque below the engineers' plate, was pleased to have helped find the £10.5 million eventually needed. Staff from the Spencer Group, who had carried out the total dismantling, repair and re-assembly of the bridge, explained the complexities, including the covid pandemic, that had led to a three-year delay in celebrating the bridge's 200<sup>th</sup> anniversary. Senior members of the civil engineering fraternities then added their pæons of admiration, including Toru Higuchi, of the Japan Society of Civil Engineers. He explained his society's links with Professor Roland Paxton, principal progenitor of the bridge's restoration, and how proud he and the JSCE were, as members of a world-leading country known for bridge and tunnel building across and under water, to celebrate the longevity of the Union Chain Bridge maintaining its original purpose, as yet unsurpassed by any of the bigger, wider, longer, higher and more expensive suspension bridges across the world.

We returned to the marquee for a series of technical presentations given against a background of slapping canvas and groaning ropes as self-enhancing bracing brinies wafted in from the not-far-distant North Sea. The administrative and engineering complexities of the “Union Chain Bridge Restoration” were explained more fully by Simon Rudman of Northumberland County Council and Joe Diauro of the Spencer Group, including the unusual use of “Blondin” aerial ropeways to transfer staff and materials when the bridge itself was no longer straddling the Border. After questions from and a round of light refreshments for the audience, Professor Paul Giroux of the American Society of Civil Engineers gave a presentation on the Brooklyn Bridge, New York, opened in 1883 after a construction period which started in 1870. At the time it was the longest and highest steel-wire suspension bridge in the world. Although it has undergone a number of iterations since its horse-carriage days, including elevated railways and streetcar lines, it is still open for cars, pedestrians and cyclists. Finally, civil engineering historian Peter Cross-Rudkin listed “John Rennie’s engineering in and around Berwick, 1798-1821”, including a stone bridge over the Tweed at Kelso and the harbour at Berwick itself.

All in all, a very worthwhile day.

Tony Jervis (See a [book](#) *Spanning the Centuries*, edited by Prof Roland Paxton)



Granton No 1 Gasholder at the start of the refurbishment, and the bell to contain gas that has now been removed. © Mark Watson, HES

**Granton Gasworks** opened in 1903 as a state-of-the-art gasworks, enabling the closure of Leith and New Street Gasworks, Edinburgh, both recently subject of archaeological digs. The majority of the huge site was cleared, to be replaced by Morrison’s and Edinburgh College. WASPS have neatly fitted studios into the railway station/ lodge for the ingress and exit of workers - the only remaining of several polychrome brick clad buildings at the site. That left the survivor of three gasholders: a steel lattice frame that once had a seven million gallons capacity. The flanking dry piston gasholders that were landmarks from Fife, one of them by MAN of Ausburg, had already been taken down.

In December 2024 Number One gasholder opened for the first time to public access after government (Scottish and UK) -supported investment in the repair, repaint and removal of the bell. May this be an example to others!

**The largest weaving shed** in the Borders, Ballantyne’s March Street Mill is now being demolished in Peebles (and 18<sup>th</sup> century Caerlee Mill in Innerleithen may follow suit). Happily, the memories of workers there and elsewhere in Peebles-shire are captured in a new book, using material compiled by the late Ian MacDougall, and in a temporary display at Peebles Museum.

Power-loom weaving sheds developed first in the cotton industry in the 1820s, and the oldest left in Scotland seems to be Fergusson's Dudhope Works in Dundee, for linen and jute, the second built in that city, in 1837, which was cut in half in 2024 (above). The original chimney also survives. The last linen weaving factory to close, in 2021, was Victoria Works in Kirkcaldy, built by Glasgow's Anderston Foundry in 1859 with north lights. Most Fife weaving sheds after this were by Robertson & Orchar of Dundee with broader spans: geographical zones of influence? A similar typology may be detected in the Scottish Borders between the Selkirkshire/ Peebleshire narrow span and Roxburghshire wide-span weaving sheds, neither being particularly north-lit.



Left Caerlee Mill in Innerleithen. Below and right, March Street Mill in Peebles, the weaving shed and boiler house with area for drying / tentering wool over the boilers (photos Mark Watson, 2024)



Dudhope Works, Dundee, chimney and weaving shed, built in 1837: equal-sided spans lit north and south. Steel girders installed below line shaft brackets to enable installation of beams into looms. An extension had been added in 1893- the pillars and girders on the left. Is/ was this the oldest surviving power loom weaving shed in Scotland? Photo © Mark Watson, HES



The Glasgow (and Lancashire) style of weaving shed: steeply angled north lights, overhead shafting and narrow spans, at Peter Grieg's Victoria Linen Works in Kirkcaldy, Fife. (photos @ Mark Watson)



French Street, Dalmarnock, now "Strange Field"

Parts of weaving sheds may be seen in French Street, Dalmarnock, ([Home | Strange Field](#) -above right, formerly Boden's) an arts project and boxing ring, and may be hired out in Old Glamis Works, Dundee ([The Weaving Shed – Wedding Venue & Photography Studio in Central Dundee](#)) but they are rare.

**STICK** Annual Conferences on Art and Industry, Photography, Fossil Fuels: Scottish Transport and Industry Collections Knowledge Network recordings may be found at these links. The next topic is likely to be oral history. Look out for <https://stickssn.org/events/>

Looking ahead, and back to 1825 and the opening of the Stockton & Darlington Railway, we celebrate 200 years of public railways in the world. See <https://railway200.co.uk> for special events such as the opening of the Alstom Workshops in Polmadie, Glasgow this September.



The Forth Road Bridge. Photo © Mark Watson, HES

4 September 2024 saw the 60<sup>th</sup> anniversary of the opening of the **Forth Road Bridge**. At 1006 m clear span it was then the fourth biggest bridge in the world, the first three being in USA. Buses from the Scottish Vintage Bus Museum near Dunfermline recrossed the bridge in a dense haar, repeating the experience of the weather during the 1964 opening ceremony. Next, look out for the 135<sup>th</sup> anniversary of the **Forth Bridge** on 4 March 2025. It will be low key, but the celebration of ten years of the Forth Bridge as a World Heritage Site will be bigger, on 5 July 2025!

**Communications:** Our latest news used to be broadcast on twitter @scotindustria . The change over to X has had some unfortunate consequences, and very few posts get interactions. Our twitterer chose to withdraw from the site for almost all of 2023 and in October 2024 made the move to Blue Sky. Find us there!

The Society needs a new bulletin editor as Tony Jervis has stepped down -hence the slow output, almost annual in 2020-2024 for which we can only apologise. If you can help, supply articles, or even take over the editing, please contact [markwatson1865@gmail.com](mailto:markwatson1865@gmail.com)

Not all of us can easily access Zoom or email, our preferred media. It may be that we only have your postal contact details that receive our very rare mailings by post -they are expensive- or that the email address we have is not correct. Please contact our treasurer/ membership secretary with your renewal updates: Robert Rollo [rcrollo@btinternet.com](mailto:rcrollo@btinternet.com) 23 Lady Jane Gate, Bothwell, Glasgow G71 8BW.