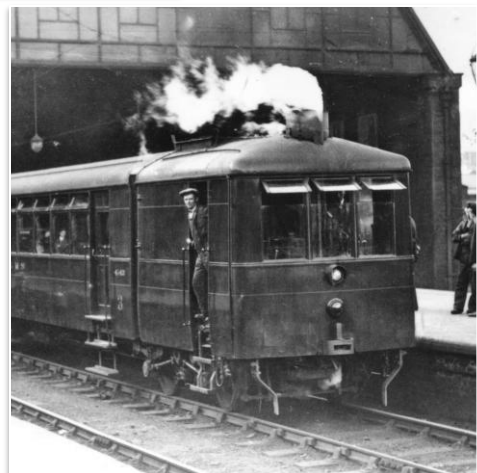
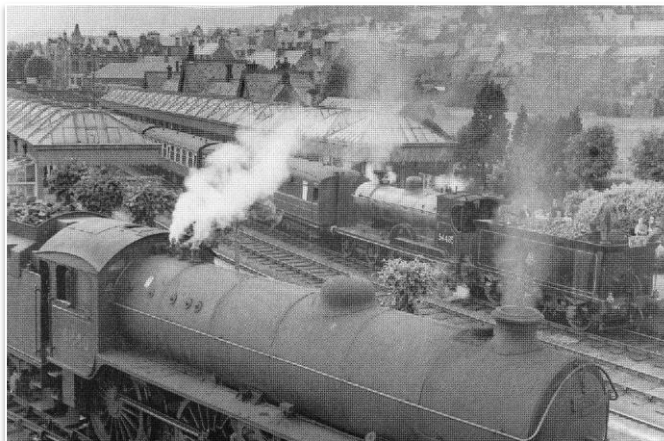


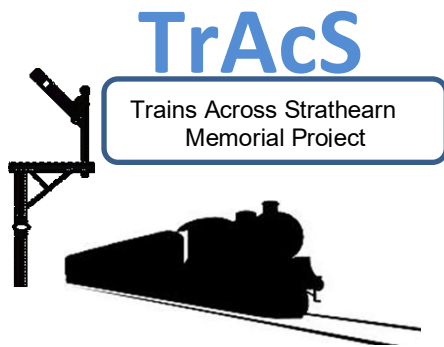
# Trains Across Strathearn (TrAcS) Memorial Project

## Trustees' Annual Report

January 1<sup>st</sup> 2025 to December 31<sup>st</sup> 2025



## Charity contact information



### **Trains Across Strathearn (TrAcS) Memorial Project**

Scottish Charity Number: SC050176

Address 19 Alligan Road,  
CRIEFF,  
Perthshire

Postcode PH7 3JS

Telephone number 01764 654060

Email address [Crieffcaleyman19@aol.com](mailto:Crieffcaleyman19@aol.com) or Fergie.4@aol.com

Website N/A

Facebook Crieff Lines Railways

## Charity Trustees

Name all of your charity trustees for the period, and the date they left if they were not in post for the whole year

1. David Ferguson - Chairman
2. Jean Sinclair – Secretary
3. Sandy Fraser - Treasurer
4. Douglas Buchan
5. Bill Young



TrAcS Chairman Dave Ferguson

## Objectives and activities

The TrAcS Memorial Project is a small, local community group established to interpret for the local area the history and benefits that, the now vanished railways and their staff brought to Strathearn, and to protect and preserve relevant local railway artefacts and features.

Our constitution states our purpose to be-

‘The advancement of education and the heritage of the local railways of Upper Strathearn, through the creation and preservation of appropriate Memorials and other educational materials and events.’

Upper Strathearn lies north of the hill ridge running east-west between Perth and Abercairny and separates the area from the current main railway line running through Auchterarder to Perth. The railway between Perth and Balquhiddy, with the junction at Crieff and the branch off to Gleneagles, served Upper Strathearn for over 100 years and the benefits it brought to the area, including the money from tourism and the local estates, can still be seen all around us today.

It was due to the coming of the railway that Crieff and Upper Strathearn began to develop generally from weaving communities to a health and tourist resort, resulting in the building of the Hydro and many other hotels the length and breadth of the Strath. This was preceded by the building of our well-known Morrison’s Academy, with Crieff again being chosen due to its railway connection.

The amount of wealth pouring into the area saw the building of many fine villas and the laying out of new streets and a general raising of standards, making the area a great place to live, work and holiday in.

Although there are many signs of the railway still to be seen through Upper Strathearn, it was felt a proper memorial to mark the railways and their staff would be a welcome addition. Due to Crieff being the junction and the largest station on the lines, it was decided that this was where the memorial should be sited.

At present it is planned that the feature will consist of an ex-Caledonian Railway signal of a type previously seen in the area,

accompanied with interpretation boards to tell some of the story of the lines, with relevant photographs, including staff.

This preserved and restored railway icon feature will act as a point from which to raise the profile of the local lines where it is hoped that the local community and visitors will have a chance to increase their learning.

## Structure, governance and management

### Type of governing document

The TrAcS Memorial Project is governed by our Constitution, and as a Scottish Charitable Incorporated Organisation under the watchful eye of the Office of the Scottish Charity Regulator (OSCR).

A copy of these documents can be examined by contacting the Secretary of TrAcS.

### Trustee recruitment and appointment

The Board of TrAcS Charity Trustees has remained the same throughout the year in question.

Should any of these Trustees wish to step down for whatever reason, it would fall to the members of TrAcS to appoint a replacement.

Any person can apply to become a member of TrAcS simply by contacting the Secretary and filling in the appropriate form.

At present our group include individuals who either have had family members who worked on the local lines, or who have a close affinity with them for other reasons, such as travelling to school or on business. This direct link adds significantly to the group and other members who are younger, or have maybe moved into the area, and so have no first-hand knowledge, can learn so much from the others.

### Induction

Currently the group feel there is no need for a formal Induction process due to the small size, both of the group, but also the Project. Any new members have been recruited locally and have already attended the group's meetings and so have a good understanding of our aims and objectives. However, should any of our dynamics change, then that would be the time to introduce a formal Induction programme.

## Achievements and performance



The TrAcS signal at Bo'ness undergoing paint removal and metalwork assessment

During the year, the Trains Across Strathearn (TrAcS) Memorial Project made steady progress toward the goal of erecting the historic railway signal as a public memorial in Crieff.

This Trustee's Report for 2025 opens with our semaphore signal still undergoing restoration at the premises of the Scottish Railway Preservation Society at Bo'ness. Due to there being less paint requiring to be chipped off, there were fewer visits by our volunteers to work on the signal.

Consultation with the professionals has resulted in a couple of images showing how the Memorial could look once in situ, and we're now better placed for applying for Planning Permission, and with this in mind, we've also been investigating insurance.

Meanwhile we've secured Gift Aid status and been lucky enough to be donated another significant amount of money to the Project.

### **Volunteers Trips to Boness**

Chipping old paint from the signal post to reveal the metal work underneath, has continued and was speeded up by the purchase of an additional gas burner. This work is important in order for the condition of the metal to be inspected and explore where work is required, such as welding or rivet work.

Sandy Fraser and David Ferguson visited Bo'ness on 29<sup>th</sup> January, 24<sup>th</sup> March and 23<sup>rd</sup> April, and they returned to Bo'ness on Wednesday 6<sup>th</sup> August with the intention of completing the paint removal.

In advance of the August visit, David contacted Hugh Campbell, Engineer, to advise that they would be on site and to suggest that, if available, he might wish to pop in to inspect the signal, which luckily Hugh was able to do.

Hugh carried out a detailed inspection of the TrAcS signal, taking a number of measurements. He also examined other signals on site to observe how they were secured in position, and considered the visit to be worthwhile. It may be recalled that the TrAcS signal is minus its foundation, so it was useful for Hugh to see the other signals at Bo'ness and to examine the different styles of anchoring a signal in place.



Tools of the Trade!



To date a few sprung rivets and a couple of fractures have been discovered, but thankfully nothing more significant so far.



Sprung rivet can be seen on the left, and a fracture by the rivet on the right.



## Engineering & Planning Application

In January, David Ferguson, Chair of the TrAcS Memorial Project, began working with architect Andrew Rodger to produce scale drawings of the proposed signal. These drawings were required to enable civil engineer Hugh Campbell to design an appropriate foundation and to allow the creation of an artist's impression showing how the signal might appear once installed. This material will form part of discussions with the Perth & Kinross Council Planning Department before a full planning application is submitted. Although Andrew had a busy workload at the time, he committed to completing the drawings, allowing the team to move forward with engineering plans, planning discussions, and ultimately to fabrication work and the eventual creation of the Memorial.

By April, Andrew had further developed the scale drawings and shared an updated version showing the signal with information panels at its base and a person for scale. To assist with producing an accurate visualisation of the signal in its surroundings, David borrowed a clinometer from the local Ranger Service and, together with Atholl Curtis, measured surrounding features at the east end of the Meadow Car Park on 15<sup>th</sup> May.

Andrew also consulted Hugh Campbell regarding possible foundations. Hugh advised that the originally proposed site at the west end of the Meadow might be too restricted to accommodate the required foundations and suggested the east end as a potentially more suitable location. However, when the signal was viewed to scale, some members felt it appeared rather tall and might lose visual impact in the setting. A suggestion was therefore made to consider reducing its height to something closer to nearby lamp posts. It was agreed that a final decision on height would be taken once a full visualisation had been prepared, as planning considerations might also influence the outcome.

The group agreed that the aim should be a high-quality restoration of the signal rather than an exact historical reconstruction, allowing some flexibility in design while maintaining historical authenticity wherever possible. David also contacted Welding Fabrication Solutions to

provide an update and to ask that the condition of the signal ladder be assessed to determine whether it could be reused or if it would require replacement.

In June, David discussed the drawings further with Andrew Rodger, including the suggestion that the signal height might be reduced. Andrew recommended waiting until the streetscape had been produced before making any changes, noting that from the east end of Union Terrace the structure would appear striking and achieve the intended visual impact.

A site meeting was proposed with Hugh Campbell, Andrew Rodger and a representative from Perth & Kinross Council Planning Department. Bailie Rhona Brock forwarded the relevant information to the Council, although no response had been received before the summer recess. David therefore arranged to proceed with the meeting arrangements in the hope that a Planning representative might still be able to attend.

In July, Andrew produced a visualisation showing how the signal might look at the east end of the Meadows in Crieff, beside the Station Hotel. David circulated this image to the group for discussion. Members generally agreed that this location appeared most suitable if foundation restrictions prevented the signal being erected at the west end of the Meadow. Opinions remained divided regarding the height: some felt the scale made the signal suitably prominent, while others felt it might be too tall, though it was acknowledged that judging scale from a single image was difficult.



Streetscape sketch produced by Andrew Rodger to show how the signal could look if positioned at the east end of the Meadows, in Crieff.

A site meeting with Hugh Campbell and Andrew Rodger was arranged for the afternoon of 17<sup>th</sup> July to review the possible locations and foundation requirements. The group also discussed potential measures to discourage anti-social behaviour once the signal was installed. Suggestions included placing four interpretation panels arranged in a square around the base of the signal to keep visitors at a distance, and installing a steel plate over the lower ladder rungs to discourage climbing.

As the project moved closer to the planning stage, David also sought advice from Grantown-on-Spey & Vicinity Community Council, who had recently installed a signal in Grantown-on-Spey, and who replied recommending obtaining formal support from Crieff Community Council. Such support could strengthen funding applications and potentially reduce planning fees, as well as provide access to public liability insurance. David therefore contacted Brian Wilton, Chair of the Crieff Community Council, to discuss the possibility.

David attended the meeting of Crieff Community Council on 6<sup>th</sup> August, where the Community Council formally endorsed the TrAcS Project. However, it later emerged that progressing a planning application under the Community Council's umbrella would require the project to be formally adopted by the Community Council, which was not considered appropriate at that stage. While this was disappointing, the anticipated planning application costs—estimated to be around £300, depending on any additional consents—were considered manageable.

In August, David reported on the site meeting held on 17<sup>th</sup> July at the Meadow in Crieff with Andrew Rodger, Hugh Campbell and his assistant Robert Dinse. Although the west end of the Meadow had previously been discounted, Hugh suggested that it might still prove feasible and offered to carry out a feasibility study, prepare drawings and produce a short report for use at a Pre-Application meeting with the Council. He advised that the signal would need to be mounted on a steel gusseted base plate bolted into a substantial concrete foundation, and he intended to liaise with Welding Fabrication Solutions of Bo'ness regarding the practical fabrication details. Both Hugh and Andrew kindly agreed that they would only begin charging

professional fees once the project had received council approval and moved into the implementation stage.

The group also examined photographs of a similar installation in Pitlochry supplied by group member Jean Sinclair, which showed anti-climb measures including a shortened ladder and a steel plate covering the lower rungs. These ideas were considered as potential features for the TrAcS memorial.



The signal near Pitlochry Station, showing the shortened ladder.  
David Ferguson



On 14<sup>th</sup> August, Hugh Campbell and Robert Dinse provided a drawing illustrating the proposed memorial and its impact on the surrounding streetscape, together with preliminary structural proposals for the foundation and base plate arrangement. Hugh also confirmed that he would prepare a supporting engineering report to accompany the forthcoming Pre-Application discussions.



As Prop - TRACS Signal Monument Looking North West

Streetscape sketch produced by Hugh Campbell to show how the signal could look if positioned at the west end of the Meadows, in Crieff. Looking NW



As Prop - TRACS Signal Monument Looking South East

Streetscape sketch produced by Hugh Campbell to show how the signal could look if positioned at the west end of the Meadows, in Crieff. Looking SE

Andrew Rodger also advised that the Council would likely require a long-term maintenance plan, a clear chain of responsibility for the structure, and a strategy for dealing with vandalism or accidental damage before granting approval. This might include contingency planning for events such as vehicle impact, together with appropriate insurance arrangements and a formal risk assessment to reassure the Council that liabilities would be properly managed. David therefore undertook to contact Sally Spaven, Chair of the Highland Main Line Community Rail Partnership, to learn what documentation had been required for their similar signal project.

In September, David began preparing for a Pre-Application meeting with planning officer Persephone Beer of Perth & Kinross Council. He consulted with Andrew Rodger and requested that Hugh Campbell provide a concise engineering report outlining the structural integrity of the proposal. The group also recognised the need to arrange appropriate public liability insurance—potentially up to £5 million—and other contingency cover, and David undertook to seek advice on these matters.

Finally, on 11<sup>th</sup> December, David emailed Persephone Beer to request the Pre-Application meeting with the Planning Department. By the end of the year, the group was still awaiting a response, but the groundwork for the planning process had been largely completed, placing the TrAcS Memorial Project in a strong position to move forward in the coming year.

## **Insurance**

Once the signal is in place, we will need to ensure that it's covered by insurance for different types of accident.

Previously TrAcS had been advised by a group from Grantown-on-Spey who had carried out a similar project with a semaphore signal, that by coming under the umbrella of the local community council, cost for planning permission and public liability can be reduced. As mentioned previously this is unfortunately not a route which TrAcS can follow at present.

The most local, and more recent, semaphore signal project, is that at Pitlochry installed in May 2024, and TrAcS liaised with Sally Spaven, Chair of the Highland Main Line Community Rail Partnership, who said that they have Public Liability insurance through the National Farmers Union Mutual insurance group.

TrAcS have now emailed Howden Insurance Brokers in Perth on 16<sup>th</sup> November looking for quotes for Public Liability and Property insurance to cover TrAcS for when the Memorial is eventually in place, and is currently awaiting a reply.

## **Hours**

Over the year it has been estimated that around 146 hours have been spent by volunteers working on the Trains Across Strathearn (TrAcS) Memorial Project.

## **Peers**

TrAcS continues to seek other similar projects to learn from where possible, one of these being the Highland Main Line Community Rail Partnership, who have recently completed their own signal project at Pitlochry. Sally Spaven, Chair of HMLCRP, has been very helpful with advice on contractors, costings and possible funders.

## **Promotion & Publicity**

### **Community Engagement and Promotional Materials**

TrAcS took part in the Crieff Community Council Spring Fair held in Taylor Park on Easter Sunday, 20<sup>th</sup> April (11am–3pm). Bill Young staffed the stand with assistance from Neil Gaunt, distributing around 30 flyers and engaging with visitors about the project. Historic photographs of the Crieff railway lines, loaned by David Ferguson, also generated considerable interest.

Following the Fair, members discussed ways to improve promotional materials and outreach. Suggestions included producing an improved flyer, adding the membership form, Facebook page details and bank information for donations. Another suggestion was the possibility of creating a website with a donation facility, which will be taken forward soon hopefully. Larger copies of historic photographs with captions were also proposed for future displays. At a previous Fair held in the Strathearn Community Campus, a short video show of the Crieff Lines displayed on a laptop also proved of great interest to visitors, however the logistics of an electric supply sometimes precludes the use of a laptop.

Bill also suggested creating a small diorama-type model railway to take to events. This could be based on Highlandman or some other Strathearn station, with perhaps a Railbus shuttling back and forward. Again this would create interest and hopefully draw people to the TrAcS stand where we could chat with the visitors and discuss our proposals and aims to help raise the TrAcS profile.

Bill and Jean Sinclair subsequently worked together on developing a new promotional leaflet for use at future events. The proposed design is an A4 tri-fold leaflet featuring photographs, limited text and a map of the former Strathearn rail network. Draft versions were circulated for feedback, with members agreeing that the design was a strong starting point. Further work continued through the year, with plans to meet early in the new year to finalise image selection before printing.

Jean Sinclair reported in October, that she had recently spoken with Susan Holoran regarding help with designing a new logo for TrAcS, but said that Susan was not currently able to help us as she does not have the required software, and is also quite busy at present. JS said she would have an attempt at designing a logo.

In December, JS has created a few possible designs for a new logo for TrAcS, and DF will circulate these and we can discuss them at the next meeting.

Baillie Rhona Brock suggested that TrAcS should take a stand at the Crieff Festival to be held in James Square on 9<sup>th</sup> August. Rhona forwarded details to David Ferguson, and highlighted that power was available.

David contacted Karen Macartney of Creative Crieff regarding TrAcS taking a stand at the Crieff Festival, but unfortunately poor communications resulted in TrAcS not attending.

### **Bridge-of-Allan 40<sup>th</sup> anniversary of re-opening celebrations**

In April, Bill Young noted that the Strathallan Community Rail Partnership would be celebrating the 40th anniversary of the reopening of Bridge of Allan Station on 13<sup>th</sup> May, with talks on railway history and the development of the line through the town. The line opened in 1848 and ran from Stirling to Perth. However, it was not until 1853 that steps were taken for Crieff to be attached to the same line at Crieff Junction, now Gleneagles. Although the builders, the Scottish Central Railway Co. had proposed a connection to open in 1848, they ran out of funds. Members of TrAcS were invited to attend. Sandy Fraser subsequently attended the event and the following Annual General Meeting of the Strathallan Community Rail Partnership.

## **Crieff Community Hospital 30<sup>th</sup> anniversary celebrations**

In September, David Ferguson was contacted by Vanessa Cumming, Health Care Support Worker at Crieff Community Hospital, where an upcoming event to celebrate the hospital's 30<sup>th</sup> birthday on 30<sup>th</sup> September, to ask if he had any old photos showing the hospital site over the years, and especially when it was Crieff Station. David selected 10x photos and had them enlarged to A3 size, and laminated, and handed them in to the hospital where they were proudly displayed at the birthday celebration. In the process David asked if it would be possible to speak with a manager at some point with a view to TrAcS making a presentation of the photos to the hospital, with an accompanying potted history text on the site, and perhaps a link to the TrAcS website or a donation QR code. Vanessa thought this would be great idea and said she would organise something after the event. This could be a good way of raising the TrAcS profile. It was agreed to spend up to £100 on this presentation.

## **Callander & Oban Railway Commemoration**

In September, Bill Young reported plans for an event to mark the 60th anniversary of the closure of the Callander & Oban Railway between Dunblane and Crianlarich in 1965. The event, organised jointly by the Strathallan and West Highland Community Rail Partnerships, was scheduled for 22<sup>nd</sup> November at Crianlarich Community Centre and formed part of the wider Rail 200 celebrations. TrAcS was invited to attend and displayed their banner and a selection of photographs of Balquhiddy and other stations on the Crieff Lines.

Bill and Neil later reported that the event was well attended, and Sandy Fraser gave a short talk recalling his experiences travelling on the Callander & Oban line, between Dunblane and Callander, while attending school. The event provided another valuable opportunity to promote the work of TrAcS.



### **Talk to Perth Burns Club**

In October, David Ferguson reported that he had been invited to give a talk to the Perth Burns Club at the Salutation Hotel, Perth, on 11<sup>th</sup> November, focusing on the history of the Crieff Lines and the TrAcS Project.

Bill Young and Neil Gaunt later attended the talk and reported that it attracted an audience of around 50 people, the largest attendance the club had recorded for one of its talks. Following its success, it was suggested that David present a shortened version of the talk prior to the TrAcS AGM in early 2026.

### **Agreement with Scottish Railway Preservation Society**

David Ferguson made the agreed amendments to the Agreement to be set up between Trains Across Strathearn (TrAcS) Memorial Project and the Scottish Railway Preservation Society, regarding the storage and conservation/ restoration of the signal, and submitted it to Donald

McLeish at Bo'ness on 29<sup>th</sup> January. To date no reply or response has been received from the SRPS.

## **Miscellaneous**

At the January meeting Baillie Brock raised the possibility of landscaping improvements which could take place on another railway site within Crieff, adjacent to a little stone overbridge in Sauchie Road, which could be an alternative site for the signal, should any issues arise preventing its siting at Union Terrace - Burrell Street Junction.

David Ferguson met up with Bailie Brock for a site meeting and suggested that even if the signal was not sited there, it could be another opportunity for TrAcS to be involved in and perhaps help with designing an information panel or similar feature.

It was agreed by those present at the monthly meeting in April, that TrAcS should support and be involved if possible in the venture, and to follow the project as it evolves.

TrAcS are currently still concentrating on the signal part of the proposed Memorial, but are still bearing in mind the generous support from Alistair Gourlay for remaining the guardian of our section of rail, which had been recovered from a housing development adjacent to the old railway in Crieff. It is planned to use the rail in a suitable sculpture in Crieff.

In September, It was agreed to organise the annual TrAcS Christmas Meal at the Meadow Inn for early December. David Ferguson confirmed names of those who wished to attend and placed a booking with the Meadow, and 11 members and some of their partners enjoyed a lovely meal and social get together on Thursday 11<sup>th</sup> December.

## **Funding**

### **TrAcS Annual Report Account Summary**

Throughout the year, the TrAcS account received several donations and had only limited expenditure. The year began with a balance of £4,674.11. In January, £500 in Gift Aid was received relating to Douglas Watters' £2,000 donation made in December 2024.

Unfortunately the £250 donation received from the Highland Spring Group is not eligible for Gift Aid as it was a corporate donation.

There were no transactions between February and June, and the balance remained unchanged. In July, Douglas Watters made a further donation of £2,000, increasing the balance to £6,674.11, with an additional £500 Gift Aid subsequently received in September, bringing the balance to £7,174.11.

In October, the balance reduced slightly to £7,128.51 following a payment for laminated photographs loaned to Crieff Cottage Hospital for its 30th anniversary celebrations. By December, the balance stood at £6,828.51 after £300 was paid for the annual audit of the TrAcS accounts.

Overall, the account remained in a strong financial position, supported by generous donations and minimal expenditure during the year.

### **Funding and Project Development**

In one of our discussions on funding the project, Jean Sinclair suggested seeking support from Susan Holloran, who has fundraising experience through her work with Crieff & Strathearn Museum. David Ferguson agreed to pursue this and, in August, he and Jean met with Susan, who also previously worked as Visitor Experience Officer at Cultybraggan Camp in Comrie. Susan agreed to assist TrAcS by identifying potential heritage funding sources, supporting funding applications, and advising on the style and content of the project's information panels. TrAcS aim to work more closely with Susan in the near future to help move the project forward to its next stage.

## **Heritage Trust Network Membership**

TrAcS has been a member of the Heritage Trust Network for the past few years, with the membership previously administered on the group's behalf by Andrew Rodger. The Heritage Trust Network is the UK's main umbrella body supporting charities, voluntary groups and not-for-profit organisations involved in rescuing, restoring and managing historic buildings and sites, providing guidance, networking opportunities and representation to government and funding bodies.

This year, as the annual membership came up for renewal, TrAcS took on responsibility for managing it directly. The group recorded its thanks to Andrew Rodger for overseeing the membership in previous years, and Sandy Fraser arranged the renewal for the current year.

At a previous meeting, David Ferguson also highlighted the benefit of having Sandy Fraser and another member focus on identifying and applying for funding opportunities. As TrAcS receives regular updates from the Heritage Trust Network that often include potential funding sources, David intends to circulate these emails more widely so that members can review and follow up on suitable opportunities.

## **HMRC and Accounts**

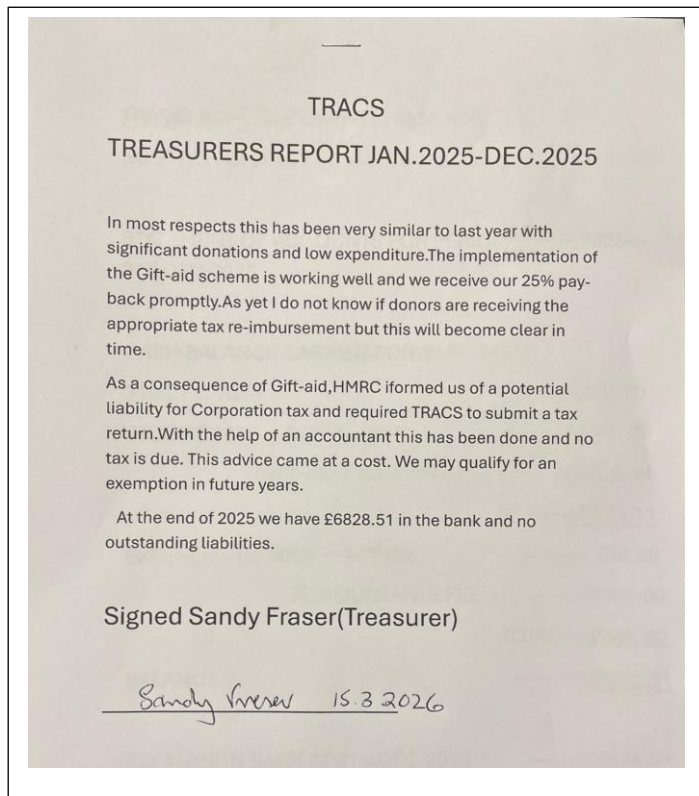
As TrAcS funds increased, HM Revenue and Customs asked the group to review whether it might be liable for Corporation Tax. Sandy Fraser made enquiries and it was confirmed that TrAcS is not liable, as the organisation does not undertake non-charitable trading activities.

To ensure this was the case, Sandy arranged for them to be audited by Nick Cunningham of Kelly's Solicitors at a cost of £300 before submission. The final outcome confirmed that TrAcS has no liability for Corporation Tax.

## Financial review

We started the year with £4,674.11 in our account, and after various payments and donations, we now have a current total of £6,828.51.

Thanks goes to Sandy our Treasurer and Irene our Auditor.



TRAINS ACROSS STRATHEARN(TRACS)

SCOTTISH CHARITY SC050176 : HMRC CHARITY ST05895

STATEMENT OF ACCOUNTS FOR PERIOD 1<sup>st</sup> JAN.2025—  
31<sup>st</sup> DEC.2025

CASH BALANCE CARRIED FORWARD FROM

31<sup>st</sup>DEC.2024 -----£4149.00

INCOME 2025 DONATIONS £2000.00

GIFT-AID FROM HMRC -----£1025.11

TOTAL--£7174.11

EXPENDITURE 2025 ADMIN. ----- £45.60

ACCOUNTANTS FEE -----£300.00

TOTAL---£345.60

BALANCE -----£6828.51

BALANCE IN BANK AT 31<sup>st</sup>DEC.2025 -----£6828.51

WE HAVE NO OUTSTANDING EXPENDITURE

THESE ACCOUNTS HAVE BEEN CONFIRMED.

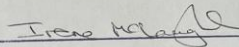
TRAINS ACROSS STRATHEARN MEMORIAL PROJECT(TRACS)

SCOTTISH CHARITY -SC050176

HMRC CHARITY -ST05895

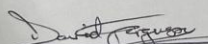
EXAMINERS REPORT

I have examined the books of accounts of the TRACS project for the year ending 31<sup>st</sup> December 2025.The foregoing are abstracts and I found them to be sufficiently vouched and instructed.

  
Irene McLaughlan(Hon. Examiner)

03/03/26  
Date

APPROVED

  
David Ferguson(Chairman)

17/03/26  
Date

## Donated facilities and services

The Trains Across Strathearn (TrAcS) Memorial Project would like to thank the Scottish Railway Preservation Society and its volunteers for looking after the TrAcS signal and its components, which have been placed into secure storage for us, and to the volunteers from TrAcS who have given their time to travel from Crieff to Bo'ness and to carry out work on the signal.

TrAcS would like to place on record the hospitality we have received from the Meadow Inn, Burrell Street, Crieff, and the Quaich Bar, High Street, Crieff, which is where we hold our monthly meetings and we have found the staff very friendly and accommodating, with no charge made. As a means of recompense, 11 members of our group booked in for a Christmas meal with the Meadow Inn, so it was a nice social event, as well as a feeling of us giving something back for all the kindness over the year.

Also a big thank you to Alistair Gourlay of Gourlay Events for storing our section of old rail over the year.

## Future plans

Over the coming year, TrAcS aims to hold a planning meeting with Perth & Kinross Council early in the year, so as to make a start in earnest on the conservation and restoration of the signal by contacting the required trades people to have the work carried out. We will continue fund-raising, and approach possible funders, especially once an idea has been acquired of the work and costs involved, to meet these costs as they arise.

Donald at Bo'ness has said that if any members of the TrAcS Project would like to get involved hands-on, so long as we liaise through him, we can go to Bo'ness and work on the signal – occasionally alongside members of the signalling squad - removing, cleaning and preparing the signal parts ready for reassembly later.

Meanwhile it is also hoped that ideas can be processed as to what the accompanying information panels could look like – what size, what


information and photographs are desired, and what types of finish are required to withstand the various environmental conditions.

Other longer term activity suggestions for TrAcS have been made, including working in partnership with the Loch Earn Railway Path Project in interpreting the newly restored section of old railway between Comrie and Lochearnhead. This may include compiling and help in distributing leaflets for interpretive purposes, and/or creating information panels or other suitable interpretive features. This will be with a view to increasing peoples learning along these newly restored sections of the old local railway lines of Strathearn.

The TrAcS Project will continue to seek attendance at community events for fund-raising and to generally raise the profile of the Project.

## Declaration

Signed on behalf of the charity trustees:

A rectangular box containing a handwritten signature in black ink. The signature is cursive and appears to read "David Ferguson".

Print name

David Ferguson

Designation

Chairman

Date

17<sup>th</sup> March 2026