The Impacts of the Railways in Scotland

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The Impacts of the Railways in Scotland

A Comparison of Glasgow and Edinburgh

by

Isabella Katherine Stryker

May, 2014
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Introduction

Throughout history, transportation aids in the growth and development of a city. From the Romans and their vast, complex roadways to the labyrinths of subways in New York City, transportation not only molds a city, it gives it its heartbeat. However, some areas in the world become over-dependent on their transportation. Without transportation, these cities would economically collapse and socially crumble. The definition of a society to socially crumble is translated as the threatening, hindrance, or loss of the five social pillars. The five pillars include: physical well-being; financial well-being; social network; work and/or realizing full potential; and beliefs, norms and values. This psychological basis of the five social pillars underlies what transportation affects and its removal will result in cities “socially crumbling.” Scotland is one of these countries over-dependent on the public transportation systems, specifically their railways. The numerous miles of track lain for the railway system is vast. While Scotland has diverse methods of transportation spanning throughout, the sociocultural need and economic dependency on the railways are so great that it socially restricts everyday functions and is economically setting Scotland up for financial failure. Scotland has come to rely so much on the railways, that without them, the people of Scotland would not know how to compensate for the social and economic displacement that would follow. The railways are ingrained in Scotland socioculturally and the country may not economically sustain its current ways of
everyday life without them. While other countries have similar issues, Scotland is the focus of this study. This issue is not unique in general, however in a simple comparison of Scotland and New York, while Scotland has more land than the metropolitan islands of New York, it is New York that has the denser population. If the subways were to be removed for New York, the city would still function because of the efficiency of alternate public transportation methods. However, if the railways were removed this would make Scotland unable to maintain daily functions the people take for granted.

The cities’ transportation structures are complex and diverse in Scotland. The taxi and bus stops/stations all coordinate with the railways and their stations. For example, The 26 McGill’s bus that picks up a passenger in Braehead has a stop right in front of Glasgow Central Station. It also has another stop right around the corner on Union St, to return the passenger back to Braehead.\(^1\) You need one form of transportation to get to the other. Remove a form, and the passengers find themselves unable to travel efficiently or cost effectively. The buses and taxis have limited ranges in which they can travel. The railways are the connection to those limited ranges. However, unlike in New York, where subways, taxis, and buses all function cohesively, if the subways in New York are unavailable, the city still functions.\(^2\) After Hurricane Sandy hit New York in 2012, the city did not crumble, it did not stop functioning, and it was able to economically continue to sustain itself. Hurricane Sandy was even considered the deadliest and most destructive Atlantic hurricane in 2012; also, it was the second costliest hurricane in United States history at approximately 68 billion USD total, about 65 billion USD being in the USA.

When the storm surge hit New York, the subways, trains, and certain areas of downtown (various

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1 That is the bus I had to take every time I wanted to go into downtown Glasgow.  
2 Being personally born and from New York, I have a detailed knowledge of how the subways work and their functioning’s.
boroughs) were flooded. Since the city had spread out its strengths and finances in their public transportation, New York was able to function after this natural disaster and not economically shut down.

However, when Hurricane Bawbag hit Scotland, over half of northern Scotland was rendered helpless. When the railways went down due to the storm, the economy suffered for it and commercial productivity halted in northern Scotland. Stores closed down because of the inability of customers to reach them. Public transportation was practically at a standstill and had massive delays because the railways were not able to move people or supplies to their needed destinations until the necessary repairs were made and the railways cleared. At one point, approximately 60 passengers were stranded on one particular train on the West Highland Line due to the line being forced to close. Roads were closed and inaccessible due to damage or copious amounts of snow and debris obstructing them. When the roads and buses shut down due to inclement weather, and Scotland is known for inclement weather, the only other mode of transportation is the railways, thus the greater dependency on them. About 150,000 homes lost power due to the storm. Roads were shut down and the Wick to Inverness line was one of the many railway lines closed; this further affected railway lines between Inverness, Aberdeen, Edinburgh, Glasgow, and Perth. Without the railways, even in limited form, the highlands mobility was hindered even when attending to emergencies that arose because of Hurricane Bawbag. Comparing Hurricane Sandy to Hurricane Bawbag, Hurricane Sandy was a much larger damaging storm and New York was able to keep functioning with its equalized public transportation. Hurricane Bawbag was classified as an extra-tropical cyclone and had less

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damage but had a greater impact on the people of Scotland. Both incidents had multiple forms of transportation compromised, loss of power, flooding, and road closures. Because of the balancing of their public transportation though, New York was able to recover quicker.

After flying into Scotland the day after Hurricane Bawbag hit, in December 2011, all the news primarily covered the damage, rail delays, and economic setbacks this caused. Even though I was in Glasgow, all of Scotland was affected by the delays and railway shut downs. This is December 14th 2011 paper, The Press and Journal: News

Image removed due to copyright restrictions.
interesting that a country is so dependent on a single public transportation system. Why would Scotland not work to improve the roads so that they may be more accessible and easier to traverse; or have the bus systems better equipped to handle the seasonal harsh, inclement weather? To put all reliance on one form of transportation seems like an economic gamble of Russian roulette. Watching the news, their primary focus was on the delays and damages. The secondary focus was the projected cost to fix everything. Scotland needs the railways to make money, however, without money, the railways cannot run.

Not only is Scotland economically dependent on its railways, but culturally as well. A perfect example of this is when the football game of the Hearts vs. the Hibs played in Edinburgh on May 19, 2012; police and the city itself set up to have the fans of the winning team ushered to travel via Airfrie and Bathgate, while the fans of the losing teams were ushered to travel via Falkirk High. An alcohol ban was put into effect on the Glasgow/Edinburgh trains during the peak times the sports fans would be traveling to the game. This was done to keep the violent outbreaks of opposing fans at a minimum. Even with the added precautions, Strathclyde police still had 22 arrests either in or around the stadium. It must be noted there were no reported arrests on the physical trains themselves; all reported arrests were in train stations or in/around the stadium vicinity.

What alternative methods would be used to help minimize the potential for violent outbreaks if the railways were inoperative during this time? It begs the question, what other means of transportation would the city of Edinburgh use to move the mass amounts of sports’

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fans? According to BBC reports, ScotRail, the major railway entity in Scotland, provided 11,000 extra train seats and more than 50 extra trains on the three routes with additional carriages to and from Glasgow to ensure fans could travel to the game and be able to leave accordingly.\(^6\) Even if the Firsts and McGill’s buses were combined, it would be physically impossible to provide anywhere close to the capacity of 11,000 plus seats for people and fans. This is a practice that is done all throughout Scotland. The railways are a crutch to move large masses of people. Other alternative forms of transportation include the buses. The McGill’s Bus Service has a fleet of approximately 340 buses\(^7\) that services Scotland. The First Glasgow has a fleet of approximately 1000 buses.\(^8\) Combine these numbers with the running taxis of Glasgow Taxi\(^9\) and City Cabs Edinburgh\(^10\) that roughly totals over 2640 vehicles. While these methods of transportation are good alternatives, they lack the ability to transport the larger numbers the railways do. Also, I was able to purchase a day pass for the busses cheaper than a rail pass, but it was more geographically restricted compared to the railways.

These facts coupled with the questions previously asked in this intro, sparked my desire to get a better understanding of the integrations of the railways systems. With the heavy dependence on the railways, the sociocultural and economic dependency of the railways needs further examination as to what would happen to the populace of Scotland should the railways ever be inoperable. To get an idea of the railways’ true impacts on the people of Scotland in their everyday life, a comparison of two cities similar in size, demographics, industries, railway

\(^6\) Ibid.  
histories, traffic, economics, and population is needed. For even under these most ideal circumstances, if two major industrial cities cannot socio-culturally and economically function without the aid of the railways, then neither can the rest of Scotland. This study was set up to first, find the target cities to compare. Second, analyze both cities with me spending an equal amount of time in each city. Third, I was to travel by the means as if I was a local living in the area. Living in Florida, the realization that having the tourist version of an experience and the local populace living in that area experience are two separate experiences. While this study does include tourist/ism in the factors, the main focus is on the everyday populace who lives in Scotland and rely on transportation for their daily functions.

My trip in December 2011 was dedicated to finding the two cities that are the focus in this study. Since northern Scotland was virtually shut down and inaccessible at the time due to Hurricane Bawbag, two central cities with more agreeable weather conditions were sought out instead.¹¹ Using the University of Glasgow’s library, five towns were geographically picked to inspect. The five cities visited and compared were Glasgow, Perth, Edinburgh, Berwick Upon Tweed,¹² and Dunbar. Central Scotland is the gateway to northern Scotland and England’s railway systems. Since this region holds the highest traffic and railway activities, it is easier to compare. After collecting data of the towns visited, the research showed that Edinburgh and Glasgow were two cities that fit the previously mentioned criteria. These two cities are very similar in size, population numbers, industrial importance, integrated railway histories, railway traffic flow, and economic stability. If these major industrial cities cannot socio-culturally and

¹¹ I did not want to be stuck for weeks up in northern Scotland. The news reports were saying some towns were projected to be snowed in for weeks. I did not want to take that risk.

¹² Berwick Upon Tweed while territorially “belongs” to England, Scotland holds its cultural roots and it is where Scotland’s railways meet with England’s.
economically function without the railways, then the financial well-being of Scotland is set up to fail.

Before assessing the overall economic impact of the railways, it is important to know what Scotland’s railways current working capacity and what their projected capacity are. Figures are just numbers to paper if not applied. The transportation government of Scotland’s job is to project, analyze, and anticipate the current and upcoming needs of the railways. Breaking down in a ten year span, ScotRail reports a 20% passenger increase. In 2011/2012 alone, Glasgow Central Station, and Glasgow Queen Street Station\textsuperscript{13} reported over 47 million passenger entries and exits. Apply a 20% increase over the next ten years and that is over 56 million passenger entries and exits for these two stations alone!\textsuperscript{14} The Table 1 on page 10, encompasses all of Glasgow’s routes and their arrivals. This demonstrates the increase of arrivals to load factor in the morning peak period, a three hour peak period, starting at 2016 and projecting to 2026. As is seen, the electric routes are projected to have 24,257 arrivals in the year 2016. Electric routes often service the transportation of the populace rather than goods or freight. By 2026, the projected numbers of arrivals increase to 26,297 annually. This is an annual increase in train arrivals by 2,040 arrivals alone.\textsuperscript{15} Diesel routes often service freight and shipments of goods. By 2016, the projected arrivals total 2,885 arrivals annually. In 2026, the projection is totaled 3,168 arrivals annually. This is a 283 arrival increase. Stirling Corridor, primarily local and inter-urban travel, and Edinburgh arrivals mainly service the intercity stops, i.e. Glasgow to Edinburgh. By 2016, the projected number of arrivals total 4,889 annually. In 2026, the projection of total arrivals by 2,040 arrivals alone.

\textsuperscript{13} These are the two densest used railway stations in Glasgow.


\textsuperscript{15} Each arrival is tallied as one train. However, the car lengths and carrying capacity is harder to average with the various car lengths per train.
arrivals is 5,365. This is a 476 increase in arrivals. With this kind of growth, the transportation of Scotland is faced with impending crowding issues because of the dependency on the rails.

Table 1: Glasgow Annual Arrivals

<table>
<thead>
<tr>
<th>Route</th>
<th>2016</th>
<th>2026</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Arrivals</td>
<td>Load Factor</td>
</tr>
<tr>
<td>Glasgow North Electric Routes – North West</td>
<td>6,907</td>
<td>61%</td>
</tr>
<tr>
<td>Glasgow South East Electric Routes</td>
<td>10,654</td>
<td>81%</td>
</tr>
<tr>
<td>Glasgow South West Electric Routes</td>
<td>6,696</td>
<td>73%</td>
</tr>
<tr>
<td>Glasgow Diesel Routes – Barrhead / East Kilbride</td>
<td>2,446</td>
<td>42%</td>
</tr>
<tr>
<td>Glasgow Diesel Routes – Maryhill &amp; Cumbernauld</td>
<td>439</td>
<td>42%</td>
</tr>
<tr>
<td>Stirling Corridor (local and inter-urban)</td>
<td>2,272</td>
<td>87%</td>
</tr>
<tr>
<td>Edinburgh via Croy</td>
<td>2,617</td>
<td>80%</td>
</tr>
</tbody>
</table>

The future plans for the Glasgow routes radiating from Central Glasgow will play an important part in the economic growth of Central Glasgow (and the continued growth of its service-sector based industry) as well as regeneration around the Glasgow city region, especially along the Clyde Valley.\textsuperscript{16} There is a great importance to link the transportation to Glasgow’s two airports. The Glasgow suburban rail network is the UK’s most extensive outside London, with at least half-hourly services operating on all routes. Like much of the rest of Scotland, many of the car parks on the Glasgow rail network are at capacity and although bus – rail interchange is better than elsewhere, there is still room for improvement.\textsuperscript{17} With the projection of greater road congestion, the need for the railways will be greater in both Glasgow and Edinburgh.

Table 2: Edinburgh Annual Arrivals

<table>
<thead>
<tr>
<th>Route</th>
<th>2016</th>
<th></th>
<th>2026</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Edinburgh</td>
<td>Central</td>
<td>Edinburgh</td>
<td>Central</td>
</tr>
<tr>
<td></td>
<td>Airport</td>
<td>Edinburgh</td>
<td>Airport</td>
<td>Edinburgh</td>
</tr>
<tr>
<td></td>
<td>Arrivals</td>
<td>Load</td>
<td>Arrivals</td>
<td>Load</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Factor</td>
<td></td>
<td>Factor</td>
</tr>
<tr>
<td>Fife Circle</td>
<td>2,978</td>
<td>119%</td>
<td>2,499</td>
<td>100%</td>
</tr>
<tr>
<td>Newcraighall</td>
<td>1,103</td>
<td>57%</td>
<td>1,959</td>
<td>102%</td>
</tr>
<tr>
<td>North Berwick</td>
<td>863</td>
<td>79%</td>
<td>944</td>
<td>86%</td>
</tr>
<tr>
<td>Bathgate</td>
<td>2,538</td>
<td>87%</td>
<td>2,839</td>
<td>97%</td>
</tr>
<tr>
<td>Dunblane</td>
<td>1,219</td>
<td>85%</td>
<td>1,335</td>
<td>93%</td>
</tr>
<tr>
<td>Fife Inter-urban</td>
<td>1,723</td>
<td>81%</td>
<td>1,887</td>
<td>89%</td>
</tr>
<tr>
<td>Glasgow via Croy</td>
<td>2,947</td>
<td>80%</td>
<td>3,279</td>
<td>89%</td>
</tr>
<tr>
<td>Glasgow via Shotts</td>
<td>445</td>
<td>74%</td>
<td>477</td>
<td>79%</td>
</tr>
</tbody>
</table>

In 2011/2012, Edinburgh Waverley Station and Haymarket Station reported over 24.5 million passenger entries and exits. As with Glasgow, apply the same 20% increase over the next ten years and that is over 29 million passenger entries and exits for these two stations. The table below encompasses all of Edinburgh’s routes and their arrivals. This demonstrates the increased number of arrivals to load factor in the morning peak period, a three hour peak period, starting at 2016 and projecting to 2026. As seen in Table 2 above, the Fife Circle, Newcraighall, and North Berwick, which are the eastern Scotland base of railway traffic and transitions into England. The 2016 projection of is 7,443 arrivals annually. By 2026, the projected numbers increase to 8,883 arrivals annually. That is a 1,440 arrivals per year increase. The Bathgate, Dunblane, and Fife Inter-urban routes services start from eastern Scotland to central northern England.

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18 Ibid.
Scotland. By 2016, the projected arrivals are 7,769 annually. By 2026, the projected numbers increase to 8,999 arrivals annually. That is an increase of 1,230 arrivals annually. The Glasgow via Croy and Glasgow via Shotts are inter-city routes that transition into other areas such as from Edinburgh to Glasgow. In 2016, the projected annual arrivals are 6,049. By 2026, the projected numbers increase to 6,761 arrivals annually. This is an increase of 712 arrivals per year. These figures clearly show the great dependence that is held on the railways.

The future plans for Edinburgh are to attempt to interlink with prominent centers like Glasgow. Inter-urban rail passenger services to Edinburgh will fulfill the key role of connecting the city’s airport to a wide catchment across Scotland after the construction of EARL (Edinburgh Airport Rail Link). There is a need to improve the frequencies on routes, fulfilling the ability to provide service to local routes and inter-urban, provide sufficient early arrival times for business travelers, and solve the parking availability problems. While Edinburgh is second to Glasgow in size and railway productivity, it has more issues to combat against in the hopes of becoming more efficient. Regardless of its performance, the people’s over dependency of the Edinburgh’s railways is still present, just as in Glasgow.

Wrapping all these numbers up into a sensible meaning requires understanding of the numbers of Scotland’s populace. The Scotland Census of 2012, Graph 1, produced by the National Records of Scotland, recorded a total population living in Glasgow of approx. 595,000 people. Edinburgh recorded a total population of approx. 480,000 people. With a total populace in all of Scotland approximating 5.3 million people. If you process the total numbers of

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passengers for all of Scotland, the number is approximately 360 million passengers. In Graph 1 above, the Scottish Transport Statistics gives an idea of the total number of passengers. The numbers are updated annually and are broken up into 3 parts. The first part, represented by the dotted line is the total passengers that were ScotRail passengers. As is seen in the graph, it shows a steady flow of increasing passengers. This helps entities like the Transportation of Scotland project future uses and potential problems such as crowding. The solid grey line is the total of actual passengers. While this line does increase slowly, there are dips like in 2010/2011 and in 2006/2007 years. The final line, the solid black line, is the number of passenger receipts. As the graph shows, these numbers far surpass the two previous. Passenger receipts are broken up as how many times a passenger receipt was used. So while one passenger may have four receipts, it is still only one passenger. It is important to know the difference because it shows how heavily

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21 Please note, that passenger numbers and numbers of receipts or uses are separate.
used the railways are in comparison to the present populace. Processing these numbers, a clear pattern of dependency on the railways is shown.\textsuperscript{22}

Now that a basis of knowledge is sustained, it is important to know a bit about the cities and their railway histories, since much of the information is not commonly known facts. These histories give an insight to the learned dependent behaviors of the railways as well as railway history. Glasgow’s railway history not only covers the city of Glasgow, but the surrounding areas as well. During the Industrial Revolution, distinct city limits were not clearly defined as they are in present-day. When Glasgow is referenced, it must be understood that the surrounding areas are included in this mention. Edinburgh and Glasgow are similar in their railway histories. Both histories start in the height of the Industrial Revolution during the early 19\textsuperscript{th} century. Each history focuses on the creation of the companies and early stations or shops. Only after the establishment of each city’s railways, do the histories delve into the style of trains and their evolution. The histories also focus on the contribution of economic factors that shapes the railways the way they are today. The sociocultural aspects of this study pick up in present day. The histories of both cites show the people’s dependency on the railways start at the creation of the age of iron and steel. From the moment that the conversion from wood to metal commenced, the railways are placed at the center of the people’s attention. Historically, if the railways were not as heavily relied upon, then the potential for more balanced public transportation could have been better thought out. Scotland would not have the issues involving the dependency of the railways that it does today.

\textsuperscript{22} Scotland Transport Statistics, no 31, ed 2012. 
The second part of this problem, is not just the length of dependency but the sociocultural impacts as well. The sociocultural impacts, influences, and my experiences are tied in with my research coupled with experiences while over in Scotland. The sociocultural impacts of Glasgow and Edinburgh are the events that affect the present-day populace of Scotland. It will cover current events, social issues involving the railways, economic issues, and my findings. A comparison is made between these two cities in their functionality, efficiency, and overall aesthetics to the human eye: accessibility, financial affordability, and ease of maneuverability. The “my experiences” sections will contain limited opinions from myself and more observations of the environment around me. This study will help illustrate the over-dependency that the populace of Scotland has on the railways. The economic crutch the railways in Scotland represent is monumental. With Scotland coming to rely so heavily on the railways, the ability to efficiently function without them on is lost. The populace does not know how to compensate for the social and economic displacement should the railways ever be unavailable or out of commission for a length of time. With the railways being so ingrained in Scotland’s sociocultural being, the country cannot economically sustain itself without them. Removing the railways would make Scotland unable to maintain daily functions the people take for granted.

The final issue to look at in this study is solutions. If Scotland were to examine the possibilities for change, what solutions would they have? If roads were improved, gas lowered, and it were more economical, would Scotland make these improvements to alleviate the dependency level of the railways? Or if the taxis and buses had further ranges, bigger fleets, would they be able to increase the capacity levels so that they are a more efficient transportation system? While solutions are briefly mentioned throughout, it is only in the conclusion that solutions are really touched upon. Even though the alternate solutions are not gone over in-depth,
they are still things that need to be examined if Scotland ever hopes to ease the dependency it has on its railways.
Glasgow Railway History

Before understanding the people’s over-dependency of the railways, it is important to understand Glasgow’s railway history. Its dependency starts at the moment of their creation. The first known recorded history of the railways in Glasgow dates back to the Industrial Revolution. During this industrial growth, Glasgow went through many changes. Technology became more advanced, the population multiplied, and goods and items were being mass-produced. The days of the horse-drawn carriage were ending and the rise of the mechanized steam engine sought to replace it. Agrarian society lost its favor with the industrialization of the cities. It was customary for the townspeople in Glasgow and the surrounding towns and villages to bring their goods, trades, or commerce to the town center of Glasgow so that they could be transported, traded, or sold. This is the start of the dependency of the railways. For without the rails, commerce was either geographically restricted to locality or conducted by a merchant with the means to travel to various locations. With this mass of changes, the manner in which these items and people were transported changed as well.

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23 The years spanning between 1770s and 1830s.
While Glasgow’s very early railway history dates back to the beginnings of the Industrial Revolution, it was not until 1831 that any locomotive written history was recorded in Glasgow. The dawn of the iron road was not a new concept, but rather an innovation that replaced its predecessor. What were wooden rails, were replaced by iron and steel. The use of horses to haul the wagon loads upgraded to steam powered engines and steel carts/carriers. The first company historically written and accredited in Glasgow’s iron road transformation and the one that made the first Scottish built locomotive was Murdoch & Aitken for Monkland & Kirkintilloch Railway. The railway company, Monkland & Kirkintilloch Railway, was largely created to transport coal from the Monklands and deliver it to the Forth and Clyde Canal for shipping. M&K was created by two engineers and they were vital in the development and construction of the railways in Scotland. Thomas Grainger and John Miller were the creators:

Thomas Grainger was the older: born in 1794, he had been practicing in Edinburgh as an engineer and surveyor since 1816. He had worked largely on road improvements: the M&K seems to have been his first railway work—first preparing the plans, then supervising construction. Miller, born in 1805, had originally intended to be a lawyer, but entered Grainger’s office in 1823. In 1825 Grainger took him, still young, into partnership. He would eventually be responsible for building much of the main-line railway network of Scotland.

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24 The term locomotive is used as a historical indicator for the train. Locomotive generally means a horse drawn or animal powered vehicle. The term train is not used until the power of steam and coal are used as the primary source of fuel.
27 Monkland & Kirkintilloch is also abbreviated as M&K. Both are used throughout the text.
28 Coal shipped here was distributed to Edinburgh primarily and Glasgow secondarily.
With the Monkland and Kirkintilloch’s success, it was able to compete directly with water transportation instead of adding to it. This innovation eliminated any transferring from railways to water ways. All of Glasgow-bound coal was able to stay on land.

With the rapid growth came higher competitiveness. This became such a commonality that in one such boasting gesture, M&K was offered a wager on how many wagons a horse can pull. As seen in the illustration above, a horse named Dragon, one of their more prominent horses, was recorded pulling fourteen wagons. It was customary for a horse to pull only four wagons at a time. This gesture was one of many in the years to come. M&K was one of the many firms to help fuel the competitiveness between opposing firms that accompanied the railways. This competitiveness, however, was the undoing of some railway companies while it immortalized others, thus fueling the demand for the railways. Just like today, virtually all

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public, private, and governmental entities had their eyes on the railways and its developments. This behavior carries through into the next chapter when it covers cultural impacts.

By the 1840s, several independent firms existed; however, only small numbers of locomotives were being produced due to the lack of consistency, and Glasgow at this time only had two railway workshops. It was not until the 1850s, when “Glasgow and South Western Railway moved its workshops to Kilmarnock and the Caledonian Railway moved its works from Greenock to St Rollox. The Edinburgh & Glasgow Railway’s works at Cowlairs became the main works of the North British Railway after 1865.”  

Glasgow and South Western Railways was created by a prearranged merger between two companies, the Ashire Railway and Dumfires and Carlisle Railway. Glasgow and South Western Railways was the first railway authorized by Act of Parliament. The Caledonian Railway’s business was more eastern with Edinburgh its home base. The surviving "private" locomotive-building company, Neilson & Co, moved its works to Springburn in 1861, so that by the late-1860s there were three large locomotive works in the Springburn area. Neilson's works manager, Henry Dubs, left to set up his rival Glasgow Locomotive Works in Polmadie in 1864 and a third "private", Walter Montgomerie Neilson, founded another "private" works in 1884, bought by Sharp, Stewart & Co in 1888. With the growing need, popularity, dependency of the railways, and smaller railways companies merging to create larger ones, the 1860’s through 1880’s consisted of many power struggles, especially among the small firms to supply the railway demand. It was not until 1903 that all the small

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31 Edinburgh & Glasgow Railways was an important factor for North British Railway but falls under Edinburgh’s history since much of the history is geographically near Edinburgh.
private builders formed together to create the North British Locomotive Co.\textsuperscript{35} The creation of the titan, North British Locomotive Co, is the catalyst to the railways becoming a part of the people of Scotland’s everyday life.

The North British Locomotive Co, also known as NBL, was the largest locomotive manufacturing firm in Europe, “employing over 8,000 men in works covering sixty acres and with an annual productive capacity of more than 500 engines. (The shift from the term “locomotive” to “steam engine” or “engine” happens historically around this time.) With the contribution of other manufacturers, notably the railway companies themselves, there were well over 600 locomotives being constructed in Scotland.”\textsuperscript{36} The picture shown below is what the early models of the steam engine looked like. The main intake of coal to propel the engine is

![Early steam engine.](www.theglasgowstory.com)

\textsuperscript{35} M&K was involved in this merger.
distributed towards the rear, note the two gentlemen in the very back just in front of the coal car. This shift from horse drawn wagons to an iron steam engine not only made it possible to pull heavier loads, but required more maintenance thus providing more job opportunities. With the railways providing jobs, money, and economic advancements, the populace viewed the railway as not only a popular aspect, but a necessary one to assist with everyday activities, this aspect remains in present day and is seen in the next chapter. By 1914, Glasgow had the largest concentration of locomotive building works in Europe.\textsuperscript{37} The image on page 23 displays the power and prestige it sought. While most companies sought logos to represent more of the area of their origin, North British Locomotive Co.’s logo showed the exotic and places far traveled. This bold statement helped immortalize its name and made it stand out from the other railway companies.

With the manufacturing becoming stable and secure, the need to strengthen the corporate structure of the British railway was vital. The state and city government realized the importance of the railways and the dependency its townspeople put into it. Since before 1914, the corporate structure of the railways was ultimately guided by individualistic perceptions, the state was limited in what they could do for regulation of matters such as construction, mergers, pricing, and safety.\textsuperscript{38} This led to the creation of the 1921 Railways Act. Enacted by the government to stem the losses being suffered by a large portion of the 120 railway companies, move the railways away from internal competition, and retain some of the benefits which the country had derived from a government-controlled railway during the First World War, this act created the


'big four' railway companies - Southern Railway (SR), Great Western Railway (GWR), London, Midland & Scottish Railway (LMS), and the London North Eastern Railway (LNER), from the hundred-odd that had previously existed. Some of these railways were English lines, not Scottish. However, if these railways were not consolidated, they would not have been able to link up and connect to the Scottish lines. The Act also codified standard charging rates with the establishment of the Railway Rates Tribunal39 and the regulation of the railways. The regulation of the railways integrated the railways on country-wide level with the ability to have an easier and more efficient access to the railways.

Before the act of 1921, World War I put a halt on much of the civilian and commercial production of the rails, for much of North British Locomotive Co. efforts were for the war. The

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trains were depended on so greatly for the primary mode of mass-transportation that changes were incorporated to guarantee the ability to ship vast amounts of munitions, increase the capacity of locomotives to be able to hold larger amounts of army Lorries, create a greater capacity of shipping supplies, and so forth:

During the war arrangements had been made for the government to compensate the railway companies for increased wages, and for deferred maintenance and renewal of equipment. Government control of railways continued after the war… Early in 1920 the North British claimed an installment of compensation amounting to £616,194. The ministry decided that the claim required investigation, and provided only £186,194 pro tem.

The post war mentalities, though, almost led to the closure of some of the prominent companies when production of new locomotives declined significantly in the 1930s. The need to aggressively mass-produce engines for the war eased and the civilian use of the railways did not call for as many engines. The dependency on the railways was so great, when the current demand was no longer necessary, people could not compensate financially for the losses.

The shift back to civilian and commercial production was gradual, but the Great Depression put a lot of the smaller rail companies out of business and many of the larger companies took great financial loses. At the dawn of World War II, the railways were granted a financial reprieve by assisting the war efforts yet again. The Second World War saw Albion and NBL again making substantial contributions to the war effort. After the war both of these companies benefited from a more prolonged post-war boom and remained prosperous until the mid-1950s. It was understood that without the railways, the war efforts would be hindered.

Governments, troops, and people depended on the railways so much that protecting the tracks

40 A Lorry is a large vehicle for transporting goods by road, with the increasing capacity of the rails being able to ship more. More supplies could be forwarded to troops in less time.
and the ability to keep the railways moving was a major priority. After the war, production of trains and extra rails went back to civilian and commercial productions needs while the development of trams was underway and the modernization of older models were done.

While the railway economy steadily came back, in the 1950s some major changes occurred to the railways in Scotland. Many of those changes are still in use today. During this time, the railways became nationalized and were owned by the British Transport Commission and managed by the Railway Executive. This led to the development of British Railways in January 1, 1948. As a subset, the Scottish Region of British Railways was established:

This however was primarily an administrative unit, not an economic one. It was presided over by a chief regional officer, who had previously been the LNER (London & North Eastern Railway) divisional general manager (Scotland) – the BTC (British Transport Commission) considered that the Railway Executive itself filled the role of general manager for the entire railway system…

In 1948, BR’s Scottish Region had 3,625 miles of route, with 1,322 stations of which 302 were for freight only and used 2,286,000 tons of coal and 30,000 gallons of diesel oil for fuel. At that time, there were no electrical units in use at all. With the oil having to be imported, the costs began to outweigh the profits and alternate forms of fueling was sought out.

In 1955, the British Transport Commission had published its plan to modernize the railways and bring them up to date. The price tag of this project was totaled at £1,200 million over the course of fifteen years. The improvements made to the tracks made it possible for the trains to move at faster speeds safely, thus cutting down on transport times. Instead of using steam, trains were engineered to run on electricity instead. As a result, this cut down on

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44 Ibid., 207.
45 Ibid.
46 Ibid., 213.
importing fuel costs. Diesel trains were used for the long heavy freighters that had to transport goods throughout Scotland. The need for coal to run the engines slowly became obsolete; the desire for a cleaner and more efficient fuel was noticeable. The picture below is one of the examples of changes. When trains went from steam to electricity or diesel, each car and engine had to undergo changes. Brake systems had to be upgraded to handle the greater speeds and with receivers/sensors to trigger the braking system. Engines became more “computerized.” This shift in fuel for the railways caused a major deficit to happen and as a result, many companies went under when steam powered rails were slowly phased out to diesel with hydraulic trains. The liquidation in 1964 saw to that. By the 1960s trains powered by steam were completely phased out, and the electric multiple-unit trains came into popularity.\(^47\) With the greater efficiency of fuel, came the greater use and dependency of the railways.

In the late 1980s and early 1990s, there was a shift from nationalized railways to privatized railways. The British Railways Board was divided in smaller units that could be sold or franchised out.\(^48\) By 1994, the shift was


Operations and marketing were ultimately divided up into twenty-five train operating companies (TOCs) and freight business was reorganized into five companies. Each had a contract with RailTrack so that they may have access to the tracks and those serving in Scotland were ScotRail.\textsuperscript{49} RailTrack took a devastating financial hit when a high speed accident occurred near Hatfield, due to defective track, in 1999. The government had to assist RailTrack, but the company was never able to recover. Its replacement was Network Rail. (This is the company that permitted me to observe a UTX in Perth in December 2011.) In 2005, the Scottish Executive became responsible for overseeing Network Rail’s operations and acquired sole responsibility of the ScotRail franchise. The photo above shows what the passenger trains look like today, note the ScotRail logo in the center of the train. This particular train is electric and commonly used in

\textsuperscript{49} Ibid., 277.
intercity travel. The transformations that the trains underwent in Glasgow were drastic in the aspect of timeline. These are the conditions and company figures that were in existence during my study starting in December 2011.

Even though the history of Glasgow’s trains is extensive, the over dependence of the railways remains the same. Not only is understanding the length of the behavior of overly depending on the railways important, but also the socio-cultural aspect as well. This is explained in the next chapter. The history shows that people were trained to depend on the railways from their creation. The railways were not a luxury but a necessity to function every day. When companies like North British Railway supply jobs to thousands of people in Scotland, they place themselves in the economic supplier of financial needs. People use the railways and pay money to keep them operating. Workers maintain the railways so that the people can use them. Remove the railways, then there are displaced workers with no income, there is a loss of money from commercial and governmental commerce that was generated from the railways existence, and the population has to figure out how to compensate for an economic and transportation loss.
Glasgow Cultural Impacts and My Experiences

While the history of Glasgow’s railways is vast, this study and analysis did not start until December of 2011. The historical facts, however, help form the foundation and understanding of this study. The sociocultural impacts of Glasgow are the everyday functions and events that affect the present-day populace. With such a great dependency on the railways, the daily routines are impacted. One issue that seems continuous is the running efficiency and pricing conflicts of the railways, this problem dates back to the price wars in the previous chapter. In May 2012,
many criticisms were made in the regard of the Scottish government reducing the amount invested in the railway networks. With the decline of services comes higher fares for passengers and the probability of job cuts. However, if you remove jobs that contribute to the railway, the price will be affected regardless. The post-World Wars recessions were a prime example of this. For a service that is so highly depended on, to cut services, increase crowding, cut positions from trains, stations, ticket offices, safety-critical infrastructure, and operational role, would be economic suicide.

The study carried out in March 2012, by TUC, predicted that even with a 50% cut back in investments, fare prices are still going to rise. The research also found more money being spent on back office functions like IT, and the funds for tracks and signals reduced from £105 million in 2006-07 to zero. This means that construction, maintenance, and repairs will take longer and in turn, hinder the efficiency of the railways. While in Glasgow in December 2011, the first thing I noticed upon entering the Paisley at Gilmour Street Station was the construction and renovations being made. Looking at the picture on page 29, it is easy to see the scaffolding at the entrance of the station. While it may not look like much, this construction obstructed the flow of pedestrians being able to enter/exit the station and because utility vehicles were needed to continue the exterior work the taxi loop just outside of the picture was affected as well. Taxis were not able to carry on their daily duties without delays or having to seek alternate routes around the construction. This added to traffic congestion and travel delays.

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51 Ibid.
The construction made it hard to navigate the scaffolding and sectioned off areas of the platform. This cut down on the holding capacities and caused crowding. The picture below shows the lack of room that travelers had to navigate the platform. The upper level was completely closed off to the public, which resulted in delayed times and added crowding on the trains headed into downtown Glasgow. When I returned in May 2012 to view the progress of the renovations, there was a huge contrast to what I experienced in December 2011. One example was the exterior. Standing in the same spot as in December 2011, I took the same photo to compare the photos to see the progress. On the image page 32, it is visible that the scaffolding and renovations are completed. Not only does it look more aesthetically pleasing, but the first thing I was able to notice was the ease of traffic flow. Even the farmer’s market present on that day did little to interrupt the traffic flow of the area.

Another major change was the entrance to the station. While there were still construction and renovations going on, it was possible to enter and exit the station unhindered or uncrowded. When utility vehicles were not in use, they were stored out of the way so that they did not interfere with any traffic flows, whether they be vehicle or pedestrian unlike in December 2011 when they were parked on the street. Note the photo on page 33. It shows the fluidity of the...
pedestrians’ movements entering the station to use the railways. The body language and demeanor do not appear to be stressed or rushed. The fact that the station is more easily accessible again reduces the stress of having to find other means of transportation due to the delays caused by the previous renovations. Also, the opening of the upper platform made the railway traffic smoother, timelier, and less crowded. See the image on page 34. All of these changes were an effort to make the railways run more efficiently. Since the over dependency on the railways places a heavy burden for the railways to run efficiently, a lot of time, money, and effort goes into the railways.

The Gilmour Street Station was just one example of the impacts that the railways have on the populace of Scotland. Gilmour Street is in Paisley\textsuperscript{52} and it is not a large metropolitan city. Many of the destinations from the Gilmour Street Station lead to Glasgow Central which is

\textsuperscript{52} Paisley is still incorporated with Glasgow, it is similar to how Kissimmee/St. Cloud is incorporated together.
located in downtown, or town center of, Glasgow. Glasgow Central is the largest and busiest station in all of Scotland. To compare the size of stations, compare the picture of Gilmour Street Station in Paisley on page 34 to the picture of Glasgow Central Station located in Glasgow on page 36. Note the large board displaying the timetables of arrivals and departures in Glasgow Central, while in Gilmour Street there are only a few small boards displaying the upcoming arrivals. There is a small board also posted in the ticket window, but all combined do not even come close to what is displayed in Glasgow Central. Also note the numerous amounts of turnstiles located in Glasgow Central and compare it to the benches and simple platforms of Gilmour Street.

These impacts not only affect the populace of Scotland financially but culturally also. The railways are so ingrained with everyday life functions that without them, the public outcry is enormous. So much in fact that, in May 2012, ScotRail issued a public apology for the
performance of the rails. They claim the disruption is due on severe weather, vandalism, but allocated approximately £170 million GPB for improvements between Paisley and Glasgow.\(^5\) If investment funds for the railways are pulled, then completion of renovations as experienced at Gilmour Street Station in December 2011 will be more challenging to complete. Couple that with the strict time tables of the trains, where the trains wait for no one, there is a problem. A problem that must be corrected because the populace’s over dependency on the railways.

The trains in Glasgow ran in the same strict manner regarding timing. Originally being from New York, I assumed the trains in Scotland were similar to those in New York. The first day in Glasgow drastically proved this assumption wrong as the confusion of navigating the area was greater than the subways of New York. If funds were to be cut, it would affect the already challenged running efficiency of the railways. Rail minister, Theresa Villiers, quoted the

government’s plan to reduce the cost of running the railway by £3.5 billion per annum by 2019. However, cutting that much out of a budget of something that the populace relies on so heavily daily, what proved challenging to navigate would be next to impossible.

I observed locals having the same difficulties navigating the station as I did in Glasgow Central Station; this is with construction and without budget cuts in effect. A spokesman for the Association of Train Operating Companies said: "Train companies are pressing for reform that aims to help limit future fare rises by reducing the costs of running the railways, while making sure that we can keep on improving services for passengers." While the battle of providing efficient and affordable railway services for the populace of Scotland, another issue is present with the over-dependency of the railways. That is the issues of hazards and safety protocols. It

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55 Ibid.
must be note that the renovations to Gilmour Street were easy to see from previous visits and thus verified that ScotRail did in fact allot money as they previously stated for the improvements. Gilmour Street Station looked like an entirely new station, so much that if the name was not posted on the station, it would be easy to pass for another.

Some of the projections by ScotRail and Network Rail are that, on the electrified routes to the northwest of Glasgow, continued growth means that the load factors will exceed 2003 levels by 2026. The load factor on the electrified routes to the south east of Glasgow will continue to grow modestly due to employment and population growth. By 2026, the load factor will have risen to 89%. Depending on the deployment of rolling stock, there may be some limited crowding in the peak hour. Translating this to the Paisley Gilmour Street, then the risk of overcrowding will increase significantly during peak hours. With my experiences at Gilmour Street Station in Paisley, it is difficult to imagine more overcrowding and how it would be remedied.

A second issue that greatly impacts the populace of Scotland, is the hazards of the railways. With the railways being so heavily depended on, with the comforts come the hazards. On my visit in May 2012, the prime news coverage consisted of the safety issues of people crossing the railways unsafely. Crossings and bridges exist for the improved protection of the pedestrians trying to cross the rails. This issue was so pressing that Network Rail, a major affiliate under ScotRail, released videos highlighting the dangers of pedestrians trespassing or crossing the railway illegally. In the last 10 years, of the fatalities crossing the rails, 88% of them were men. While there are other hazards involving the railways, the growth of illegal railway

crossings became such an issue that the government launched campaigns to help educate people in Scotland to help maximize their safety and know the dangers of walking across railway tracks. This hazard claims approximately 50 lives a year,\textsuperscript{58} and continues to rise in frequency. It was hard to understand the need to cross the tracks illegally since they are fairly easy to navigate. With the over-dependency on the railways, the populace of Scotland seem to disregard the lethality that the railways can have with improper use. Like a vehicle, it is easy to overlook the dangers when the item is used every day. With the over dependency on the railways, and their daily use, a solution to make the railways safer needs to be explored. If funding is to be cut and crowding increased, it seems that the safety of the railways will become a growing issue in Scotland if a solution is not found. All these factors prove challenging, but the biggest factor to give the railways the most trouble is the weather.

The unpredictability and inability to control the weather has been the largest issue for the railways. While over in December of 2011, I was able to view firsthand the impact of the railways on the populace and how the populace was handicapped when weather interfered with the productivity. A perfect example was on December 13\textsuperscript{th} 2011, when snow shut down roads and railways. With the unpredictability of the weather and the closure of roads, the railways become one of the primary methods of transportation. The over-dependence on the railways is not only the civilian sector but commercial corporations also. With the railways being the most economical and efficient way of shipping supplies through Scotland, businesses suffered greatly with delays or closures. The railways hold such an importance that billions of British pounds are being invested in making the railways more efficient, economical, and capable of supporting the demand for use. In lieu of the railways being relied upon so heavily, many studies by the TUC

have been conducted on the impact the rails have and their projected importance in the future years of Glasgow. While some of the results of these studies have been included, others either were not released to the general public yet or was not available at the time of this study. Glasgow is one of the main hubs for the railways of Scotland, if not the largest. However, there is another main hub/city that similarly holds a vital place in regards to the railways of Scotland, which is Edinburgh. Edinburgh is considered the gateway to the highlands and all of Northern Scotland. The dependency upon the railways in Edinburgh is just as heavy as in Glasgow and has just a similarly history, covered in the next chapter.
Edinburgh Railway History

Like Glasgow, Edinburgh has a lengthy history and heavy dependence on the railways. While Glasgow has the largest railway hub, Edinburgh is the gateway not only to northern Scotland but to the English (British) railway lines as well. When the dawn of the iron road began, the presence of the railway has been felt in Edinburgh since the early 1800s. The need for more efficient transportation was present. Similar to Glasgow, Edinburgh’s early railways originated from horse-drawn carts and wooden rails. However, with the need to ship heavier freight cargo, the construction of canals commenced. Between 1768 and 1791, the Forth & Clyde Canal was built enabling coasting ships to reach Glasgow from the east coast (Edinburgh). “The Edinburgh and Glasgow Union Canal, completed only in 1822 between Edinburgh and the Forth & Clyde Canal above Falkirk, placed the capital in direct waterway communication with the west (Glasgow).” The canals offered a way to ship items in large bulk around Scotland and, in particular, opened up Edinburgh’s port strengthening the city’s capability to transport items. Once on land, however, the only way to transport these goods was by railway. So the need to modernize and improve the railways in Edinburgh became a priority. This is the same issue with

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the modern-day EARL project, discussed more in the next chapter. The need to modernize and
improve the railways is a priority to keep Edinburgh functioning efficiently.

In 1836, construction was authorized to create a railway line between Edinburgh, Leith
and Newhaven. The, “line to Newhaven would carry passengers heading for the north by ferry,
and the Leith branch would carry into Edinburgh coal arriving by sea.”\(^6\)

The problem with this railway line was that the line was to end at the east end of Princes Street where Edinburgh &
Glasgow Railway was also to originate from. This project had a lot of opposition and financial
stresses put on it due to Edinburgh investors holding back funds. The people’s dependence on the
railways put Edinburgh in a financial hardship. A similar pattern is seen well over a century later
during my visit to and study in Edinburgh. The need for the railways is so great that without a
functional railway system, the populace of Scotland, Edinburgh in this case, are hindered
financially.

“Shortly after the Edinburgh & Glasgow Railway was opened, the attention of its
directors was caught by an exhibition mounted in Edinburgh of apparatus powered by
electromagnetic engines (created by Robert Davidson).”\(^6\) Even though Edinburgh & Glasgow
Railway did not continue the use of Robert Davidson’s creation of early electric rail traction
during this time, Davidson’s work comes into play again around the 1880’s after the invention of
the dynamo.\(^6\) Edinburgh & Glasgow Railway had harsh competition right upon opening. One of
the competitors being Glasgow, Paisley & Greenock Railway. The competition was so great, in
fact, that Edinburgh & Glasgow Railway offered free tickets to those who built houses near its
stations. The picture on page 40, is an example of an advertisement made to draw in people to

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\(^6\) Ibid., 49-50.
\(^6\) A dynamo is an electric generator that produces direct electoral current with the use of a commutator.
live closer and use the railways more. Other railway companies were not the sole competitors of Edinburgh & Glasgow Railways. Rather, the canals and ships played into the competition as well:

For goods they remained in a strong position, particularly when speed was not critical or where traders had direct access to a canal wharf\(^6^4\) but not to a railway station. Canal passenger traffic was initially more problematical. It was highly developed: the Paisley Canal was carrying over 400,000 passengers a year prior to the railway, and when the railway was opened a period of cut-throat competition ensued with fare reductions leapfrogging one another. But trains were faster than even swift boats, and in 1843 the canal company agreed to give up carrying passengers in return for an annual payment from the railway.\(^6^5\)

\(^{64}\) A wharf is a structure on the shore of waterway where ships dock to unload passengers and/or cargo.

This gave companies like Edinburgh & Glasgow Railway an advantage over the only other popular form of transportation, ships, making the dependencies on the railways even greater.

The railways were getting monopolistic powers and that made it important to regulate the different railway companies not only for safety but also for economic reasons also. This led to The Regulation of Railways Act of 1840 and a further act of 1842 in which Edinburgh & Glasgow Railway obtained as well. With the need for Edinburgh to be able to keep up with Glasgow’s railway productivity and the Act of Parliament, a line running between Glasgow Dundas Street, which is present-day Queen Street, to Edinburgh Haymarket Station, making Haymarket Station the original terminal for Edinburgh. For the first time, this provided a direct speedy passage between the two cities. The total cost of the project was £1.2 million GBP. By today’s standards that would be roughly over £34 million GBP. A train ride from Edinburgh to Glasgow took two and a half hours to make, with only four trains running a day. In 1846, the rails were lengthened to the Princes Street Gardens to become the station known as today as Waverley Station. This was done to meet the North British Railway, the major Glasgow competitor.

During this time, there was major competition between the Glasgow-based North British Railway Co, Edinburgh & Glasgow Railway, and the dual city supported company Caledonian Railway. While the company was dually supported by Glasgow and Edinburgh, the base was in Edinburgh. Competition of the companies coupled with the dependency of the railways caused price wars to ensue. Caledonian Railway was not fully established until July 31, 1845, so this made it difficult. In 1847, the Wilsontown, Morningside & Coltness Railway agreed to promote a bill for amalgamation with the Edinburgh & Glasgow Railway but the law prohibited the amalgamation of companies which had not expended half of their authorized capital, which was
the case with the Wilsontown, Morningside & Coltness Railway. The purpose of the law was to stop larger lines from buying up smaller companies and thus nullifying the purpose of parliament in passing the original railway act for the smaller line. As a result, the lines did not merge until 1849, yet the Wilsontown, Morningside & Coltness Railway was managed independently until 1850 when the Edinburgh & Glasgow Railway took it over. 66

The 1840’s was a time of new construction for the railways, business negotiations, and competition. While North British Railway was the main competitor of Caledonia Railway, Edinburgh & Glasgow Railway made its mark. North British Railway’s emblem represented displays of power and prestige, it also showed the exotic and places far traveled. Caledonia Railway, however, picked an emblem not only as a representation for Scotland, but also to show they were a dignified and respectable company. The picture below shows the national image of

Image removed due to copyright restrictions.

Caledonian Railway Co logo

Scotland with the presence of the Scottish flag (the blue and white) and the Royal Standard of Scotland (the yellow flag with red lion). These two titans would compete and spare little expense in their competitions. It was during the growth, expansions, and before Waverley’s completion, that the competition between North British Railways and Caledonian Railway came to a head. Caledonian Railway sought to keep North British Railway out and restrict the track in certain geographic locations. They were successful at this for years. The desire not to give North British Railway access to profitable areas such as Carlisle was one of Caledonian Railways tactics in the attempts to control North British Railway. Caledonian Railways profited from the Carlisle lines, because of their association with London and North Western (LNWR).  

North British Railway countered the move by passing a new line in Abbotsford.

North British Railway used the English’s love for Sir Walter Scott, who died in 1832, coupled with vast landscape sceneries and the Victorian love of Romantic history to market to both English tourists and the locals. Also by placing themselves in the public relations of Edinburgh, it made it difficult for Caledonian Railway to stamp them out. In 1876, a new line from Carlisle to Leeds was completed, encompassing the celebrated Settle to Carlisle route. With this new route, North British Railway partnered with Midland Railway. This helped open the doors to England and a direct route to London. The opportunity to invest jointly with the Midland in luxury rolling stock featuring corridor and restaurant cars, and to offer express services put North British Railway above Caledonian Railways. With Caledonian Railway putting so much effort into completing Waverley Station, it ultimately ended up putting them out

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68 Ibid.
69 Ibid.
of business because of the inability to financially keep up. The photo below is what the railways looked like in the midst of all the construction and changes of the railways. Like today, it was not uncommon to see trains passing by on tracks that are under construction or being renovated. The people’s dependency on the railways give the railways a power over functionality of everyday life.

That is why when enough complaints came from the customers from both companies in July 1856, the two companies signed a joint purse agreement that the pricing war was put to rest. Pricing continues to be an issue for the railways in present day, however for different reasons. As

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railway titans continued to grow and the people’s use and dependency on the railways increased, the smaller railways entities began to diminish or be absorbed. Thus, in 1865, Edinburgh & Glasgow Railway was absorbed and taken over by North British Railway Co. After the absorption and the creation of Waverley Station, the west section of Waverley was started in 1894 and completed in 1899.

World War I started just as the railway companies were completed and began to settle. Edinburgh, like Glasgow, supported the effort shipping troops and heavy equipment by rail. However, since the location of Edinburgh was more vital than Glasgow in terms of railways, in 1914, the War Office commissioned two armored trains, one for the coast of Norfolk and one for Edinburgh. The people’s need and dependency during this time was vital, without the rails the outcome of the war could have been very different. Great care and planning went into protecting the rails. Even with prudent planning, many of the railway routes were responsible for lost lives since they were high priority targets to take out. One such occurrence happened in 1915, when two companies of the Royal Scots 1/7th Battalion Lothian Regiment were en route from Larbert to Liverpool; their train was involved in an accident near Gretna, and 210 men were killed and were 224 injured. After the World Wars, it took some time for Edinburgh to economically recover from producing for military purposes back to commercial. This was not successful until the 1950’s.


72 At one point a system was used were the steam from the stations trains was recycled to heat the hotels' hot water supply. Edinburgh Firstcity, “Rail History,” Edinburgh Firstcity, http://www.firstcity.f9.co.uk/rail.htm (accessed April 16, 2012).

73 These armored trains were to be steamed at all times during the war. Edinburgh Rail History, “Edinburgh Rail History,” Edinburgh Rail History, http://www.edinburghrailhistory.co.uk/grouping/ (accessed April 20, 2012).

When the shift from steam to diesel occurred, Edinburgh was not immune and also suffered the same deficits when the shift from steam to diesel and electric occurred. Edinburgh was also affected when the railways became nationalized, and also was part of the project by the British Transport Commission to modernize with the £1,200 million price tag. Edinburgh like Glasgow, was also affected in a similar manner when the railways became privatized in the 1980s and 1990s. The last twenty years approximately are similar to Glasgow’s regarding the general sense of the progress of the railways. However, Edinburgh in the last 7 to 10 years is faced with the prospect of trying to link the railways to the trams so that the people could have a better range of mobility. The problem, covered in the Edinburgh Cultural Impacts and My Experiences section, is that the project went over budget by 100s of millions of GBP. Not to mention the completion date was delayed by more than a year. This impacted the populace financially, economically, and in everyday routines. Regardless, today Edinburgh remains one of the major cities for the railways and a huge central hub connecting the rails coming from England and the rails coming from the highlands. The over-dependency on this gateway is great since it is the gateway between England and Scotland and the lowlands to the highlands.
Edinburgh Cultural Impacts and My Experiences

Like with Glasgow, Edinburgh’s dependency on the railways socioculturally is great. While Glasgow had issues with efficiencies and pricing, Edinburgh’s issues are more visually obvious. The construction and citywide renovation for the tram project has impacted the economic well being of Edinburgh. This is in lieu of the efficiency, pricing, and overcrowding of the railways. The need to provide greater carrying capacities from Edinburgh International Airport to the Fife Circle services is great. Waverley and Haymarket Stations’ alone provide the bulk of the heavy transport traffic in and out of Edinburgh. If there is an increase in the load factors, entries and exits, without compensating for the usage difference, then by 2016 Edinburgh will be struggling to maintain its ability to transport the populace of Scotland. If the problem continues to go unresolved, by 2026 Edinburgh will no longer be able to efficiently transport in a timely manner.

Increasing load factors and overcrowding immediately produces these effects:

- All services via Edinburgh Airport load factors will be around 90%, indicating potential overcrowding in the peak hour by 2026.
- Services from Bathgate (and beyond) will continue to worsen due to the effect of improved frequencies and population growth, causing increased crowding at Haymarket by 2016.

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Crowding at both Waverley and Haymarket will be an issue in the peak hours of service when using the railways.

Services from Dunblane into Edinburgh, with crowding at Haymarket and possibly Waverley emerging as an issue in the peak hour causing potential delays and missed connections.

Services via Newcraighall where phenomenal rates of growth on Borders Rail will cause crowding by 2026 and effect the efficiency of the railways’ performance in the rest of the UK.  

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With these projected issues affecting the everyday functions of the populace of Scotland. The Scottish government is attempting to correct matters and provide more efficient railways since they are so heavily depended on. The photo on page 49, is a visual example of the impacts of the EARL project on the people. Entering and exiting the station by any means is a challenge and adds to the crowding in the stations. Especially during peak hours of operation. While in Waverley Station, I personally found it frustrating maneuvering around the closures and people as I was attempting to enter or exit the station.

As a means to correct these issues, the project of EARL (Edinburgh Airport Rail Link) was put forth. The EARL project was a proposal that would link Edinburgh Airport to destinations such as Glasgow, Stirling, Perth, Fife, Inverness, Dundee, Aberdeen, and so forth. The project came with an estimated cost of £550-650 million GBP. In September 2007, however, the project was suspended by majority vote in Parliament. The replacement project to take place of the EARL project was Edinburgh Trams and construction started in 2007. The Scottish government was supportive of the new project and invested much time and resources into it, in hopes of remedying the crowding and efficiency issues the railways currently have in Edinburgh. The dependency on the railways is so great that the government was able to foresee economic challenges if no correction was made.

The problem with the Edinburgh Tram project is that it is majorly over budget and is severely delayed. The original price tag for the tram project was supposed to be approximately £500 million GPB. However, due to funding crises, contract disputes, and a lack of efficient construction consistencies, the project’s original opening date of February 2011 got pushed back

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to May 2014. In addition to the delays, the total price tag of the project is approximately £1 billion GBP. These events greatly impacted the populace of Scotland.

The Herald, a very large and respectable newspaper, reported the progress of the EARL project when I was in Edinburgh in December 2011. This was printed on the front page. This snippet alone mentions the residents of the capital to be “long-suffering.” For a project that was meant to be opened in 2011, the projection of a completion date in summer 2014 looks bleak. The continuation of the article on page 52, goes into further details of the cost overages, the traffic delays between Princes Street and Waverley Station, and the hopes of minimizing traffic congestion.
Image removed due to copyright restrictions.
While over in December of 2011, the impacts could be seen firsthand of the railways on
the populace; it handicapped everyday functions such as walking through parks, navigating
streets walking, and driving routes. Residents and workers in Edinburgh pretended that the
situation did not exist as a coping mechanism to all the changes. The hope is that the completion
of the trams and linking to the railways outweighs the reality of the disruption that the
construction was causing. Upon interviewing local shop owners, it was explained that the
construction was not only
impacting the natural aesthetics
and pedestrian/traffic
maneuverability, but business
revenues as well. With Princes
Street being not easily accessible,
tourist sales and numbers dropped
from previous years. The very
thing that the populace depends on
so much was financially hurting
them because of the interferences
it created. The picture to the right,
taken on top of Scott Monument,
is the main business district of
Princes Street in December 2011.
December is supposed to be one of
the busiest times of year for

Princes Street in December 2011
Photo Credit: Isabella Stryker
Edinburgh and their business district with the primary revenue source being tourism. With the construction, people/tourists are dodging Edinburgh as a destination. When I showed this picture to shop owners, they informed me that in the more “prosperous” years (pre-construction) the crowds were roughly doubled.

The tourists were not only affected, but the locals as well. The picture to the left shows the traffic disruptions. Roads were rerouted, lanes shut down, and entire streets were inaccessible. This congestion added to traffic times, frustrations among locals and tourists, and financially impacted the local buses and taxis running in the area. The railways are supposed to be an asset to the populace of Scotland, but because of the over-dependency on them the populace is hindered the moment the railways do not run in the expected manner or are not completed by scheduled projection dates.

Navigating downtown Edinburgh in December of 2011 was challenging and frustrating. I had to
stop a lot to get my bearings on my surroundings and even having a map to assist me.

In May 2012 upon my return to Scotland, the interest to see the progress of the EARL project was peaking. The changes in Edinburgh from December 2011 to May 2012 was enormous. The differences started the moment that I exited the train. The picture above shows the delays and reroutes in Waverley Station. This added to the difficulty when searching for the proper train and platform. To the left in the photo, there are barricades up limiting mobility in Waverley Station. This was seen throughout the entire station. Walking the platforms was ridiculous and the detours made travelers frustrated and sometimes caused them to miss their connections. In Waverley Station, there are two taxi roundabouts for taxis to use to pick up passengers. In May 2012, one was sectioned off entirely. The taxis had to instead funnel into one
roundabout and try to navigate. With double the traffic in half the space, it was quicker for most passengers, myself included, to walk to their destinations. Unlike in Glasgow Central Station where it was easy to maneuver after the completion of construction, discussed in the previous chapters, Edinburgh was so much of a mess and so different from the last visit in December 2011 that I actually got lost twice when attempting to find my platform. Upon finally exiting the station, all passengers were being redirected through the Princes Mall to get to the streets of Edinburgh.

Upon exiting the Princes Mall, the first sight seen was total construction and no vehicles on the streets. The picture to the left is what is in front of the entrance/exit of Princes Mall. As can be seen, the interruption of the construction dictates the flow of the city of Edinburgh. Roads were torn up, excavations made, and cables were being laid to later provide the necessary power to the trams upon the completed product. Signs are posted frequently on the fences apologizing for delays and the disruptions to the city. What is supposed to be an improvement has turned into a money pit for the city of Edinburgh. It
was puzzling as to why Edinburgh tore up the entire city simultaneously instead of by sections as Glasgow did. With Glasgow’s improvements, while there were delays it was still possible to navigate the station successfully. Economically, if a city is to thrive and continue to function, it must be able to still have access to and from it.

The revenue brought into Edinburgh through tourism is impacted because tourists were actively dodging Edinburgh whenever possible because of the construction and disruption of the city. The picture to the right is an example of what Princes Street looked like in peak season in May 2012. Even with the planning of the Military Tattoo, which is an annual event, the people and residents stayed away from Edinburgh whenever possible. If this picture is compared with December’s photo, it is easy to see that the railway disruptions are clearly impacting the economic and financial wellbeing of the city. Even the areas that are meant to be a de-stressor, like parks and courtyards are disrupted. Since there was so much construction, the parks served

Princess Street headed toward Haymarket, May 2012
Photo Credit: Isabella Stryker
as storing spots for equipment not currently in use. As a result, the parks are not able to be mowed or cared for and were severely overgrown. When anyone would attempt to seek a park for a somewhat quiet refuge from the construction around the city, they often had to create their own paths in the overgrowth to try to sit at the benches. When I attempted to make it to Haymarket Station, the construction was so dense that it took approximately 30 minutes to walk there when it is normally a 15 minute walk. Also, I was unable to enter unless I had previously bought a ticket. This was to help “control” the traffic flows and minimize overcrowding. Both stations are unable to run at full capacity due to the construction which leads to delays and frustrated travelers. The city of Edinburgh has the challenge of attempting to overcome this project despite all its setbacks or scrap the project entirely. It did go before the Scottish government to see if the project should be scrapped and they voted against it. The desire is to have the trams completed, for it is impossible for the people to pretend that the disruptions do not exist anymore. The impact on the people is so great that the whole city is suffering from this “improvement.” This is the perfect example of what happens when a single mode of transportation is overly depended on.
Conclusion

This study was truly an enlightening experience in understanding the dependency upon the railways in Scotland. Without the rails, the economy of Scotland is truly helpless. The dependency on the rails for the people of Scotland is as great as the dependency of an American who owns a private vehicle. History shows the importance of transportation and, in the case of Scotland, its socio-cultural dependency of the populace of Scotland. Scotland is truly a country that is over-dependent on their railways. The restrictions of everyday functions sets Scotland up financially for failure. With the railways being so ingrained in everyday life, it is obvious that the ability to compensate socially and economically without the railways is impossible. History, studies, and cultural experiences help illustrate that.

Scotland has a populace of approximately 5.3 million people, and of that 5.3 million approximately 1,075,000 live between Edinburgh and Glasgow. Combine the populace with approximately 12 million tourists who visit Scotland,78 between January and September, and the total numbers of passengers for all of Scotland per year is about 360 million passengers. These numbers show that the railways are the highest used and are depended on the most. To add to this, Scotland’s weather is of no assistance and often causes delays, and disruptions. The sheer

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number of railway shutdowns and economic setbacks the weather causes is innumerable. The question of why Scotland would not work and improve the roads so that they may be more accessible and easier to traverse is easy to answer now. It is because most of the public transportation financial support goes to the railways. It is not in just maintenance and repairs that these funds are allocated but, also in socio-cultural dependencies such as the Hearts and Hibs game. Other forms of public transportation, like taxis and buses, cannot keep up with the number of people that the railways can sustain and move. A possible solution to this may be to reallocate transportation funds to other forms of transportation. Approximately £170 million GBP was allocated to help improve the railways between Paisley and Glasgow in 2012. If a percentage of that fund were allocated to taxis, improvements to roads, and buses then the over dependence on the railways can be reduced. However, this is a hard behavior to correct since the creation of the railways, the people have placed their “needs” in it.

The histories show that since the Industrial Revolution, the railways have been a major impact on the populace of Scotland’s everyday life. Glasgow’s and Edinburgh’s histories have many similarities, such as both built up from the preexisting wooden railways, both eventually replaced horse-drawn wagons with iron and steel, both cities had railway companies that were highly competitive, and both cities have a huge dependency on the railways and are comparable in size. The differences however are what individualize the cities and the dependencies they have on the railways. Having the largest and most used railway station, Glasgow Central deals more with issues involving prices, running time efficiencies, and overall performance. Edinburgh not only has the passenger aspect to worry about but also freight/cargo imports and exports. Since Edinburgh (Leith) is a major port, comparable to Tampa or Miami for Florida, have all the freight trains that need to go throughout Scotland. Edinburgh is also considered the gateway to
England and the highlands of Scotland. Both cities rely on the railways daily so that they may function effectively, and both cities do not appear to have a contingency plan if the railways were ever inoperable. The comparison of Glasgow and Edinburgh help provide an insight to the dependency on the railways. If the railways were removed from these cities for any reason the socio-culturally and economic wellbeing of Scotland would be compromised in its current railway dependent state. With that level of dependency, the infrastructure of the railways cannot be removed without extreme financial and economic repercussions.

What is the summary of this? Firstly, Glasgow and Edinburgh are major gateways and railway cities of Scotland. No other part of Scotland has as much railway traffic as these two cities. After researching and studying these two cities, the conclusion of the railways being over ingrained in the everyday life of the populace of Scotland is evident. Both cities’ dependencies started approximately the same time, Glasgow and Edinburgh are both major industrial cities controlled by the railways, and economically demonstrate they are incapable of socio-culturally and economically sustaining themselves without the railways. With weather being a major factor in delays and damages in all transportation, it must be considered. If Scotland was to equalize transportation funding, such as roads, buses, and taxis, it might alleviate much of the pressure put on the railways to be the primary mode of transportation.

The second thing that can be summed up is that Scotland is over-dependent socio-culturally on the railways. In circumstances such as soccer games, large massed functions, or when there is a need to move a large amount of people the railways are necessary to adequately function. So much weight is placed into the running of the railways that the Scottish government invests billions of GBP to keep it running properly. This issue is a more complex one that does not have a simple solution. For to change a person’s behavior, much less an entire group’s
requires a changes of certain thought processes or maze-ways.\textsuperscript{79} The only way this could possibly happen on a massive scale quickly would be for a major or drastic change to Scotland’s populace or Scotland itself. For example a war or natural disaster could incite such a rapid change. However, for gradual changes to become possible, the people have to want the change and see it as an improvement over what they currently have. An example, people in Scotland might be more inclined to drive and carpool more if the roads were better weather resistant and gas prices be lowered. Or if buses gave tax reprieves or credits for choosing public transportation. Gradual behavior change requires positive reinforcement. But the desire for change must also be present.

Lastly in summarizing this study, a lot of energy goes into the functionality and stability of the railways. When the performance or capabilities are questioned or threatened, the Scottish government strives to correct the matter as quickly as possible. Whether it be in the efficiency, safety, capability or capacity, the railways are a priority. When the Scottish government is overly criticized, when they discuss cutting railway funds with no alternate solution and then spend over £170 million GBP for railway improvements like in Glasgow, there is a problem. Or when a railway project is so far over budget that it is financially impacting the people, like in Edinburgh, the government invests more money into the project instead of fixing the alternate forms of transportation to alleviate the traffic congestions, there is a problem. The railways are one of the first things attended to. Investors put so much financially into the railways and with the railways being privatized, it has turned into a huge capitalistic giant. I will admit that I do not know of any current solutions when it comes to this particular issue of the railways, for it would require a far

\textsuperscript{79} Maze-ways is an anthropological term used to define a certain pattern of behaviors to function with normality and routine. I.E. When someone wakes up in the morning they might make a cup of coffee. If they quit drinking coffee, that person would have to redefine their morning pattern, maze-way, to not include the coffee.
more in-depth analysis of the business and financial structure than what I have gone into in this thesis. Summing it all up, without the railways Scotland would socio-culturally and economically fail. While public transportation is important, an over-dependence on anything is a shortcoming, no matter, the person, idea, or group.
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Journal of December Scotland trip

December 8\textsuperscript{th} 2011

The flight out to Scotland was based in the USA.

December 9\textsuperscript{th} 2011

After leaving the airport, the flight arrived in at Glasgow at 7:30 a.m., I headed for the Gilmour Street Station in Paisley so that I could go to downtown Glasgow. Gilmour Street Station was in the process of being refurbished and was under construction. It was easy to observe that all public transportation was very centralized and easy to access. However, when I arrived in the morning, transportation was predominately consisted of private vehicles. At approximately 9:15 a.m., I sought out a diner with the most optimal view of the traffic flows and the train station, Wetherspoons, for tea. At first impression, the train station almost seemed comparable to one commonly found in New York.

It was easily observed that weather was a major contributing factor in the efficiency of transportation and the morning already started out cloudy with scattered showers. Upon arriving at downtown Glasgow, the aspects of public travel were vast. Pedestrians appeared to have a disregard for private vehicles and stepping out in front of them, even if it interrupted the traffic flow, appeared to be a normal behavior. At one point, a young boy around the age of 10 or 12
years, by appearance, crossed the street blindly darting in front of cars and buses. While the female in charge of his care became visibly upset and distressed, the rest of the spectators that could see the events just stood there and watched.

While walking downtown, if I had to stop to ask a question, most were polite and helpful to assist. I found this a contrast to the scene of the boy darting in and out of traffic. It was confusing to witness the attitude of people who were eager to help a total stranger with a “Yankee” accent but just stare at a child darting in and out of traffic. It was observed in the main business district in downtown that pedestrians walked around with travel luggage and suitcases instead of a bag, backpack, or purse. Being an avid traveler, this concept was new to me. After inquiring a few locals who lived in town about the suitcases, they explained that is how many locals do their shopping. Since many take the trains in and leave their cars in the parking lots closer to their residence. To the locals, it is easier to move around wheeling a suitcase instead of carrying a bag.

In downtown, visibly walking was much more highly preferred compared to driving. It was easy to observe that the need for a car was not the same as in the USA. Cars are not an extension of personality as much as they are more geared for economic efficiency. The practicality and sizing of the cars in Glasgow were considerably smaller than that of Orlando, New York City, Chicago, Miami, and even Washington, DC. The price of gas overrides the desire of look and prestige. Since gas is paid by the liter, price is the primary factor. With the concept of walking being the most preferred mode of transportation in downtown Glasgow, the use of public transportation, although secondary, is symbiotically important and greatly used.

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80 I have personally traveled to or lived in all the cities mentioned.
The bus routes in Glasgow cover the span of the entire city but stay in sections that are localized. Bus stops rarely have a set aside, as is common in Florida with the Lynx bus. The busing scheduling seems to be more liberal than the trains which ran to the minute. In one such case, at Inch Inn Road, a bus was running ahead of schedule as per the posted display board on the bus. The driver pulled aside and started socializing with other coworkers who were on the same bus until their time was back on schedule.

A difference was noted on the trains. The timing of the trains was spot on and did not wait. I inquired about this to a few locals riding on the train and asked whether this was a normal occurrence and they confirmed that this is how the trains run. The trains wait for no one. After walking around downtown Glasgow and Paisley, I headed back to the Travelodge by the Glasgow airport for the night. Acclimating to the environment was not overly difficult. The change in weather, however, was a never-ending nuisance.

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81 A set aside is a section of sidewalk for people trying to catch the bus. Often there is a bench, cover, or something indicting that is a bus stop.
Driving from Glasgow to Perth was an experience. The weather was so unpredictable that the photos taken speak for themselves. Upon arriving at Perth, I sought my accommodations early, for the main activity was during the night instead of the daytime business hours. While driving through Perth, the traffic lightened considerably at twilight. Compared to Glasgow which goes well into the night. There are fewer bus stops, but the busses that are available are bested suited and more accommodating to the weather, as are the bus stops. This differs greatly from Glasgow.

The company Network Rail allowed me on a jobsite of the railway so that I might observe the maintenance, upkeep, and work of the rails. The site name was Errol which is just outside the city limits of Perth. I arrived at the jobsite at approximately 11:30 p.m. and first noted the difference in the dynamic of transportation. Perth is smaller than Glasgow and farther north. A size comparison would make Perth equivalent to Kissimmee, Florida. Also, instead of public transportation being the primary method, private transportation dominated significantly. The vehicles were observed to be bigger and have greater storage capacity and be better geared for the weather than Glasgow’s private vehicles.

While on the site, one of the supervisors explained to me that over 90% of all maintenance and engineering work done on the railways is done at night during the third shift, for in the event of an emergency during the day hours, all trains would have to be diverted away from the area. Such an event would affect the community, businesses, and everything else related

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82 Twilight is approximately between 5 and 5:30 p.m. during this time of year.
83 Network Rail is also known as NWR.
84 Baring the railways, the railways uses in this area was more transportation of industrial materials than passenger transportation.
to the need of the railways. The unpredictability of the weather tends to make private
transportation a more preferred method of travel. It must be noted though, if the railway cannot
make it through to provide supplies and other services then the town shuts down and is incapable
of functioning. I was able to observe a UTX\textsuperscript{85} and see how the lines are dug up and worked on.

I made another observation as I walked in the middle of the farmer’s field, which the
railway ran through, that many main roads either intersected with the railways or ran parallel.
Looking to my right I was able to see all of Perth, to my left, more residential towns. They were
all linked by the railway. The workers finished the UTX approximately at 8:30 a.m. and after
returning back to the room for a few hours of sleep, I continued to Edinburgh. It was this job
where I noted the importance of the railways and the cultural and economic significance the
railways held. This is also where I started focusing my interests from general transportation to
the railways.

\textsuperscript{85} UTX stands for Under Track Excavation. UTX’s help check the lines that run underneath the rail to make sure all
is running properly. Also, when lines are dug up the signaler must shut down that section of railway so that the
workers are safe from electrocution and other hazards.
December 11th 2011

I arrived in Musselburgh, Edinburgh, around 4 p.m. and sought my accommodations. Still recovering from the Perth site, this night was spent with a simple dinner and sleep. I noted that there is a zero tolerance for drinking and driving in Scotland. Even though I only had one to two alcoholic beverages with my meal, I still had to take a taxi. For in Scotland there is no acceptance of drinking and driving. Unlike the USA, there is a legal limit. In Scotland, if you drink, you do not drive.\(^\text{86}\)

\(^\text{86}\) Under current laws, drunk drivers can face a maximum sentence of six months in prison, a fine of up to £5,000, and a 12-month ban.
December 12\textsuperscript{th} 2011

After waking up around 9 a.m. and eating a good breakfast, I drove to a lot to park the car so that I could take the train into downtown Edinburgh. While waiting, I read a local paper about a fare dodger on the trains. There was a big commotion about the person being thrown off the train; it made the front page on the news. When the train came in, I made sure to have my money ready to pay and the conductor passed right by me without a second glance. After sitting down quietly, I just rode the train into Waverley Station.

Once I arrived at Waverley Station in downtown Edinburgh, I could see that it was a visible mess. Construction was everywhere and made the remodeling at Gilmour Street look small in comparison. The traffic build up was equivalent to 5 p.m. rush hour traffic in Orlando on I4; however, it was only around 1 p.m. in the afternoon. With all the construction present, private vehicles were almost nonexistent on the roads. Instead, it was flooded with taxis, buses, trains, and pedestrians.

To get a good aerial view of the city, I sought out climbing to the top of Scott Monument. The construction was everywhere, when I inquired what it was about; I was informed by local residents who lived in the city, a local vendor, and a few shop keepers that it was for the tram system that was being installed. It was so over budget and behind schedule that businesses were suffering because people did not want to deal with it.\footnote{There was news footage and newspaper articles about it that same night and next day. It must be noted, the day I was in Edinburgh, and the trams ran their very first test run successfully.} As a method of coping, the locals pretend it is not even there, to them it doesn’t exist.

A vendor at a road closure on Princes Street and Hanover spoke with me for a short bit while I bought a hotdog from her. She explained that private vehicle transportation was next to
impossible due to the tram work, destruction/disruption, and construction. Both locals and tourists are greatly affected by this.

Eating my hotdog I noticed that all major roads, walk ways, and bus/taxi routes lead to a train station, Waverley Place or Haymarket to be exact. I was able to walk the city, but with all the detours and closed roads navigation was difficult. Pedestrians did not wheel around suitcases as many did in Glasgow. There appeared to be a lack of sociability, and the people I did happen to talk to were rushed and preoccupied. It reminded me a lot of downtown New York in the business district of the city. Also, pedestrians waited for the lights to change before crossing. This greatly differed from Glasgow. In Edinburgh, if someone tried to step out in traffic, more often than not, another pedestrian stopped them or told them to wait for the light.

I did stop in a café, The Fruit market Gallery Café, for some tea and warmth. The weather was harsh, cold, and unpredictable. After the tea and walking around to see the traffic flows and maneuverability of the pedestrians, the weather got bad enough that I headed back to Waverly Station to take the train to the car. I did have to purchase a ticket there and if I did not have a local to help me through Waverly Station, it would have been next to impossible to navigate. The complexity of the station rivaled any station in New York I had ever been in. After finding the car, the weather turned for the worst and I had to seek out my accommodations at Berwick Upon Tweed and call it a night, for travel was impossible with the rains and snows.
December 13th 2011

It was easy to walk to downtown Berwick from where the hotel was. Berwick is a much smaller town; however, it is a very important hub railway wise. Berwick is the town where North Eastern Railway and Scott Rail meet and transfer. Berwick is on the border of England, but Scotland claims it culturally. This transportation hub is no bigger than Historic Downtown Kissimmee, but without this town, the transitions in rails would be unavailable.

Since Berwick Upon Tweed is a coastal town, the weather is very harsh. The wind was the primary contender for all people in Berwick. I stopped in a small café called Bon Appétit around 2:30 p.m. The local cashier at the shop started openly talking about traffic and the weather in Berwick and Edinburgh. I observed earlier in the day that private vehicles were the main method of transportation in the town, so when the cashier started talking about the importance of passing the driver’s test the other customers agreed and joined in that without a license to drive in Berwick it would be almost impossible to get around.

Taxis are virtually nonexistent which makes the only methods of public transportation busses or the railway. The shop keeper continued his story of how one day in a snowstorm his car got stuck and he had to get out and push it. Even retelling his story he was distressed at the event. I personally found it amusing for I have lived in the mountains before and this concept of getting stuck is not unfamiliar to me. He spent twenty minutes retelling his story of having to push his car home; I didn’t understand why he didn’t park it and walk home.  

On the way back, the weather was rough enough that I took the bus for convenience and met up with a couple that traveled up from Derbyshire, England, personal friends, to meet with

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88 Network Rail is under Scott Rail.
89 For fear of being rude, I did not have the heart to ask.
me. I was able to interview Sandra and Pete Fenton about what it was like traveling with
disabilities. Pete is in a wheel chair and has been since the age of 17, and informed me that
public transportation is not nearly as accommodating in the UK as it is in America. They come to
Florida every year and the comparison not applicable. Pete and Sandra use their private vehicle
to get about since public transportation is such a difficulty for their situation in the UK. As they
spoke to me, it dawned on me that while I was on trains, buses, or taxis, I did notice no one had
an obvious physical disability.

I found this interesting, for while the railways were vital, accommodating those with
disabilities outwardly appeared to not be a priority. I did observe some accommodations for
those with disabilities, but not many. After the interview, I went back to my room and called it a
night since I had to pack and head to Dunbar before heading back to Glasgow to catch my
returning flight back to the USA.
December 14th 2011

Driving to downtown Dunbar was swift since the weather cleared. Dunbar is the major town where the trains transition from the highlands to the lowlands and England. Dunbar railways lead to Perth, Edinburgh, and so forth. Its significance is great for its small size. My stay in Dunbar was relatively short since around 12:35 p.m. I was observed by locals taking casual pictures of traffic, cars, etc. and was not well received. Due to the small town culture, many people that are not known in the town who take pictures are typically associated with DHSS (Dept. Health & Social Security). My presence was not appreciated by the locals. After noting the situation, I got in the car and finished going through Dunbar via car.

After leaving Dunbar, I headed back to Dumbarton, which is just outside of Glasgow. This was the last stop and the place I finished my notes, got my newspapers in order, and made sure I was packed and ready to catch my flight the following day. The rest of the day consisted of dinner and a quiet night. This week helped me focus on the specialty of my study. The railways of Glasgow and Edinburgh will be my primary focus since they are similar in size, history, and railway activity.

December 15th 2011

I flew back to the USA.
Journal of May Scotland Trip

May 8, 2012

All of May 8th was spent flying from Orlando to Glasgow, with one connection in Newark. The flight did not land until 7a.m. Glasgow time on the 9th. All day was spent in travel.

May 9, 2012

After arriving at my hotel from the airport around 8:15 am, I sat in the lounge until they were able to finish getting my room ready. While waiting, the BBC news was on and one of the top stories being aired was the growing issue of people crossing the railway tracks illegally (i.e., jumping off the platform and running across the tracks instead of walking around). The story stated that approximately 50 people are killed every year from illegal track crossings, most of whom are men. It is such a problem that Network Rail has put out campaign ads to help advocate against crossing the tracks illegally. Shortly following the news report, my room was ready and I was able to get set up and situated before heading out again.

This trip is significantly different than December’s because I do not have a private vehicle. So I am relying solely on the public transportation methods as my means of travel. Navigating around the city is relatively easy, as long as you know what bus route to take. The bus routes surprisingly coincide with the railway stations and stops. I found many locals who
would take the bus so they could catch their needed train. My bus number was 26, and the route took me around Glasgow, stopping right in front of Glasgow Central Station. I am able to take the same route back to my hotel. The bus let me off one block from Central Station where I was easily able to walk in.

Central Station at 11:40 a.m. was incredibly busy and crowded. While there were a lot of people and the activity level was high, it was a relaxed atmosphere. Sitting on one of the benches watching people come and go, I was able to observe the traffic patterns of the trains much easier than in December. The boards were well lit and easier to follow than December and after inquiring about prices to the ticket salesmen\textsuperscript{90}, I found that for the traveling that I will be doing, it is more economical to buy the individual tickets for my desired destination than a rail pass.

A quick note, there was a large increase in security in the Central Station. The increase was far greater than when I visited in December. I did not inquire about this notion but plan to on it my next trip to Central Station. It was easy to smell the diesel from the trains in the station, and even though the station is fully roofed, it was still considerably frigid sitting there. There was a store that sells winter gear for fairly reasonable prices and was often visited by travelers. Pigeons seem to be able to find ways into the station and are relatively ignored by the people. The shops in Central Station remind me of a mall back here in the USA. The prices at the shops in Central Station were relatively higher than the shops in the city.

There was no set age category in the station at one time. When it came to ethnicity, I was unable to determine anything since by eyesight most of the travelers appeared to be British Caucasian. So I will leave ethnicity out of this study since my ability to note differences is

\textsuperscript{90} I asked the Network Rail office, and the local office. There are 2 locations to purchase tickets.
extremely limited. Tomorrow I intend to seek out the Museum of Transport in Riverside that is located near the town center of Glasgow. My day finished at approximately at 1:00 a.m. Glasgow time.
May 10, 2012

I sought breakfast at Wetherspoon’s around 8:51 a.m. with a traditional Scottish breakfast. The breakfast was different from what I am used to and one I do not plan on experiencing again if I do not have to. While the food was not bad, the difference in taste was just too much for me to enjoy. After breakfast, I caught the 26 bus into Glasgow and hopped off in front of Central Station so that I could walk to the bus station to get catch the connecting bus heading to the Museum of Transport. The day was very rainy and cold. May 9th was quite the contrast in the weather compared to today. Today was also the first day I had to take two different bus companies to get to my destination.

The Museum of Transport at Riverside had a lot of exhibitions in all realms of transportation history. While I did walk around to see what the museum had to offer, I focused in particular on the trains they had on display. The museum was very efficient in displaying the different ages of the trail/railway histories. I was able to get a good insight into the similarities and differences of the steam engines run by coal compared to the diesel engines to electric run trains. The photos I was able to take of all different stages were very helpful in understanding the evolution of the train. One thing that I did have clarified for me while there was whether the tram system was considered part of the rails. It was just pre-steam in the era of history on the historical timeline of the train.

Since the weather was brutal, I ate in the Riverside Café for lunch. That was about 11:31 a.m. The sweet potato and ginger soup was spicier than my liking but not overly bad. When I was eating lunch, I noticed that there was no predominant age category at the museum. I found a

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91 This is a very common restaurant in Scotland.
92 A Scottish Breakfast consists of eggs, bacon, beans, hash browns, half a grilled tomato, and blood pudding.
well-rounded mixture of children, adults, and elderly. I was not able to determine how many were local to the area or who were tourists. After finishing lunch, I walked around the museum a bit more and then caught the 100 bus back to central station to catch my connecting 26 back to the hotel.

Since fruit is a luxury and not common in restaurants as in Florida it is much more expensive, I went to a local Tesco Express near the station for fruit. I was able to get 2 Evian water bottles, a small bunch of bananas, 3 oranges, Midget Gems, and a packet of Malted Milk Biscuits for only 3.49 GBP. The rain had worsened by this point in the day and I sought to head back to the hotel again. It was easier to cut through Central Station to get to the bus stop, but I did get mixed up on the drop off and pick up stops. The 26 bus driver explained that I had to go to Union Street, which was one block over, so that I could be picked up to go back to the hotel.

By the time I made it back to the hotel, I was soaked from my shins down. My jeans were able to be rung out and my sneakers put by the heater to dry. After changing and taking a nap, I sought dinner at Wetherspoon’s again before calling it a night. The weather continued to be cold and wet making it impossible to continue for the day. So I went back to the hotel, showered, and called it a night.

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93 Some of the kids were on a school field trip; I noted it when the teacher was giving the speech of the dos and don’ts on a field trip.
94 It should be noted that the 100 bus was a First bus and the 26 is a McGill’s bus. By very easy comparison, McGill’s buses are much more cost efficient than First buses.
95 Tesco’s is like our Wal-Mart here in American. They are just smaller in size since the living and size differences are much more compact here in the UK compared to the United States.
96 A sort of gummy, sweet.
97 That is about 5.45 USD equivalents. Biscuits are like cookies in the USA.
98 Cutting through I did take photos of Central Station. It should be noted that security was heavier than the previous day. They actually had multiple canine units out this day scouting the station. The travelers seemed not to pay attention so this seems like a normal occurrence.
May 11, 2012

After waking up to worse conditions than yesterday, I made the active decision to stay in the hotel room unless I was seeking food. I sought breakfast about 9:30 a.m. at Wetherspoon's and stuck to a simple pancake breakfast. It was far more enjoyable than the Scottish breakfast I had the 10th. Heading back to the room, I caught up on any work I fell behind on yesterday due to the weather. It was not until approximately 1:20 p.m. in the afternoon that the weather cleared up enough to be able to go out.

Upon inquiring at the front desk, I found that the Braehead Mall was just beyond The X-treme complex where I generally went to eat. I sought the mall out in need of detergent so that I would be able to do laundry and found it at a local store in the mall called Boots, which is similar to a CVS or Walgreens, to find travel detergent. With this soap I can wash clothes by hand and just air dry. After finding what I sought, I ate lunch in the mall and made it back just as the next bout of rain hit. Since it rained the rest of the afternoon, I stayed in and cleaned up the final paper until it was time for dinner. I made a plan to see the updates on construction at the Gilmour Street station tomorrow. I want to see the changes that have occurred in six months.

Since the weather was so unpredictable today, I sought out TGIF in the X-treme. My server was a college student majoring in psychology and we talked a bit about what we were studying. That was around 9:25 p.m. TGIF was observably the most active and busiest restaurant there. The wait time upon my arrival was approximately. 20 minutes. The concept of an American theme was entertaining; however, in their attempt to be more Americanized it only seemed more foreign rather than familiar. I made it back to the room around 10:30 pm.
May 12, 2012

I slept through breakfast this morning and woke up around 10a.m. eating some of the food in the room; I got dressed and sought the bus to take me into Glasgow to central station. The day was very bright and sunny and the temperature comfortable. Traveling today was easy. The bus and central station were more crowded than usual. At first, I thought it was because of it being Saturday; however the parade in Govan and a vintage fair in Glasgow added to the masses. Working through central station took a bit more finesse with all the extra people about. Buying the tickets was simple and uncomplicated. I did have to ask for directions to the correct platform since the boards were a bit challenging to read.

I made it to Paisley around 1:32 p.m. and ate at the same Wetherspoon’s that I did back in December. It was far more crowded than when I was here last. Most of the construction on Gilmour Street has been completed. The changes from December are as different as night and day. It was like being in another station entirely. I stood out in the restaurant when I gave a gentleman a US one dollar bill. I overheard him asking the friend he was drinking with if people could still get one dollar bills in the US, so I gave him one.99 When I said he could keep it the look of surprise on his face was entertaining.

The locals are in awe of the concept of being an American. My gesture of giving the gentleman100 a simple 1 US dollar bill got me two drink offers. An average drink costs anywhere 2-4 GBP. I have found that the people tend to be friendly, eager to help, and accommodating. By picking table 32 in the restaurant which was the most out of the way and closest to the door, I

99 The UK does not have 1 pound bills the lowest paper note is 5 GBP.
100 He introduced himself as Old English Joe.
was able to see the activity of the station out of the window and survey the whole restaurant at the same time relatively easily.

One thing that was different from December in the Gilmour Street Station was that the station would not allow anyone to leave unless they produced their train ticket. I did not witness what happened if a traveler could not so; I am uncertain if they would have to pay again. Another thing that really caught my attention was that dogs are allowed not only in the stations but the trains as well. From Central Station to Gilmour Street, there were three dogs in my car alone.\textsuperscript{101} The concept of animals being more socially acceptable in public places such as the rails and not the buses is interesting. In the week I have been here, not one passenger had a dog on the bus. But in all the visits in the station I could easily recall someone walking their dog in the station. I wondered why?

Since the day was nice, I spent the rest of the afternoon exploring Paisley Abbey. The church helped build the town and it shows by placement of the streets and buildings. The station is only 2-3 city blocks\textsuperscript{102} from the abbey. It is all centralized in walking standards. When I re-entered the station to return back to the hotel, I was still amazed at all the changes they did. From all the closures and construction to the almost finished product, it was amazing. Getting back to Central Station was easier than getting to Gilmour Street. I then took the 26 bus back to the hotel where I ate dinner at Subway and retired for the night.

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\textsuperscript{101} 2 German Sheppard’s and 1 black lab.
\textsuperscript{102} In Scotland, what we refer to blocks, they refer to minutes. So something 2-3 blocks is 2-3 minutes here.
May 13, 2012

Today is the day I spent finishing up all of Glasgow research and updating notes and the final paper. I only left for meals and returned to my room. I also got packed for my departure for Edinburgh tomorrow. I will be taking the train to Edinburgh.
May 14, 2012

Waking up at 7 a.m. so that I could prepare to move locations, I was up, dressed, packed, and had the room cleaned up before I left. After eating breakfast at Wetherspoon’s at 8 am, I went back to the hotel and gathered my bags. Catching the 26 bus into Central Station, I was able to navigate the station with my backpack with relative ease. It cost 12 GBP to get a single ticket to Edinburgh. The ride was smooth, but one change I did notice was that the stations have started keeping the tickets after the final destination. Of all my train rides, I only have one ticket still in my possession. It is the ticket to Gilmour Street; I was printed two tickets so the station kept one and I kept the other.

Upon entering Waverley, I noticed the changes immediately. The entire station was under construction, and it reminded me of how Gilmour Street was in December. One of the turnabouts for taxis to enter the station was shut down and construction fences were around everywhere. When I left the station, the tram construction connecting to the station was in full swing. The traffic congestion and road closures are worse than in December by far. Pedestrians have to walk around construction fences and work crews.

I had a colleague who lives in Edinburgh pick me up at Waverley so that I could get to my accommodations and set up base without issues. I could see why trying to navigate the city was difficult. I had to watch the road signs very carefully because of all the changes. After setting up my new base, getting my food from Tesco’s for the week, and eating some lunch at the Tesco’s Café, I set out for downtown Edinburgh again. Climbing Scott Monument again so

103 Tesco is like the equivalent of Wal-Mart
that I could get the aerial photos, I was able to see the changes and construction updates city wide.

I had to walk the city a bit to get reacquainted and find my bearings again. By the time I finished I sought dinner at Javits around 6p.m. After spending the rest of the evening looking around Musselburgh, I went back to the hotel to call it a night and catch up on paperwork. Tomorrow I plan to go back to Waverley to get some photos in the station and compare it to the progress in Haymarket\textsuperscript{104} which is at the other side of Edinburgh. I will also try to focus on one part of Edinburgh since the city center is so large. I will take Edinburgh and break up the study in sections to keep it manageable.

\textsuperscript{104} Haymarket if the other station in Edinburgh that is similar in size and comparable to Waverley Station.
May 15, 2012

After waking up around 10a.m. and getting dressed, I sought out downtown Edinburgh first thing. Seeing the construction in full swing during the day hours was very educational. The entire city is disrupted. When I arrived at Waverley, I had the camera ready so that I could take pictures of all the construction going on starting from the station and expanding into the city. Walking the platforms in Waverley was ridiculous; trying to see what is shut down to what detours travelers have to take is difficult to navigate.

Taxis have one less roundabout to work in, making traffic harder to get in and out of for anyone. The commotion in the station is hard to follow, and unlike Glasgow Central Station, I could not easily move through the station. At one point I actually got lost and had to ask assistance a second time to where I needed to go to get to my proper platform. The little work that is completed is nice; however, the destruction around it takes away from any progress on the station. The Princes Mall that leads into Waverley station is hard to spot to navigate amidst the broken roads and detours for traffic and pedestrians.

Walking the city streets, I was able to see the roads torn up, excavations being done, and cables being laid. Notices were posted everywhere apologizing for the mess and delays. Businesses, the tourist industries, and the locals are all suffering from these “improvements” to the city. I found I did not understand why the city tore up so much of the city simultaneously. In Glasgow, they tore up sections of stations and tracks to improve them. The stations were still functioning though. In Edinburgh, instead of sections being done, massive sections of cities are out of commission.
Tourists are dodging what of Edinburgh they can, which takes away from the money the tourism brings in for the year. I am here during, what is labeled, peak time for the tourists and I can walk down streets easier for the lack of people on the streets than I did in December. Parks that are meant for all in the city are overgrown because the equipment cannot make it in to mow. Pedestrians are stuck making their own paths in the overgrowth to try to sit at some of the benches. I walked to Haymarket Station, which is the next station comparable to Waverley and at the other end of Princes Street. Both stations are unable to run at full capability due to the construction which leads to delays and frustrated travelers.

On top of the construction, the Military Tattoo in August is being set up at Edinburgh Castle. This is more construction and congestion for vehicles and pedestrians. After walking Edinburgh for the day, I went back to Musselburgh, my home base where the hotel is. I had the fortune of having good weather on my travel days. The sun was out and little to no clouds were in the sky. The forecast for the rest of the week is supposed to be raining and horrible for travel. I am opting to stay in and not attempt the city under the adverse weather conditions they are predicting. After getting a fish and chips dinner, I went back to my room to catch up on paperwork.
May 16, 2012

I woke up early this morning and walked to downtown Musselburgh for breakfast and to stop at Tesco’s for a few things I needed. The city is so much quieter and peaceful than downtown Edinburgh. Those who step out for a walk can easily hear the birds chirping, smell the flowers coming into bloom, and not hear one piece of heavy equipment other than the occasional bus driving by. Eating in Tesco and getting my items needed, I made it back and realized that I easily walked 4 miles. Since Musselburgh is just outside of downtown Edinburgh, it is far more relaxed. The parks are well kept, as are the streets.

The people seem more relaxed than in downtown Edinburgh. I am making it a point to head back to downtown Edinburgh to try to focus on another part of the city. Since the rains are forecasted to come in tonight and stay until Saturday, I am hoping to get all the field work I can completed so that I am not stuck in the rain. With all the construction I have no desire to take on downtown Edinburgh in the rain. The plan is to use the rain days to finish all the journals and paper so that everything is completed here.

Upon going into Edinburgh again, I sought out the opposite end of town towards Waterloo Place so that I could get a different view of the city, seeing that the Nelson Monument had perfect vantage points to see the northeast side of town. Once on top of the monument, I was able to take enough photos to create a panorama of the city of Edinburgh. As in the previous days, the city was in the usual state of disorder from the construction. I did have sources tell me that trams were sitting idly at Edinburgh Airport with no track for them to travel on.

So after exploring the city for the day, I set out for Edinburgh Airport. I did travel by private vehicle for that due to distance and congestion of traffic at the time of day. My sources
were correct about the trams sitting there at the airport. I saw easily half a dozen trams sitting nice and new and the track that was to head out of the airport has not even been built much less laid down. I find this concept amazing that even at the airport the construction work is nowhere near complete.

How is the City of Edinburgh supposed to clean up the amount of devastation that was created? The impact on the people is so great that the whole city is suffering from this “improvement.” The dependency of the rails makes these delays financially devastating. It would have seemed more plausible to tear up sections of the city and go progressively. I find myself interested in the progress to come in Edinburgh. While Glasgow took longer to start their updates and remodeling of the railways, they finished in a much more timely and efficient manner. Since tomorrow it is supposed to rain, I am staying in to work on any and all paperwork.
May 17, 2012

After waking up around 10:30 am, I ate breakfast in the room. As the weather forecasted, the rains came in and it was a dreary day. Realizing that I walked about 10 miles yesterday, it made me truly appreciate the importance of having a car. There was so much I took for granted that I did not think of the true challenges for people without cars. Since there are more people who do not own cars over here, I have a new respect for those who have to walk and rely on public transportation as their means to get around.

I finished reviewing my December journal and am reviewing my final paper for this study. As I read back, there were a lot of cultural biases I took for granted when I first started this. Now being at the tail end, I can truly say I have a new outlook on the importance of reliable public transportation, the railways to be precise. Since the weather was unrelenting today, I stayed in the room and only left when it was time to eat. I also started slowly packing so when I check out the 19th, I will be ready to take the train to the airport and come home.

After a check in with my family, I was needed home sooner than anticipated. Soon as I finished packing and checking out, I caught the train from Musselburgh to Edinburgh Waverley, then from Waverley to Glasgow Central and from Central to Gilmour Street Paisley. From there the McGill’s bus took me to the airport. I had to wait in the airport overnight until 6 am when I was able to check in for my flight. While waiting, I ran into a family that was originally from India but now live in Toronto. The mother and father, Mary and Nelson, talked with me for a long time about how they were visiting their daughter at college.

When I told them what I was doing over here, they told me of their experiences in Scotland with the buses and railways. I found their input and experiences enlightening.
According to them, Scotland has a far more complex and functional public transportation system than Toronto. On their visits to their daughter, they were always able to rely on the buses and trains to get around. Their daughter, who also does not have a private vehicle in Scotland, is able to get to every destination via public transportation. I found these points of view on the cultural impact of the railways in Scotland absolutely fascinating. We talked until they left to check in for their flight around 5am the 18th.

May 18, 2012

All day was spent traveling back to the USA, going from Glasgow to Orlando with one connection in Newark.