



KN SPRING FASHION

GOING **BRIGHT** by LAURA MCNEIL



PHOTOS BY KNOCKNEWS: KNOCKNEWS.NET



Left: Khaki Jacket by Superdry
 Red fringe detail knit by Lauren Vidal.
 Khaki stripe trouser by Lauren Vidal
 Overnight bag by Katie Loxton
 Above: Shirt by Lauren Vidal.
 Culottes by TIA. Bag by French
 Connection

Having new and exclusive brands in-store for the coming season, a visit to 'The Platform' shop, in Macduff, was too exciting for a stylist to resist!

'The retail shop has been totally transformed over the last few years with some funky home wares, gifts and an extended fashion section. The clothing displays a great depth of shape, colour and style. I looked at each collection, thinking about what looks I could put together, reflecting this seasons' up-and-coming trends. The final looks, for our KN shoot, reflect a diverse offering from The Platform to wear at spring functions, dinner out, or travelling to far-flung destinations...'

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Old Macduff photos: Courtesy of the Great Northern Railway Association and Robin Jones.

Old 'Macduff' Station is now home to the 'The Platform' retail, home and gift shop.

A HISTORY OF MACDUFF STATION

By Keith Jones

Macduff station today, although now in commercial use, retains many of its original features. Its history goes back to 1872.

The Banff, Macduff and Turriff Junction Railway was opened in September 1857 connecting Turriff with The Great North of Scotland Railway's main line from Aberdeen to Keith at a junction station called Inveramsay a few miles north of Inverury (original spelling at the time!).

The Banff Macduff and Turriff Extension Railway then undertook the building of the line northwards to a station known as 'Banff and Macduff'. It opened on 4th June 1860, the company having endured financial and engineering problems during the construction period. This was situated at Gellymill, to the south of Macduff. From the outset the line was worked by the Great North of Scotland Railway which absorbed both companies fully in 1866. In the same year the station became known as Macduff. There were immediate complaints as to the high level of fares and also as to the need for a tramway to Macduff Harbour. Special fares were available to fishwives travelling inland from Macduff to sell their wares. During the herring season cheap tickets were also available to fisher lassies to ports such as Yarmouth and Lowestoft.

The original service was four return trips on weekdays only from Inveramsay, most being mixed trains conveying both passenger and goods vehicles hauled by locomotives of the 2-4-0 type built in Manchester. Journey times varied from 95 minutes to two hours for the 29 miles, an average speed of 15 to 20mph. Eventually the Great North extended the line about $\frac{3}{4}$ mile from the original station which was then closed to a new station on the hillside above Macduff with an intermediate halt known as Banff Bridge directly opposite the crossing over the Deveron and only about $\frac{1}{4}$ mile from the terminus. There was a quite steep ruling gradient of 1 in 75.

The new station at Macduff was more substantial than most Great North termini at the time being constructed of stone and incorporating a 'train shed' allowing some shelter to passengers when boarding trains from the main platform. As well as the usual offices for staff and ticket sales there was a waiting room. Other facilities included an adjacent goods shed, goods platform, cattle dock and locomotive shed with turntable and signal box. In those days most items required in the community came in by railway including groceries and other provisions, domestic coal and agricultural and marine supplies. Fish, livestock and agricultural produce would have been sent south from Macduff.

The Banff, Portsoy and Strathisla Railway Company had a separate station at Banff Harbour connecting via Tillynaught and Grange with Keith and again the GNSR's

main line. This line also became part of the GNSR and from 1886 the new Moray Firth Coast line extended the railway from Portsoy to Elgin by way of Cullen and Buckie. The original Portsoy Station is used by a potato merchant and also retains its original and unique train shed. Banff station was more convenient for travellers heading west towards Elgin. Because of the difference in levels, the need to cross the Deveron and the Duff House estate and the fact that Banff, Banff Bridge and Macduff stations were within walking distance, there was absolutely no point in attempting to connect the two lines.

The railway to Macduff had a relatively uneventful life and services were little changed over the years. Mixed trains were discouraged by the Board of Trade and the adoption of separate passenger and goods trains allowed passenger services to be speeded up.

There were a number of minor accidents but unfortunately also one major disaster at Inverthan south of Auchterless on 27th November 1882 when the bridge over the main road collapsed under a southbound train due to the failure of a cast iron beam. Five passengers died and fourteen were injured as a result.

In 1923 the Great North was absorbed into the London and North Eastern Railway. By this time the railways were beginning to lose traffic to cheaper and more convenient bus and lorry competition. The Macduff line continued much as before with relatively few and slow trains using elderly rolling stock and locomotives. There were only three passenger trains daily each way taking about 1 hour ten minutes for the Macduff to Inveramsay journey, an average speed of little over 25mph. This could not compete with an hourly bus service direct to Aberdeen by way of Fyvie and Oldmeldrum.

With the railways facing an economic crisis in the immediate post-war period the line could not survive and passenger trains ceased after the last train on Saturday 29th September 1951, long before the Beeching era. Goods trains survived for another few years until closure as from 1st August 1961 between Turriff and Macduff. The line south of Turriff saw its last train on Hogmanay 1965. The communities continued to be served by the short branch line to Banff which did last long enough to feature in Doctor Beeching's Report closing to passengers in 1964 and freight in 1968.

Luckily Macduff station and station yard retain, at least externally, many of the features of the 1872 construction and the train shed in particular still retains some remnants of the original design.

Thank you to Keith Jones, GNSR Association, for compiling this article.

The book to read on the subject is: *Rails to Banff Macduff and Oldmeldrum* which can be purchased for £8.50 plus P&P. Contact sales@gnsra.org.uk for more information or see website www.gnsra.org.uk >>

Special fares were available to fishwives travelling inland from Macduff to sell their wares.





Styling tips to consider this season.

Wearing head to toe print:

keep your accessories and footwear simple to allow the print to do the talking.

Active brights: active wear has transitioned so that you can wear it casual or smart. I styled it as casual but swapped the white trainers for kitten heels – you are ready to party!

Bold, bright colours: were everywhere on the catwalks, so I added acid yellow to my bright blue palette, don't be afraid to go bright.

Voluminous sleeves: are on point and in order to make them stand out tuck in your top and add a belt for good measure, match your belt and bag to create a cohesive look.

Wide and straight leg trousers: are still featuring and IS a good excuse to get out of the skinnies this season.

The Platform is full of amazing brands and products so if you are looking for something that no one else will have then pop to Macduff and Elaine and the team will help you find the perfect look. 🐘

By Stylist and Personal Shopper
Laura McNeil



The 'Engine Shed'



Top: Blazer by Cristina Barros. Stripe cold shoulder top by Hanita.
Pleat skirt by TIA. Bag, Katie Loxton. Jewellery NOUR London



Jumpsuit and coordinating blouson by Lauren Vidal
Jewellery SIF Jakobs. Watch by French Connection
Background: Platform shop



Exclusive brands to The Platform are: Lauren Vidal, Paris; Cristina Barros, Portugal; Hanita, Italy; and Paz Torras, Spain. The buyers at The Platform attend European and International shows to source new and exciting brands for their valued customers to offer them that 'something different' – either for fashion or for the home.

The Platform is making every effort to keep the character of the old station, whilst expanding their retail operation. They value our local heritage. In the store, old photographs of the complex are on display, showing the station as it was – and with the splendid café, even those not shopping will find something to do!

THE PLATFORM
STATION BRAE, MACDUFF AB44 1UL OPEN 7 DAYS
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PHOTOS BY KNOCKNEWS: KNOCKNEWS.NET



Blue Coat and stripe detail trousers by TIA. Top by Villagallo. Bag, Katie Loxton. Jewellery, Nour London

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Model:

Emma Bodiam

Location:

The Engine Shed, Macduff & Platform shop interiरो

Old Macduff photos: Thanks to the Great Northern
Railway Association and Robin Jones.



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