



Journal



Issue No 131; Autumn 1993.

A shorter Journal than usual as we still seek a journal editor. If you do feel like volunteering don't try approaching the Chairman as we don't have one of them either.

CONGRATULATIONS to Andy Hyelman, who has taken up a position with a company in Birmingham and has of course, moved to that part of the country. Andy was always keen to get involved in the groups various activities and his enthusiasm and work rate will be sorely missed. Before he left, he handed in some mag's and books for our sales stock and of course, we thank him for that.

Congratulations also to our local, the Fisherman's Tavern, winner of the CAMRA best urban pub in GB award. John Stewart and his staff deserve considerable credit for winning such a prestigious award.

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Proposed Books;

The group has decided to go ahead with a book based on the early railway career of Strathmore railwayman. Mr Tom Hamilton now lives in the Durham area and the text of the book is all but complete. Anyone interested in assisting with this project from this stage is more than welcome to take part.

Alan Simpson is currently working on a book detailing railways around the Fife coastline and is looking for assistance with photographs/information etc. If anyone can help, please get in touch with Alan. It is hoped that the book will be completed and on shop bookshelves sometime in 1994.

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Cover photograph depicts Nick, Dod and Faither on a railway banking somewhere near Newburgh attempting to photograph 'Blue Peter' on its way to Perth in September. During the same month, several members took advantage of a rare offer of a trip on the Broughty Ferry Lifeboat, and a superb day was had by all. A video of the event was shown at the Group's first indoor meeting of the new season.

This year's August jaunt took in the north of Wales with four days spent around the Festiniog and Llangollen Railway's with a day spent 'over the border' at the Severn Valley As usual the 'weekend' was a great success. Doubtless other members will be subjected to a barrage of photographs in the months ahead.

Some details of Scottish steam for the remainder of the year;-

23/10/93	Perth - Bo'ness	A4
24/10/93	Bo'ness - Markinch	A4
30/10/93	West Highland to Edinburgh - Bo'ness	CL5
31/10/93	Bo'ness - Glw Central - E. Kilbride Glw Central - Bo'ness	CL5
01/11/93	Bo'ness - Glasgow - Carlisle	CL5
06/11/93	Bo'ness - Stirling - Perth - Inverness	
07/11/93	Inverness - Aviemore	
13/11/93	Aviemore - Perth - Stirling - Bo'ness	
05/12/93	Bo'ness - Edinburgh - Fife Circle - Bo'ness	
12/12/93	Markinch - Edinburgh - Fife Circle - Markinch	

OUR MAN FAE FIFE.



PORTPATRICK AND WIGTOWNSHIRE JOINT RAILWAYS.

GENERAL OFFICES.

STRANRAER (Traffic Manager and Secretary), and CARLISLE (Accountant, and Traffic Auditor).

CHIEF OFFICERS.

Traffic Manager and Secretary—FRED. W. HUTCHINSON, Stranraer.
Chief Clerk—ROBERT LOCHHEAD, Stranraer.
Accountant—JOHN JARDINE, Carlisle.
Chief Clerk—J. BELL, Carlisle.
Chief Engineer—W. A. PATERSON, Princes Street, Edinburgh.
Local Superintendent of Way and Works—JOHN HAINING, Stranraer.
Locomotive Engineer—J. F. MCINTOSH, St. Rollox, Glasgow.
Local Locomotive Superintendent—R. MARTIN, Stranraer.
Port Master (Stranraer Harbour)—J. H. SMITH.
Telegraph Superintendent—W. STEVENSON, Glasgow.
Solicitor—H. B. NEAVE, 302, Buchanan Street, Glasgow.
Bankers—THE CLYDESDALE BANK.

There were no changes in the Official Staff during 1907.

HISTORICAL SKETCH.

THE first portion of the Portpatrick Railway, from Castle Douglas to Stranraer, was opened in 1861, and extended to Portpatrick, 1862, with harbours at Portpatrick and Donaghadee, Ireland. Portpatrick route abandoned in favour of Stranraer and Larne, 1865. Larne and Stranraer steamer service established, 1872; daily communication maintained ever since. The supplementary mail route, England to north of Ireland, was established over this line in 1891.

Newtonstewart to Whithorn line opened 1875-77, and Girvan to Stranraer line, 1877. Line worked between Castle Douglas and Stranraer by Caledonian Ry. till August, 1885. Purchased by L. & N. W., Midland, Caledonian, and G. & S. W. Rys. jointly, 1885. The system consists of 81 miles of railway, all single line, worked on the Tablet system.

Important Bridges, Viaducts, and other engineering works on the railway.—Lochans Viaduct, between Stranraer and Colfin; Big Fleet and Little Fleet Viaducts, between Dromore and Lochskerrow; Loch Ken Viaduct, between New Galloway and Parton.

Principal Towns Served.—Portpatrick, Stranraer, Newtonstewart, Wigtown, Whithorn, Creetown, Castle Douglas.

The Longest Run without a Stop is between Stranraer Harbour and Castle Douglas, 54 miles, in 83 minutes.

Shortest Routes compared with other Railways.—Shortest sea passage to Ireland, 39 miles. Open sea voyage, 70 minutes. Mails to and from the north of Ireland are carried by this route, subsidised by Government. "Princess Maud," turbine steamer; "Princess Victoria" and "Princess May," paddle steamers.

Largest Station.—The Stranraer Harbour station is the largest passenger station on the Company's system. Other large stations are Stranraer and Newtonstewart.

The Steepest Gradient on the railway over which passenger trains run is 1 in 56½, at Colfin, falling towards Portpatrick, for a distance of three miles.

The steepest gradient on a goods or mineral line is 1 in 56½.

The Colours of Tickets are as follows:—First-class, single and return, white; third-class, single and return, green.

Docks.—Stranraer Harbour.

Permanent Way.—Same as that of the Caledonian Ry. (which see, page 64).

Dimensions of Vehicles.—The longest passenger coaches are 60 ft. in length. The largest goods or mineral vehicles measure 20 ft. long.

Passenger and Guard Communication.—Automatic Vacuum and Westinghouse system.

Brake.—The Automatic Westinghouse or Vacuum brake is fitted to all passenger train vehicles.

Locomotive Power.—The two Scottish companies (Caledonian and Glasgow and South-Western) provide, in equal numbers, the locomotives required to operate the main portion of the line; viz., between Portpatrick and Castle Douglas, and the payments therefor are on a mileage basis. On the section between Newtonstewart and Whithorn a different arrangement prevails, and the Portpatrick and Wigtownshire Joint Rys. pay for the locomotive services on an hourly rate. Three engines only are required to work the branch referred to, and these are provided by the Caledonian Ry. and the Glasgow and South-Western Ry. alternately every three years. The Caledonian Ry. will provide the three engines from 1st February, 1908. The same enginemmen are always on the line, as the two companies merely transfer the men from one pay-roll to another at the triennial transfer of engines. For some years after 1885 this section was operated by Portpatrick and Wigtownshire Ry. locomotives, but these were "scrapped" as they wore out and were not renewed.

Rolling Stock.—The rolling stock required for the Joint Line is also hired from the owning companies on a mileage basis.

Rolling stock is marked "P. P. & W." There are only a few old vehicles left, and these will be "scrapped" as they become irreparable.

Road Motor Cars.—A road Motor Car service between Stranraer and Drummore (17 miles), to serve a district where there are no railway facilities, viz., the promontory known as the "Rhins of Galloway," was established May, 1906. The cars are steam cars of the Darracq-Serpellet type.

The Supervision of Locomotives, Permanent Way, and Telegraphs by the two companies' officers is undertaken every three years alternately, and runs concurrently with the Wigtown section working, and one company only is concerned at one time; but this does not affect the provision jointly of the engines and guards for operating the main section (between Castle Douglas and Portpatrick).

The Locomotive Works are situate at Stranraer.

Through Services.—Through carriages or coaches run from Stranraer to the following places on foreign lines:—Euston (L. and N.-W.), St. Pancras (Midland), Glasgow (Caledonian and G. and S.-W.), Newcastle-on-Tyne (N.-E.), and Edinburgh (Caledonian).

Summit Level.—The summit level is situated at Dromore, and is 800 feet above sea level.

N.B.—The branch line from Millisle to Garlicstown was closed for passenger traffic on 28th February, 1903.

Driver's position on the footplate.—Left hand.

Total length of platform faces at which trains can come alongside of the largest stations.—Stranraer, 1,524 feet; Stranraer Harbour, 1,226 feet; Newtonstewart, 584 feet.

Particulars of joint user exercised.—User company (G. & S.-W.) from Challoch Junction to Stranraer Harbour. Description of traffic worked: passenger and merchandisc. Distance: 7½ miles.

Number of Shareholders.—P. P. & W. Three and a-Half per cent. Guaranteed Stock, 618.

STATISTICS of Capital, Receipts, Expenditure, Mileage, and Train Mileage.

Capital.—The Capital at the 31st January, 1907, stood as follows:—

Paid-up Capital (interest guaranteed at 3½ per cent.)	...	£491,980
Loans (interest 3½ per cent.)	5,904
		<u>£497,884</u>

Receipts.—The Receipts for the year ending 31st January, 1907, were made up as follows:—

Passenger, Parcels and Mails	£37,393
Goods, Minerals and Live Stock	22,967
Other Receipts	3,507
		<u>£63,867</u>

Some notes on Cox's Rail Traffic
By ALAN SIMPSON

The large jute mill of Cox at Lochee was a large user of railway traffic to supply its needs. Indeed, one of the Cox family was a Director of the Caledonian Railway, and also the Highland Railway. I recently had the opportunity to speak to a retired engineer who started his engineering apprenticeship in 1941 with Cox's in Lochee, and he gave me some background information on the rail traffic which I have noted in this article:-

Cox had their own private siding, serving their "Camperdown Jute and Hemp Works" at Lochee. They had a large workforce of around 6000, and had what was reputed to be the largest jute mill in the World. The mill even had its own foundry! I was especially interested in the coal traffic to the mill, and the gentleman gave me the following information which I have interspersed with my own comments to give further details:-

At one time, Cox Brothers Ltd had twenty-four steam boilers on the site. They also had their own electric power station, but this was disused by 1941, and a bulk supply was taken from Dundee Corporation's power station at Carolina Port.

By 1941, only six boilers were in use and two held spare. They were all of the Lancashire Type, some being low pressure, (100-120 lbs psi), and some high pressure, (180 lbs psi). The steam was fed from the boilers into a 24" diameter steam pipe which supplied steam throughout the factory for driving machinery etc. Most surprisingly, the boilers were all hand-fired, and no mechanical stokers were in use, unlike those in other industries. The boilers were fired 24 hours a day, and only stopped at holidays or for maintenance. The smoke was all discharged through the famous "Cox's Stack" chimney, 210 feet tall, and which still stands.

Coal was delivered to Cox's siding by the train load. Cox did not operate any shunting locos of their own, so shunting was initially done by the Railway Company's locomotives, and final manoeuvring done by Cox's staff using a capstan and wire ropes. Wagons were emptied of coal in a number of ways, depending on the style of wagon. Coal was shovelled by hand from side door wagons on to a chute which led to the boiler house bunkers. Cox owned a fleet of around 35 wagons of their own, and from surviving photographs in the HMRS collection, these were bottom discharge wagons. Their contents would have been discharged into a pit beneath the rails in the sidings. End door tipping wagons were also received, and these were unloaded by unfastening the end doors and tilting the wagon up at an angle - probably done by a hydraulic ram - to allow the contents to spill out into the coal bunkers.

Unfortunately, I have no figures to give an idea of the rail traffic entering Cox's factory, but the coal alone would have been at least 500-1000 tons per week.

Expenditure.—The Expenditure for the year ending 31st January, 1907, was divided as follows :—

Maintenance of Way	£7,474
Locomotive Power	18,100
Carriage and Wagon Repairs	129
Traffic Expenses	9,803
General Charges	2,112
Rates and Taxes and Passenger Duty	2,132
Other Charges	4,451
	<u>£44,201</u>

Mileage.—The Mileage at the 31st January, 1907, stood as follows :—

Double lines	2
Single line	80
	<u>82</u>

Total length, including sidings, equivalent of single track, 98 miles.

Train Mileage.—The Train Mileage worked during the year ending 31st January, 1907, was as follows :

Passenger Trains	286,117
Goods Trains	128,273
	<u>414,390</u>

Steamships.—The P. P. & W. Joint Rys. own four-fifths of the Larne and Stranraer Steamship Joint Committee's vessels, which trade between Stranraer and Larne, the remaining fifth share being owned by the Northern Counties Committee of the Midland Ry.

NAME OF STEAMER.	Type.	Length.	Breadth.	Depth.	Registered Gross Tonnage.	Indicated Horse Power.	Speed.	Passenger or Goods.	Trading between
		ft.	ft.	ft.			knots.		
Princess Maid (built 1904)	Turbine	300	40·1	15·8	569·9	6,000	20	Both	Larne and Stranraer.
Princess May (built 1892)	Paddle	280·5	35·6	13·4	368·0	4,000	18	"	"
Princess Victoria (built 1890)	"	280·5	35·6	13·4	369·0	4,000	18	"	"

NOTE.—All built by Denny & Bros., Dumbarton.



OBITUARY

David Stacy Colman 1906-1993

It is with great regret that I have to announce the death of our member Stacy Colman on 18th July. He had been a member of the Group for the past four years, and although we never met, we had corresponded regularly over the past year. I had arranged as recently as the middle of June that a few of us would visit him at his home in Shrewsbury on the ARG tour down south this summer. Sadly, he died two short weeks before the trip took place.

From my all too brief friendship with Stacy Colman, he was clearly a kind and caring man, who took the trouble to write an extremely interesting article for the Group's Journal, published at the beginning of this year. From our correspondence, I found him to be very interested, not only in the Group's activities, but in railways in this area in general. Despite suffering greatly from arthritis, his writing was immaculate, and his letters were always a delight to receive. I will miss these very much.

It was only after the death of Stacy Colman that I discovered much about his background, from a close family friend Mrs Janette Shepherd. It was she who broke the news of his death when I telephoned to make arrangements for our visit. I can do no better than to include overleaf a copy of his obituary which was published in the Daily Telegraph, and which she kindly sent me.

Scott Cunningham

STACY COLMAN

Stacy Colman, assistant master at Shrewsbury School and headmaster of Melbourne Grammar School, 1937-38, died at Shrewsbury on July 18 aged 87. He was born at Broughly Ferry, Angus, on May 1, 1906.

SHREWSBURY School, and the practice of an ethical Christian life, have each lost an outstanding devotee in Stacy Colman. He himself would most likely have made other claims: his avowed inspirations were the sport, and skills, of rowing, and the teaching of Greek and Latin. But his career and the witness of the very many who knew him during a long life, will readily distinguish his enthusiasms from his driving forces.

His father hailed from a Norfolk family but had become a GP near Dundee (Stacy Colman's mother was a Mackel); a love of his native land remained fixed throughout his life.

David Stacy Colman was sent to school at Shrewsbury, and duly won a classical scholarship to Balliol College, Oxford. With a First in both Mods and Greats, and having rowed in Balliol crews, he returned to Shrewsbury in 1928, as a master on the classical side. Teaching Latin and Greek, coaching on the River Severn, and the diverse

life of a public schoolmaster were to occupy most of his next forty years.

There were, though, two breaks in the rhythm of his Shrewsbury existence. First, in 1931 he became a fellow of The Queen's College, Oxford, appointed to teach Ancient History. Yet, as he later admitted, he was not greatly interested in his official subject, preferring the languages and literature of antiquity — and coaching the carmen of St Edmund Hall (then still in a symbiotic relationship with Queens's).

At the end of 1934, having married Sallie Edwards — who had just graduated from St Hugh's, and who matched Stacy in fastidiousness, kindness and love of cats — he became again a classics master at Shrewsbury.

But then, in 1937, Colman was chosen to be headmaster of Melbourne Grammar School, one of the largest and greatest of the old-war educational foundations in Australia. Colman, however, was essentially a scholar and teacher: coping with the parents and staff, and hundreds of boys (mostly non-boarding) — and the fairly formal society of Melbourne — led to his health giving way, and he and Sallie returned to England — and to Shrewsbury. That town, and its school, became his home and his life from late 1938 to 1966, when he retired.

Colman was a meticulous classicist of the old school, yet he encouraged his pupils to read outside the syllabus, he paralleled the study of Greek history with that of the Middle East, and took his classical sixth forms to the Greek plays at Bradford and Cambridge. By insisting on the value of daily repetition, he ensured that his pupils had a substantial repertoire of the classics (one form learnt by heart an entire Olynthiac of Demosthenes), a valuable aid when they came to take scholarship examinations at Oxford or Cambridge.

Colman's own monograph, *Sabrine Corolla* (1950), was an authoritative study, often cited, of the teaching of classics at Shrewsbury in the 19th century; and until late in life he himself remained a fluent and elegant composer of Latin and Greek verse. But he shone, above all, as a teacher.

In addition to being head of classics at Shrewsbury, and for several years master in charge of rowing and chief coach of the First Eight, Colman became in 1949, housemaster of Day Boys, and in the next 12 years, with Sallie's support, amazingly improved the standing and achievements of that house. From 1961 he took on for some years the librarianship of Shrewsbury School, which has a notable assemblage of medieval and Renaissance



Stacy Colman with the classical sixth form at Shrewsbury in 1953

manuscripts, printed books and bindings. Colman was a lay reader (and an occasional eloquent preacher) at St. Mary's, Shrewsbury, and a regular churchgoer as long as his physical mobility permitted. Though little better off than the average pensioned school-

master, he subscribed to countless charitable causes, and spent very little for years paid for an adopted refugee boy in Southeast Asia (through International Christian Relief), gave his considerable classical library to a Roman Catholic college in Kenya, was constantly hospitable in his home and at his table, and had no children.