

**REFERENCE BOOK TO THE
INCORPORATED RAILWAY
COMPANIES OF
SCOTLAND**

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Reference Book to the Incorporated Railway Companies of Scotland by Henry Glynn

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HENRY GLYNN

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INCORPORATED RAILWAY
COMPANIES
OF SCOTLAND**

REFERENCE BOOK
TO THE
INCORPORATED
RAILWAY COMPANIES
OF
SCOTLAND,

ALPHABETICALLY ARRANGED,
INCLUDING A LIST OF THEIR DIRECTORS, OFFICES AND OFFICERS,
CONSTITUTION, AND CAPITAL.

GAUGE OF WAY 4 FEET 8½ INCHES.

BY HENRY GLYNN.

LONDON:
JOHN WHALE, HIGH HOLBORN,
NEWCASTLE: ROBT. CURRIE AND CO.

1847.



TO
JOHN MILLER, ESQ.,
CIVIL ENGINEER, &c., &c.,
TO WHOM SCOTLAND IS INDEBTED FOR MANY
PUBLIC UNDERTAKINGS OF GREAT UTILITY,
This Work,
BY PERMISSION, IS MOST RESPECTFULLY INSCRIBED,
AS A TESTIMONY
OF THE WRITER'S RESPECT FOR HIS PROFESSIONAL TALENT,
BY HIS OBEDIENT AND FAITHFUL SERVANT,
HENRY GLYNN.

NEWCASTLE-UPON-TYNE, JULY 10, 1847.

INTRODUCTION.

It is unnecessary to make at the present day any prefatory remarks on the importance of Railways to the community as a body, or to relate their effect on the destiny of individuals, but the want of a Book of Reference of easy access, giving the detail of each undertaking, has been much felt by the writer of this Introduction, and has induced its compilation, in order to supply as far as he is able this desideratum with reference to Scotland. The first Act of Parliament passed respecting railways was in 1801, for one in the county of Surrey, and from that time until the application of locomotive steam travelling on the Stockton and Darlington in 1825, twenty-three acts for railways had been obtained, on which the power employed was horses and stationary engines. The travelling or locomotive engine was the invention of Richard Trevithick, and patented March 24, 1802. The patent is described as "for improving the construction of steam engines, and the application thereof for drawing carriages on rails and turnpike roads, and other purposes;" and in 1804 Trevithick and his partner constructed a locomotive for the Merthyr Tydvil Railway, in South Wales, to move railway carriages, working with one horizontal cylinder of 8 inches diameter, as now used, but with cog wheels on the axle. The next application was at Middleton Colliery, near Leeds, in 1811, by Mr. Blenkinsop, the cog-rail being used. In 1814, it was discovered by Mr. Blackett, of Wylam, near Newcastle, that gravity alone, from the adhesion of the wheels, was sufficient.

In 1813, at the Killingworth Colliery, George Stephenson applied two cylinders; and, in 1815, communicated the power to the wheels direct, and coupled the two wheels, Messrs. Losh and Dodd being partners in the patents obtained for the coupling the wheels, and the direct action of the power employed.

The Stockton and Darlington was the first constructed public railway on which the locomotive was used as a moving power, (opened 17th September, 1825,) and the Liverpool and Manchester, (opened on the 16th September, 1830,) the first passenger line. "The Northumbrian" engine led the procession, and made the name of Stephenson illustrious until the end of time. A competition for £500 was held out to engine builders, and Mr. Stephenson's "Rocket" declared the winner; and the directors of the Liverpool and Manchester Company were divided in opinion as to the stationary or locomotive power being superior. Of the minor improvements, from the wooden waggon way of 1600, or the simple assertion of the superiority of a continuous bearing and regularity of ascent (as the cast-iron rail between 1738 and 1767; the wrought-iron of 1805, 1820, or 1824; the plate rail of 1800, and edge rail of 1789; or stone block of 1797, and small tubes and blast pipe of 1831), to the present time, is too wide a field to enter upon; but one word as regards Richard Trevithick, the son of a Cornish engineer, born at Camborne, and who died at Dartford, in Kent, April 22, 1833, leaving two sons, both members of his profession. The patent of 1802, previously noticed, included the application of the high pressure principle to the steam engine, and the *Railway Register*, edited by Hyde Clarke, Esq., in a Memoir, in the February Number, of 1847, says, "in connection with the high pressure engine in England and Europe, we know of no inventor but Richard Trevithick," and "whatever may be the opinion as to his superiority over Watt, or his equality with him, this must be confessed, that

next to Watt, no other man has yet done so much for the steam engine as Richard Trevithick," and that "Watt conceived the application of high pressure steam, but was unable to carry it out; and who also, in 1769, conceived the use of the locomotive, but never attempted to make one."

Of Trevithick's tunnel under the Thames, and mining adventure in Peru, this is not the place to dilate upon; but to return to the immediate subject of Scottish Railways; previous to the opening of the Liverpool and Manchester Line, the following were the Railways of Scotland, worked by stationary engines or horse power.

- 1808 From Kilmarnock to Troon, 9½ miles, with a capital of £40,000.
- 1811 Act was obtained from Berwick to Kelso, which was allowed to lapse, although no limited period was fixed by the Act. The same district is now supplied by a Branch of the York, Newcastle, and Berwick Company.
- 1824 One Act to improve Old Line.
- 1825 West Lothian, not made
- 1826 Acts were passed for the Ballochney; Edinburgh and Dalkeith; Dundee and Newtyle; Garnkirk and Glasgow; and Johnstone and Ardrossan.
- 1827 Garnkirk and Glasgow, and Johnstone and Ardrossan.
- 1829 Edinburgh and Dalkeith Improvement; and Garturk and Garion or Wishaw and Coltness Improvement.
- 1830 Glasgow and Garnkirk to improve; Dundee and Newtyle ditto; and for Pollock and Govan New Line.
- 1831 Pollock and Govan to improve Old Line, and Rutherglen to Wellshot, new one but never made.
- 1833 Monkland and Kirkintilloch to improve Old Line.
- 1834 Edinburgh and Dalkeith Old Line, and Wishaw and Coltness Old Line.
- 1835 Arbuckle now Slamannan; Newtyle and Glamis; Newtyle and Couper Angus; Paisley and Renfrew; and Ballochney Old Line.
- 1836 Arbroath and Forfar; Dundee and Arbroath; Edinburgh, Leith, and Newhaven, now Granton; and Dundee and Newtyle.
- 1837 Glasgow, Paisley, and Greenock; Glasgow, Paisley, Kilmarnock, and Ayr; Kilmarnock and Troon; Pollock and Govan; Slamannan; and Wishaw and Coltness.
- 1838 Edinburgh and Glasgow; Garnkirk and Glasgow, and Newtyle.
- 1839 Five Acts to improve Old Lines.
- 1840 Five Acts to improve Old Lines.

VIII.

- 1841 Wilsontown, Morningside, and Coltness, New; two Acts to improve Old Lines.
- 1842 Three Acts to improve Old Lines.
- 1843 The Drumpellar, New; and Three Acts to improve Old Lines.
- 1844 The North British; and Five Acts to improve Old Lines.
- 1845 Fifteen Acts were obtained for nearly 450 miles of Railway; Five of which were for Lines upwards of 50 miles long; Three between 18 and 25 miles long; and the remainder for shorter distances; and to improve former Lines. The principal Companies were the Caledonian, Aberdeen, Dundee and Perth, Edinburgh and Northern, Edinburgh and Hawick, Scottish Central, and Scottish Midland.
- 1846 Nearly Sixty Acts were obtained; the principal of which were the Glasgow, Dumfries, and Carlisle, 90 miles long, in competition with the Caledonian, the Great North of Scotland, and its Eastern Extension, together about 140 miles long.
- 1847 The Group formed by the Committee of Classification relating to Scotland are numbered 44 to 51 inclusive, and refer principally to Amalgamations and Branches or Extensions of existing Lines, numbering nearly 60 Schemes; the principal battle of the Session has been decided by the rejection of the Extension of the North British Line from Hawick to Carlisle.

From the preceding summary, it will be seen that the seats of Learning and Commerce were only joined together by iron ties in the year 1838, although by canal in 1822; the line of railway was surveyed in 1825, and again in 1835, but Canal influence was over powerful, and defeated the Bill of 1836, and also of 1837, after being 37 days in Committee; and the act was not obtained until July 4, 1838, and works delayed until 1839; and a hiatus occurs until 1844, when the North British obtained their act; so that the completion of the system of railway for Scotland is of comparatively recent date. The connection with England on the East Coast has been effected by the opening of the Newcastle and Berwick Line, which obtained its Act of incorporation 31st July, 1845, and was, with the exception of the Bridges over the Tyne and Tweed opened on the 1st of July, 1847. The junction with England on the Western Side will probably be completed by the end of 1848, by the Caledonian Line, which obtained its act at the same period, July 31, 1845. The West Coast Line, of which 40 miles, from Carlisle to Beattock, will probably open