

THE KIRKCALDY & DISTRICT TRAMWAYS COMPANY.
 INCORPORATED BY SPECIAL ACT OF PARLIAMENT, Session 1885, WHEREBY THE LIABILITY OF SHAREHOLDERS IS LIMITED TO THE AMOUNT OF THEIR SHARES.
 Authorized to use Steam or any Mechanical Power, and specially authorized to carry Passes.
 Capital £20,000 in 6000 Shares of £3 each, of which a considerable portion has been subscribed for privately by the Directors and their friends. The Balance of the Authorized Capital is now offered for subscription. Calls—10s per Share on application, 10s per Share on allotment, and the remainder as may be required at intervals of not less than Three Months.
DIRECTORS.
 JAMES SHEPHERD, Manufacturer, Kirkcaldy, Chairman.
 WILLIAM GIBB, J.P., Merchant, Kirkcaldy.
 JOHN HOSKINS, Fairview, Kirkcaldy.
 HENRY M. BARNET (Barnet & Morton, Iron Merchants), Kirkcaldy.
 HENRY F. WALKER, John Lavrick & Co., Forge Masters, Fife Forge, Kirkcaldy.
BANKERS.
 THE COMMERCIAL BANK OF SCOTLAND, Limited, Kirkcaldy.
ENGINEERS.
 A. C. BOOTHBY, A.I.C.E., Kirkcaldy, Engineer.
 JOHN MACRAE, M.I.C.E., Edinburgh, Consulting Engineer.
AUDITOR.
 GEORGE E. WATSON, C.A., 38 Frederick Street, Edinburgh.
SOLICITOR AND SECRETARY.
 A. P. HONEYMAN, Solicitor, Kirkcaldy.
 TEMPORARY OFFICE:
 242A HIGH STREET, KIRKCALDY.

A False Dawn

“The best laid schemes of mice an’ men gang aft agley”

KIRKCALDY AND DISTRICT TRAMWAYS COMPANY.
 NOTICE IS HEREBY GIVEN, That in compliance with the Standing Orders of Parliament, a SPECIAL MEETING of the Proprietors of the KIRKCALDY AND DISTRICT TRAMWAYS COMPANY will be held within the OFFICE, 242A HIGH STREET, KIRKCALDY, of Mr ARCHIBALD PARSON HONEYMAN, Solicitor, there, on Wednesday, the 26th day of January, 1887, at Three o'clock Afternoon, for the purpose of considering, and (if thought fit) approving of a Bill proposed to be introduced into Parliament in the ensuing Session, intitled, “A Bill for Abandonment of the Kirkcaldy and District Tramways, and for authorising the Repayment of the Money deposited for securing the completion thereof.”
 Dated this Seventh day of January, 1887.
 JAS. SHEPHERD, Chairman.
 A. P. HONEYMAN, Secretary.

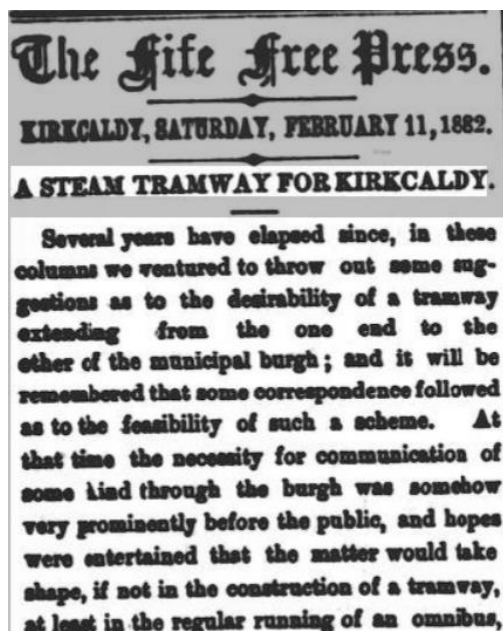
Many are aware of the Kirkcaldy Corporation Tramway which was the pride of the “Lang Toun” and served the public so well between 1903 and 1931. The tramway did not only bring huge benefits to the inhabitants in terms of ease of movement but was also the major factor in bringing electricity to Kirkcaldy. It was also indirectly responsible for the construction of the Victoria Road viaduct which eased the transporting of goods and people throughout Kirkcaldy. The question is how many are now aware of an earlier effort, by a private company, to bring this mode of transport to Kirkcaldy? This research attempts to uncover the story and the result.

In 1876 the boundaries of Kirkcaldy had expanded significantly by its absorption of Gallatown, Sinclairtown, Pathhead and Linktown. Over and above Kirkcaldy had seen, in 1847, the coming of the railway. In that same year, the factory built by Michael Nairn to manufacture floor cloth spawned the growth of both industrial Kirkcaldy and subsequently led to the town’s most famous export - linoleum.

Industry needed labour and Kirkcaldy faced the problem of finding a way to ease movement of people within its extended boundaries. Significant time and distances were involved in journeying from Bridgetown, in the West, to Gallatown in the North. As the more localised industries of linen weaving and flax spinning gave way to the industrial giants of

floorcloth/linoleum with their huge factories, meant many had to travel significant distances to their work.

The *Fife Free Press* carried a well written and thoughtful Leader in its edition of the 11th February 1882.



“Several years have elapsed since in these columns we ventured to throw out some suggestions as to the desirability of a tramway existing from one end to the other of the municipal burgh and it will be remembered that some correspondence followed as to the desirability of such a scheme.

“At that time it was agreed that there had to be some means of communication within the burgh and it

had been hoped that, if not a tramway, then a horse drawn omnibus might solve the problem. The Press lamented that whilst it had attracted some interest, the issue began to fade and “we were left just as we were, and as we are now without one or the other”.

The Press were however delighted to tell its readership that once more the idea was being taken up and that “the idea of having a steam tramway for Kirkcaldy has been under consideration for some time past, by several gentlemen of influence, in and beyond the district. Within the past few days a conference has been held upon the subject and it seems

We understand—and we have no small pleasure in communicating the fact to our readers—that the question of having a steam tramway for Kirkcaldy has been under the consideration, for some time past, of several gentlemen of influence in and beyond the district.

every prospect that it will be taken up in earnest in the immediate future”.

We learn that the proposal is to run the line from the West Bridge via the High Street and concluding at Dysart. There is also a plan to run a branch from Pathhead to Gallatown. There is a belief that powers will be taken to make compulsory purchases of some buildings close to Elder’s Brae at the east end of the High Street. This is at present too narrow for safe passage, as well as not meeting the requirements of the Tramway’s Act. An added advantage was that where lines were laid, the tramway companies were required to relay the street between the rails, as well as 18 inches from the outside of the rails. It was calculated that this relaying, by the tramway company, of significant parts of Links Street, High Street and Pathhead, would save 1d on the rates.

tramway is intended to be laid. The parties who have the scheme in hand are desirous that it should be partly taken up, if possible, as a joint-stock enterprise, but, failing that, we are led to believe that the undertaking will not be allowed to drop, especially as outside the district there are movers in it who consider that it would be a paying concern, and who have ample means to carry it through.

We also learn that it is intended that the venture will be funded by “joint stock” (issue of shares) but, if not, the “matter will not be allowed to drop as there are many in the district who believe it will be a paying concern and have ample

funds to carry it through”.

The article concluded by acknowledging that the promoters would require a bill to pass through Parliament to allow them to proceed but could not see anyone in the district objecting. The paper hoped that once the bill passed safely through the Magistrates, Town Council and other public spirited citizens, would support this deserving cause.

The Fifeshire Advertiser of the 18th February 1882 has some alterations to report. Firstly, it indicated that the proposed branch to Gallatown would be replaced by one running up Whytescauseway to the station.

There was also the suggestion that the initial power would be supplied by horse. Readers learned that a local solicitor, Mr. A. P. Honeyman (212 High Street), had been appointed agent for the promoters and an engineer from Cupar, Mr Boothby, had been engaged. We are told that the “estimated cost of the project is £25,000 and, if a limited company is formed, one gentleman will invest half the cost”.

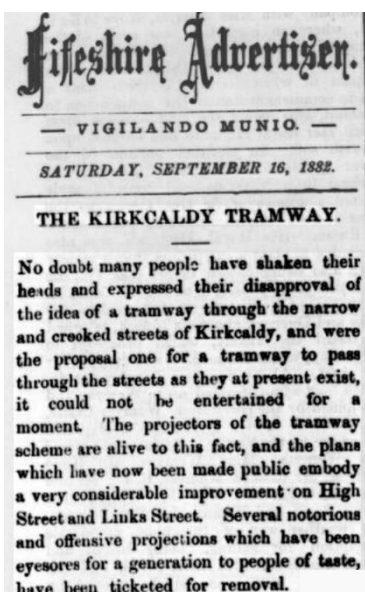
The Daily Review (Edinburgh) on the 6th March 1882 contains a short paragraph – “It is reported that the promoters of the Kirkcaldy Tramway will soon be in a position to register their company under the Limited Liability Acts”.

The Fifeshire Advertiser on the 20th August 1882 reveals that “A plan of the route of the proposed steam tramway between

Dysart and Kirkcaldy had been prepared and would shortly be seen on view in the Writer’s Chambers of Mr A.P. Honeyman, Solicitor, Kirkcaldy. We believe that it is the intention of the promoters of the scheme to ask for the consent of the Town Council at an early, if not special meeting, to the scheme”.

Plans are on view according to the *Fifeshire Advertiser* of the 16th September 1882. The paper rightly states that if the “proposal were for a

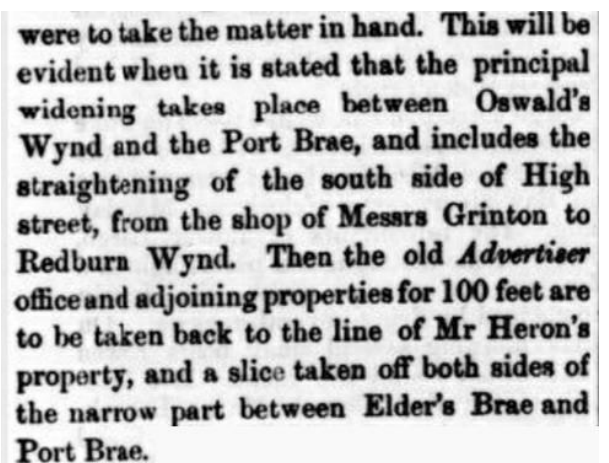
More about the Tramway.
As we are on the subject at any rate, it may be as well to give correct information on several points which seem to be misunderstood. The main route will be from the West Bridge to Dysart by the High Street of Kirkcaldy, but it is not the case that there will be a branch for Gallatown. The only branch proposed at present is one to the Kirkcaldy Railway Station by Whyte’s Causeway.



tramway to pass through the streets as they presently exist, it could not be entertained for a moment". But they assured readers that the promoters were alert to the situation and that plans had been drawn up and were on display in relation to improvements on the High Street and Links Street.

The paper commented that "several notorious and offensive projections, which have been eyesores to a generation of people of taste, have been ticketed for removal. These contracted parts of our streets have formed a serious obstacle to a large number of wheeled vehicles which carry merchandise in the burgh and have impeded both carriage and foot passengers to a very great extent".

The fact that there would be significant road widening was seen as something to commend the plans to the townspeople. Most of this was scheduled for the area between Oswald's Wynd and the Port Brae and included straightening the south side of the street between Grinton's shop and



were to take the matter in hand. This will be evident when it is stated that the principal widening takes place between Oswald's Wynd and the Port Brae, and includes the straightening of the south side of High street, from the shop of Messrs Grinton to Redburn Wynd. Then the old *Advertiser* office and adjoining properties for 100 feet are to be taken back to the line of Mr Heron's property, and a slice taken off both sides of the narrow part between Elder's Brae and Port Brae.

Redburn Wynd. "The old "Advertiser" office and the adjacent premises for 30 yards are to be taken back to be in line with Mr Heron's property". It was also intended "to slice off parts of both sides of the road from Elder's Brae to the Port Brae".

This work would make the street a consistent 24 feet wide as opposed to the current maximum of 17 feet and minimum of 13 feet. The track itself would be of the most modern style with the rails 3 feet 6 inches apart. The ground between the rails and the 18 inches on either side would be paved with

granite blocks. The route was now from the West Bridge to Dysart Parish Church via Links Street, High Street, Nether Street and into Dysart. The steepness of the Path was not seen as an obstacle to steam or any other variety of mechanical power but it was accepted it would be difficult for horseflesh.

The same paper in the same edition reports on a meeting of the promoters on the 6th September resulting in the following appointments or confirmation of appointments.

“John Macrae Esq. M.I.C.E. the Engineer of the Edinburgh, Ramsgate, Margate and Rothesay tramways, has been appointed Consulting Engineer; local man, Mr Boothby C.E. appointed as local Engineer; Mr A.P. Honeyman, Solicitor, for the Bill and Mr Wm. Robertson, Solicitor, Westminster, as Parliamentary Agent”.

The East of Fife Record of the 20th October 1882 carried a report on “A special meeting of the Police Commissioners was held on Monday the 16th October 1882 with Bailie Beveridge presiding – to consider the agreement between the Police Commissioners and the promoters of the proposed tramway to be constructed between Kirkcaldy and Dysart. The Clerk (

the scheme. The meeting took place in the office of Mr A. P. Honeyman, solicitor. John Macrae, Esq., M.I.C.E, the engineer of the Edinburgh tramways, and of the Ramsgate, Margate, Rothesay, and other tramway companies, was appointed consulting engineer for the company. Mr A. C. Boothy, C.E, Kirkcaldy, was appointed local engineer; Mr A. P. Honeyman, solicitor for the Bill; and Mr Wm. Robertson, solicitor, Westminster, Parliamentary agent.

W.R.Spears) read the agreement which had been carefully gone over in committee, in which the Company had to have the tramway in working order, within two years after the passing of the Bill, and to

widen the street along the route at certain points, as shown on the plans, so as to make the line as straight as possible: and to lay the portion of the street between the rails and on either side of the ridge thereof with granite blocks”.

Having covered the above, the meeting turned to the tariff which could be charged. It was agreed that the cost could be no more than 1d per mile. In keeping with today's airlines, passengers were unable to carry luggage of more than 14lbs. There was to be no riding on the outside of the cars. The Company were also bound to run at least two cars each morning and evening for artisans and their families, at a cost of not more than a half pence per mile.

The agreement made it clear charges would be based on completed miles and that if a trip fell short of the next mile post – it would still be charged to that point (a trip of a mile and a half would

therefore be charged as a two mile journey). The system was prohibited from operating on a Sunday.

It was further agreed that “animal power may be used by the Company, or cars driven by steam or any other mechanical power, as may be approved of by the Commission”.

The Company [are further bound as to their rates of tariff, and they shall not demand from any passenger any tolls or charges exceeding one penny per mile, every fraction of a mile beyond being deemed a mile. Every passenger will be allowed personal luggage not exceeding 14 lbs. weight, and no passenger will be allowed to ride on the outside of any car.

THE PROPOSED TRAMWAY BETWEEN KIRKCALDY AND DYSART.—A special meeting of Police Commissioners was held on Monday evening—Baillie Beveridge presiding—to consider the agreement between the Police Commissioners and the promoters of the proposed tramway to be constructed between Kirkcaldy and Dysart. The Clerk (Mr W. R. Spears) read the proposed agreement, which had been carefully gone over in Committee, in which the Company are bound to have the tramway in working order within two years after the passing of the Bill ;

A very interesting part of the agreement was that “it was provided that at the end of 14

years, or again at the end of 21 years, the tramway may be acquired for the benefit of the Corporation”.

“After some discussion the Commission, on the motion of Councillor Hogarth, seconded by Councillor Stocks, approved unanimously of the agreement. It is the intention of the promoters to apply for powers to construct the tramway at the ensuing session of Parliament”.

It is further agreed that animal power may be used by the Company, or the cars driven by steam or other mechanical power as may be approved of by the Commission; and it is provided that at the end of 14 years, or again at the end of 21 years, the tramways may be acquired for the benefit of the Corporation.

The *Fifeshire Advertiser* of the 18th November 1882 proclaimed it was expected that the Bill would go before Parliament in session 1883.

The *Fifeshire Advertiser* of the 23rd December 1882 carried full details of the Bill which was now ready to be lodged in Parliament. The salient points are given below -

IN PARLIAMENT, SESSION 1883.

KIRKCALDY AND DISTRICT TRAMWAYS.

(INCORPORATION OF COMPANY; POWER TO CONSTRUCT TRAMWAYS AND OTHER WORKS; COMPULSORY PURCHASE OF LANDS, HOUSES, &c.; PROVISIONS AS TO BREAKING UP, USER, MAINTENANCE, &c., OF STREETS, ROADS, &c.; POWER TO WORK TRAMWAYS BY STEAM, MECHANICAL, OR OTHER POWER; CONTRACTS, AND AGREEMENTS WITH LOCAL AND STREET AND ROAD AUTHORITIES, &c.; TOLLS, RATES, AND CHARGES; INCORPORATION AND AMENDMENT OF ACTS, AND OTHER PURPOSES.)

NOTICE IS HEREBY GIVEN, That application is intended to be made to Parliament in the next Session for leave to bring in a Bill for all or some of the following purposes, that is to say—

To incorporate a Company (hereinafter called “the Company”), and to authorise the Company to make, form, lay down, maintain, and work the several Tramways hereinafter described or some or one of them, or some part or parts thereof respectively, with all necessary and proper junctions, crossings, sidings, rails, plates, sleepers, works, and conveniences connected therewith respectively.

Kirkcaldy and District Tramways – (On incorporation of company; power to construct tramways and other works; compulsory purchase of lands, houses etc; provisions as to breaking up, user, maintenance etc, of streets, roads, etc.; power to work tramways by steam, mechanical, or other power; contracts, and agreements with local and street and road authorities etc.; tolls, rates, and charges; incorporation and amendments of acts and other purposes).

Notice is hereby given – that application is intended to be made to Parliament in the next session for leave to bring in a Bill for all or some of the following purposes, that is to say – the incorporation of a company and to authorise the company to make, form, lay down, maintain and work the several tramways hereafter described or some or one of them, or some part or parts thereof respectively, with all necessary and proper junctions, crossings, sidings, rails, plates, sleepers, works and conveniences, connected therewith respectively.

Another lengthy paragraph followed detailing the point/s from which measurements were to be taken before going onto the intended routes (see maps in Appendix). Although the Bill makes mention of there being 6 routes, in reality there were only two, the west to east main line plus the branch line to the station. What is referred to as routes, are mainly staging points where single track changes to double and vice versa. The measurements were all made in “railway chains” – a chain being 66 feet, which was subdivided into 100 links or 4 rods. A furlong was 10 chains and 80 chains were equal to a standard mile. For the interest of brevity, the “routes” are given as their starting and finishing points without measurements.

- Route 1 Links Street to bottom of Whyte’s Causeway.
- Route 2 Whyte’s Causeway to Station via Wemyssfield.
- Route 3 82 feet of single track eastwards on High Street
- Route 4 From end of route 3 – along High Street to
Harbourhead.
- Route 5 Harbourhead to Harriet Street via the Path.
- Route 6 Harriet Street to East Port via Townhead.

The Bill provides the name of the concern and tells that the Capital will be £30,000 comprising of 6000 shares of £5. The Bill also discloses the principal promoters.

These are significant names in the district and include; James Shepherd, Henry Morton Barnet, John Speedie, Henry Francis Wakelin, and others whose names are not disclosed. The Company has the capacity to

borrow. The Directorate will consist of seven shareholders, who must have at least 50 shares each. The named promoters, along with three others they nominate, will be directors until the first shareholders meeting, which must be held within six months of the passing of the Act. The Duration of the Powers contained in the Act continue for only two years and that is the time allowed for the work to be completed. The Head Office of the Company must be in Kirkcaldy.

If compulsory purchase of dwellings occupied by labouring classes occurs – 8 weeks notice must be given, and an alternative dwelling should be found, unless otherwise agreed.

Cheap Fares.—On every day of the week, except Saturday and Sunday, two cars must be run each way before 6 a.m. and after 5 p.m. for working people, and on Saturday before 7 a.m., and between 1 and 3 p.m., at the charge of $\frac{1}{2}$ d per mile.

THE KIRKCALDY AND DISTRICT T R A M W A Y S.

The above is the title adopted by the new Company, whose Bill has been lodged this week. The following are the principal features of the Bill :—

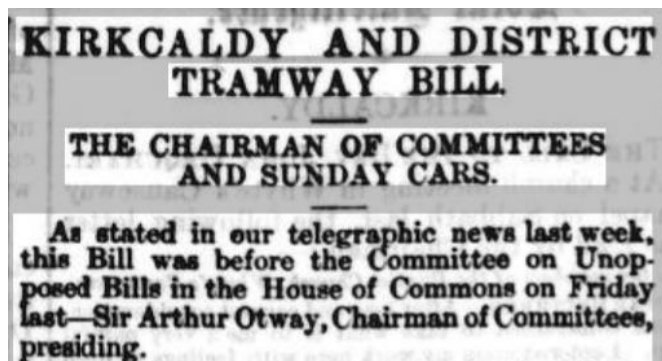
Promoters.—The promoters mentioned in the Bill are Messrs James Shepherd, Rossend; John Speedie, Henry Morton Barnet, High Street. Henry Francis Wakelin, and others.

On every day except Saturday and Sunday, two cars must run each way before 6.00am and after 5.00pm for working people, and on a Saturday before 7.00am, and between 1.00pm and 3.00pm at a half pence per mile. There are to be no cars on a Sunday without the written consent of the road authorities. The advent of the Prospectus is now awaited.

The Fife Advertiser of the 31st March 1883 contains both optimism and interest:-

“As there seems no opposition to the Kirkcaldy and District Tramway Bill, it may now be considered safe, and arrangements will be made for beginning work in early summer. We learn that the promoters have under consideration the propriety of using electricity as a motive power. This form of force has been tried with some success on a specially fitted tramway car in London, and if it is found practicable, safe and cheap, there is no reason why it should not be tried here. The Bill for the Kirkcaldy Tramways provides for any kind of motive power”.

Interestingly, without any pressure from the Promoters it was discovered that during a meeting of the Parliamentary *Committee on Unopposed Bills* – the Chairman had suggested that it would be worthwhile to add Sunday running of the Tramway to the Bill. It was Messrs. Honeyman and Robertson who were being interviewed by the Committee. Neither of these gentlemen



The Chairman — Then we shall give you powers that tramways may be run on Sundays with the consent of the Town Council and Road Trustees. I can understand objection being taken to the running of tramways during Divine service, as people in places of worship might not like to be disturbed by the noise of the cars.

Mr Honeyman explained that Divine service was usually conducted in Scotland at hours different from those as a rule selected in London.

The Bill was then amended to give powers to run cars on Sundays within the respective districts of the Town Council and Road Trustees, with the consent of those local authorities, it

sought the amendment – it was offered. The Chairman – Sir Arthur Otway suggested it would be of great benefit to the working classes to have this facility on their day of leisure. The clause was inserted into the Bill but would need the sanction of the Town Council to bring it into effect.

holders. It might, for instance, be desirable to turn your tramways into electrical ones. It is quite within probability that all these things will be made to go with electricity, and then we will get rid of all the nuisances caused by steam. The moment electricity is proved to be more economical than steam you will wish to get rid of steam, but you will be saddled with an expensive plant, and people living in Kirkcaldy might suffer an inconvenience. I think it is im-

There was also the suggestion put to the gentlemen that they should consider electricity in place of steam as the power source for the

trams. The Chairman felt that steam was noisy and that as soon as electricity became the preferred power option – the Promoters would regret choosing steam.

Following that interview with the Parliamentary Committee, *The Fifeshire Advertiser* of 5th May 1883 made a claim that “there is an increasing probability of the Kirkcaldy Tramway Company having their cars run by electricity, as a motive power. A London electric company has offered to run them by that means at the rate of 3d per mile per car”. (Note – this is contained in a small and barely noticeable paragraph)

The fallout from the Sunday operation amendment caused consternation in some religious circles when we consult the *Fifeshire Advertiser* of the 2nd of June 1883 (see the 12th July below).

We discover that at the Free

THE FREE ASSEMBLY AND THE KIRKCALDY TRAMWAY BILL.—In the Free Church General Assembly on Tuesday, Rev. Mr Sinclair, in presenting the report on Sunday observances, referred to the action of Sir Arthur Otway in introducing a clause into the Kirkcaldy Tramways Bill permitting the running of cars on Sunday, remarking that the promoters of the bill did not think of any such thing, and that he (Mr Sinclair) thought it was, to say the least of it, a very offensive thing that an English gentleman should have taken upon

Church General Assembly held on the 29th May the Rev. Mr Sinclair, in presenting the report on Sunday observance, had referred to Sir Arthur Otway, in anything but glowing terms. The Reverend was furious that Sir Arthur had championed a clause, which was accepted and inserted into the Bill, allowing the running of the Kirkcaldy tramways on a Sunday. Rev. Mr

Sinclair was aghast and “thought it was, to say the least of it, a very offensive thing that an English gentleman should have taken upon him, in the face of the public opinion of Scotland, and without any sort of pressure on the part of those introducing the Bill, to do anything of the kind”. (Hear, hear and applause)

However, a Councillor Miller pointed out that the running of Tramways on a Sunday in Glasgow had seen a massive drop in the number of cabs running into the city. His suggestion was “the people who wished the Sabbath tramway traffic stopped should purchase tramway company shares, so as to outvote those who were seeking to desecrate the Sabbath”. (The article does not make it clear if Miller was for or against Sunday running when advocating the purchase of shares – it can be read either way)

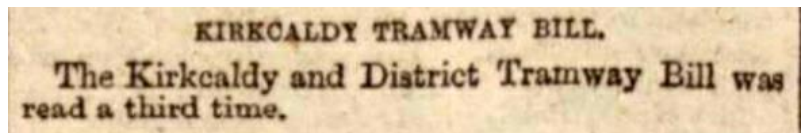
THE KIRKCALDY TRAMWAYS BILL.—At a special meeting of Kirkcaldy Town Council on Monday evening—Baillie Hendry presiding—the agreement between the Tramway Company and Police Commissioners was read and authorised to be signed by the chairman and the clerk. With the exception of the clause empowering the company to run Sunday cars with the sanction of the commission, the agreement is substantially the same as the original document. The company agree to take down several old houses, to straighten the line of streets in some parts, and to lay kerb and water channel in front of the old properties which they may remove.

The Fifeshire Journal of the 7th June 1883 brings the swift response of the Town Council to the proposed amendment allowing Sunday operations. A special meeting had been convened, with Baillie Hendry presiding. The altered agreement

between the Tramway Company and the Police Commissioners was read and authorised to be signed and authorised by the Chairman and Clerk. “With the exception of the clause empowering the company to run Sunday cars with the sanction of the Commission, the agreement is substantially the same as the original document. The company agree to take down several old houses to straighten the lines of streets in some parts and to lay kerb and water channels in front of the

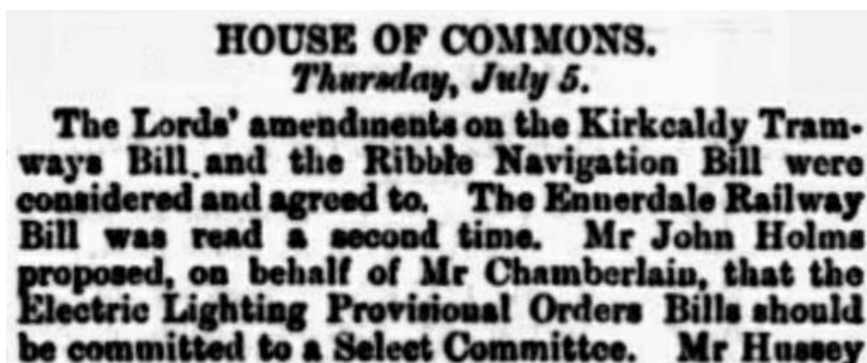
old properties which they may remove". It seems that the Sunday operation did not meet with the opposition Mr Honeyman had expected. Given that the Provost of the time, Patrick Don Swan, a fervent Free Churchman, did not oppose Sunday running, would almost certainly have smoothed the passage of the amendment.

The Dundee Advertiser of the 12th June 1883 informs readers that the Kirkcaldy



Tramway Bill had been read a third time. This meant that the Bill now had the consent of both Houses and would shortly be enshrined in law, on its return to the Commons.

The Fifeshire Advertiser of the 30th June 1883 brings us notification that the tramway's consulting and local Engineers have other irons in the fire. As well as the Kirkcaldy tramway, Messrs Macrae and Boothby, are engaged in the Seafield Railway project, the Dundee and Stanley rail line, and have now drawn up plans for a circular railway connecting the docks on the east side of Dundee to the west side of the city.



The Fifeshire Journal of the 12th July 1883 brings us the intelligence that the Bill which had been amended by the House of Lords had

returned to the Commons. On its return, on the 6th July - "The Lord's amendment to the Kirkcaldy Tramways Bill had been considered and agreed to". The work could now commence.

(Note - the work has to be completed by 6th July 1885 as that is the expiry of the two year period)

The Dundee Advertiser of the 15th November 1883 brings news of the death of John Speedie, the previous day, at his home "Eastbank" in Kirkcaldy. Speedie was one of the promoters of the original Bill and a well known man who operated the Lochty Bleach field. The Friday prior to his death had seen him reinstated as a Baillie at the first meeting of the new Town Council following the Council election.

DEATH OF MR JOHN SPEEDIE, KIRKCALDY.

Another of Kirkcaldy's foremost citizens has been lost through the death of Mr John Speedie, bleacher, which took place at his residence, Eastbank, Kirkcaldy, between one and two o'clock yesterday morning, from an attack of heart disease. Universal surprise as well as deep sorrow were manifested on the sad event being made known, for, although Mr Speedie's health had been in a feeble state for some time past, nothing serious was apprehended. He was a man of

The Yorkshire Gazette, on the 1st December 1883, reports that the firm of John Speedie & Co. is in financial difficulties and has suspended payments.

Almost immediately, *The Public Ledger* and *Daily Advertiser* of the 8th December 1883 report the firm being sequestrated.

We understand that the Committee of Investigation appointed in connection with the failure of Messrs John Speedie & Co., yarn merchants and bleachers, Kirkcaldy, after considering the whole position of the affairs of the firm, have given instructions to their agent to apply to the Sheriff of Fife for the sequestration of the estate, and have appointed Mr James Lockhart, of the firm of Messrs N. & N. Lockhart, spinners, Bennochly Works, Kirkcaldy, factor until the appointment of a trustee.

The Fife Free Press of the 1st December 1883 carries the story that Mr James Lockhart (Messrs N. & N. Lockhart) has been elected the Trustee of the estate on behalf of the creditors. The unsecured debts of John

Speedie & Co are £35,301. The assets amount to £17,728.

Perhaps surprisingly, with the Bill secure and work anticipated to have begun in the summer, there is an absolute dearth of

information and updates on the project *other than the death of John Speedie*. However, in the *Fife Free Press* of the 22nd December 1883, the Prospectus finally appears. A considerable proportion of the shares have been privately subscribed for by the Directors and their friends and the balance of the authorised capital is now offered for public subscription. The calls for payment are 10 shillings per share on application, 10 shillings per share on allotment, and the remainder as required, at intervals of not less than three months.

The Chairman is James Shepherd and the Directors now; William Gibb, John Hogarth, Henry Morton Barnet and Henry Francis Wikelin. The Bankers are the Commercial Bank of Scotland, the Engineers; John Macrae and A.C. Boothby. The Solicitor and Secretary is A.P.Honeyman, the Auditor, George K. Watson C.A. of Edinburgh, and the registered office is given as 242A High Street Kirkcaldy.

There is strong advocacy in the Prospectus of the rationale and opportunities offered by the company and it makes the case

**T H E
KIRKCALDY & DISTRICT
TRAMWAYS COMPANY.**

INCORPORATED BY SPECIAL ACT OF PARLIAMENT,
SESSION 1883, WHEREBY THE LIABILITY OF
SHAREHOLDERS IS LIMITED TO THE AMOUNT
OF THEIR SHARES.
*Authorised to use Steam or any Mechanical
Power, and specially authorised to Carry
Passes.*

Capital £30,000 in 6000 Shares of £5 each, of
which a considerable portion has been subscribed
for privately by the Directors and their friends.
The Balance of the Authorised Capital is now
offered for subscription. Calls—10s per Share on
application, 10s per Share on allotment, and the
remainder as may be required at intervals of not
less than Three Months.

DIRECTORS.

JAMES SHEPHERD, Manufacturer, Kirkcaldy,
Chairman.
WILLIAM GIBB, J.P., Merchant, Kirkcaldy.
JOHN HOGARTH, Fairview, Kirkcaldy.
HENRY M. BARNET (Barnet & Morton, Iron
Merchants), Kirkcaldy.
HENRY F. WIKELIN (John Laverick & Co.,
Forge Masters), Fife Forge, Kirkcaldy.

BANKERS.

THE COMMERCIAL BANK OF SCOTLAND, Limited,
Kirkcaldy.

ENGINEERS.

A. C. BOOTHBY, A.I.C.E., Kirkcaldy, Engineer.
JOHN MACRAE, M.I.C.E., Edinburgh, Consulting
Engineer.

AUDITOR.

GEORGE E. WATSON, C.A., 38 Frederick Street,
Edinburgh.

SOLICITOR AND SECRETARY.

A. P. HONEYMAN, Solicitor, Kirkcaldy.

TEMPORARY OFFICE :
242A HIGH STREET, KIRKCALDY.

Copies of the Act of Parliament, Plans and Sections, and the above agreements, can be seen at the Office of the Company, No. 242A HIGH STREET, KIRKCALDY.

Prospectuses and Forms of Application for Shares may be obtained from the Bankers, Auditor, and Solicitor of the Company.

If no allotment is made the application money will be returned in full.

Kirkcaldy, 22nd December, 1883.

for the anticipated benefits a tramway will bring to the town. The document plays heavily on the Directors knowing the district and being connected with it. Prospectuses

and forms of application can be obtained from; the Bankers, the Secretary and the Auditor.

In its last edition of the year *The Fife Free Press* of the 29th December 1883 offers an explanation for a contract (contained in the Prospectus) between the tramway and the rail company – “To prevent misunderstanding, an explanation, we believe is necessary regarding the contract which the tramway promoters have entered into with the North British Railway Company. The reason for the contract at all is that the promoters required power from the railway company to pass along the station road which is their private property. The company granted the way-leave free of charge”.

However, all is not well as we find from the pages of the *Fife Free Press* on Saturday the 2nd February 1884. The report advises that the share list is still open as the requisite number of shares have not been taken up. At a meeting of the Directors the previous Tuesday it was agreed to keep the list open until the 18th. If the capital was raised then the scheme would be undertaken. If not, then the plan would be curtailed to a route between the West Bridge and the foot of the Path. Sadly, as it transpires, that also came to nothing.

THE share list in connection with the proposed tramway scheme is still open, a sufficient number of the shares not having been taken up to warrant the directors going on with the undertaking. As the result of a meeting held on Thursday, it was resolved not to abandon the scheme, but instead to keep open the list till the 18th of the present month, and, in the event of sufficient capital being then subscribed, the undertaking will be proceeded with according to the original proposal, and tramway connection established between West Bridge and Dysart. Should, however, only a limited amount of capital be subscribed, the directors will consider the propriety of curtailing the scheme, and only carrying out at present that portion of the undertaking between the West Bridge and the foot of the Path.

In their Dundee and Aberdeen issues, the *People's Journal* of the 23rd February 1884, carry the same story that “The Seafield Dock scheme is, we believe, abandoned in the meantime. We know nothing definite about the Kirkcaldy Tramway Company,

but rather think it is also a failure for lack of the requisite capital”.

The Fifeshire Advertiser of the 13th February 1884 adds weight to this belief, when the subject of the repaving of the High Street crops up at the February meeting of the Town Council.

Baillie Beveridge asks “I would like Councillor Barnet to tell us if the tramway is likely to go on. I ask that for the purpose of our giving instructions to go on with the paving of the High Street. I would like to know in the first place if it is likely to proceed”.

THE CAUSEWAYING OF HIGH STREET.

Baillie Beveridge—Provost, perhaps Councillor Barnet will be able to tell us if there is any prospect of the tramway going on? The reason I ask the question with reference to the paving of High Street.

Councillor Barnet—I believe the tramway will ultimately go on, but I don't think that any work will be done within the next three or four months. If you causeway the route all the way west it will save us a good deal of money.

Councillor Dowie—I think we should look to the paving of High Street independent of the tramway altogether, and—

Councillor Barnet responded – “Well, I believe it will ultimately go on, but there is no prospect of it going on immediately. I believe it will probably not go on for three or four months yet”.

The Provost interjected – “months or years” (laughter)

Councillor Barnet – “months”.

Councillor Dowie – “I wish to give notice of a motion for the next meeting for the causewaying of the High Street”.

Councillor Barnet – “If you causeway the High Street you will very much oblige us as a company”.

Councillor Dowie - “My motion is independent of the tramway”.

This brief exchange appears to be the first public intimation that there are issues.

THE RE-CAUSEWAYING OF HIGH STREET.

Councillor Dowie—Provost, I see the next business on the programme is the motion, of which I gave notice at last meeting, to re-causeway High Street. I see present to-night one or two members of Council who are connected with the tramways, and before making my motion I think it advisable to ask those gentlemen to inform us whether they consider it probable that the tramways will be proceeded with. (Applause.)

Councillor Hogarth—Well, Provost and gentlemen, I am sorry to say that we have not any sanguine report to lay before you with reference to the tramways. We have got very little money subscribed. We had a meeting last Tuesday, which was attended by three gentlemen, who are to see what they can do to help the thing forward, and report to another meeting to be held a week to-morrow night whether they will undertake to carry out the work along the High Street to the foot of the path. I am just afraid we will have to go on with the streets without waiting for the tramway, as I fear it will not work. We want £30,000, and we have not got £5000; and under these circumstances, unless parties come from a distance and do the thing for us, we are not likely to do it ourselves. You may, of course, delay doing anything till Tuesday week, when the thing will either be "ended or mended."

The Fifeshire Advertiser on the 15th March follows up with – “Councillor Dowie had been called to propose the motion he had given at last month’s meeting. Before starting he commented “One or two of the gentlemen connected with the tramway company are here, and I would like if they would give some information as to the probability of the tramway being proceeded with before I make this motion. (hear hear)”.

It was Councillor Hogarth who replied – “well Mr Chairman and brethren (laughter), I am sorry to say that it is not a very sanguine report that I have to lay before you about the tramway. We have got very little money subscribed. I am rather afraid that if you want to go on with the paving of the High Street, it is as well for you not to wait for the tramway (Laughter). I fear that it will not work. We wanted thirty thousand pounds and we have not got five (laughter). In these circumstances, unless some kind friend comes to our assistance and does the work, I am afraid we cannot go on with it, so I think you may, with confidence, go on with the paving of the street (laughter). But I think that you might wait until Tuesday week before spending any money, and by that time the thing will be ended or mended (laughter). There is no use dilly-dallying with the thing any longer and I don’t think you need wait for the tramway going on”.

Councillor Barnet then spoke adding – “I don’t take the same pessimistic view as Mr Hogarth for I believe that the tramway will go on. I believe that when we got the bill so cheaply and seeing the tramway may be made 25% to 30% cheaper than any other tramway in the country, it is sure to be taken in hand by some gentlemen in the West with whom we are in correspondence. I therefore hope that the tramway will ultimately be gone on with, but with the rest of Mr Hogarth’s remarks I entirely concur.

Dean of Guild McKenzie then suggested that “under these circumstances would it not be better for Bailie Dowie to put off his motion until the next meeting?”.

Bailie Dowie replied “that he was quite willing to delay or, if it is in the mind of the meeting, to go on with the motion on the understanding nothing will be done until the next meeting”.

The mind of the meeting was to go on with the motion which was then passed.

In the text appeared a comment from Bailie Davidson which puts the whole thing into perspective – *It seems to me that if they have only got up £5000, it will be a long time indeed before the*

Bailie Davidson—It seems to me that if they have only got up £5000 it will be a long time indeed till the capital of the tramway company (30,000) has been subscribed, and I don't see why we should not go on at once with this motion.
Councillor John Lockhart—Supposing we agree to do something with the streets just now, it is

THE TRAMWAYS.

With reference to the causewaying of High Street,

Councillor Dowie said—Provost, I have made very diligent inquiries as to whether there is any likelihood of the tramways going on. As the result, I have been unable to obtain any knowledge as to whether they are likely to go on or not, and I have, therefore, to move that we take the necessary steps to proceed with the causewaying of High Street.

capital is subscribed. It seems that the writing can be read never mind just on the wall.

Bailie Dowie who had proposed the motion last month “had

made diligent enquiries as to the likelihood of the tramways getting on, but he had been unable to get any knowledge that it was likely to proceed". He therefore moved that they take the necessary steps to go on with the re-causewaying of the High Street.

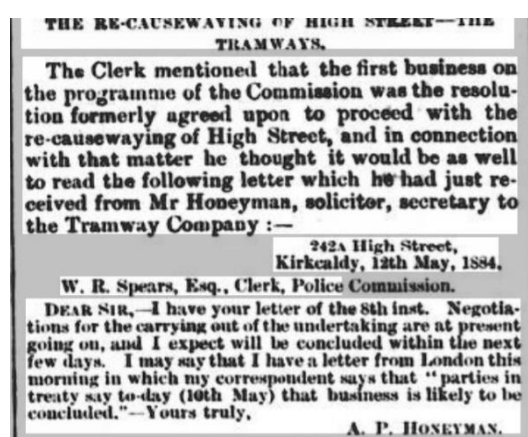
The Clerk then read a letter from Mr Honeyman, in which he indicated "the Tramway Company was endeavouring to arrange for the laying of the tramway but were unable to say more until arrangements were completed".

After a discussion, Treasurer Young moved that they delay seeking offers for the work for another month but that specification for the work be prepared and ready.

This was agreed. It is noted that neither of the Councillors connected with the tramway made any comment on it this month.

The Fife Free Press of the 17th May 1884 gives an update when the item on the agenda relating to the re-causewaying of the High Street is reached.

The Clerk read a letter he had received from Mr Honeyman which stated that – "Negotiations for the carrying out of the undertaking are at present going on, and I expect will be concluded within the next few days. I may say that I have a letter from London this morning, in which my correspondent says that "the parties in treaty say today (10th May) that business is likely to be concluded in a few days".



There followed much debate on whether to wait on the outcome or go ahead with the re-causewaying without any further delay. It was determined that work was to proceed and the Clerk was instructed to write to Mr Honeyman advising that if the street was re-laid and then had to be lifted again for the tramway, the Council would hold them liable for any loss they might sustain. Councillor Barnet's only comment had been – "I don't think there will be any objection on the part of the Tramway Company to the going on with the re-causewaying now. The tramway will be settled one way or another, long before we are in a position to lay the first stone".

So, in these short months we learn that the flotation was a failure and that Mr Honeyman appears to be attempting to secure investors / investment to try and keep the idea alive. He appears to be approaching parties in both the West of Scotland and London. What is quite strange is that neither of the main local newspapers are reporting on nor questioning what has gone wrong or how the situation can be remedied. Their reporting seems to be restricted to the verbatim reports from the Council meetings. In fact, the Council themselves only seem to be able to keep abreast of developments by asking the Councillors involved in the project what is happening? It is a fact that this tramway was private enterprise and therefore there was no responsibility on them to push the idea forward – despite the potential benefits to the town.

It seems to be a situation where, once the Council determined in May to go ahead with the re-causewaying of the High Street under their own auspices, the tramway was simply not raised again during their deliberations.

The Fifeshire Advertiser of June 14th 1884 makes mention of the tramways and hopes the enterprise will still go ahead.

“The question of steam versus horse-power as a motive for tramways has been advocated on a former occasion in these columns and the superiority of steam, particularly as regards cheapness, was insisted upon for the Kirkcaldy tramways. A remarkable illustration of this is given by the “Limited Liability Review” of the Gateshead tramway which is worked by steam. The total engine expenses are a fraction under 3d per mile, whilst the cost of horse-power is between 6d and 7d per mile. The steam tramways also earn a larger amount per mile than the horse-worked ones, being 1s 2d per mile for steam against 10d or 11d for horse-power”.

THE question of steam *versus* horse-power as a motive for tramways has been advocated on a former occasion in these columns, and the superiority of steam particularly as regards cheapness was insisted on for the Kirkcaldy tramways. A remarkable illustration of this fact is given by the *Limited Liability Review* of the case of the Gateshead Tramways, which are worked by steam. The total engine expenses are a fraction under 3d per mile (2'9d), while the cost of horse-power averages from 6d to 7d per mile. The steam tramways also earn a larger amount per mile than the horse-worked ones, being 1s 2d per mile for steam against 10d or 11d for horse-power. With the experience gained in places such as Gateshead, we hope soon to hear that the Kirkcaldy and District Tramways have got over their difficulties, and are in a fair way to commence operations.

Then comes a telling final sentence – “*with the experience gained in such places as Gateshead, we hope soon to hear that the Kirkcaldy and District Tramways have got over their difficulties and are in a fair way to commence operations*”.

In the *Fifeshire Journal* of the 2nd October 1884 we find a short paragraph stating that “The Kirkcaldy tramway scheme has

The Kirkcaldy tramway scheme has collapsed, and subscribers are receiving back their money. The tramways might have been a good thing for the people of Kirkcaldy; but Wayfarer does not think they would ever have paid the shareholders.

collapsed and subscribers are receiving back their money. The tramways might

have been a good thing for the people of Kirkcaldy; but we do not think they would ever have paid the shareholders”.

The deathbed agonies of the Company can be laid aside, for a moment, to examine a legal challenge raised by Mr A.P. Honeyman against the Trustee of the late John Speedie. The challenge centres around Speedie's involvement with the Company, but also gives a wider perspective of its affairs.

The Fifeshire Advertiser of the 6th June 1885 brought its readers' attention to a legal challenge in the Court of Session. On the 30th May, Lord Trayner heard an appeal against a decision by James Lockhart, as

KIRKCALDY AND DISTRICT TRAMWAYS COMPANY.
CLAIM AGAINST THE SEQUESTERED ESTATE OF THE LATE MR JOHN SPEEDIE.
— —
This is an appeal against the deliverance of the respondent, James Lockhart, spinner, Kirkcaldy, trustee on the sequestrated estate of the deceased John Speedie, of Eastbank, Kirkcaldy, and bleacher at Lochty Bleachfield there, the appellant and claimant being Archibald Pearson Honeyman, solicitor, Kirkcaldy.

Trustee of John Speedie's estate, against claims made by Messrs Honeyman, Macrae, Boothby and Robertson. The four had lodged claims for fees and expenses incurred in their work in connection with planning the route, along with the promotion of the Tramway Bill. Honeyman claimed £878-17-5d, Macrae £150, Boothby £500 and Robertson £400. The claims had been rejected by James Lockhart (Trustee) and as a result an appeal had been lodged. The claimants determined at that stage the appeal should be restricted to that of Honeyman. Based on that outcome it would then be decided which course of action the other three would take.

The case centred around Honeyman's assertion that in his office on the 6th September 1882 Speedie and other gentlemen had agreed to be the promoters of the Bill which would ultimately be submitted to Parliament.

At that meeting he (Honeyman) was appointed solicitor for the Bill and the Minute bears that "Mr Macrae and Mr Honeyman, who were present, agreed for themselves and Mr Boothby not to hold the promoters responsible for any part of the expenses and outlays, either of themselves or of the Parliamentary Agent in connection with obtaining the Act of Parliament or incident thereto, unless the Act is obtained, it being understood that these expenses and outlays, in the event of

The promoters for themselves agreed to act as such on these terms." After the passing of the Act Mr Speedie agreed to take £500 in the capital of the Company, The Directors of the Company have now, appellant states, resolved not to proceed with the undertaking, and they have forwarded the amounts contributed towards the capital of the Company to the various subscribers. Mr Speedie died on 13th November, 1883, after the Act had been obtained, but before the issue of the prospectus of the Company. After his death it was discovered that he was insolvent, and his estates and the estates of his firm of John Speedie & Co., of which he was the sole partner, were sequestrated by the Sheriff of Fife on 5th December, 1883, and the respondent was thereafter appointed and duly confirmed trustee on the estates.

the Act being obtained, for a first charge against the undertaking. The Promoters for themselves agreed to act as such on these terms".

After the passing of the Act, Mr Speedie agreed to take £500 in the capital of the Company. Of course by the time the flotation arrived he had died. It was

subsequently discovered that he was insolvent at the time of his death and both he and the estate of his firm, John Speedie & Co, were sequestrated in November 1883.

Subsequently, the Directors of the Company have resolved not to proceed with the undertaking and they had returned the amounts contributed towards the capital of the Company to the various subscribers.

As the flotation had not gone ahead Honeyman was seeking redress for his expenses. Honeyman had lodged a claim upon the trust estate amounting to £878-17-5d, including business charges, disbursements, and an advance of £100 made by him

on the orders, instructions, and on behalf of the deceased Mr Speedie, as one of the promoters of the Bill.

This claim was rejected by James Lockhart on the grounds that Honeyman “has not produced any evidence of employment by the bankrupt, or any evidence that the bankrupt became bound to pay any part of the sums claimed, nor is any evidence produced in support of the cash advances debited in the account”.

The rejection of his claim was the basis for this legal challenge. Honeyman stated that it was distinctly understood, at the meeting of 6th September 1882, that the engineers, parliamentary agents, and the appellant, were to be paid for their services and outlays by the promoters in the event of the Act being obtained and the Act had been obtained, **irrespective of the fate of the share issue.**

Mr Lockhart had lodged answers in support of his decision to reject the claim. His strong assertion was that Honeyman and the two engineers were in fact the originators of the scheme for getting up a tramway company in Kirkcaldy. His understanding was Honeyman was undertaking the business of obtaining promoters and then carrying through the necessary formalities for obtaining the Act of Parliament.

Lockhart has lodged answers in support of his deliverance, in which he states that the appellant and two engineers were the originators of the scheme for getting up a Tramway Company in Kirkcaldy, the appellant undertaking the business of obtaining promoters' names and carrying through the necessary formalities in obtaining an Act of Parliament. In pursuance of this scheme he approached Mr Speedie, and by representing to him that the proposed tramway would be a public benefit, and that he would not incur any personal liability for the expenses of promoting and forming the Company, he persuaded Mr Speedie to allow his name to be used and act as a promoter of the Company.

In pursuance of this scheme, it was he Honeyman, who approached Mr Speedie and by representing to him that the proposed tramway would be a public benefit, and that he

would not incur any personal liability for the expenses of promoting and forming the company, he persuaded Mr Speedie to allow his name to be used and act as a promoter of the company.

Lockhart was again adamant that Mr Speedie never at that or any other time employed Honeyman to do any work for him or commit to any form of personal payment. On the contrary, it was understood and agreed between the deceased and his fellow promoters that Honeyman and the engineers were to get no remuneration except out of the funds of the undertaking should it be floated.

Afterwards Mr Barnet, one of the promoters, wishing to put the matter beyond the possibility of a doubt, obtained from the appellant a letter in which he stated —“I undertake that the promoters will not be asked to bear any portion of the expenses incurred in applying for the Bill or incident thereto unless the shares are allocated after the Act is obtained.” Respondent contends that if any liability attached to Mr Speedie in consequence of his acting as a promoter equal liability attached to the other promoters ; but the appellant has made no claim against any of them.

It then transpired that Mr Barnet, wishing to put his position beyond any doubt, had obtained from Honeyman a letter in which he stated “I undertake that the promoters will not be asked to bear any portion of

the expenses incurred in applying for the Bill or expenses unless the shares are allocated after the Act is obtained”. This letter does suggest that Honeyman, not Barnet and the others, was the originator of the project.

Lockhart contended that if any liability attached to Mr Speedie in consequence of his acting as a promoter, equal liability attached to the other promoters; but Honeyman has made no claim against any of them. Lockhart's position was that Honeyman's claim was irrelevant and there was insufficient material to support the claim.

Honeyman still continued to argue that the promoters were the instigators of the tramway scheme and he had been requested by these gentlemen to approach others in Kirkcaldy to see if they would join them. He continued to claim that James Shepherd, John Speedie, Henry Morton Barnet, and Henry Francis Wakelin, were the real and sole promoters of the Company

Referring to the letter to Mr Barnet, Honeyman explained that it was a private agreement between him and Mr Barnet and was not intended for the benefit of the other promoters.

His Lordship then ordered a proof to be led on Tuesday, 13th June. If the Proof had been held, we might have had a better idea of who was the actual instigator of the project but as we shall see the proof never came to pass.

What is certain is that James Lockhart was adamant that it was Honeyman who was the instigator. If Barnet was one of the instigators, would he have wanted such a letter from Honeyman? The team's reading is that Barnet had been approached and he was ensuring that he was not caught out with costs.

It all seems to come down to whether the claimants were to be paid when the Act was obtained or when a successful flotation had taken place. Again, with no Minute Book available – we will never know.

The Fifeshire Journal of the 3rd of September 1885 reports that the Court of Session was no longer required to adjudicate on the claim made by Honeyman. A

THE TRAMWAYS ACT.—A settlement has been effected of several appeals against deliverances of James Lockhart, spinner, Kirkcaldy, as trustee on the sequestrated estate of the late John Speedie of Eastbank, Kirkcaldy, in regard to claims relative to the promotion of the Kirkcaldy and District Tramways Act 1883. Archibald P. Honeyman, solicitor, Kirkcaldy, lodged a claim on the estate for £878 16s 5d for business done, expenses incurred, and cash advanced on the orders of the deceased as one of the promoters of the Bill. John Macrae, C.E., Edin.

proof had been ordered but all the parties reached an agreement before the appeal was heard.

The above seems to create more questions than answers even after reading the article. As an agreement had been reached it should have been between Honeyman and Lockhart. However, the phrase used in the report is *among the parties*. The word among, in the strict sense, means more than two, so, did Honeyman receive funds from only the Speedie Estate or did the other directors contribute?

but the whole appeals have since been settled in terms of an agreement among the parties. By the deed giving effect to that the appeals were to be withdrawn and the sequestered estate relieved of all liabilities and obligations incurred by Speedie in connection with the promotion of the scheme, obtaining the Act of Parliament, and floating the Company, and each party to pay his own expenses. The appellant Honeyman agreed to keep the estate free from accounts for printing, and the trustee to pay him £150. Counsel for the trustee—Mr Jameson Agents—Watt & Anderson, S.S.C. Appellant's agent—W. G. L. Winchester, W.S.

The terms of the agreement were that all appeals were withdrawn and the sequestered estate was relieved of all obligations incurred by James Speedie in relation to the Tramways Company.

The only money mentioned was that the Trustee (Lockhart) paid Honeyman £150. No mention could be found of any other sums changing hands but that does not mean they did not. What is certain is that the settlement concluded the case – there being no sign of pursuit by the others.

The local Newspapers were kept busy in the following two years when three directors of the company die within 6 months.

The death of William Gibb JP at his home “Bennoch Park” occurs on the 12th September 1886.

The death of Henry Francis Wakelin occurs in Musselburgh on the 12th March 1887.

The death of John Hogarth at his home "Fairview" occurs on the 22nd March 1887.

The end appears nigh when we consult the *Fifeshire Advertiser's* edition of the 8th January 1887, where a notice intimating that a special meeting was to be held in Mr Honeyman's office for the purpose of deciding if a Bill of Abandonment should be sought. The notice was signed by James Shepherd as Chairman and A.P. Honeyman as Secretary. The meeting was scheduled

for the 26th and a copy is shown here. On that date both Wakelin and Hogarth were still alive but it is not known if they were in attendance.

KIRKCALDY AND DISTRICT TRAMWAYS COMPANY.

NOTICE IS HEREBY GIVEN, That in compliance with the Standing Orders of Parliament, a **SPECIAL MEETING** of the Proprietors of the **KIRKCALDY AND DISTRICT TRAMWAYS COMPANY** will be held within the **OFFICE, 242A HIGH STREET, KIRKCALDY,** of **Mr ARCHIBALD PRARSON HONEYMAN, Solicitor,** there, on *Wednesday, the 26th day of January, 1887,* at Three o'clock Afternoon, for the purpose of considering, and (if thought fit) approving of a Bill proposed to be introduced into Parliament in the ensuing Session, intituled, "A Bill for "Abandonment of the Kirkcaldy and District Tramways, and for authorising the Repayment "of the Money deposited for securing the completion thereof."

Dated this Seventh day of January, 1887.

JAS. SHEPHERD, Chairman.
A. P. HONEYMAN, Secretary.

KIRKCALDY AND DISTRICT TRAMWAYS (ABANDONMENT) BILL.—This private Bill was on Monday considered by the Examiners for the House of Commons. The object of the bill is to authorise the abandonment of the Kirkcaldy and District Tramways sanctioned in 1883, and to authorise the release of the deposit money. The Examiners found that the standing orders had been complied with. A meeting of the Tramway Company was held in the office of the secretary, Mr A. P. Honeyman, on Wednesday—Jas. Shepherd, Esq., in the chair. The proposed Bill was brought up, considered, and approved of.

The Fifeshire Advertiser of 29th January 1887 reports that a private Bill will be brought before the House of Commons – the object being "to authorise the abandonment of the Kirkcaldy and District Tramway Bill of 1883" and to

release the money deposited in connection with the original Bill. The above meeting had gone ahead with the result that the proposed Bill had been brought up, considered and approved".

In the pages of the *Fifeshire Advertiser* on the 7th October 1887 we find the statutory notice in relation to the Bill of Abandonment published. It gives no clues as to the reasons – it is simply in legal jargon to say the Bill is abandoned and the subscribers are to get their money back. The Agents this time are an Edinburgh firm, W.G.L. Winchester W.S, For interest the notice is reproduced here.

The Fife Free Press of the 27th October 1887 reports on what it refers to as “The

INTIMATION IS HEREBY MADE that JAMES SHEPHERD, of Burntisland, Manufacturer, and HENRY MORTON BARNET, of Kirkcaldy, Iron Merchant, have presented a Petition to the Hon. the Lord Ordinary in Exchequer Causes in Scotland (Mr Don, Clerk), in terms of the Kirkcaldy and District Tramways (Abandonment) Act, 1887 (50 and 51 Vict., c. lxi.), for authority to uplift the sum of £1032 12s, deposited in the Court of Exchequer in Scotland in respect of the application to Parliament for the Kirkcaldy and District Tramways Act, 1883 (46 and 47 Vict., c. cxiv.), in which Petition the Lord Ordinary officiating on the Bills has been pleased to pronounce the following deliverance:— “Edinburgh, 30th September, 1887.—The Lord Ordinary officiating on the Bills, acting in the room and stead of the Lord Ordinary in Exchequer Causes, appoints intimation of the Petition to be made on the Walls, and in the Minute Book, in common form, and the Petition having been already intimated to the Queen’s Remembrancer, appoints the same to be advertised once in the *Edinburgh Gazette* and *Fifeshire Advertiser* Newspapers, and ordains all parties having an interest in the consigned money proposed to be uplifted, to lodge Claims with the Clerk within Eight Days from the date of such advertisement. (Sgd.) JOHN TRAYNER.”

W. G. L. WINCHESTER, W.S.,

Agent for the Petitioners.

8 South Charlotte Street,
Edinburgh, 30th September, 1887.

THE END OF THE KIRKCALDY TRAMWAY PROJECT.

In the Court of Session to-day, Lord Fraser had before him a petition to the Court of Exchequer at the instance of James Shepherd, of Burntisland, manufacturer, and Henry Morton Barnett, of Kirkcaldy, iron merchant, for authority to uplift the sum of £1032, 12s, deposited in the Court of Exchequer in respect of the application to Parliament for the Kirkcaldy and District Tramways Act, 1883. The petitioners stated that the tramways and works were never commenced, and that no damage was done to roads or lands, and no lands were entered on, and that there was no compensation for damage to be made to any person, and that they had obtained from Parliament an Act authorising the abandonment of the undertaking. To-day his Lordship granted authority to the petitioners to uplift the consigned sum, and found them entitled to expenses.

End of the
Kirkcaldy

Tramway Project” – “In the Court of Session, Lord Fraser had before him a Petition to the Court of Exchequer at the instance of James Shepherd, Burntisland, and Henry Morton Barnett, of Kirkcaldy, for authority to uplift the sum of £1032.12.0d, deposited in

the Court of Exchequer, in respect of the application to Parliament of the Kirkcaldy and District Tramways Act 1883”. Given that it was shown that the works never commenced, no damage was done to road or lands, there was no compensation to pay for any damage and an Act of Parliament had been obtained authorising the abandonment of the undertaking – the petitioners were given authority to uplift the sums and be entitled to expenses.

Strange but true that at the conclusion and demise of the tramway – only James Shepherd and Henry Barnett were still alive – the other four had all passed away.

So the story came to an end, with no rails laid, no buildings removed, no straightening of the roads, and certainly no sign of a tram car. The whole story is fragmented, often with long periods of inactivity and little if any questioning or commenting by the press (that we can trace).

There can be little question that the attempted flotation of the shares was disastrous and must have been a significant jolt to the hopes and confidence of the directors. Very clearly the shortfall of £25,000 was not going to be taken up by the existing directors and it was then left to Mr Honeyman to try and find fresh investment from outside the district.

It would seem that the lack of appetite from potential investors, resulting in a significant shortfall, has to be the reason for the termination of the undertaking. It must also be assumed that Mr Honeyman's attempts to find fresh investors / investment also failed. Other than Mr Honeyman saying in the course of his appeal (in the Speedie case) that the directors "resolved not to proceed with the undertaking", no reason was advanced, so speculation is all that is left.

Could it be only financial? – almost certainly yes. However, it must be kept in mind that the lack of a definitive choice of motive power may have played on the minds of potential investors. By that stage electricity was the coming mode and steam trams possibly faced a bleak future.

When we recollect that, at the outset, it was suggested that if a limited liability company were formed – "then one

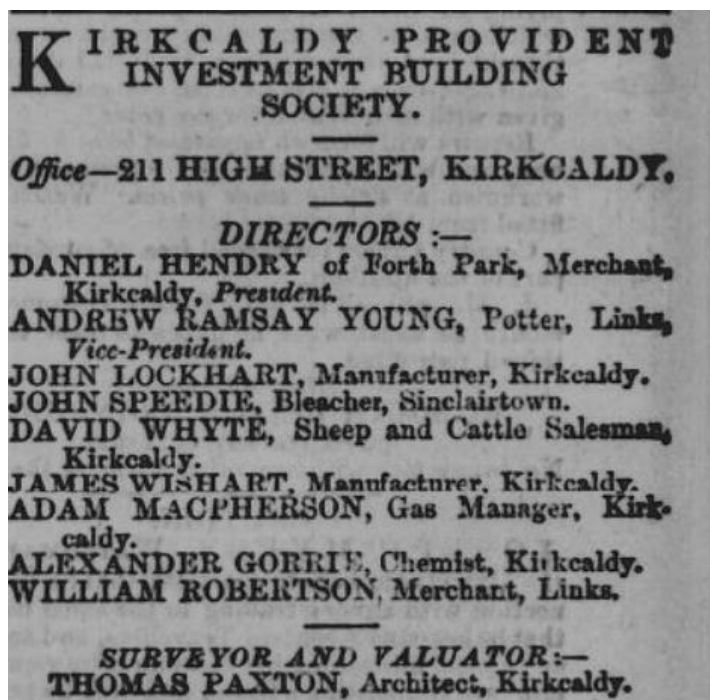
gentleman would contribute one half". There must be a strong suspicion and belief that this party had withdrawn.

In his financial situation – it is hard to imagine that John Speedie would be that gentleman and that only his untimely death derailed the concern. The remaining Directors, whilst doubtless prudent with their monies, were of such standing that it was very unlikely that, if they truly believed in the project, they could not see it through from their own means. All were successful men boasting imposing homes with Shepherd in "Rossend Castle" – Hogarth in "Fairview", Milton Road, where he was able to engage not just any architect for the build but no less a personage than Sir R. Rowand Anderson, one of Scotland's leading architects. Gibb lived in Bennoch Park (now the Abbeyfield Home) and Wakelin was the owner of the Fife Forge. Although all the promoter's were well known and successful in business – the area's top echelons such as a Nairn, a Barry, a Lockhart, or a Robert Douglas, were clearly not involved. The local gentry in the shape of the Ferguson, Oswald and Rosslyn families, are conspicuous by their absence.

This tends to support our belief that Archibald Honeyman's remit was to find and secure gentlemen to act as promoters to the undertaking not vice versa. Why else would there be the suggestion that he and the two engineers would look for no remuneration or expenses until the Bill was secure? If they were engaged by the Directors – would they not expect a salary? It seems a way of removing a potential obstacle or objection an investor might have – that they would not be involved in any of the setting up expenses could be one of the hooks used. It should also be kept in mind that, when the share

flotation failed and both Hogarth and Barnet had cooled on the idea, it was Honeyman alone who was casting a net far and wide in the hope of keeping the enterprise alive.

The conclusion has to be that none of the promoters or directors were the driving forces / instigators behind the idea but had been brought on board by the “sales pitch”. It is very strange that Honeyman launched his attempt to recover his expenses from the estate of a deceased bankrupt and left the others unchallenged. This was not the first business connection featuring the two. The short-lived “Kirkcaldy Provident Investment Building Society” which had Daniel Henry as President and was active from 1879 until 1886 had Speedie as a director and Honeyman as secretary.



That being said – it would be a brave man who would “ruffle the feathers” of people who were genuine “pillars of the community and men of influence”. Certainly, the matter of his expenses was settled out of court but without the Minute Book for the Kirkcaldy and District Tramway Company or the unearthing of fresh material, we will never get the answers. Who paid the settlement – Speedie's Estate or the remaining former directors – questions with no answers!

Honeyman was eventually elected a Town Councillor – meaning that each of the five Directors and the Company

Secretary were all “civic fathers” at some stage. He had certainly promoted his profile securing the post as first Secretary to the new Kirkcaldy Golf Club and was also Secretary to the Dunnikier Races Committee. He certainly secured a high profile for himself.

One thing is for sure – the citizens had to continue using “Shank’s Pony” until 1903 when the project finally became a reality.

Epilogue

The title of a false dawn sits well with this project but there is more behind its choice than that. The period saw plans and preparations made for three major undertakings in Kirkcaldy which would have given the town major boosts.

The tramway would certainly have made travel far easier through the burgh but the ill-fated idea of a new deep water docks at Seafield to export coal from Fife's central coalfields also bit the dust. The harbour wall, although now crumbling, still bears testament to that failed endeavour.

Thirdly, the notion of a new railway, linking Kirkcaldy with Dunfermline and Alloa, was derailed by the efforts of the North British Railway.

Given the scope and potential of these three undertakings – a False Dawn seems an appropriate description.

Acknowledgements

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Appendix

Maps indicating the proposed tram route from Bridgeton to Dysart

