

Other titles in this series in print and at  
[www.prestoungrange.org](http://www.prestoungrange.org)

1. Prestongrange House  
*Sonia Baker*
2. Acheson's/Morrison's Haven –  
*What Came and Went and How?*  
*Julie Aitken*
3. Sourcing Brickmaking Salting and Chemicals at  
Prestongrange  
*David Anderson*
4. Industrial Ownership and Relations at Prestongrange  
*Allan Burnett*
5. Horses Steam and Electric Engines at Prestongrange  
*Annemarie Allan*
6. Health Hazards over the Centuries at Prestongrange  
*Kirsty Black*
7. Model Housing for Prestongrange Miners  
*Annie Lyall*
8. Water at Prestongrange and Pumping it out  
*Ewan Wilson*
9. Decorative Pottery at Prestongrange  
*Jane Bonnar*
10. The Geological Structure of Prestoungrange  
and its Environmental Impact  
*Matthew Carter and Julian Wills*
11. Agricultural Improvement at Dolphinstoun  
*Chris Allan*
12. Fowler's Brewery – Famous since the '45  
*David Anderson*
13. The Prestoungrange Gothenburg  
*Gordon Prestoungrange*
14. The Battle of Prestonpans  
*Michael of Albany*

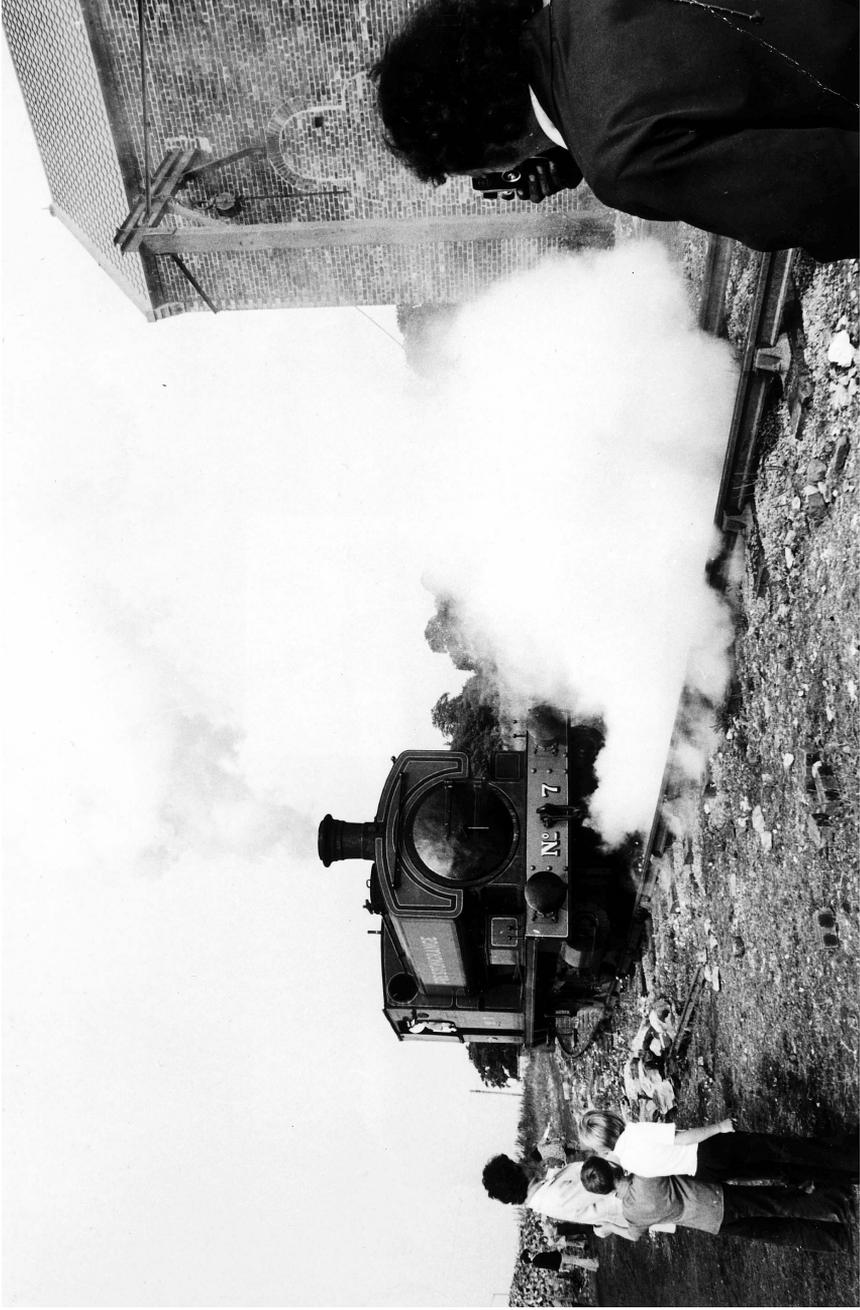
15

Steamed Up at  
Prestongrange

Colin Boyd



PRESTOUNGRANGE UNIVERSITY PRESS  
[www.prestoungrange.org](http://www.prestoungrange.org)



*Prestongrange Steam Engine No 7 entertains visitors to Prestongrange Industrial Heritage Museum*

## FOREWORD

This series of historical booklets was quite specifically developed to provide an authoritative briefing for all who seek to enjoy the heritage of what were the medieval baronial lands of Prestoungrange and Dolphinstoun. They are complemented by learning guides for educational leaders. All are available on the Internet at [www.prestoungrange.org](http://www.prestoungrange.org) the Baron Courts' website.

They have been sponsored by the Baron Courts of Prestoungrange and Dolphinstoun which my family recently re-established when we gained access to the feudal baronies in 1998 where my paternal great-grandfather, James Park, worked as a miner at the beginning of the 20th Century. But the credit for the scholarship involved in these books, and their timeous appearance, are entirely attributable to the Scottish historians who work with the Baron Courts now led by Annemarie Allan, and the myriad authors concerned.

This particular title is unique thus far in that it tells of recent history as devoted enthusiasts have played a vital role in preserving one of the very visible aspects of the town's heritage. Baron Courts salutes them and wishes them good fortune in the years ahead.

We were at the outset confident that this series would find a welcoming readership and so it has transpired. But it has done much more than that for it is now providing the historical bases for the Arts Tourism programmes conducted by the Baron Courts through their own Arts Festival Society and in particular the insights required for the murals now being painted.

We thank the authors one and all for their contributions and for a job well done. It is one very practical contribution towards helping visitors and tourists to the town of Prestonpans towards a better understanding of the lives and ambitions of those that went before us all. For better and for worse we stand on the shoulders of our ancestors as we in turn craft our futures and tomorrow's world for our children. So often we see in the pages of history that the cast of characters most certainly changes but the issues that matter and get argued about remain the same.

Dr Julian Wills  
*Baron of Dolphinstoun*  
July 1st 2003

### **About the Author**

Colin Boyd was born in Peebles and has had trains in his blood and on his mind ever since he watched them from his bedroom window there. A three year calamity when the family moved to Foula in Shetland redeemed when they all returned to Edinburgh, simply reinforced the fascination. He joined the Scottish Railway Preservation Society in 1963 as a virtual founder member aged 14 and when he left school two years later he became an apprentice with Ferranti in Leith with the Citadel line running beneath the school.

He became actively involved with the Lochty Railway in Fife every other Sunday and soon met Ann who was destined to be a railway wife before long. By 1976 they had both found Prestongrange, and a family, and Colin was still working with Ferranti with quality management as part of his role. Trains, however, remain his life even if his career ambition to be an engine driver full-time has never been fulfilled.

## CONTENTS

Introduction	1
Forming and Steaming	2
Calendar of events	4
Fortune smiles	8
Settling down	32
10 year Boiler Certificates	37
Reflections	38
Inventory 2003	41
<i>List of locomotives on site at Prestongrange Industrial Heritage Museum</i>	

# THE PRESTONGRANGE COAL AND FIRE-BRICK COMPANY (LIMITED), PRESTONPANS, SCOTLAND.

TELEGRAPHIC ADDRESS:  
PRESTONGRANGE, PRESTONPANS.

Priced Illustrated Catalogues on Application.

TELEPHONE: No. 2261.



## SHIPPING PORT, MORRISONSHAVEN

Vessels can be loaded at Morrisonshaven up to about 14 feet draft, this Harbour having now been considerably deepened. We usually load Vessels of 100 to 300 tons capacity at Morrisonshaven. Ocean-going Steamers at Leith.

The Collieries and Brickworks are 100 yards from the Port of Morrisonshaven, being connected with it by Railways, the Property of the Company.

☛ Vessels loading Coals or Fire Clay Goods pay NO Harbour Dues.

p. per. THE PRESTONGRANGE COAL AND FIRE BRICK CO., Ltd.,

PRESTONPANS, 29th March 1889.