

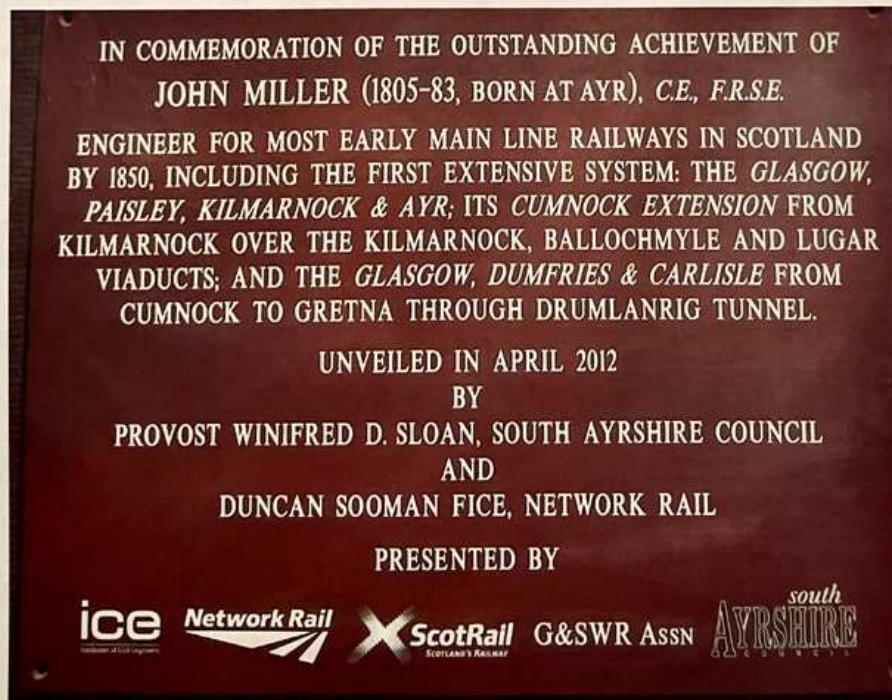
Ayr Station Miller Plaquing – April 2012

In the *GLASGOW & AYRSHIRE RAILWAY GUIDE 1841*, from which the lithographic view overleaf has been scanned, it is stated that:

“Under the vigilant personal superintendence of Mr. Miller, Engineer – whose professional ability, and devoted interest in this undertaking, have frequently in public been warmly applauded by the Directors – the works progressed very rapidly. A clause in the Act required that the operations should commence at the Ayr end of the line, which was of comparatively easy formation, so that the heaviest part of the work was not begun till September 1839. As giving an idea of the energy as well of the Engineer as Contractors, it is worthy of mention that on the Elderslie cut, between Paisley and Johnstone – the key to the opening of the entire line – 1,400 men were employed on a portion less than half a mile in length ... the entire line was opened in twenty-six months from the time the foundation stone of the first bridge was laid.”

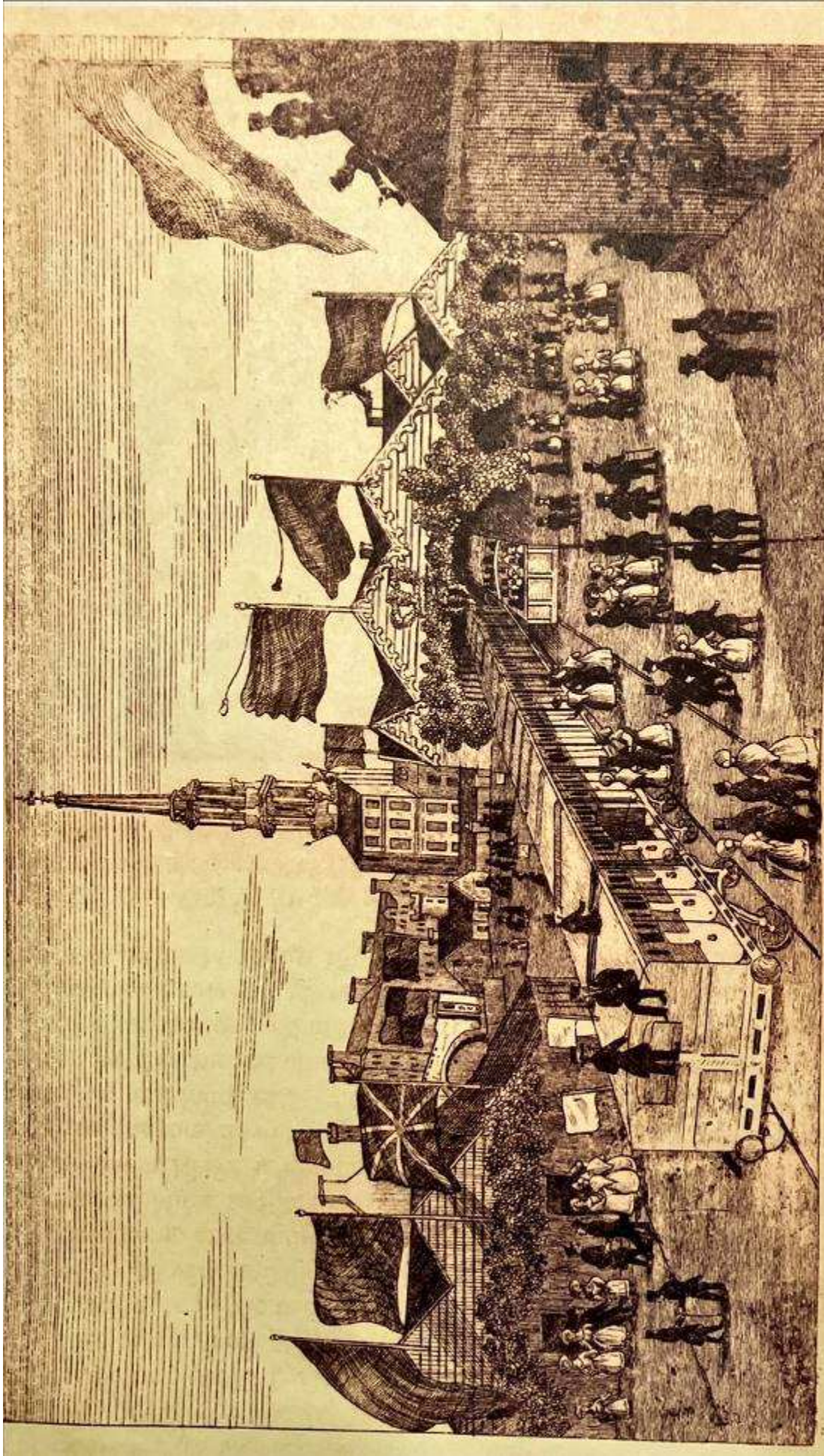
[Line opened 11 August 1840 – cost £567,000 – 33 miles Paisley to Ayr]

BALLOCHMYLE VIADUCT. In an email of 20 Sept. 2011 Network Rail confirmed that the overall height of the [181 ft main span] viaduct was 177 ft [mean water level to parapet top]. It is the largest of its kind in the UK and one of many achievements of Miller who deserves to be regarded as ‘Scotland’s Brunel’ in a railway context.



Plaque to be unveiled at Ayr Station on 25th April 2012.

Roland Paxton 24th April 2012
ICE Panel for Historical Engineering Works



Lithog. at the Ayr Advertising-Office.

OPENING OF THE GLASGOW & AYR RAILWAY