

The Whiteinch Ferry

including

Alexander's Rag Time Band

The photo below shows members of the winning band in 1948 on board the Whiteinch Ferry returning from Ibrox. This was something of a regular cross-river bullion raid at the Glasgow Highland Games held at Ibrox Park. The boys received gold medals as winners (see below), however, a “peeved” MacIver didn't.



Alexander's Rag Time Band

Top row, from the left is Willie Goldie; then Dan Finlay; crouching forward a young Hamish McMurchie; next is Alex MacIver with Graham Smith to his left. The Sergeant, middle left of the second row, is tenor drummer David Shepherd. Bobby Laverty is front left with Davie McRoberts keeking out, and centre front is Stirling McMurchie.



On the same crossing, Graham Smith on the left and Robin Tedford flank Alex Connell in the uniform of The Clan MacRae.

Willie Goldie was from Harmsworth St. in Partick West and he eventually married Margaret Rose Hall, a member of Gordon Park Church, who lived in Medwyn St.

Willie was an established piper in the band of the 214 BB when Alex MacIver returned after the war to Civvie St. from his duties in India. Willie was employed at that time as an apprentice tele- coms engineer. He served his Nat. Service in the Royal Signals where MacIver had also served during the war years. There Willie received further training in completing his apprenticeship.

Robin Tedford was a contemporary and close friend of Willie's and he tells us that Willie was successful in his career and moved to England where the family settled in High Wycombe. There he eventually became a lecturer.

Willie Goldie is credited with co-coordinating a vocal rendition of *Alexander's Rag Time Band* while the band of the 214 was marching, pipes down on parade, alongside Victoria Park!

This seems most apposite!. Must have been a HOOT! Whether Pipe Major Alexander MacKenzie MacIver was in agreement is not recorded but eye witnesses report that "MacIver did not crack a light!"

If we had a "Hall of Fame" Willie Goldie for this brave initiative alone would surely qualify!



Shown above is the Passenger ferry approaching the landing at Whiteinch one evening in 1955. The unfinished *Empress of Britain III* can be seen on the stocks at the Fairfield Shipyard across the river. In 1955 both a passenger and a vehicular ferry operated between Whiteinch and Linthouse. The passenger ferry ran from 5am to 11pm, Monday to Friday, from 5am to midnight on Saturdays and from 8am to 10.30pm on Sundays. The vehicular ferry had shorter operating hours, running from 6.30am to 6.30pm during the week, and from 6.30am to 4pm on Saturdays. It did not operate on Sundays.

The *Empress of Britain III* was launched in 1955.



The Whiteinch Vehicular Ferry (known as the Whiteinch Horse Ferry) transporting cars and drivers across the Clyde, 1955. The Whiteinch Ferry was withdrawn from service in 1963 as a result of the opening of the Clyde Tunnel.



This is an image of the “bullion” mentioned on page two above which was won on several occasions by the boys of The 214 B.B. Band.