

CAMBUSLANG INDUSTRIAL HISTORY

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22 November 2013

A history of the industries that developed in Cambuslang, to the south-east of Glasgow from the 16th to the 21st century

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CAMBUSLANG INDUSTRIAL HISTORY

This document is to collect information about industry in Cambuslang for personal research purposes and to inform the Cambuslang Heritage Group.

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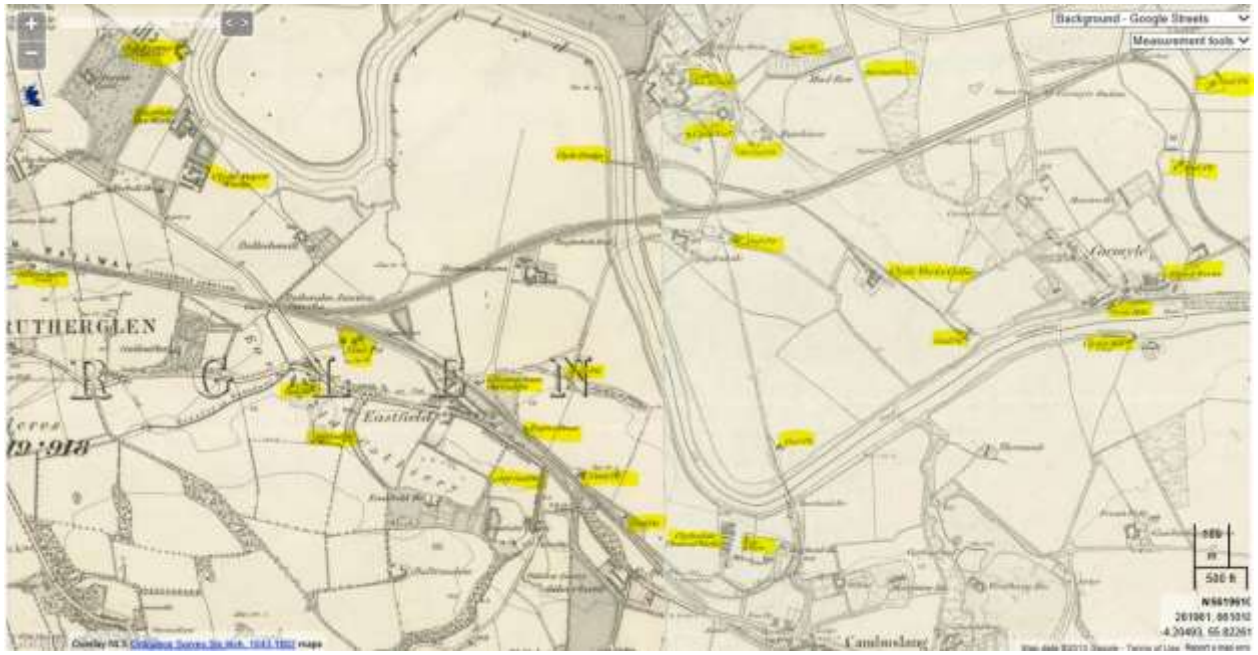
Introduction

In the Statistical Account of Scotland 1791-99, Rev James Meek notes that Glasgow is the market where those in the parish of Cambuslang sell everything they can spare and buy everything they want. He also notes the state of manufacture and commerce in Glasgow extends its influence over all of the adjacent country and that Glasgow is happily situated for carrying on trade with America and, ever since the Union of the two kingdoms, has availed itself of this advantage. He records that there were notable changes in the state of the country, in the price of land, provisions, wages, food and clothing particularly between 1750 and 1790.

In the last quarter of the nineteenth century, Cambuslang was well on its way to becoming “the largest village in Scotland”. Workers had been attracted earlier by the establishment of the Clyde Iron works (1786) and the textile industry was well served by its dye-works, while Kirkhill was noted for its domestic weaving trade. Pits ringed the area at Wellshot, Dechmont, Gilbertfield, Westburn, Toll and Newton. In 1849, the Caledonian railway linked Cambuslang with Glasgow, Motherwell and the line south to London. The Kirkhill railway line which opened in 1904. In 1873, Hallside Steelworks was opened to be followed in 1887 by Clydebridge.

The Ordnance Survey Maps of 1859 and 1896, below, show where these industries, highlighted in yellow, were located.

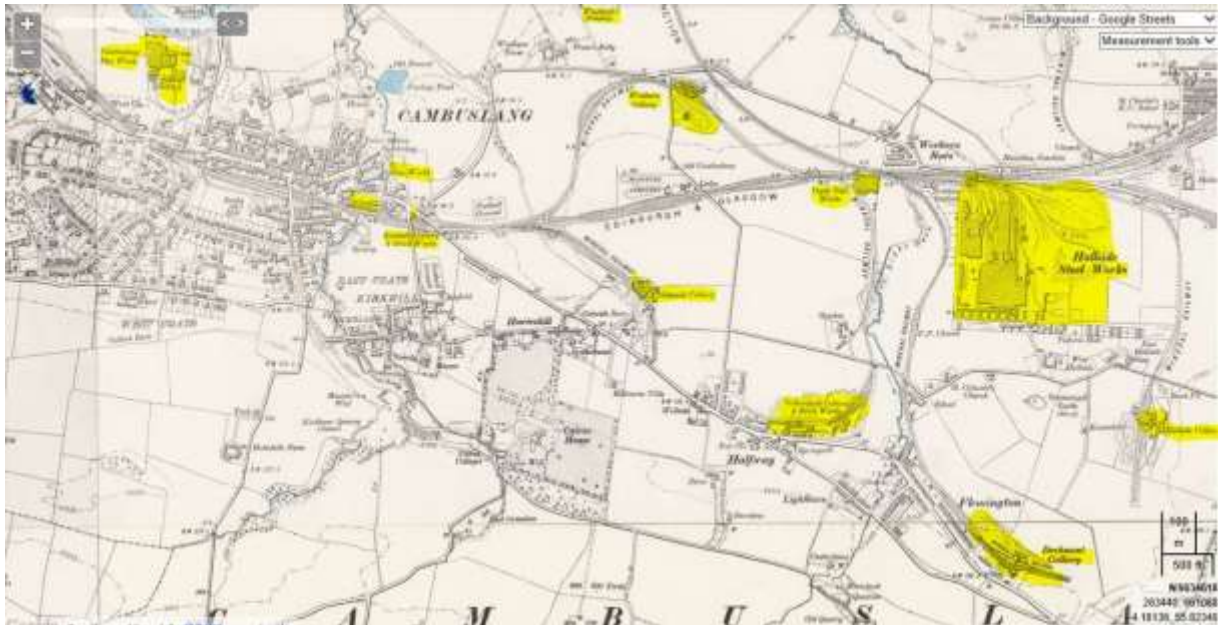
Cambuslang Industries



1859



1896



1896

Population

There was a very large change in the population of Cambuslang between 1870 and 1910, increasing from 3,740 in 1871, to 9,447 in 1881, to 15,364 in 1891 and 20,221 in 1911 (currently around 24,500 according to Wikipedia).

After that the growth tailed off until between 2001 and 2009, when the population of the Cambuslang East council ward rose by a whopping 30 per cent. That amounted to 3501 new people moving into an area where resources are already stretched. The Cambuslang East ward includes places like Drumsagard. It also includes Hallside Primary, where the school roll has risen by 131 per cent since 1996.

With housing plans in the pipeline for Lightburn and Newton, the population is likely to increase even further. A spokesperson said: "The Cambuslang East ward includes the Newton Community Growth Area, along with a number of other housing sites which were promoted through the South Lanarkshire Local Plan. "With this in mind, we would expect to see an upward trend in population figures, and will continue to do so over the next five-10 years as the CGA progresses.

"The CGA has been carefully master planned to take account of these increases and to factor in the creation of additional education and community facilities where appropriate. Similarly, there is close liaison with Scottish Water and SEPA to ensure adequate capacity and supply in terms of water and drainage.

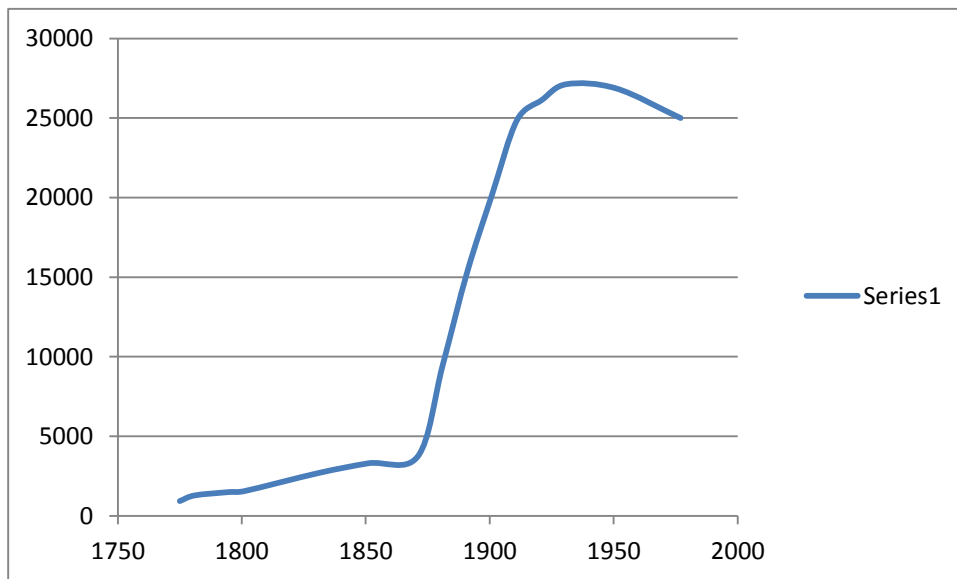
It would be interesting to find out what contributed to the growth. I suspect the railway as it allowed the growth of suburbs in other cities. Cambuslang Station opened in 1849 and Kirkhill station opened in 1904. The growth of mining and steel from the 1870s, and located along the Glasgow, Motherwell railway to London, would be another reason. In the book "Coal" by John Anderson, he says that the building of the railway gave a decided impetus to the coal trade. The OS map of 1859 shows sidings from the main railway line to most of the mines.

Cambuslang Industries

A good supply of water would also be important to growth. Until the mid 1800s wells and streams were used and this would physically limit the location of housing, but the Public Health Acts of 1848 and 1875, increased the responsibility of the local authorities to improve access to water supply and sanitation.

From the Lightburn Elderly Association project (LEAP), Cairns Primary School 1995.

Towards the end of the last (19th) century and the beginning of the present (20th) one, the area “up the hill” from the Main Street of Cambuslang underwent a complete change. Businessmen moved from Glasgow to reside in Cambuslang, and villas were built from Greenlees Road (then known as Mason’s Brae) to Whitlaburn. Subsequently Cambuslang became known as the “villa-village” and Cambuslang Rangers as the “villa-villagers”.



1775	934	
1781	1,288	
1795	1,500	Clyde Ironworks opened 1786
1801	1,558	
1831	2697	
1851	3306	Clydesdale Junction Railway, opened 1 June 1849 between Motherwell and Rutherglen. Caledonian main line opened in 1849.
1871	3740	Larger and deeper coal mines opened
1881	9447	Hallside Steelworks opened 1872
1891	15,364	Clydebridge

		Steelworks opened 1887
1901	20,211	
1911	24,864	Clydesmill power station opened 1903
1921	26,130	
1931	27,127	
1951	26,861	Hoover factory opened 1946.
1977	25,000	
2010	24,500	

Weaving Dyeing Chemical Laundry

Weaving dates back to 12th Century. The name Flemington may have come from Flemish weavers settling in that area.

According to the Statistical Account of 1791, the weaving of holland, or fine linen, began in Cambuslang in the 1730's, and gave employment to a few looms. The weavers bought the yarn, wove it into cloth, bleached the cloth and carried it to market. By 1750 the weaving of lawns and cambricks replaced Holland. The yarn was provided by dealers in Glasgow, to whom the weavers returned the cloth. In 1783, the weaving of muslin was introduced and gave employment to the about 120 weavers in Cambuslang, except for a few who make cloth for local inhabitants.

In 1780, a cotton work, employing 50 people, was established at Flemington, with 2 carding machines and 17 jennies. Each of the jennies spun 84 threads at once. The carding machines were driven by water, which was collected from many different springs, into a reservoir at the foot of Dichmount hill, and conveyed a quarter mile to the cotton works using an open runner and wooden pipes.

Flax was grown in the area. The crop was ready for pulling about the beginning of August. Nine women at tenpence (4p) a day could harvest an acre of it and in 1750, according to the Statistical Account, profits so large that they seem to be an exaggeration could be made from it. As the cotton and muslin industries developed, however, flax growing gradually declined. About this time the average wage for a ploughman was £7 a year, the weaver or mason had sixpence (2.5p) a day, the collier about tenpence (4p). By 1782 muslin weavers crowded Tollcross and the neighbourhood and the village echoed with the clatter of the shuttle and there was no unemployment problem.

Statistical Accounts for Lanarkshire 1960

It was after the Union, too, that our textile trade developed. From its inception in 1727 until its dissolution in 1822 the Board of Trustees for the Encouragement of Arts and Manufactures in Scotland took an especial interest in the native flax industry, hitherto only a cottage industry. By means of grants for the cultivation of flax, for the improvement of dressing appliances and for the perfecting of manufacturing processes, the Board encouraged flax growers and processers, so that in Lanarkshire the industry increased sevenfold between 1728 and 1748. The county's flax growing

seems to have been concentrated in Old and New Monkland and in the parishes centred on Carnwath. In 1772 on Lanarkshire streams there were 31 lint mills-one-eighth of the total for Scotland-preparing flax fibre for the hand spinners. The flax industry, however, never reached the dimensions of the cotton industry that displaced it. This began with the establishing of a cotton mill at East Kilbride in 1783. In 1786 the extensive mill at New Lanark came into operation, followed in 1787 by that at Blantyre, both deriving their motive power from the Clyde. David Dale was co-founder of both mills, in association with Richard Arkwright at New Lanark and with James Monteith at Blantyre. The latter mill, abandoned towards the end of last century, is remembered for David Livingstone's association with it. New Lanark is still active and a place of pilgrimage because of its connection with Dale's successor, Robert Owen, and his socialistic experiments there and at Orbiston ('Babylon') near Bellshill. In the Old Statistical Account the mill at New Lanark with its 1,334 employees was claimed to be the largest cotton manufacturing establishment in Great Britain. Other cotton spinning and weaving factories sprang up elsewhere in Lanarkshire but, probably because their raw materials had to be imported to the Clyde, there was an ever-increasing tendency for this manufacture to become concentrated in Glasgow. In the twentieth century it vanished almost completely from the county but since the second World War it has been revived in some of the industrial estates. In association with the textile industry, especially with linen manufacture, there arose a bleaching industry. Extensive bleachfields existed at Carmyle and Wellhouse in Old Monkland, and at Annathill and Caldercruix in New Monkland.

From the Lightburn Elderly Association project (LEAP), Cairns Primary School 1995.

At the top of Tabernacle Lane, before turning into Johnson Drive, there lived a weaver, Betty Scoular, who was related to the blacksmith at Westburn and to the recent Ironmonger in Greenlees Road. Weaving in Cambuslang, however, died out around 1910.

Westburn Farm possessed the last windmill to be seen in Cambuslang and Osborne Terrace marked the most Easterly buildings built before the war in the district.





Rosebank Dye Works 1881 - 1945

Rosebank Dyeworks in Sommerville Street was built in 1881 by the Sommerville family of Sorn in Ayrshire for the production of Turkey Red yarn. It covered over 18 acres and was located on the Rosebank Estate, purchased by Mr T. P. Miller in 1868. The dyeworks was later owned by T P. Miller & Co. and by the United Turkey Red Company of Alexandria in Dunbartonshire. It closed in about 1945. Yarn dyeing was a specialised business which served the power-loom weaving industry centred in the east end of Glasgow.





[http://www.clanstirling.org/csowiki/index.php?title=James Stirling 1805-1883](http://www.clanstirling.org/csowiki/index.php?title=James_Stirling_1805-1883)

"The Memoirs and Potraits of 100 Glasgow Men" - Originally Published in 1886 by James MacLehose

About the year 1780 Mr. James Monteith of Anderston (father of Henry Monteith) warped the first web of pure cotton ever spun in Scotland, and very soon after the spinning-frame and power-loom coming into general use, it became of importance that the printing and dyeing trades should keep pace with the production of cloth. In 1783 the first Turkey-red work in Great Britain was started at Barrowfield by the ubiquitous David Dale and George Macintosh, to whom, and to his son Charles, Glasgow owes a debt of gratitude that has never been fully recognized. Mons. Papillon, a Frenchman, who was brought from Rouen to teach them the art, quarrelled with and left them in a very short time. In 1805 the Barrowfield works were sold to Henry Monteith, whose successors to this day carry on the same business at Blantyre under the firm of Henry Monteith & Co., which is by far the oldest of all our Turkey-red houses. The only other firms that now carry on the business in the neighbourhood of Glasgow are Messrs. Neil Matheson & Reid, of the Eastfield Dyeworks, Rutherglen; **T. P. Miller & Co., of Cambuslang**; David Millar & Co., of the Clydesdale Dye Works, Rutherglen; and J. & W. Campbell, of Pollokshaws. The process is long and costly, and there never were many firms in the trade; but among those who were Turkey-red dyers, but have given it up, were the Dalmarnock Turkey-Red Company at Rutherglen Bridge, the chief partner of which was George Brown of Capelrig; Miller & Higginbotham, who at their works which were at Cathcart went under the firm of Peter McCallum & Co.; Muir Brown & Co., at the Strathclyde works; Fleming Watson & Nairn, at Springfield; William Miller & Sons, at Dalmarnock; and Macdonald & Co., at Barrhead. In England, Messrs. F. Steiner & Co., of Accrington, carry on a large Turkey-red business, but excepting them and the existing firms above mentioned the whole of the Turkey-red dyeing in Great Britain has centred in the Vale of Leven, where it is carried on by three Glasgow houses - the leviathans of the trade - Messrs. William Stirling & Sons, John Orr Ewing & Co., and Archibald Orr Ewing & Co. These three firms employ among them seven thousand hands, pay £255,000 a year in wages, and can turn out annually five and a half million pieces of cloth, and nearly twenty million pounds of yarn. As has been said, this strath has for more than a hundred years had a great printing trade, and before that it had a bleaching trade. Labour was easily and cheaply got from the surrounding Highlands, and the purity and softness of the water of the Leven made it peculiarly

suitable for manufacturing purposes. The pioneers of this industry on the Leven were Messrs. Turnbull & Co., of the Croftingea works, who began to dye Turkey-red in 1827. They were followed in the year 1828 by William Stirling & Sons, at Dalquhurn, who have ever since been a leading house in the trade.

The next oldest of the three firms on the Leven is John Orr Ewing & Co. Mr. John Orr Ewing, a man of great force of character and a most able merchant, began business in the Croftingea works in 1835, and subsequently acquired the Levenfield works which had belonged to John Todd & Co. Archibald Orr Ewing & Co., of Levenbank, Milton, and Dillichip works, is the youngest of the Turkey-red houses. The founder, Mr. Archibald Orr Ewing of Ballikinrain, M.P. for Dumbartonshire, commenced business in 1845 in the Levenbank works. These works had been built as a printwork so far back as 1784 by Messrs. Watson & Arthur, and had long been worked by John Stewart & Co. In 1850 the Milton works were bought from John Todd of Levenfield, at one time of Todd & Shortridge, a well-known firm in its day. These also were old-established works, having been built in 1772. In 1866 Archibald Orr Ewing bought the Dillichip works from the trustees of Mr. Robert Arthur.

If we except the Messrs. Steiner we may say that practically the Turkey-red trade of Great Britain is an exclusively Glasgow industry, and from the Vale of Leven comes three fourths of the Turkey-red cloth and yarn dyed in the kingdom. Our dyers have formidable competitors, but they may be trusted to keep the great trade which their brains and pluck have won.

Rosebank Oil Works 1853 – 1867



Eclipse Oil Manufacturing Co ???

<http://www.scottishshale.co.uk/GazWorks/RosebankOilWorks.html>

In 1853 the Clydesdale Chemical Company, often erroneously called the Cambuslang Chemical Company, started in the oil business, and its operations led to one of the most famous lawsuits ever tried by jury. The trial commenced on November 1, 1860, and lasted over a week, during which time the services of Great Britain's most eminent chemists were brought into requisition by either one side or the other, their testimony being taken to determine the line of demarcation between shale and coal. The Clydesdale Chemical Company's works were built at Cambuslang by Brown Bros. & Company, with Bain (on whose estate the works were situated) a sleeping partner. When operations were first commenced, crude oil was produced from Parrot Coal, but the company eventually resorted to the use of Boghead Coal, which they retorted by the process known as Continuous Distillation in Ovens, obtaining by this process a yield of 85 to 90 gallons of 880 specific gravity, crude oil per ton of coal. Refining operations were also carried out at these works and everything went along prosperously for about seven years. As the company was using an infringement of Young's patent, it very naturally made every endeavour to prevent the nature of the work it was engaged in from becoming public; but not withstanding every precaution taken, work reached Young's ears of what was going on in the works, and he immediately started the law plea above referred to; and, being awarded a favourable verdict by the jury, he stepped in and relieved the Clydesdale Company of £6000 and 3d on every gallon of crude oil manufactured by it. The result was

disastrous to the company, which was completely ruined, and Brown Brothers withdrew from the business in 1862; but Bain took Carlisle (who had previously been acting as chemist for the company) into partnership, and the new firm carried on the business under the name of Thomas Carlisle and Company until the year 1867, when the work was finally abandoned.

Snippets

VALUABLE PUBLIC WORK ON THE RIVER CLYDE AT CAMBUSLANG, NEAR GLASGOW. To be SOLD by Public Roup, within the Hall of the Faculty of Procurators, St. George's Place, Glasgow, upon Wednesday the 23rd day of May 1867 at Two o'clock Afternoon, under the power of sale contained in a Bond and Disposition in Security; THAT PUBLIC WORK known as THE CLYDESDALE CHEMICAL WORKS, situated at Rosebank, on the South Side of the River Clyde in the parish of Rutherglen, close to the Glasgow and Hamilton Road, and to the Cambuslang Station of the Caledonian Railway, as presently occupied by Messrs. Thomas Carlisle & Co. as an Oil-Work. The ground extends to Three Acres and Ten and a-Half Poles or thereby, and is well enclosed on Two Sides by a substantial Stone Wall. There is a Steam Engine of Twenty-five Horse Power on the Premises in good working condition, with Pipes and Pumping-Gear for Drawing Water from the Rice; also a Large Water Tank and Purifying Ponds. Part of the Buildings have been destroyed by Fire, but could be Restored at a Small Expense. The Greater Portion, however is Standing in a Good State of Repair, and has been Valued by Competent Valuers at £1717, 16s 4d., exclusive of the Steam Engine. There is a Good Counting House and Two Cottages of Two Apartments each connected with the Works. From the convenient situation, the unlimited water Supply, and the facility of access to Glasgow and Greenock and to the Mineral Districts of Lanarkshire, these Works are peculiarly suitable not only for the Parties connected with the Oil Trade, for which they have been fitted up, but for a Public Work of any description. For particulars application may be made to JAMES McMICHAEL, Accountant, 36 Argyll Arcade; or MONTGOMERIE & FLEMING, Writer, 62 Miller Street Glasgow, the latter of whom are in possession of the Title-Deeds and Articles of Roup. DUNCAN KEITH, Auctioneers, Glasgow 13th April 1867. The Scotsman, 6th May 1867.

Richmond Park Laundry 1907(?) – 2007



<http://www.rutherglenreformer.co.uk/rutherglen-news/2007/12/13/another-little-piece-of-town-history-goes-as-laundry-is-demolished-50144-20246511/>

Rentokil Initial Textile Services vacated the laundry in 2004 and the 2.3 acre site was cleared in December 2007 after the 100 year old buildings were declared dangerous. In its heyday the Richmond Park Laundry was claimed to be Britain's largest single employing laundry and with over 1000 workers served large swathes of Lanarkshire and Glasgow city centre.



Reformer 23 Nov 2011 ???? Richmond Park Laundry was hit by industrial action for the first time in over 10 years as drivers went on strike.

The museum in Biggar has an advertising board for the Richmond Park Laundry indicating that washing could be sent and returned via the railway.

From the Lightburn Elderly Association project (LEAP), Cairns Primary School 1995.

Thousands were employed in Richmond Park Laundry. I started work there, the first Monday after I had left school, in the Starch Room which was of a fair size, about the size of a classroom. I did shirt collars (detachable then), frilled fronts and the “bib and tucker” of formal dresswear. The starch which came in large sacks, I mixed myself – particular strengths for particular garments. The hand finishing, which was quite intricate work, was done using specially designed irons on suitably sized tables.

Much of this work was for “up the hill”. The Laundry also had regular contracts with the hotels and restaurants and the boats when they docked. All kinds of cleaning services were available: towels, table linen and personal laundry, fabrics, furnishings, curtains and carpets.

Although my work was quite pleasant in a congenial atmosphere, it was very tiring, I was on my feet all day and worked long hours. On Mondays, I started at 8am and finished at 8pm; from Tuesdays to Fridays, I worked from 6am until 6pm and on Saturdays, from 8am until

1pm. Each morning, there was a fifteen minute tea-break, the lunch hour was from 12.30 until 1.30pm and there was a short five minute break in the afternoon.

My wages for the week amounted to £1 9s 0d (£1.45) – this was quite good pay, considering that shop assistants, although they had a shorter working week, were paid very much less.

Discipline was very strict in the Laundry, particularly as regards time-keeping and working right up to the official stopping time. Anyone thought to be slacking felt the wrath of the supervisor. There was a large clock near the calendery (pressing room) and she would prod and jab anyone who looked as though she might be clock-watching. Needless to say she made herself most unpopular. The manager/director at this time was Mr Garry.

Transport

River Clyde

In the book "Coal" by John Anderson he refers to a historian reporting on the coal trade in and about the year 1770, at Rutherglen, who states : Boats coming to Rutherglen quay at that time would bring 30 carts of coal of 12 cwts. each. These boats went up as far as Clyde Iron Works. The men on board were Highlanders and could speak little English.

In those days coal was scarce, and Wellshot was a large pit that could put out sixty carts per day. The result was that vessels sometimes had to wait for eight days for a cargo. The boats were fishing gabberts, long, flat-bottomed boats. There were also masted vessels, carrying from 20 to 40 tons burden. The masts were so constructed as to permit of them being lowered when passing under the old bridge at Glasgow. After the Rutherglen Bridge was built in 1775 these coal boats ceased to ply to Rutherglen Harbour, Over 100 years ago, in 1821, a wooden bridge was built at a ford at Dalmarnock, which was of great benefit for the transport of coal from Rutherglen (Eastfield), Wellshot, Silverbanks, and Cambuslang coal pits. This bridge lasted till 1848, when it was replaced by a somewhat picturesque structure of the same material, later on removed to make room for the present bridge, which crosses one of the main routes for tramcars and vehicular traffic between Cambuslang and Glasgow.

Roads



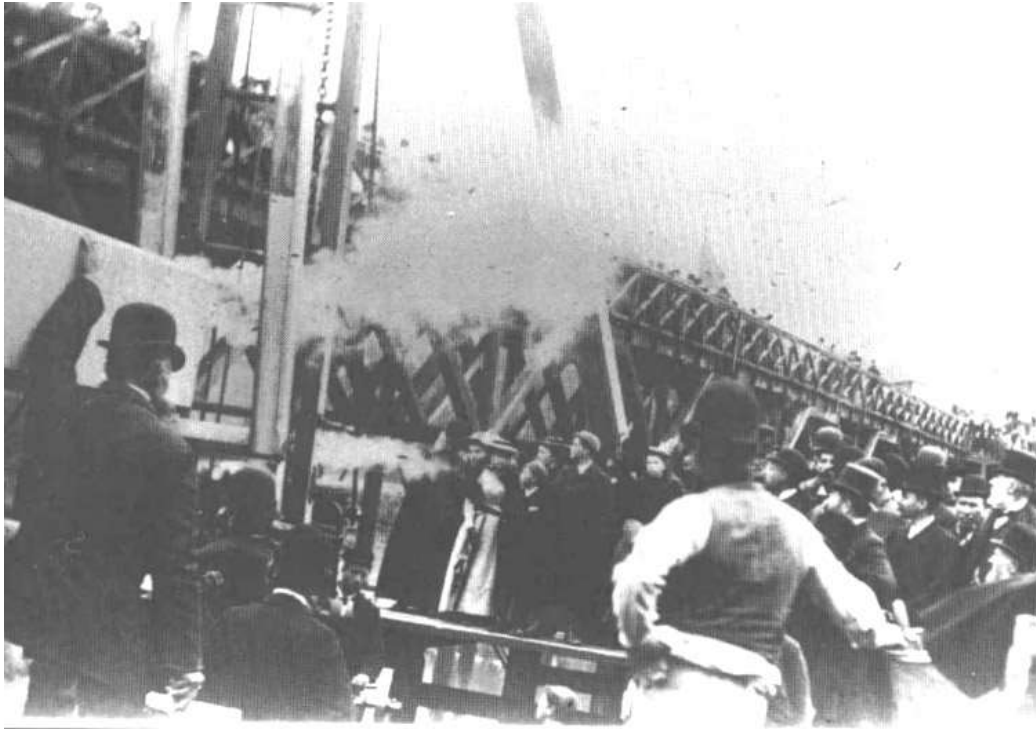
Statistical Account 1791-99

In 1723 when a tumbrel, holding about as much as a big wheel-barrow, carried a load of coal from East Kilbride to Cambuslang, it was a miracle to see and large crowds turned out to witness the spectacle.

The first direct mail coach from London passed through Tollcross on 7th July 1788, and caused great excitement, but by the year 1800 carts and wheeled carriages were familiar objects.

In the 1790s roads became objects of great consequence with much labour and expense being bestowed on them. The most public road was from Hamilton to Glasgow. The road was originally constructed by statute but from about 1787 improved and kept in repair by a toll levied at a turnpike near Glasgow. There were two other roads, much used by coal, lime and ironstone carts, which crossed the parish from south to north. Both of these were constructed by statute work. The only bridges within the parish were on rivulets, but there were two on the Calder water. One of these, called the Prior bridge, was considered the oldest in the district because it was built by, or for, the priory of Blantyre.

The Statistical Account of 1836 mentioned 'the Glasgow and Hamilton Road and the Glasgow and Muirkirk road by Fishescoat, with tolls levied at Greenlees and Cambuslang. Two coaches ran daily between Glasgow and Hamilton by the Cambuslang road and Kilbride and Strathaven coaches pass and re-pass thrice a week on the Muirkirk road".



Clyde Bridge (built beside the old Orion Bridge used for mineral traffic and burnt down in August 1919) was then the only vehicular bridge between Bothwell and Dalmarnock, prior to its erection fords being in use daily across the Clyde for all kinds of traffic. It was built by Lanark County Council and the Memorial Stone was laid on 8 August 1892 by Mr R. King Stewart of Murdostoun.

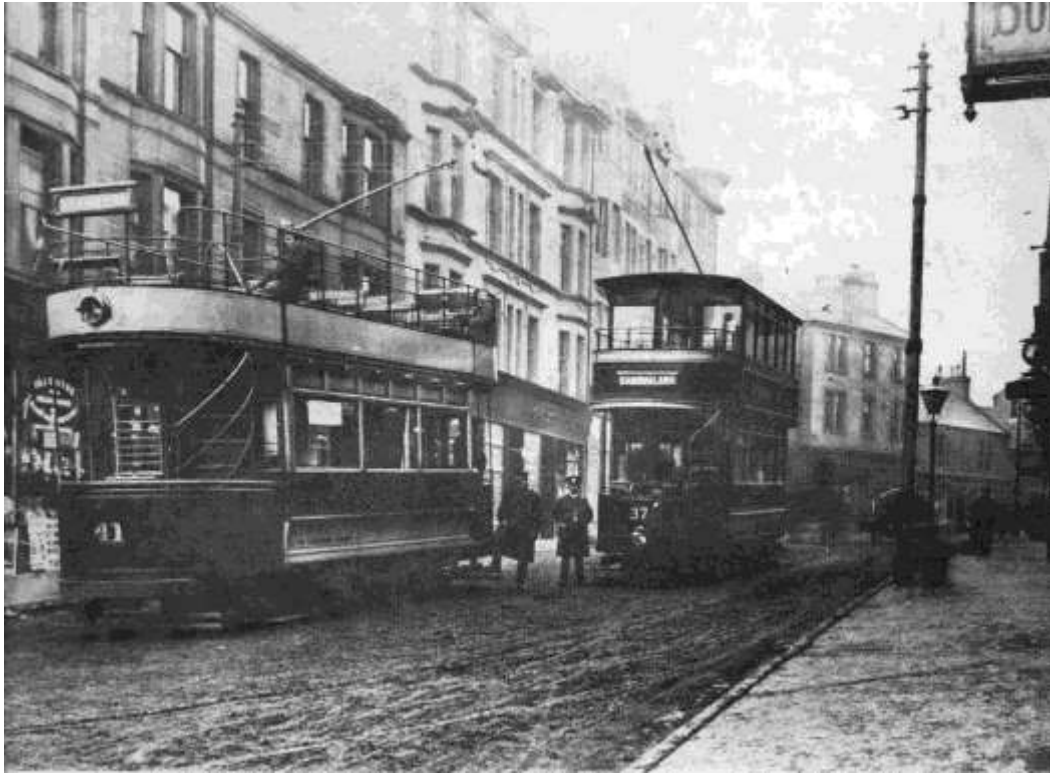




Trams

Trams ran from Glasgow to the terminus beside Tabernacle Lane in Cambuslang. The trams stopped running in 1956.





Rail

Argyle Line

Cambuslang Industries

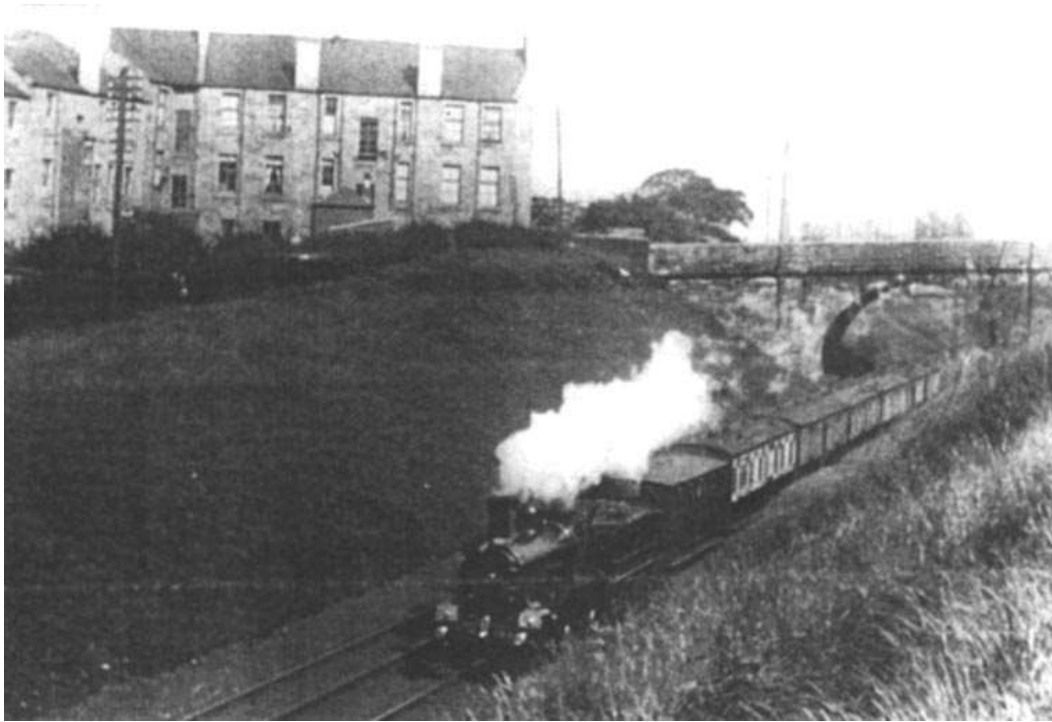


http://en.wikipedia.org/wiki/Cambuslang_railway_station

The station was planned as part of the Clydesdale Junction Railway, opening on 1 June 1849 between Motherwell and Rutherglen along what had become part of the Caledonian Railway. In 1974, the West Coast Main Line electrification was completed with local services through the station on the Hamilton Circle and Lanark routes converted to electric trains operated using BR Class 303 and 311 "Blue Trains".



The station originally had two large station buildings on each platform, leading directly up to the Main Street; these were later demolished, and one building has been built on the main street containing the ticket office and timetable posters.





Kirkhill Line

The station was originally opened as part of the Lanarkshire and Ayrshire Railway on 1 August 1904. Kirkhill station was the final station to be opened on the line before it was absorbed into the London, Midland and Scottish Railway in 1923. From 1948 until 1997, services were operated by the nationalised British Railways who electrified the route in 1962.

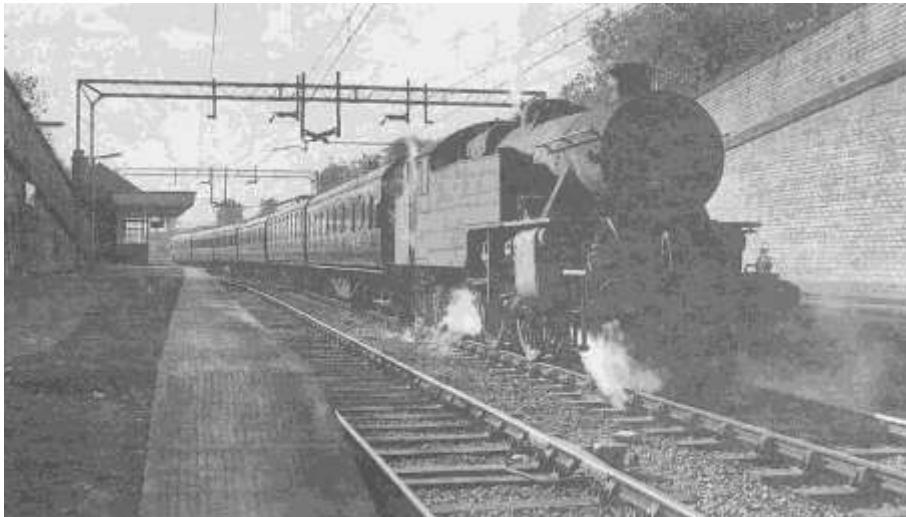


The station was provided with a Swiss Chalet style building on the tunnel above the east of the station, which was demolished in the late 1990s.





1906



1962

Water Supply

Water and Sewerage would be critical to the expansion of Cambuslang.

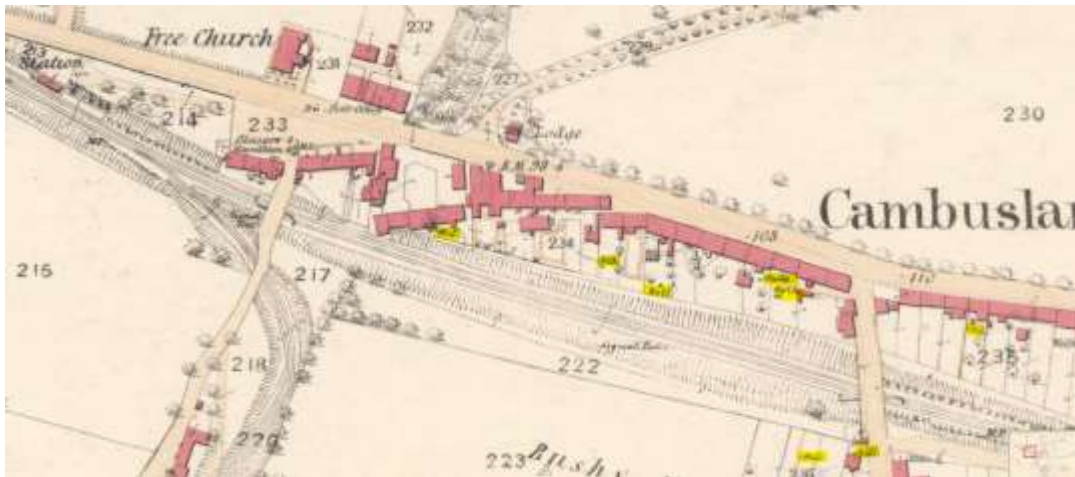
In the 1845 Statistical Account of Scotland, The Rev. John Robertson describes the water supply.

These are all small streams, running on gravelly or rocky beds, in deep gulleys or great ravines; occasionally pouring down heavy torrents, in the winter season, into the channels of the Clyde or Calder, while in the summer season many of them are nearly dry. The village of Kirkhill, Cambuslang, is not well supplied with water. In the summer season, in particular, the inhabitants are obliged to go a considerable distance to the Burn-well, a small open spring at the bottom of the " Preaching or

Cambuslang Industries

Conversion Brae." There are two small lochs or lakes to the east of Dechmont, which appear to be artificial.

The first Ordnance Survey Map, surveyed in 1859, shows wells dotted throughout the habituated areas of Cambuslang, e.g. there were five wells along the back of houses on the south side of Main Street, between West Coats Road and Greenlees Road.



Two Public Health Acts, in 1848 and 1875, increased the responsibility of the local authorities to improve access to water supply and sanitation.

The Public Health Act of 1848 encouraged local Boards of Health to be set up to appoint a Medical Officer, provide sewers, inspect lodging houses and check food which was offered for sale. However, this Act was not compulsory.

The Public Health Act of 1875 brought together a range of Acts covering sewerage and drains, water supply, housing and disease and was now compulsory. Local authorities were ordered to cover sewers, keep them in good condition, supply fresh water to their citizens, collect rubbish and provide street lighting. The Act required all new residential construction to include running water and an internal drainage system.

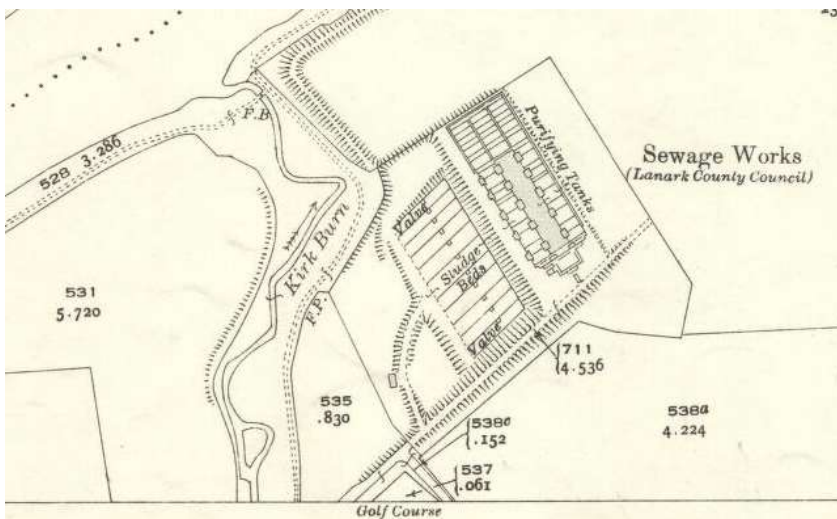
Glasgow was supplied with clean drinking water from Loch Katrine in 1855.

By the early 20th century most people had piped water supplies and sanitation.

The 1896 OS map shows a Water Works for Cambuslang at Greenlees Filtering Beds.



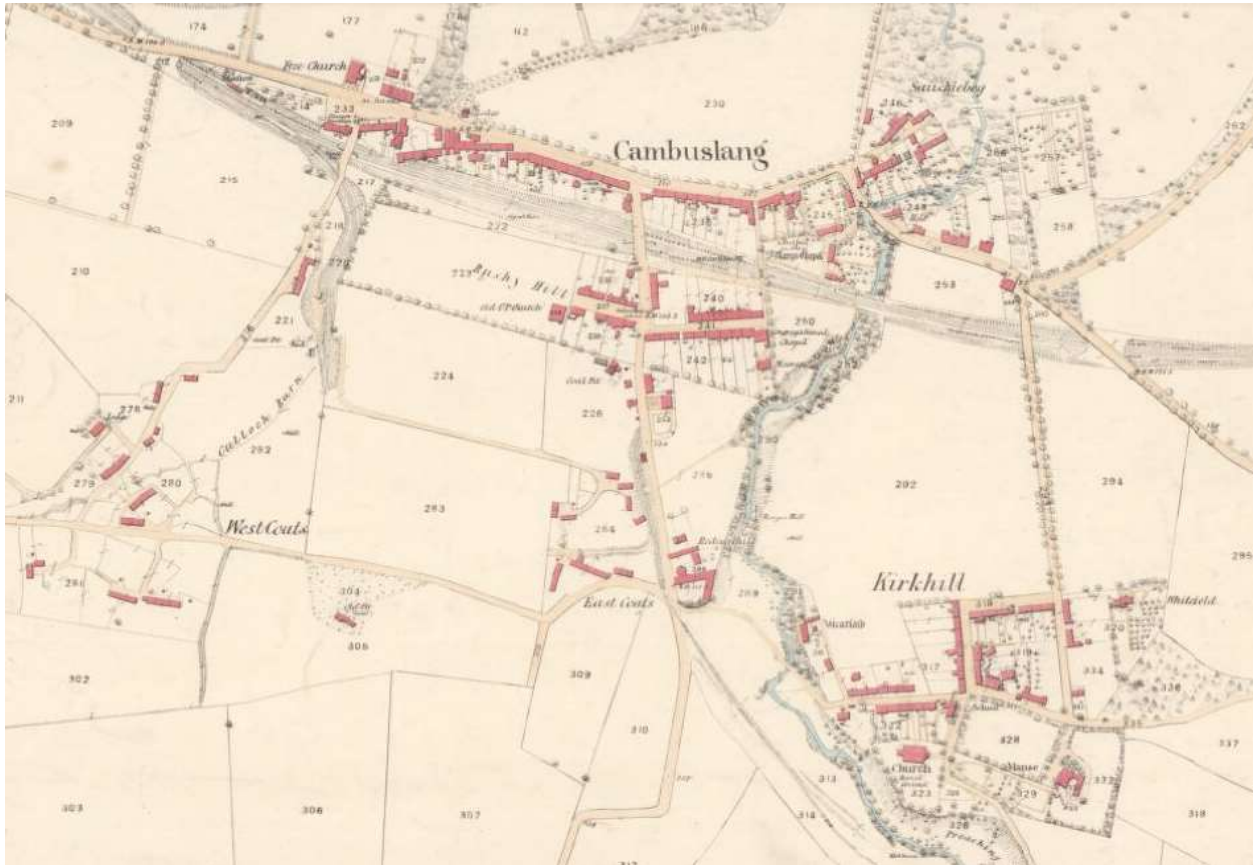
The 1936 OS map shows a sewage works, beside where the Kirk Burn enters the Clyde.



Mining

During the 20th century most of the signs of mining gradually disappeared from Cambuslang, apart from a few remaining traces of the bings to the east of Cambuslang, towards Blantyre. However, in the 18th and 19th centuries Cambuslang would have looked very different.

Cambuslang Industries



The 1859 OS map of Cambuslang shows that it was then a collection of smaller villages comprising Main Street and Bushyhill, Kirkhill and the mining rows of East Coats and West Coats, surrounded by fields. There were none of the stone built houses “up the hill” and no housing along the north side of the Main Street.

Pits in the Cambuslang area belonged to the Duke of Hamilton and the miners were slaves to their owners until an Act of 1799 finally abolished slavery in the coal mines and salt pans of Scotland. The Duke of Hamilton sold the collieries to the founder of the firm of Archibald Russell in the 1860s.

The Wellshot pits were said to be the oldest in the Glasgow.

There were a very large number of mines all across the area, following the coal seams out from Glasgow to Blantyre. Along the main road alone, from Rutherglen to Cambuslang, in the late 18th and early 19th century there were pits at Farm Cross, Richmond Park roundabout, Boggleshole Road, Dukes Road, Silverbanks, and the Village Pit was at the bottom of Greenlees Road. It was the first pit to have a steam engine for drawing the coals up the shaft. This was an atmospheric Newcombe engine that was a duplicate of the one at the Farme Colliery near Dalmarnock Bridge, and which was given to the Kelvingrove museum. The pit flooded and, as could not be pumped clear, it was filled in about 1800 and a public house built on the site.

The public park and the Borgia burn are full of old pits. One of the last to be worked in the park was in 1921 at the south west end of the park, at Greenlees Road. This was during a four month miners strike when the locked out miners began manually tunnelling into the bank at the side of the Kirkburn. During an earlier strike, in 1820, miners had similarly re-opened an old abandoned mine from the 1700s, known as Toad's Hole, on the south of the burn, a little nearer the duck pond. On both occasions the coal, being in scarce supply during the strike fetched a good price and helped the miners families to survive.

Before this, coal was mined by hand with a pick and shovel. The earliest mines, known as "Ingoes", were dug into the sides of the Culloch Burn, the Kirk Burn and the East-Greenlees Burn to follow coal seams exposed by the erosion of the Burn. Other mines, known as "stair pits", were vertical shafts, usually from 10 to 20 fathoms (60 to 120 feet) deep. . Coal was cut following the seams out from the foot of the mine, in roads about 6 feet wide, leaving stoops (pillars) of coal about 12 feet square to support the roof. Women carried the coal, in one hundredweight baskets strapped to their shoulders, up the stairs to the surface.

The depth of the mines was limited by water levels causing flooding. Some mines could be drained using drainage tunnels to lower levels but it was not until steam engines allowed water to be pumped out that mines could reach lower depths

More about these old mines and the miners conditions can be found in the book "Coal", written in 1943 by James Anderson, a local Cambuslang miner.

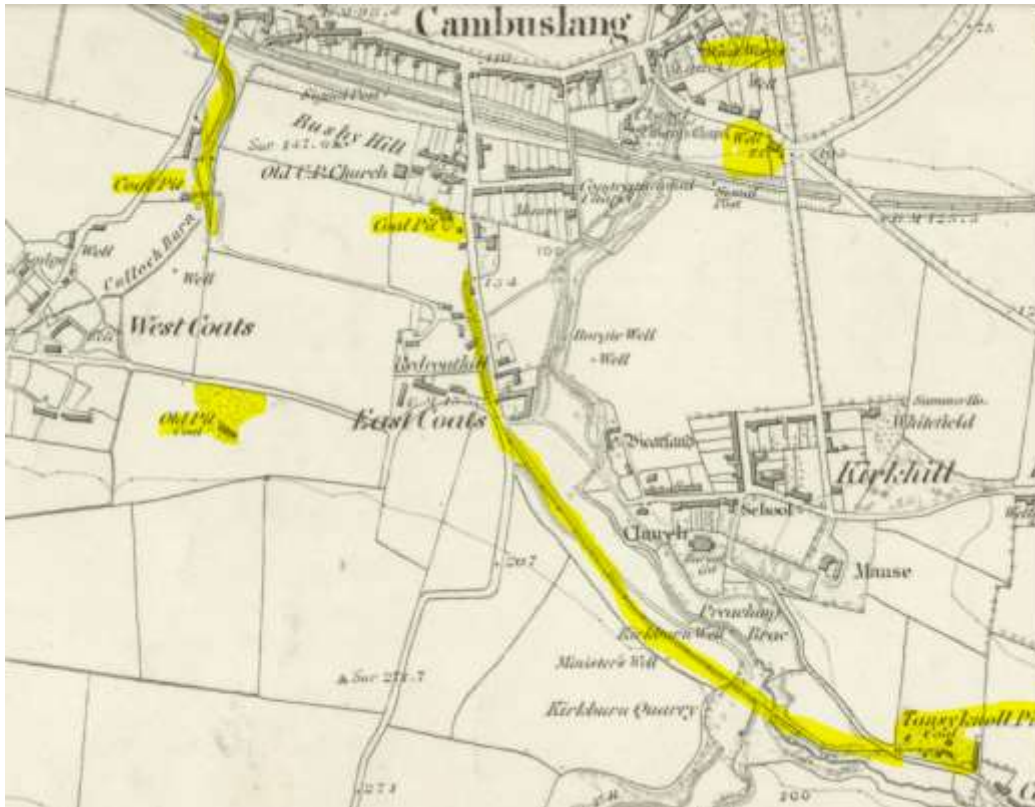
The number of men, women and children employed at the mines in Cambuslang parish were:

Year	No of Mines	No Employed
1790		62
1851		100
1909	7	3426

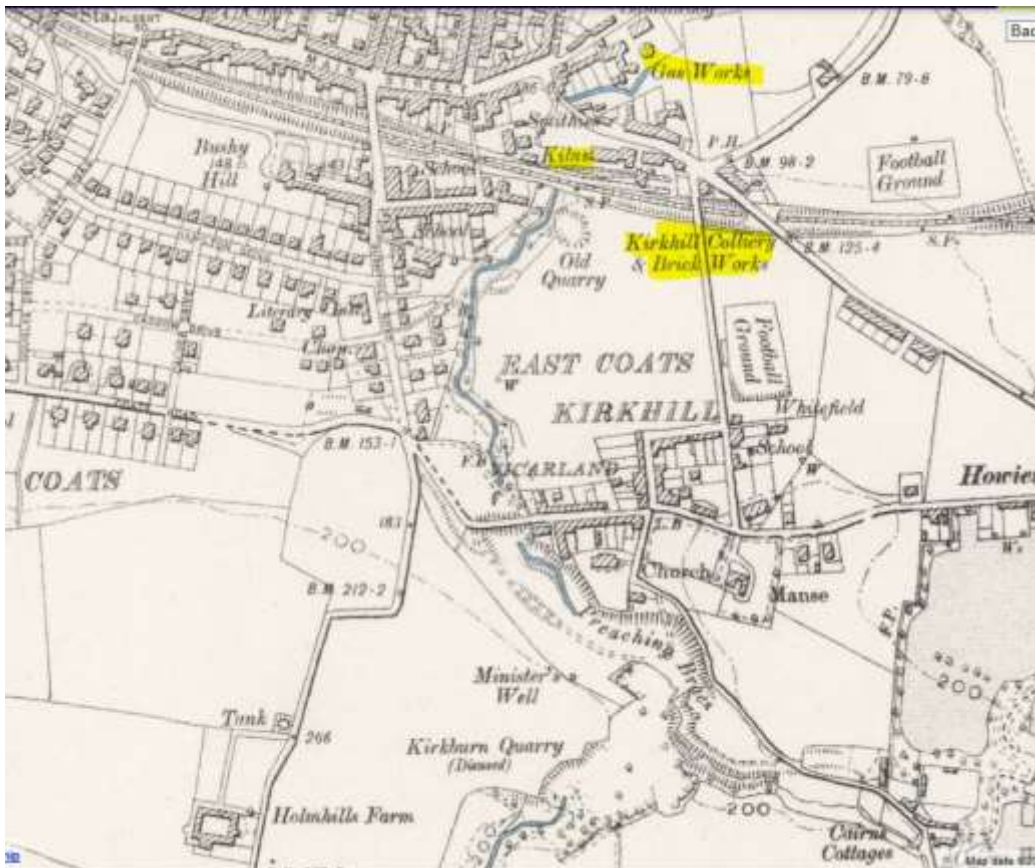
With steam engines for winding, then with the Caledonian railway (1849) to transport the coal, and finally with coal-cutting machines invented in the 1880s, larger and deeper mines were developed in the Cambuslang area and these are described below.

Tanzieknowe Pit

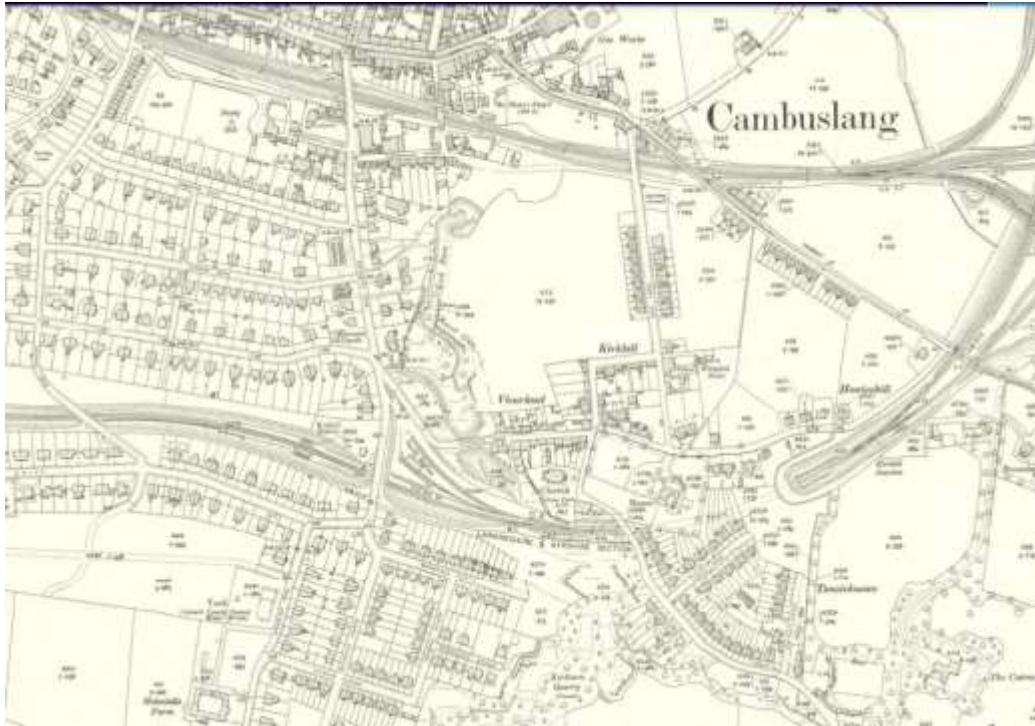
Tanzieknowe Pit on Cairns Road, was sunk in 1820. It had a hutch road, for conveying the coal by horse, running down to No2 and 3 pits in Greenlees Road, then west to No 4 Pit to be screened before being taken away by railway wagons to the Glasgow terminus. This pit was sunk like the older pits with hand hauled hutches underground but had a Newcomen engine to haul the coals up the shaft.



1859



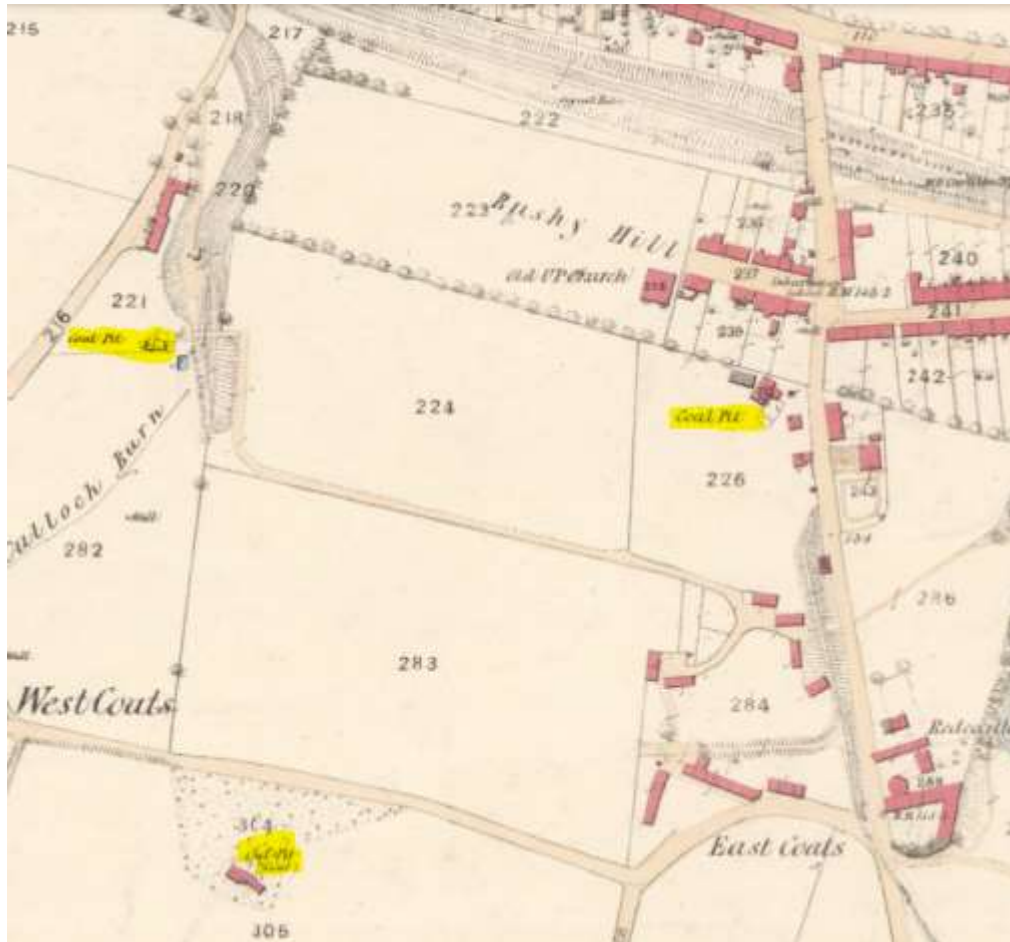
1896



1913

No 2 and No 3 Pit

No 2 Pit was sunk in 1840 at East Coats Road, at the east end of Hamilton Drive, where the Institute is and No.3 was sunk in 1843 nearby. No 2 pit is shown on the 1859 OS map, between Bushyhill and the east end of Hamilton Drive, opposite the present Police Station. According to “Coal” by J Anderson, No 3 pit was where a later house named Chestnuthill was built on Coats Road – is this 30 Brownside Road????



1859



Cambuslang No3 Colliery ????? too modern – is it Greenlees or Gateside Pit

No.4 Pit

No.4 Pit was sunk at the west end of Hamilton Drive and West Coats Road. A siding came in from Cambuslang Railway Station, where a retaining wall was built to the height of about 60 feet right up to the pit in the middle of West Coats Road. The pit bing of refuse stood opposite Cambuslang Bowling Green. At the back of the engine at this pit the workmen came upon an old shaft which had been sunk at some time much earlier and beyond the memory of anyone living at the time.



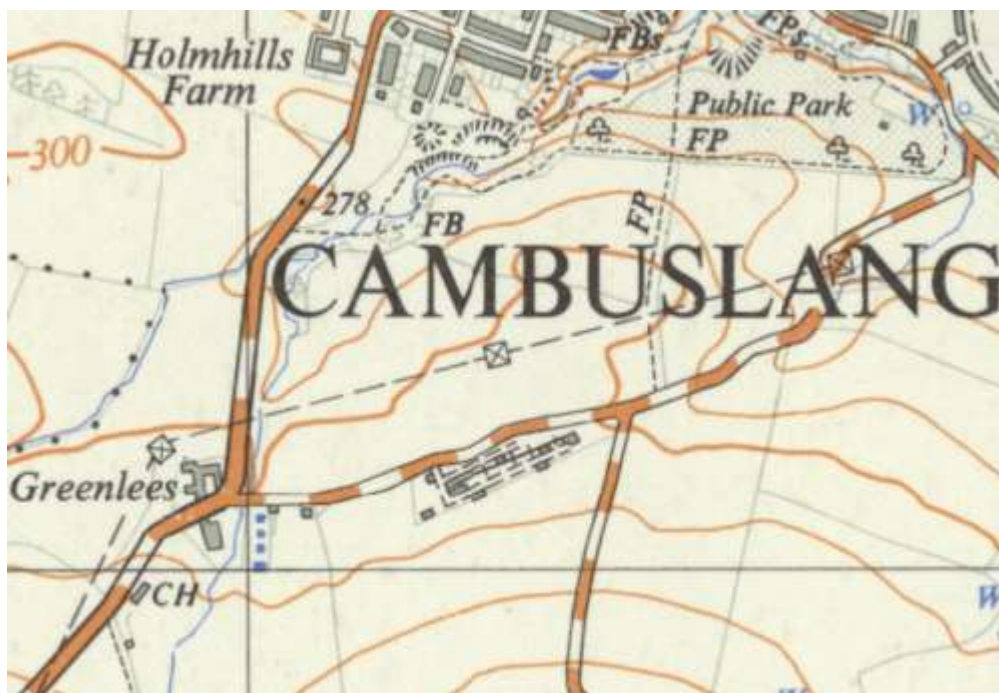
1859

No.5 Pit

No.5 Pit , known as Thimblehall, was sunk at the south west corner of the entrance to the Public Park at Greenlees Road. It was often idle as a result of miners' damp.

Greenlees Pit

Greenlees Pit was located on the south of East Greenlees Road, opposite Mackintosh Street. It opened in 1947 and closed in 1957.



Cambuslang Industries



Greenlee's Pit – image from Google Maps



Greenlee's Pit

East Greenlees Pit

East Greenlees Pit was located just to the north of Gilbertfield castle

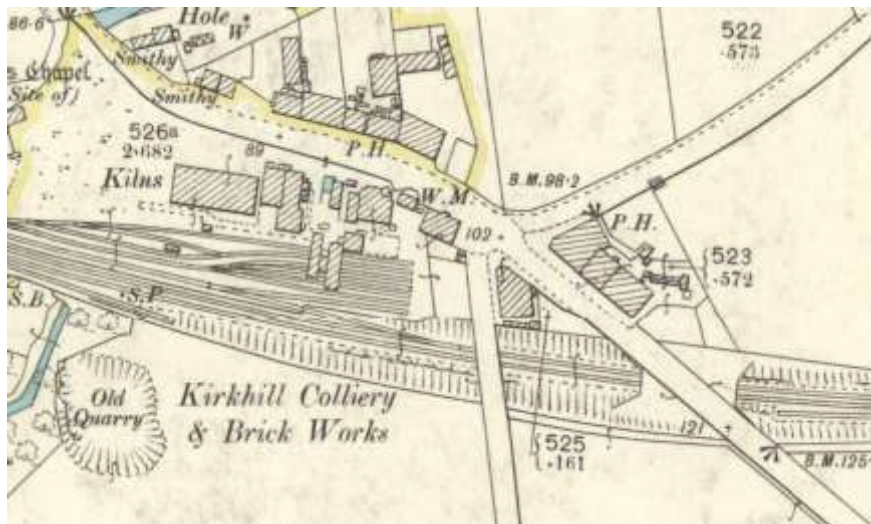


East Greenlees Pit – image from Google Maps

Toll Pit

The Kirkhill Pit, known locally as the "Toll Pit", was sunk in 1875 near the tram terminus, on Hamilton Road and Croft Road. It closed in 1906.

Cambuslang Industries



1896



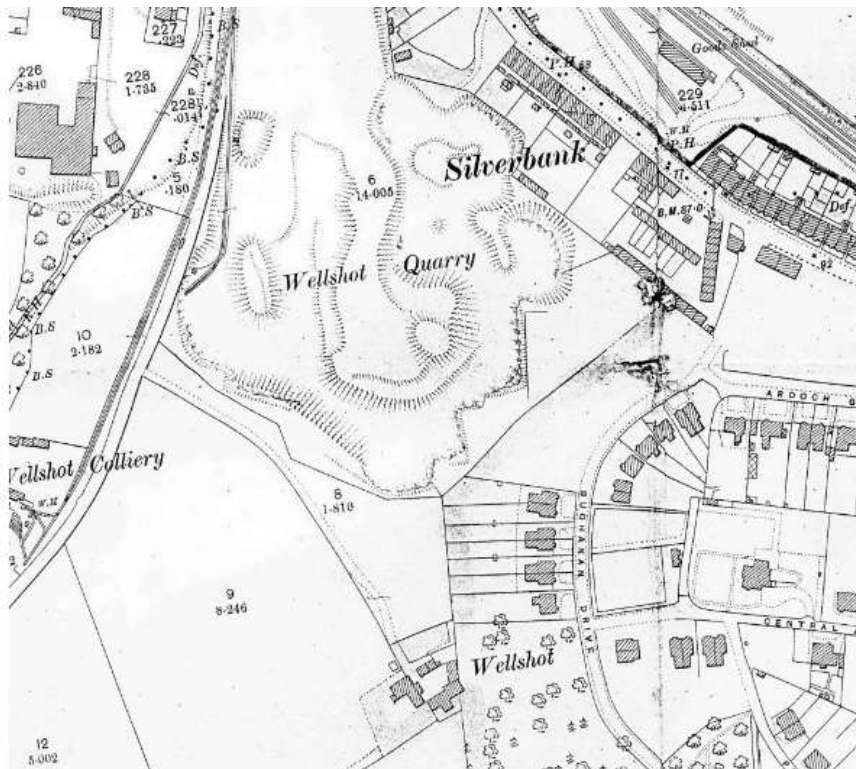
Newton Colliery Pits were sunk in the 1850s with Westburn in the 1870s Flemington (1873), Gateside, and Gilbertfield all being sunk a short time after each other.

Cambuslang Industries



1960s view of coal bings from Main Street

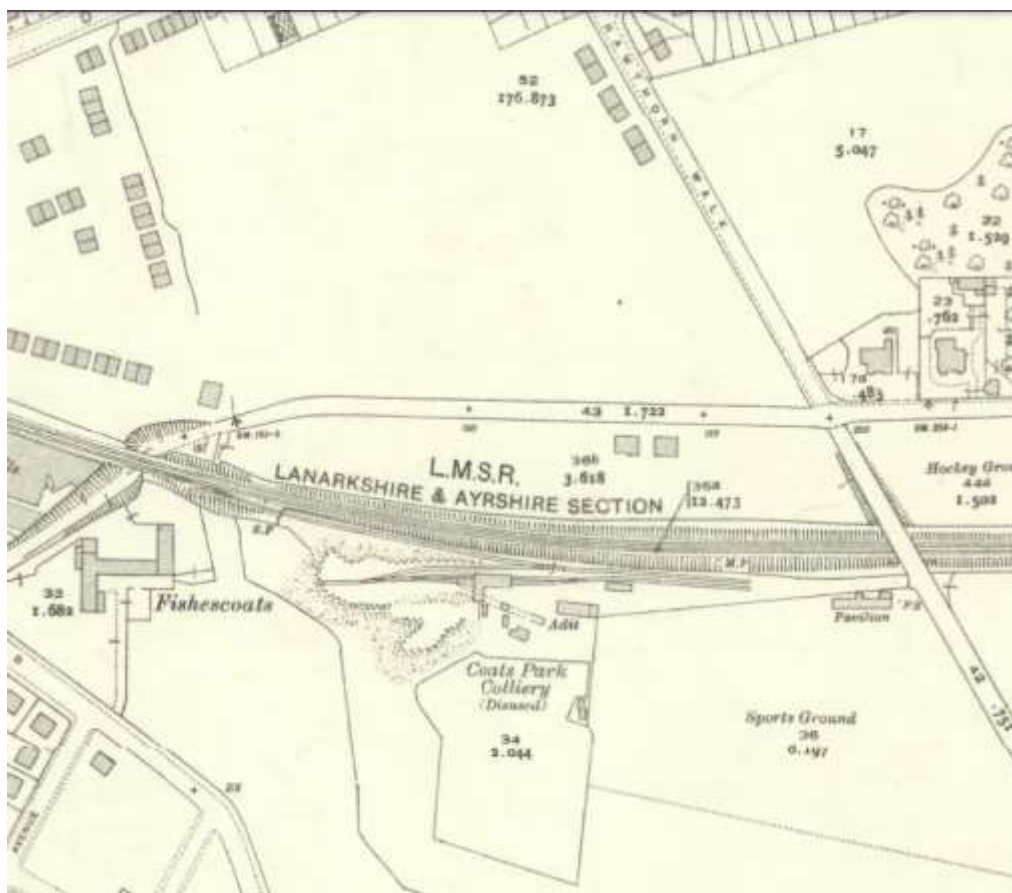
While the old pits only produced a hundred carts of coal daily, the newer pits reached an average record of 1,000 tons daily. By the early 1900s Wellshot (on Dukes Road), Dechmont, Loanend, Gilberfield and the Toll Pit, with Newton and Westburn had all closed. With them and earlier in the 1860s went the "Colliers' Acres", granted to the colliers by the Duchess of Hamilton in 1688 for their housing in East and West Coats mining villages. They were replaced by the villas of the present Brownside Road.



Coats Colliery

Coats Colliery opened in Coats Park as an "ingonee" or daylight mine in the 1920s by Messrs Dunn & Stephen and then by the Flemington Coal Co. Ltd., and employing 100 men). It closed in May 1958. The land is now at the west end of the sports ground on Langlea Road, near Fishescoates Avenue.

John Anderson, in his book Coal published 1943 says of it - a new coal mine has been opened up in the Coats Park, Cambuslang, by Messrs. Dunn and Stephen, Coalmasters, who have leased the rich coal field which lies in and about the farms of Fisheston, Whittleburn and Holmhill. Boring operations have proved that there are rich seams in the district. The firm, to start with, are resuscitating the primitive method of getting coal that of opening up an "ingonee" or daylight mine, similar to the old pit at Wellshot, with an addition of a shaft or pit for communication purposes. The mine is opened at the west end of the West Coats recreation park, on the south side of the railway near Fisheston farm, and in a short time will be able to employ a considerable number of men. Old Cambuslang people will be reminded of the old coal hills of West Coats, Wellshot, and the Honey pit, opposite what is now known as Burnside Police Station.



1936

Cambuslang Industries

In 1951 Bardykes, Blantyreferme No.3 at Newton and Greenlees Mine (opened c. 1948) were still operating, but all closed in the 1950s and 60s. (*More Old Cambuslang by Ian L. Cormack M.A.*)

Bardykes (Flemington) closed October 1962

Blantyre (Newton) closed July 1957

Blantyreferme No.3 (Newton) closed August 1964

Blantyreferme Nos. 1 & 2 (Newton) closed April 1962

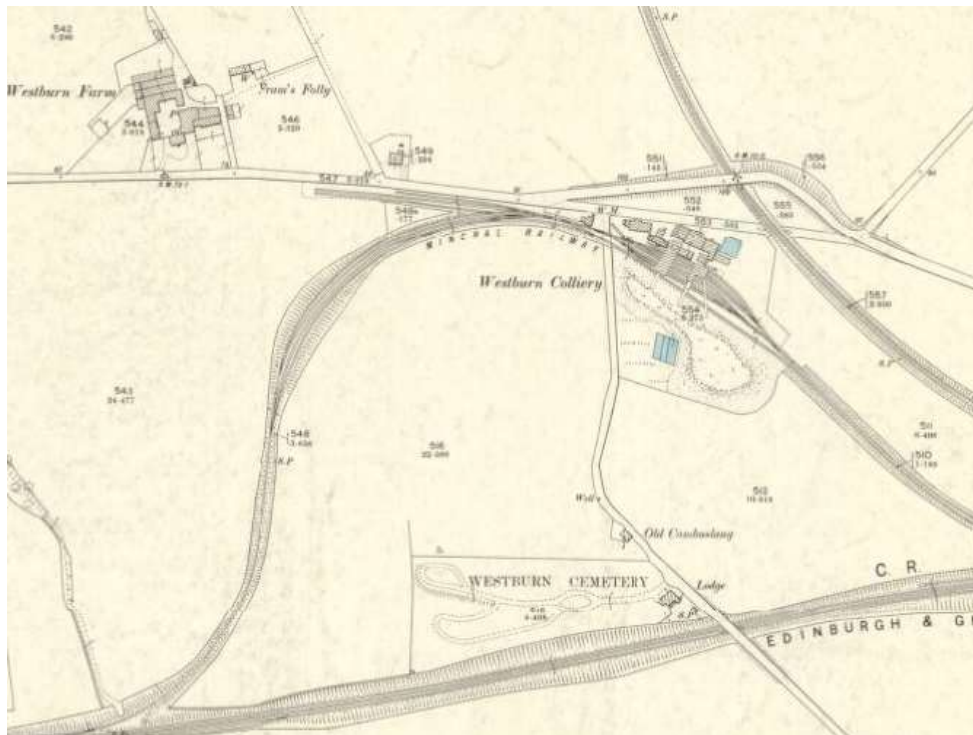
Greenlees (Cambuslang) closed February 1957 Temporary drift mine opened 1948

(From: <http://www.hiddenglasgow.com/forums/viewtopic.php?f=3&t=62> and

<http://www.nmrs.org.uk/mines/coal/maps/scotland2.html>)

Westburn Pit

Westburn Pit was in Findlay Terrace, Westburn and operated from 1875 to 1905.





Westburn Pit – image from Google Maps

Hallside Pit

1873 to 1920





Hallside Pit – image from Google Maps

Persons employed underground 268, above ground 69, total 337

The employees reside in the following localities:-

In mine owners' houses, situated at Newton 164

In rented houses, situated at Cambuslang and Glasgow 173

Newton Pit

There were several mines around Newton.

Newton No 1

Newton No 2

Newton No 3

Newton No 4 (Kenmuirhill)

Haughead 1865 - 1930

The coal bing at Newton No 2 pit, to the north of Newton railway station was one of the last in the area to be removed and levelled to make way for housing at the beginning of the 21st century.



In Newton, persons employed underground 604, above ground 128, total 732

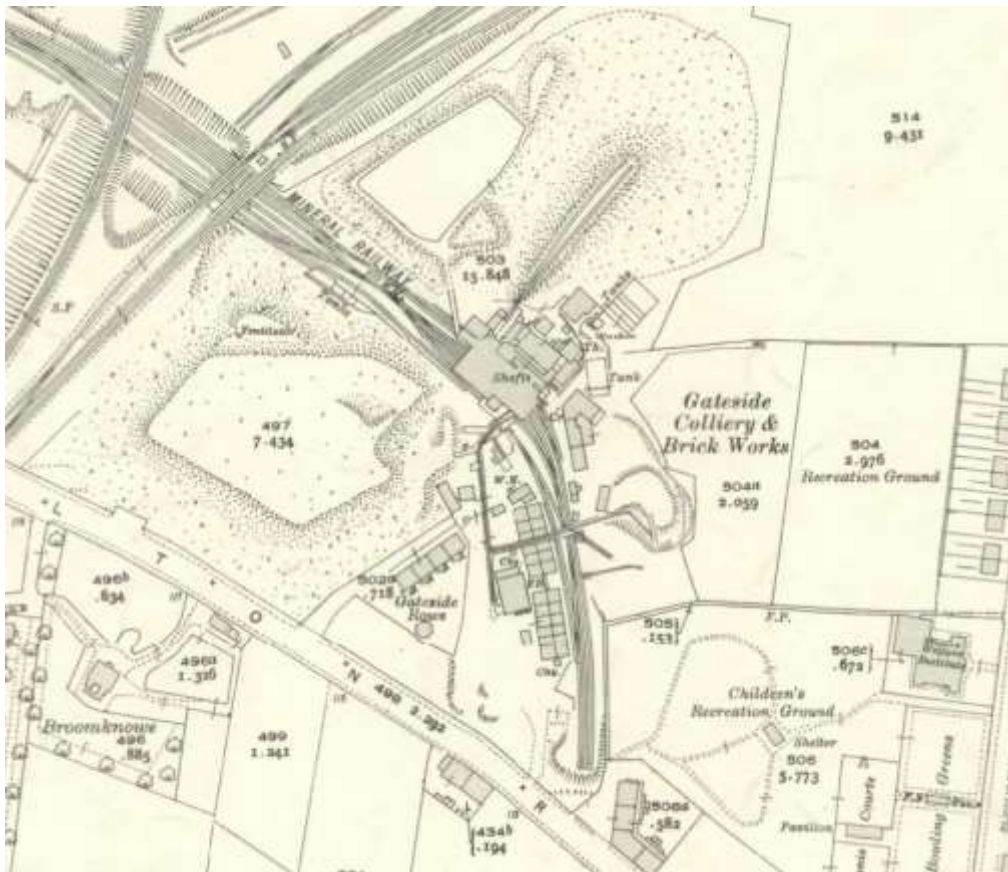
The employees reside in the following localities:-

In mine owners' houses, situated at Newton 542

In rented houses, situated at Cambuslang and Glasgow 190

Gateside Pit

Gateside mine, located about MacDougal Drive of Hamilton Road, was presumably named after the Gateside farm shown on the 1859 OS map. It opened in 1890 and closed in 1946.





Persons employed underground 450, above ground 90, total 540

The employees reside in the following localities:-

In mine owners' houses, situated at Flemington 14, Gateside 16

In rented houses, situated at Cambuslang, Rutherglen and Glasgow 506

In houses owned by employees at Cambuslang 4



Gateside and Gilbertfield Coal Bings with prefabs.

Gilbertfield Pit

Gilbertfield mine was located to the north of Hamilton road where the park now is in Halfway. It operated from 1885 to 1918.



1896



Gilbertfield Pit 2013 – image from Google Maps

Cambuslang Industries

Persons employed underground 315, above ground 82, total 397

The employees reside in the following localities:-

In mine owners' houses, situated at Gilbertfield 72

In rented houses, situated at Cambuslang 108, Newton 3 , Blantyre 1, Rutherglen 7, Glasgow 4

In houses owned by employees at Halfway 2

Dechmont Pit

1890 to 1930



Cambuslang Industries



Dechmont Pit – image from Google Maps



Persons employed underground 610, above ground 150, total 760

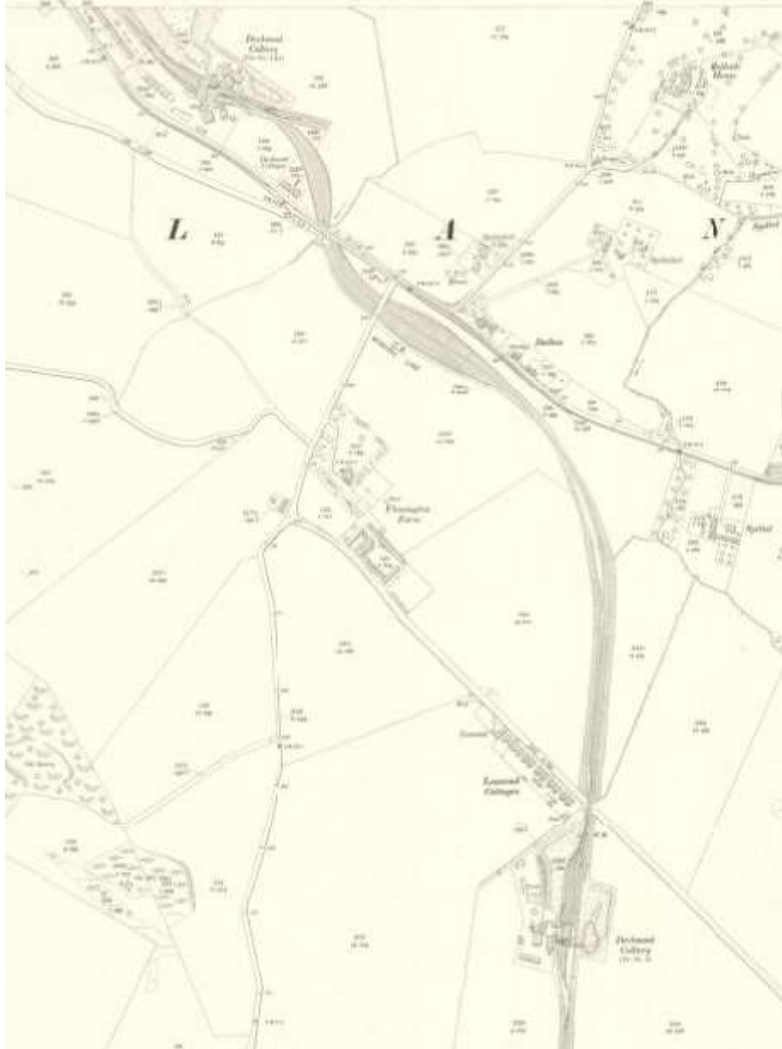
The employees reside in the following localities:-

In mine owners' houses, situated at Flemington 110

In rented houses, situated at Flemington, Lightburn, Westburn, Halfway, Cambuslang, Carmyle and elsewhere 650

Loanend, Dechmont No 3 Pit

Dechmont N03 pit was located to the south east of Dechmont pit



1910

Persons employed underground 280, above ground 40, total 320

The employees reside in the following localities:-

In mine owners' houses, situated at Loanend 20

In rented houses, situated at Blantyre and Cambuslang.

Quarries

Wellshot Quarry, in the Silverbanks area, was operational during the 19th century, producing stone for many buildings in Cambuslang, but work ceased c. 1900. A new freestone quarry covering 15-18

Cambuslang Industries

acres was opened in 1876 by Messrs Murray of Dumfries on the Westburn Estate near Kirkhill, with houses and buildings in the area being constructed from the stone. Operations ceased c. 1914 and the quarry became part of the Public Park. (*More Old Cambuslang by Ian L. Cormack M.A.*)

Iron and Steel 1786 – Present

My own website has all the history at

<http://myweb.tiscali.co.uk/clydebridge/>

Clyde Iron Works 1786 - 1978

Hallside Steelworks 1872 – 1979

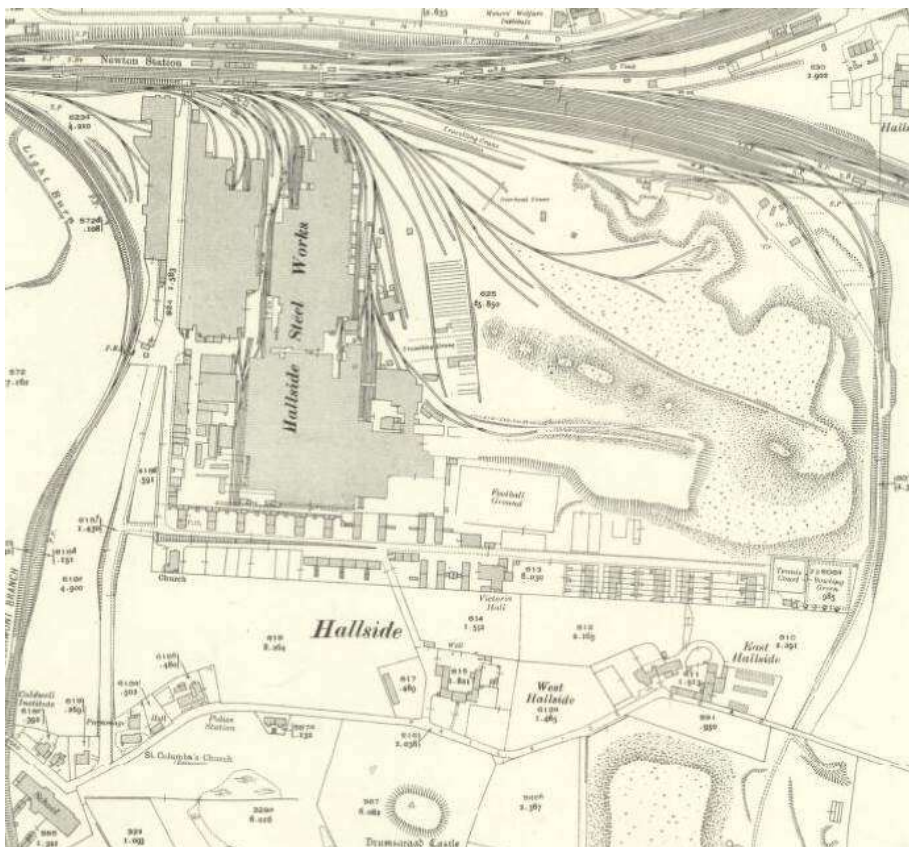


1864

Cambuslang Industries



1896



1934

Cambuslang Industries

Clydebridge Steel works 1887 – present

Melting Shop closed 1978, Plate Mill closed 1982, Heat Treatment Dept still operating.

My own website has all the history at

<http://myweb.tiscali.co.uk/clydebridge/>



1864

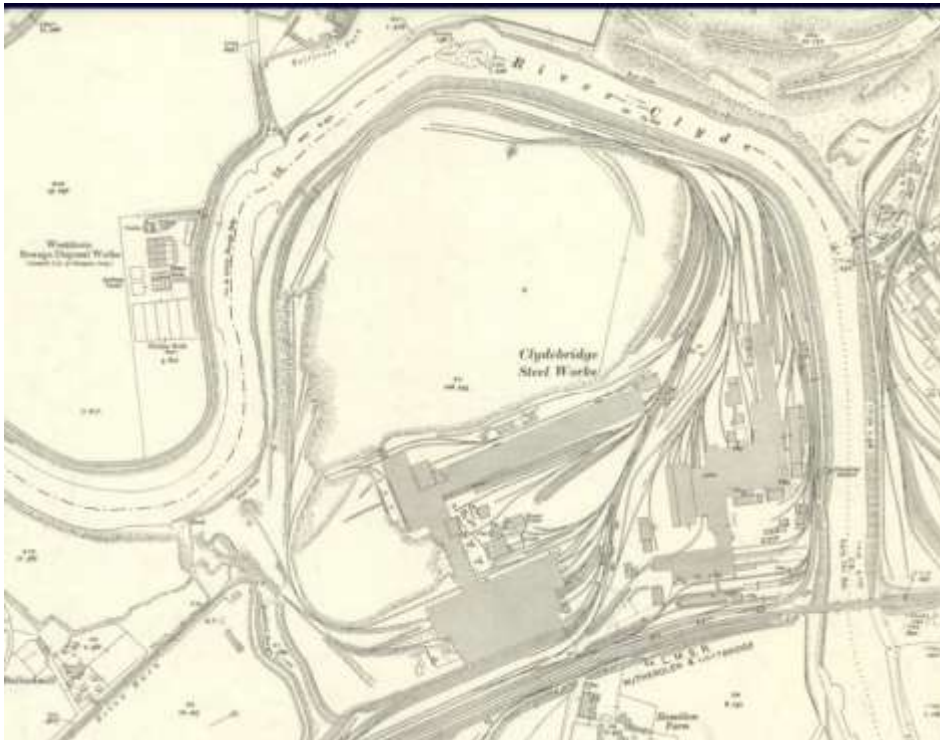


1892



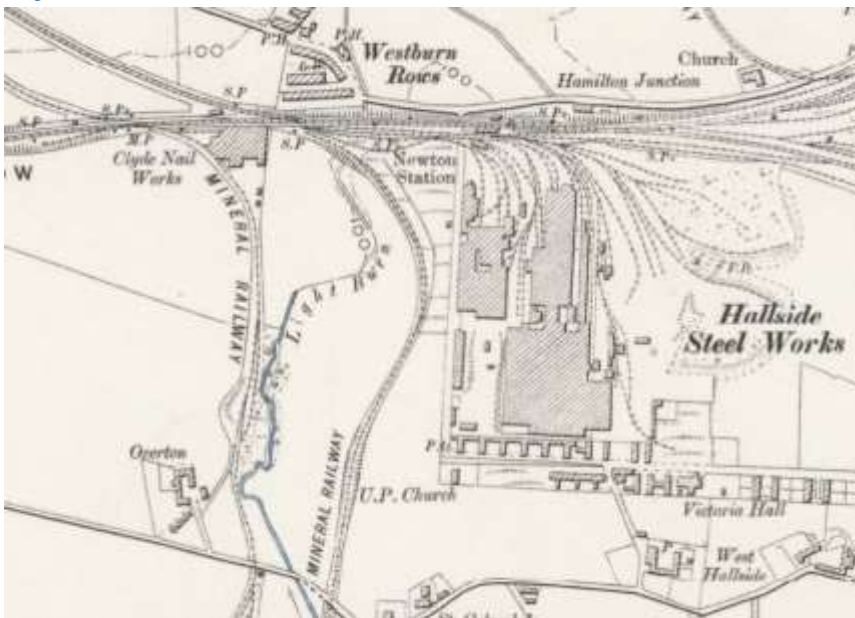
1910

Cambuslang Industries



1934

Clyde Nail Co Ltd



1896



Clyde Nail Co Ltd was established at in the 1890s close to the Glasgow to Motherwell and London railway line at Newton railway station, between the present Hallside Avenue and Alder Gate. It had its own railway sidings from the main line and covered 2 ½ acres and was still operating in 1951. It closed in XXXX.

<http://cheshire.cent.gla.ac.uk/ead/search?operation=search&fieldidx1=bath.corporateName&fieldrel1=exact&fieldcont1=clyde%20nail%20co%20ltd>

Located at beside the railway at Newton to the west of Hallside Steelworks.

Clyde Nail Co Ltd was incorporated as a joint stock company in 1900 with registered offices in Newton, Glasgow, Scotland with a share capital of £50,000. The company manufactured and marketed nails, dog spikes, washers, rivets, nuts, bolts and other types of fastenings for home and foreign markets. Joseph Reid, a Glasgow merchant and partner in Reid Bros, engineering and colliery furnishers, was a director of the company. The company was dissolved in 1998.

[http://en.wikipedia.org/wiki/Reid_Brothers_\(Glasgow\)](http://en.wikipedia.org/wiki/Reid_Brothers_(Glasgow))

Reid Brothers expanded from their Glasgow bases, establishing branches all over the world, including Johannesburg, South Africa, Rhodesia, Zambia. The company was very well known and respected through the 19th and 20th centuries,[citation needed] trading worldwide. Some business activities of Reid Brothers or their shareholders included the Clyde Nail Co. Ltd and the Waverley Iron and Steel Co. Ltd. The involvement of the company overseas seems to have been centred around supplying mining and sugar cane producers. There are records showing the supply of locomotives to customers abroad.[1]

Over time the branches were sold off until only the original Glasgow office was left. Branches were sold to Dowson & Dobson, and in 1969, AFROX purchased Reid Brothers (South Africa).

The trading name continues as part of Barnbury Enterprises Ltd who purchased the business in 1988 from a Mr Reid, who was a descendent of the Reids who established the business in 1868. The business, along with three members of staff, established themselves in premises in Govan.

http://www.surefast-strapping.co.uk/index.php?option=com_content&view=article&id=67&Itemid=62

Reid Brothers (Glasgow) Ltd was established in 1868. The Company expanded over the years with branches around the world. Over time the branches were sold off until only the original Glasgow office was left.

In 1988 the business was put up for sale by Mr Reid. It became part of Thorne and Derrick from Bristol. The business along with three members of staff David Sim, Danny Rooney and a storesman left the Wellington St address and established themselves in premises in Govan.

With such a long and illustrious history the name was not changed so Reid Brothers (Glasgow) continued to trade alongside Thorne and Derrick.

To build a history of Reid Brothers we would very much like to hear from ex-employees and ex-Reid Brothers businesses around the world.

A Brief Time Line of Reid Brothers

1868 The business is established

1887, Joseph Reid and William Hutchison, merchants of Glasgow, Scotland, established a firm as mine and colliery suppliers for the South African trade. At this time, Joseph Reid was already active in furnishing engineering works and collieries with machinery through his company, Reid Bros, based in St Enoch's Square, Glasgow.

1889, the Reid-Hutchison partnership was converted into a joint stock company, Reid Bros (Johannesburg) Ltd with its registered offices situated in Glasgow and the principle share holders being the former partners. Reid Bros (South Africa) Ltd continued and built on the trade of Reid Bros (Johannesburg) Ltd who had offices in Johannesburg and Durban, South Africa. The company continued to act as agents for other Scottish and English companies who exported engineering machinery and parts as well as marketing equipment, accessories, tools and supplies for mining, manufacturing and construction industries. Various subsidiary companies operated the main company's business though out southern Africa. Reid Bros (Rhodesia) Ltd conducted the company's business in Rhodesia (now Zimbabwe) with branches in Salisbury, Bulawayo and Que Que; Reid Bros & Curtis Ltd operated in Zambia; and in Botswana through Reid Bros & Curtis (Botswana) (Pty) Ltd. When William Hutchison passed away his shares in the company were passed on to Joseph Reid, and upon his death the shares were distributed among his family, most of whom were directors and shareholders in Reid Bros (Glasgow) Ltd, the successor company of Reid Bros.

1918, Reid Brothers (Johannesburg) Ltd was transferred to Reid Bros (South Africa) Ltd with its registered offices being in Johannesburg. This company was converted into a public company in 1946 and in 1969 was acquired by African Oxygen Ltd, Johannesburg, who purchased the entire ordinary share capital of the company.

??? Reid Brothers (Rhodesia)

??? Reid Brothers & Curtis (Zambia)

Cambuslang Industries

??? Sale of branches to Dowson & Dobson

1969 AFROX buys Reid Brothers (South Africa)

1988 The business is sold

2009 New Reid Brothers website established

Some business activities of Reid Brothers or their shareholders from the past that others perhaps can elaborate on further.

??? Clyde Nail Co. Ltd

??? Waverley Iron and Steel Co. Ltd

Even the sale of locomotives!! ??

Manufacturing

Hoover 1946 - 2008







<http://www.rutherglenreformer.co.uk/rutherglen-news/rutherglen-local-news/2008/08/27/end-of-an-era-as-demolition-work-63227-21610321/>

Aug 27 2008 by Douglas Dickie, Rutherglen Reformer

THE final chapter in the history of Cambuslang's Hoover factory is underway.

Cambuslang Industries

Three years after the once-bustling plant closed its doors, work is now underway on the demolition of the building.

Having once employed 5600 people at its peak in 1974, before the final production line employees ceased work on Friday, July 22, 2005, as the line moved to China.

The closure of the Hoover factory brought an end to 49 years of an association with Cambuslang.

In 1943, the Ohio-based Hoover company moved into the Farme Cross area of Rutherglen, operating a factory that made equipment for Lancaster and Halifax Bombers.

But three years later, the worldwide expansion of Hoover saw the opening of the Cambuslang plant.

A total of 428 people were employed at the 85,000-square foot factory, producing horse-power motors.

Then, in 1956, manufacture of the basic canister vacuum cleaner was moved from Perivale in London, to Cambuslang.

After this, production of the company's domestic appliances would be centred on Cambuslang.

The plant doubled in size to 176,000 square feet four years later, with almost 1700 locals employed by the company.

In 1974, after almost three decades of expansion, the Hoover factory in Cambuslang reached its zenith, with 5600 people relying on it for employment.

The massive workforce also brought economic benefits to the surrounding area. For the last 10 years, the factory had been expanding at a rate of 80,000 square feet per year and it was estimated that one million square feet of Cambuslang belonged to Hoover.

Things took a turn for the worse in 1974/75, as arguments over pay schemes threatened to end production at the Hoover factory and an eight-week strike brought with it a warning of things to come.

1978 was a bleak economic year for the company again threatens jobs at the Cambuslang factory, with high absenteeism among the workforce also causing problems.

In the preceding year, 635 jobs were axed at the factory in Hoover's first major round of redundancies. The following year was no better and, by the end of the decade, the workforce had been halved to just 2950.

It was a dark year for the Cambuslang factory in 1981. It started brightly with the prospect of more full-time jobs at the factory. However, over the following 12 months, nearly 1000 people lost their jobs.

The plant, which only six years previously boasted a workforce of over 5000, had only 1700 workers left. Workers were also left stunned when the company informed them they face wage cuts of up to 10 per cent and many employees saw their hours slashed.

Cambuslang Industries

There was a small glimmer of hope in 1982 when the company moved production from their Perivale plant in England to Cambuslang, guaranteeing the immediate future of the plant.

A workers' roll showed 1714 people employed in total by the Cambuslang factory in 1985, which now covered 750,000 square feet. But by 1991, this number read only 1160. Two years later, the Cambuslang factory celebrated a victory when Hoover decided to switch 400 jobs from their Dijon factory to Cambuslang.

In 1995, workers were left in the dark when the company was taken over by Italian group Candy in a deal worth \$170m. At this stage, the plant employed 1500 but the new Italian owners started to slowly erode the workforce. Only 350 workers remained at the once-great plant in 2003. Competition from China looked set to finally end Cambuslang's 47-year association with Hoover and in October the company enter into consultation with workers. With the end seemingly nigh, the workers rally and local politicians brokered a deal to keep around 100 production jobs in Cambuslang.

But in 2005, Hoover announced the final end to production at Cambuslang as the line was moved to China.

On July 22, 49 years after it first opened, the Hoover plant closed its doors for the last time.

NOTE: The Hoover building was stripped internally but was not finally demolished until

Mitchell Engineering 1891 - Present



James Mitchell & Sons, Engineers, started operation at Albert Square (Main Street) in 1891 as manufacturers of clay-working machinery for collieries and brickworks, In 1919 James Mitchell restored a mill at Clydesmill following a fire. This mill dated back to the 16th Century. In 1846 the miller was John Calder.



The firm moved to the east side of Miller Street, with the first building 1912 and the new Rosebank Works, on Bridge Street in 1913.

Later in 1955 the east and west yards were united. In 1958 a new Grid Shop was erected with the firm producing all kinds of engineering products, especially Grinders and Worm Feeders, having 40 employees.

<http://www.mitchellengineering.co.uk/>

Mitchell Engineering has now located at Westburn Drive, Cambuslang G72 7NA. The Mitchell Engineering Group is now located on a 4 acre site at Westburn Drive in Cambuslang.

Mitchell Engineering has built up a reputation for providing high quality sub contract engineering services to companies throughout the UK and Overseas. It can provide Machining, Fabrication, Bending, Rolling and Profile cutting and bending services to all major industrial markets including: Oil and Gas, Renewable Energies, Marine, Ministry Of Defence.

It has machining capabilities for turning and horizontal and vertical boring. It has machinery for Plasma profile burning, Plate Rolling, Section Bending, Press Brake Forming, and Shearing for 'in house' projects.

Redpath Engineering Ltd

Redpath Brown in Westburn was opened in 1921. Redpath Brown merged with Dorman Long & Co. Ltd. in 1929 to become Redpath Dorman Long. It later became part of British Steel in 1967.

Cambuslang library holds a book "Redpath Brown – Two Hundred Constructive Years" by A W Turner, Edinburgh 1966.

John Redpath, born in 1772 in Berwickshire, started an apprenticeship as an ironmonger at the grassmarket in Edinburgh in 1791. John Brown, born in 1782 near Peebles, became an apprentice to another ironmonger in the Grassmarket in Edinburgh in 1798, when aged 15 ½. In 1803 the two men joined and started their own ironmongers business, as Redpath Brown, at the foot of Candlemakers Row at the Grassmarket in Edinburgh.

As an expanding business they built a works at Pinkston, Port Dundas, in Glasgow about 1905. After WW1 there was an increased demand for structural work for export. Glasgow seemed the ideal

Cambuslang Industries

location but Pinkston was only capable of producing light and comparatively simple components. It was decided, therefore, to build a new works at Newton Avenue, Westburn, near Cambuslang, laid out specifically to handle export contracts. Workshops and offices were erected in 1921-22 and speedily justified the management's decision by developing a flourishing business both at home and abroad.

In 1922 the company was acquired by Bolckow Vaughan & Co steel manufacturers, Middlesborough, although the Redpath Brown name continued. In 1929 Bolckow Vaughan itself was taken over by Dorman Long & Co Ltd, Middlesborough, but again no change was made to the name or spheres of operation of the firm.

During WWII Westburn (and Edinburgh) received orders, in 1941, for landing craft(LTC MkIII, shallow draught) which were built in sections in the Glasgow works then assembled and launched into the Clyde (and Forth) for fitting out. Each Vessel comprised 140 tons of steel and over 4 years Westburn and Edinburgh built 87 craft (47 MkII, 12 Mk?? and 28 MkVIII lengthened type). In 1943 the Scottish works provided bulkheads for 19 corvettes.

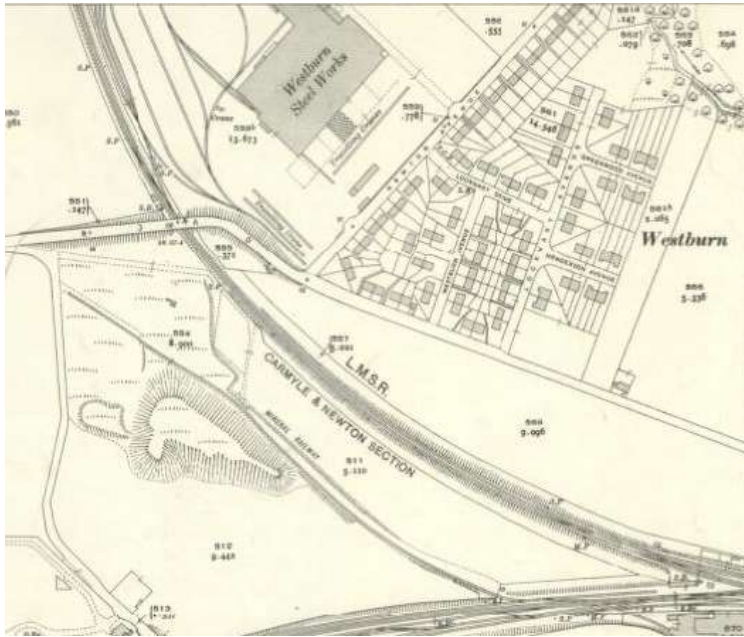
In 1967 the name changed to Redpath Dorman Long Ltd. The group became one of the largest steel fabricating companies in Great Britain.

The Edinburgh works, at 63 to 65 Albert St, closed on 31 May 1969 and all fabrication was transferred to Westburn

On 18 July 1967 the steel industry was nationalised and in 1970 -71 the company became British Steel Corporation Redpath Colvilles branch. In 1972 the name reverted back to Redpath Dorman Long Ltd a company formed from the former constructional engineering division of British Steel Corporation.

In 1979 the name changed to Redpath Engineering Ltd although the RDL logo still appeared on letterheads.

The Westburn works and office continued to operate until Friday 27 April 1990.



James McGowan Engineering

???

Enfield Standard Power Cables 1965 - 1985

Enfield Standard Power Cables in Westburn, a subsidiary of Delta Metal, opened in May 1965 and closed in June 1985.



Power Stations

Clydesmill

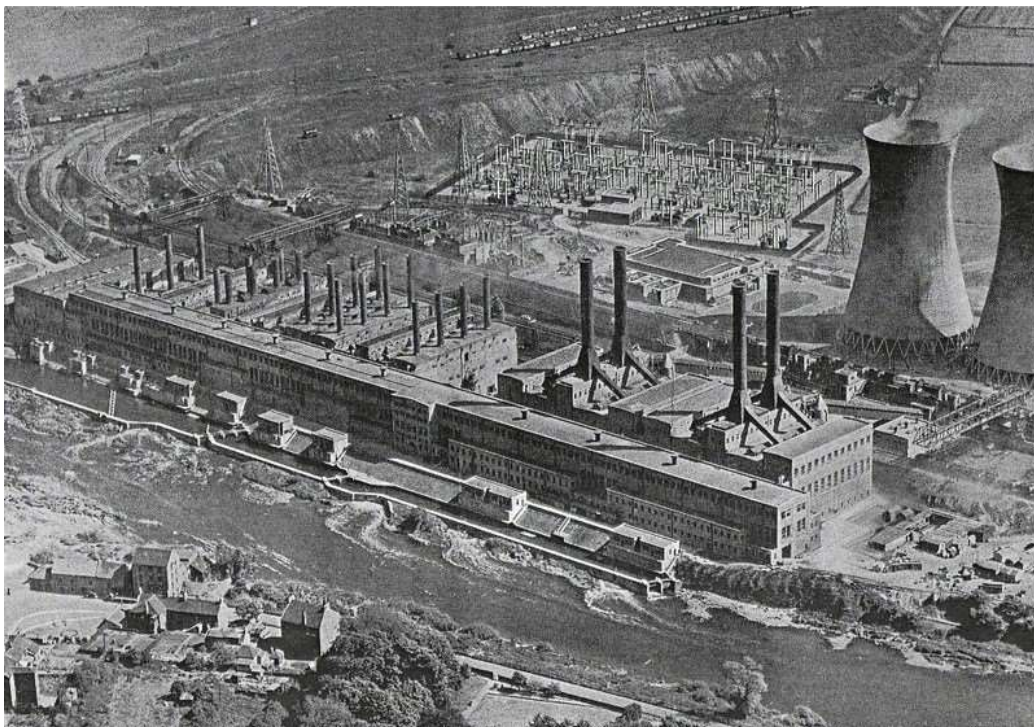
From "A History of Cambuslang" by J A Wilson, 1929, the horse-shoe mill-dam on the river is probably a very ancient structure. In 1555 Robert Miller in Clydesmill subscribed as a witness to a charter concerning the lands of Newton and Mwrganeholme in Drumsagart. In 1611 the testament of John Miller was recorded. When James Hamilton of Dalzell got Drumsagart in 1662 the conveyance included the "Mill, fishings, cruves and yares." The cruves and yares were boxes and wattle-work for catching fish; the former were made of spars and were set on the weir. There was

another miller, for in 1665 John Miller in Clydesmill was chosen to be one of the "assistors to Mr. David Cunningham, minister." The honoured office of Eldership did not form an item in the polity of the Episcopal Church. It was "at Clydes-Millne in James Burns, his dwelling house" that in 1693 the Sunday drinking took place referred to in the minutes. In 1757 the name of the miller was Brechin, and in 1830 the same family was still in the mill. One of the later Brechins was a man of extraordinary strength. He could throw a heavy stone over the branch of a certain tree, a feat beyond the ability of other people. Visitors to the mill were invited to try their strength with the stone. There is a story of his fighting and defeating Mendoza, a famous pugilist. The miller in 1816 was John Calder.

Clydesmill Power Station 1903 - 1982

<http://secretscotland.wordpress.com/tag/clydesmill/>

<http://canmore.rcahms.gov.uk/en/site/147034/details/glasgow+clydesmill+power+station/>



Cambuslang Industries



The power station was established in 1903, and is described as one of the first coal-fired 'base load' stations, meaning it was intended to be started and run continuously for maximum efficiency. Variation in demand were catered for by smaller stations powered by gas, oil, or water (hydroelectric schemes), which can be started and stopped without damaging the equipment, a danger where large coal-fired plants are concerned. It was a large station, and had ready clients in the form of the Clyde Iron Works and Clydebridge Steel Works.

Cambuslang Industries

However, those clients closed, and so did the power station. It had been extended over the course of its life, and came to have an installed electrical output capacity of 264 MW. Most of the station was closed by the 1970s, and demolished by 1982, leaving only a single gas turbine set, finally demolished in 2002.





<http://www.hiddenglasgow.com/forums/viewtopic.php?f=15&t=7356&sid=da2f54b74c753f59fe1fd8e59f5e993e&start=30>

Particularly liked the 1955 aerial view of Clydes Mill. I understand that this station claimed to have the longest turbine hall in Europe at the time of its post war extension.

<http://www.britainfromabove.org.uk/image/spw027251?dir=1&ref=0>

Yoker Power Station, built by the Clyde Valley Electrical Power Company, opened 1905, extended several times up to 1939 (visible is the 1929 extension being built, which contained 6 boilers and No6 turbine), closed 1976 and demolished in the 1978. Largest total capacity 100MW.

<http://www.hiddenglasgow.com/forums/viewtopic.php?f=15&t=7356&start=60>

Cambuslang Industries

An incident occurred during the miners strike while the scheduled "Load shedding programme" was taking place. Cambuslang was cut off, but it was forgotten that the GT's auxiliary supply (for pumps etc.) came from the local network. Result the generator tripped off line with a further loss of supply to the Grid.

<http://www.hiddenglasgow.com/forums/viewtopic.php?f=15&t=7356&start=15>

Clyde Valley Electrical Power Company Ltd

I had previously promised a timeline of the Clyde's Mill station but I thought a brief history of the Clyde Valley Electrical Power Company Ltd, who built this station along with Yoker and smaller stations in Lanarkshire, might be more interesting. I've compiled this from a number of limited sources, so what is below is my best interpretation of the limited facts available. If anyone has any additional info or spots any mistakes please let me know. I did come across some of the Chief Engineer's annual reports in the Mitchell & Glasgow Uni Archives, which were excellent with great detail on the various expansions at each station, it would be great to see a full set of these. I will have to try and get to the NLS in Edinburgh who holds the SSEB records and which I believe also has various papers for the Clyde Valley however I suspect these will be company annual reports which tend to have a heavy financial leaning.

The Clyde Valley Electrical Power Company Ltd was formed in 1901 with the aim of generating and selling electricity to the numerous engineering concerns in and around Glasgow. The company initially planned 3 stations at Motherwell Yoker and Crookston (the Crookston station never materialised) and the company signed a contract in 1902 with the British Westinghouse Electrical & Manufacturing Co Ltd to design, equip and build the stations at Motherwell and Yoker. The intention was for each station to have three 1.5MW engine generator sets however late in 1902 the decision was made to switch to the new steam turbine alternators which were beginning to be adopted as the most efficient way of generating electricity and whose development Westinghouse was at the forefront. Orders were placed with Babcock & Wilcox for boilers in Oct 1903 for both stations. The company opted to install only two 2MW sets at each station but to include foundations for a third 3.5MW set at each. Before the stations were finished additional foundations for a fourth set at each had been approved in 1904.

The official opening of the Yoker station was on 21/06/1905 and supply commenced on 10/08/1905, Motherwell opened in January 1906.

Motherwell was first to be extended in 1907, with a 4MW set which proved problematic and had to be removed soon after by the manufacturer. To compensate, Westinghouse proposed a remedial plan which the company accepted and in 1908 the two 2MW sets at Motherwell were upgraded to 3MW each by rewinding, one of the 2MW sets was transferred from Yoker to Motherwell and temporary 1MW & 0.6MW sets were installed at Yoker. These appear to have been the only ones available from Westinghouse and were on an a sell back option for when more appropriate units were available. This demonstrates the rapid growth of the electricity generating and equipment

supply industries at this time and illustrates some of the problems encountered. Generating company had to be prepared to be flexible, moving and installing equipment on short time scales and utilising what was available, equipment suppliers were designing and building ever bigger machines which often encountered teething problems requiring remedial work and machines to be juggled on the production lines, often machines had to be diverted from other contracts depending on the progress of the building works ongoing at the stations and the importance of the contracts.

In 1909 two 2MW sets at Yoker were rewound to provide 3MW each which suggests that the transferred set had been replaced at some time. By 1912 two further 5MW sets had been installed at Yoker and the 1MW & 0.6MW sets sold back. Two additional 5MW sets were also installed by 1912 at Motherwell, additional boilers at both works for these units were again supplied by Babcocks. These 5MW sets, at least at Yoker, were later rewound to give 6MW.

Although the market was there, it appears that the Motherwell station was not ideally placed to be further expanded, cooling water would have been an important consideration, and the company opted to build and develop the much larger station at Clyde's Mill which opened in 1916. The Motherwell station was closed at some time around 1930, with the buildings demolished in the 1970s.

The Yoker station, situated on the banks of the Clyde, with plenty of cooling water and good access for coal supplies was further developed by the Company over the coming years. A 18.75MW set was installed in 1918, two 20MW sets in 1929 & 1931 and a pair of 30MW sets in 1937 and 1939. By 1949 the station capacity was 100MW. It is not known when the older smaller sets were decommissioned but the company did change frequency during this period from 25 to 50 Hz which would have made the oldest machines obsolete. There is a 1932 reference to scrapping a 15 year old 25Hz machine which is probably the 18.75MW set, implying that the smaller sets had been removed or replaced earlier, possibly as part of the installation of the 20MW sets. Early in the life of the station, boilers were not tied to specific sets and were often added to and reused with the newer turbines however as steam conditions advanced specific new boilers and boiler house extensions were required.

Work on the **Clyde's Mill station** started in 1915, incidentally the station was named because the site was formally occupied by a mill owned by a Mr Clyde and not because of its location. It was opened on 1st Nov 1916, a second 6MW set was commissioned in 1918 bringing the capacity to 12MW, this was increased to 49.5MW with the addition of two 18.75MW sets in 1921 and 1926. This section of the station was later known as the LP (low pressure) section to reflect the steam conditions. Between 1936 and 1949, four 30MW units were added which were known as the IP (intermediate pressure) section and brought the station capacity to 157.5MW. The two original 6MW sets were probably scrapped around 1939. **In both 1952 and 1955 additional pairs of 30 MW units were added, these four new units formed the HP (high pressure) section and brought the total capacity to 277.5MW which at that time was the biggest in Scotland.**

The turbines for the LP and IP sections were supplied by British Westinghouse, who later became Metropolitan Vickers, and for the HP section by English Electric. The earliest boilers were supplied by Babcocks, with IP and HP boilers being supplied by Yarrows. The physical development of the station can be seen in the aerial picture which I posted previously, the oldest part is to the left, each new

section being added downstream, noticeable is that the chimneys reduce in number but increase in size with each addition, reflecting the trend towards fewer and larger boilers for each turbine. The cooling towers were added during the HP development and were designed to conserve cooling water particularly during dry periods. As I've mentioned previously a 55MW gas turbine was installed at the site in 1965 however this seems to have been independent of the main station and was used during times of peak demand. The gas turbine continued in used until 1984, after the station itself closed in 1978. The main station was demolished in 1984/85 with the gas turbine building being demolished in 2000.

The company was also instrumental in the development of hydro electric power in Scotland, through its subsidiary, the Lanarkshire Hydro-electric Power Company. The Falls of Clyde hydro-electric scheme was the first large scheme of its type built for the public supply of electricity. The stations, Bonnington (output 11 MW) and Stonebyres (output 6 MW) were built in 1926 and fully commissioned in 1927. They are currently owned by Scottish Power and are the oldest public supply hydro-electric power stations in Scotland.

Over the life of the company it took over a number of smaller supply and generating companies, notable the Kilmalcolm Electric Lighting Co Ltd which had built a small station in 1903, and also the supply orders which had been granted to some of the smaller municipal corporations around Glasgow.

The Clyde Valley Electrical Power Company Ltd was nationalised in 1948 and its assets transferred to the South West Scotland Electricity Board which was a division of the British Electricity Authority, in a further reorganization the On 1 April 1955, the two southern Scottish Area Electricity Boards were merged into the South of Scotland Electricity Board (SSEB) who eventually closed the Yoker and Clyde's Mill stations in 1976 and 1978 respectively.

I'm aware that no one has added anything to this thread for a while so I thought I'd give it a bump with a couple of recent finds. I've been to the transport museum tons of times and visited this week to get some pictures for the data bank thread. I nearly wet myself when I saw the Clyde Valley Electrical Power Co logo which is in the window of the electrical shop in the 30's street. Then I came across the smokeless loco which must be one of the few bits of equipment from any of the Glasgow Power stations to survive.

<http://www.hiddenglasgow.com/forums/viewtopic.php?f=15&t=7356&start=15>

Detailed below is an extract from the 1904 Handbook on the Municipal Enterprises publish by the Corporation of the City of Glasgow book which is the best description I've come across regarding the early supply of electricity in Glasgow. Apologies for the verbatim reprint but I think it's worthwhile having the original text up on the net. This book is a fund of fascinating facts detailing everything that the corporation operated.

ELECTRICITY DEPARTMENT

"Comparatively little had been done in the way of general electricity supply in Glasgow before 1880. By the Corporation Gas Bill of 1882 it was proposed to take statutory powers to supply electricity, but the clauses were struck out before the Bill came before any Parliamentary Committee for

consideration. The nearest practical attempt towards a general supply was made by the British Electric Company, Limited, who laid down Gramme dynamos to light the Glasgow and South-Western Railway Company's St Enoch Street Station in 1879, and by the firm of R.E. Crompton & Co., Chelmsford, who laid down plant in 1879-80 to supply the North British Railway Company's Queen Street Station with electricity at a stated charge; but these attempts did not develop into a general supply, the railway companies ultimately purchasing the plant and lighting the station themselves. The next attempt towards a general supply was made by Messrs. Muir & Mavor, who in 1879-80 laid down temporary plant on the area now covered by the Municipal Buildings, afterwards removing it to the basement of the General Post Office. Later, in 1884, they placed in Miller Street, permanent plant to supply the General Post Office in George Square, the cables from Miller Street being carried over the tops of the intervening buildings. In regard to the last mentioned supply, it is interesting to note that the Glasgow Post Office was the first post office in the kingdom to be lighted by electricity, and it has been stated that it was owing to the attention of the Post Office Authorities being called to the improved health of the Glasgow officials by the use of this system of lighting that electricity was introduced into London and other post offices.

On 6th June, 1888, the company of Muir, Mavor & Coulson, Limited, was incorporated, and purchased from the firm of Muir, Mavor & Coulson the plant in the Miller Street Station belonging to them. The new company also purchased ground in Little Hamilton Street, off John Street (City), and laid down plant for a general supply. The supply from the Miller Street Station was on the low-tension continuous-current system (100 volts), while the Little Hamilton Street supply, which was also conveyed by overhead wires, was on the high-tension alternating-current system (2,400 volts), transformed on the consumers' premises to 100 volts. The company, in 1890, applied for a Provisional Order to supply Glasgow generally, as also did the Corporation, but the company withdrew their application in favour of the application by the Corporation, and the latter was duly sanctioned by the Board of Trade under the title of "The Glasgow Corporation Electric Lighting Order, 1890," and the Act of Parliament confirming this Order received the Royal Assent on 14th August, 1890. Subsequently the Corporation agreed to purchase the company's undertaking for £15,000.

On 1st March, 1892, the Corporation entered upon possession of Messrs. Muir, Mavor & Coulson's undertaking. The supply on the high-tension overhead system having only been sanctioned by the Board of Trade to continue until August, 1893, the Corporation proceeded forthwith to lay down a central generating station for the low-tension supply. The Corporation, acting under the Gas Acts, having been constituted the undertakers of the new department, the Gas Committee were entrusted with carrying out the scheme, and in 1891 active steps were taken for putting the powers obtained by the Corporation into execution.

The Corporation purchased ground in Waterloo Street for £8,000, and commenced to erect thereon a generating station in the Spring of 1892. They also, on the advice of Lord Kelvin, adopted the low-tension continuous-current three-wire system at 200 volts pressure, to save the cost of altering existing consumers' installations, which could be connected to the new system without exchanging the lamps.

On 25th February, 1893, the lighting of some of the public streets by arc lamps, supplied from high-tension continuous-current Brush dynamos, to which they were connected by long-series circuits, was publicly inaugurated, and on Saturday the 22nd April following, the general supply for private lighting was switched on. In August, 1893, the John Street high-tension alternating plant was shut down, all the consumers being transferred to the new low-tension underground mains supplied from Waterloo Street.

Owing to the rapid growth of the undertaking, it soon became evident that the space occupied by the special and separate lighting plant in the Waterloo Street Generating Station would be required for extensions of plant to meet the demands of private consumers. The committee then decided to remove the Brush dynamos from Waterloo Street to John Street, and there to utilise them for street lighting purposes in connection with the engines originally put down by Muir, Mavor & Coulson, Limited, the high-tension alternating-current dynamos having in the meantime been disposed of. The John Street Works, when re-opened and utilised for the purpose of street electric lighting, only supplied about 100 h.p. Matters continued in this position until 1897, the plant at Waterloo Street being increased from time to time, until during that year the whole available space was fully occupied with boilers, engines, and dynamos to a total of 3,300 h.p., which at that time provided a small margin of reserve power.

The street lighting being so inconsiderable, it was decided to alter the arrangements so that these lights could be run from the same plant as the private supply in Waterloo Street, with a resultant saving in cost. The John Street plant was thus again shut down, and the whole of the electric lighting, both public and private, was carried on from Waterloo Street Works. The committee soon found the necessity for extensions, and in order to meet these and the increasing demand for the supply of current from so wide an area as was comprised between Glasgow Cross on the one hand and Park Circus on the other, two temporary accumulator sub-stations were erected, one in Tontine Lane, Trongate, and the other in Claremont Street. The object of these sub-stations was partly to avoid transmitting heavy loads through the mains during the longest lighting hours, a matter involving considerable loss at the low pressure of 200 volts, or a very large expenditure in extra heavy copper mains, and partly to relieve the maximum load upon the generating plant. The arrangement of working was to charge up the accumulators when both plant and mains were under easy load, and to discharge them during the two or three hours of the afternoon or evening maximum load, the discharge current, of course going to feed the local districts around each sub-station.

The committee then turned their attention to the question of purchasing sites for entirely new works, one for the north and another for the south side of the river; and during the year 1897 arrangements were made for the purchase of about four and a half acres of ground at Port-Dundas, adjoining the Forth and Clyde Canal at Speirs' Wharf, and about two acres of ground close to Eglinton Toll, or St Andrews Cross, in Pollokshaws Road.

The works and whole undertaking of the Kelvinside Electricity Company were purchased and taken over by the Corporation in August 1899.

When the electric lighting supply was commenced by the Corporation probably no one had any idea of the magnitude to which the undertaking would so rapidly attain. The following tabulated statement shows at a glance the progress of the undertaking since the date of its inauguration in 1893, and there is no indication of any abatement in the demand for current in the near future. On the contrary, everything points to that demand increasing from year to year, and to the rate at which this increase is taking place being steadily maintained or even augmented. See page 123.

The demand for electric motive power is rapidly growing, and now amounts to over 6,000 h.p in motors of all sizes, which are used for many different purposes.

The new Port-Dundas and Pollokshaws Road Works will be found worthy of a visit. There former contains engines and dynamos of both American and British manufacture, and of both high-speed and low-speed types, and in various sizes from 200 h.p. to 2,400h.p. each unit. The largest engines

were built by Messrs. Willans & Robinson, and the dynamos by the Westinghouse Company. The remaining engines are by the Ball and Wood Company, Messrs. Matthew Paul, Messrs. Mirrless & Watson, Messrs. Belliss & Morcom, and Messrs. Willans & Robinson, and the dynamos by the Walker Company, the Schuckert Company, Crompton & Co., and the British Thomson-Houston Company. The condensing plant is all driven by electric motors, the air pumps being of Edwards' patens design. The switchboards and recording gauges are of considerable interest, being specially designed for the purpose, and containing some departures from ordinary practice. They have been constructed by Kelvin & James White, the Holland House Manufacturing Company, Messrs. Mechan & Sons, and Messrs. Laing, Wharton & Down. They are mostly, therefore of local production.

The total cost of the electricity works of the Corporation, including mains, up to 31st May, 1904, has been approximately £1,150,000. This expenditure does not, of course, include the cost of the Corporation tramways electrical system, which is an entirely separate undertaking.

Large extensions are now in progress at Port-Dundas, where a second third of the whole design for the buildings is being erected. This will complete the northern end of the generating station, and will contain another chimney some 230 feet in height. After the most careful investigation, it has been decided to put in two steam turbines of 3,000 kilowatts capacity each, and orders have accordingly been placed for those turbines with Messrs. Willans & Robinson, of Rugby, while the alternators, which will be of the three-phase type, working at 6,500 volts, and at a periodicity of 25 cycles per second, are being constructed by Messrs. Dick, Kerr & Co. at Preston. The surface-condensing plant, which is a very important matter with steam turbines, will be immediately below them, so as to make the connections as short as possible, and is being constructed by Messrs. W.H. Allen, Son & Co., of Bedford. The switchboard for the control and measurement of high-tension currents is a very extensive affair, as experience has shown the necessity for the utmost care in designing and constructing this part of the electrical equipment. The order for this portion of the work has been placed with Messrs. Witting, Eborall, & Co. The boilers for this extension are to be, like those already in use, if the Babcock Company's make, but of the largest size yet constructed, having a grate area of 100 square feet and a heating surface of 6,182 square feet each, the working steam pressure being 200 lbs. per square inch, and each boiler being fitted with superheaters to give about 200 degrees of super heat. Space is provided for economisers, which will be put in in due course.

The high-tension current generated by the new turbo alternators will be taken to various sub-stations in the city, but principally at present to the sub-station in Waterloo Street, which is the original generating station, from which, however, all the steam and generating plant has now been removed. Motor generators, which are being supplied by the Electrical Company, will be placed in these sub-stations by means of which the high-tension three-phase current will be converted into continuous 500-volt current on the three-wire system supplied at 250 volts on each side. It is not necessary in the present circumstances of demand to utilise these sub-stations, except in the dark winter months, and then only on the afternoon shifts, to meet the excessive peak load in the city.

As regards St. Andrew's Cross Electricity Works, there is no need to extend the buildings, as they were practically completed in the first instance, but preparations are now being made to put in a steam turbine of 1,400 kilowatts capacity, which also is being constructed by Messrs. Willans & Robinson. The turbine will drive two continuous-current dynamos, giving a pressure of 500 to 600 volts each, which are being constructed by Messrs. Siemens Brothers & Co. at Stafford. The boilers in this generating station will also be of the Babcock & Wilcox type, exactly like those already installed. They will each have a grate area of 76 square feet and a heating surface of 4,020 square feet, the steam pressure being 200lbs per square inch, and the superheaters being constructed to give 200 degrees of superheat. The new boilers, however, will be erected with the special arrangement of

boiler setting designed by Mr H. W. Miller, of the Kensington and Knightsbridge Electric Lighting Company, Limited, in London. One boiler has already been erected with this arrangement of setting, and has proved most satisfactory in economical performance, in output, and in smokeless combustion. This one boiler may be seen at work on paying a visit to this station.

There being no canal or river from which water can be circulated for condensing purposes, it has been necessary to order cooling towers to be placed in the tanks over the boiler house, by means of which the water from the condensers connected with the turbine and the engines will be cooled. The order for one of these towers has been placed with Messrs. Richardsons, Westgarth & Co, of Hartlepool, this being of the Koppel type, and two smaller ones have been ordered from Messrs. Klein & Co, of Manchester.

Up to the present time the supply and distribution of electricity throughout the city has been carried on practically by means of low-tension 500 volt continuous current throughout, with feeders radiating from the two separate stations. Last winter a departure was commenced upon by converting the old Waterloo Street Generating Station into a sub-station, and taking a temporary supply of high-tension current from the surplus plant of the Tramways Department, which is situated at Pinkston. Low-tension feeders are now also run from the Waterloo Street Sub-station, and it is intended before the coming winter to erect a similar sub-station on part of the Dalmarnock Gas-works, which are being superseded by the new gas-works at Provan. Low-tension feeders will also be laid from this sub-station for the supply of lighting and power in the east end of Glasgow.

Fully half the capital expenditure of the undertaking is, as is usually the case, for mains, though these are seldom given the attention which their great importance deserves. All the low-tension mains which have been laid by the Electricity Department in the city for some time past are of the triple-concentric type, some of them with lead sheathing, but all of them during the last two years or so with vulcanised bitumen sheathing. They are laid in wood troughs of ample size, and run in solid with pitch and asphalt oil. Large manholes, measuring some 6 square feet and 6 feet deep, are placed at the feeding points within the city, and from these the distributing cables or mains radiate in all directions, each main being fitted with positive and negative fuses in the manhole. In districts where it can be arranged, section pillars above ground are now being used in place of the underground manholes. The whole arrangement has been most carefully systematised and standardised.

The number of meters at present connected to the mains is 9,324."

Dalmarnock Power Station 1920 - 1978

<http://www.hiddenglasgow.com/forums/viewtopic.php?f=15&t=7356&start=90>

Dalmarnock Power Station was built by Glasgow Corporation in two stages, with phase one opening in 1920 and phase two in 1926. The station was transferred to the British Electricity Authority (BEA) in 1948 on the nationalisation of the industry. Originally planned to generate 100,000 kilowatts, Dalmarnock had more than doubled its output by the time of the transfer and had a capacity of 237,500 kilowatts following a series of improvements to the plant. Further upgrading work was required in the 1950s, to help meet the rising demand from 266,819 domestic and commercial consumers of electricity in the Glasgow sub-area.



<http://www.hiddenglasgow.com/forums/viewtopic.php?f=15&t=7356&start=90>

The Corporation was authorised to supply electricity in 1890. By 1910 it needed to expand its generating capacity and purchased 11 acres of land next to the river in Dalmarnock for the construction of a new station. Work started in 1914, it was suspended after a year in 1915 because of WW1 but was started again before the end of the war. Dalmarnock Power Station was eventually commissioned in two stages, in 1920 and 1926, with various extensions and refurbishments in later years, most notably in 1938 with an extra 100MW added and in 1957 when 120MW of new high pressure equipment replaced older equipment). Once it was fully opened, St Andrews and Port Dundas generating stations were closed leaving Dalmarnock as the main Glasgow Corporation station (Pinkston was part of the Tramways dept) At it's largest the station had a capacity of 257MW, there was a change from coal to oil firing late on in it's life which probably hastened it's demise when oil prices rose in the 70's, it was decommissioned on 31/03/78 and demolished between 18/04/78-15/04/83.

Total station size in

1920 18.75MW 1x18.75MW

1921 37.5MW 2x18.75MW

1922 75MW 4x18.75MW

1923 93.75MW 5x18.75MW 1st half complete

1926 131.25MW 7x18.5 last 2 commissioned in April & June 1926

1928 131.25MW 7x18.75MW

1929 137.5MW 6x18.5, 1x25MW

1931 137.5MW 6x18.5, 1x25MW Part of 132KV Central Scotland Grid

1933 137.5MW 6x18.5, 1x25MW

1938 237.5MW 6x18.75, 1x25, 2x50MW

1952 237.5MW 6x18.75, 1x25, 2x50MW EUW

1957 257.5MW 2x18.75, 2x50, 2x60MW

Cambuslang Industries

1965 257.5MW 2x18.75, 2x50, 2x60MW ESB

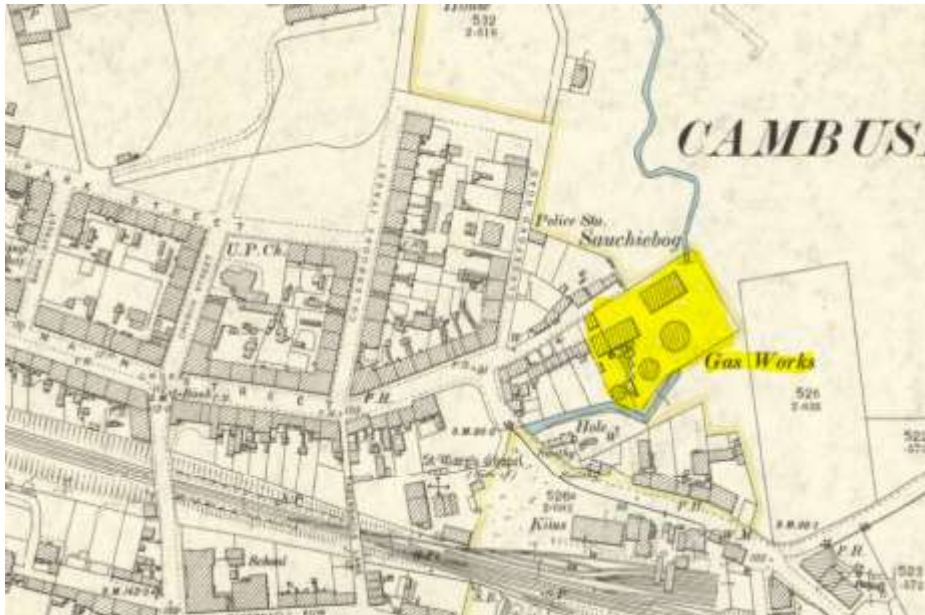
1967 246MW 2x18.75, 2x50, 2x60MW ESB inconsistency in total

1971 244MW 2x18.75, 2x50, 2x60MW ESB inconsistency in total

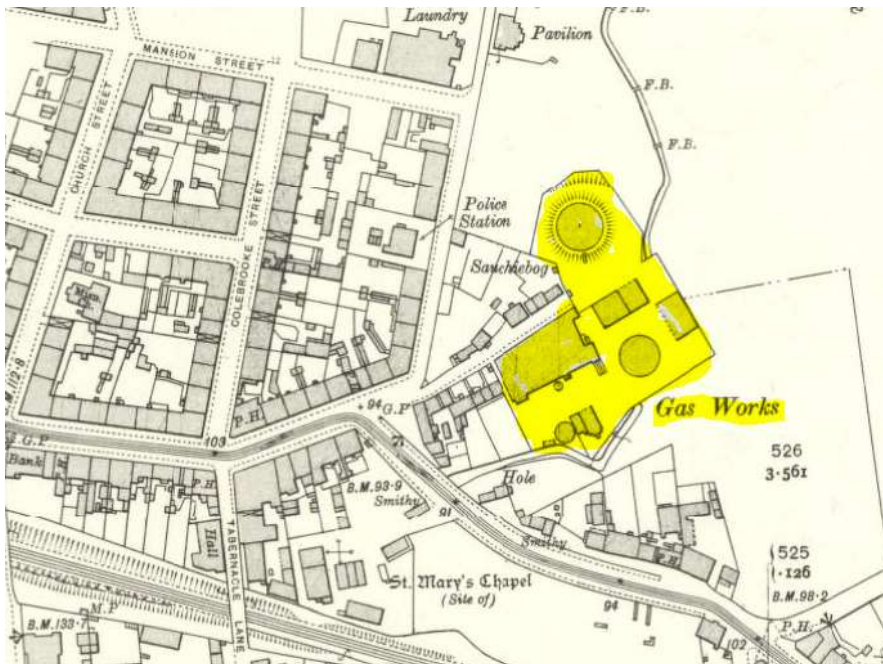
1974 209MW 2x50, 2x60MW ESB inconsistency in total.

Gas

The gas works was located at Sauchiebog, about where Freeneuk Wynd is today, off Clydeford Road and Hamilton Road. The gas works is shown on the Ordnance Survey map of 1859.

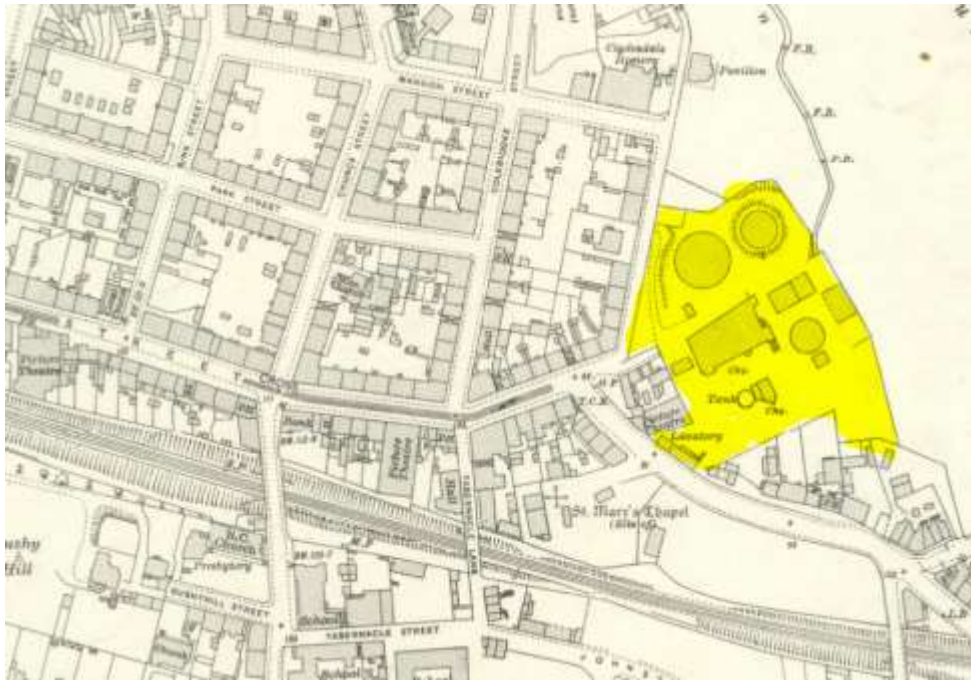


Map 1896



Map 1913

Cambuslang Industries



Map 1934





Food Industry

Greggs

<http://www.greggs.co.uk/about-us/history/>

In the 1930's, John Gregg started delivering eggs and yeast on his pushbike to families in Newcastle Upon Tyne and Greggs the bakers was born...

After more than 10 years of delivering yeast and eggs to local families so they could bake their own bread, John Gregg opened a small bakery on Gosforth High Street in 1951 . With a single shop and bakery at the rear, Greggs began to bake superb quality bread, using flour milled from specially selected wheat for that distinctive Greggs taste and texture.

Following the death of his father, Ian Gregg took over the family business in 1964. Under Ian's leadership, Greggs developed a reputation for good quality and great value. Greggs also began to grow by acquiring regional bakery retailers across the UK and by the 1970s there were shops in Scotland, Yorkshire and the North West.

The expansion of the company was well underway by 1984, when Greggs had more than 260 shops in four main areas of the country. For the first time ever, Greggs was on the Stock Exchange and continued to expand, opening shops in the Midlands, Wales and North London.

By the 1990s competition was strong as supermarkets began to make their mark in the bakery market. But Greggs continued to focus on our strengths, developing fresh, quality food-on-the-go at great value prices.

During the 2000s Greggs continued to grow rapidly. Investment in a large Technical Centre allowed Greggs to focus on developing exciting new recipes and improving old favourites - making the quality and choice of freshly baked food in its shops even better than ever.

Today, Greggs has nearly 1,600 shops, and plans to open 600 new shops over the next few years. And, although we're a national business, we're rooted in our local communities. That means, as well as our national range, we also enjoy selling much loved regional specialities.

<http://www.rutherglenreformer.co.uk/rutherglen-news/rutherglen-local-news/2007/09/06/bakery-firm-welcome-base-with-oven-arms-63227-19744694/>

Sep 6 2007 By Douglas Dickie, Rutherglen Reformer

BAKERY giants Greggs made their first steps into Cambuslang at the weekend as they started the move from their Rutherglen base to a new purpose built factory.

Work on the £15 million project started a year ago and the 300 strong workforce are now preparing to complete the move over the next eight weeks.

After that, the company will close their flagship Scottish base at Southcroft Road to begin full-time operations and production from the new site in the Clydesmill Industrial Estate.

The move, Greggs say, will safeguard jobs within the company as well as creating employment opportunities throughout the whole of Scotland.

The company say it will help them open more stores locally, and recently they submitted plans to South Lanarkshire Council to open a new shop in Rutherglen Main Street.

Speaking on Friday, Lesley Tunn, Production Director said: "This weekend is a momentous moment in the history of the Rutherglen Factory.

"On Saturday we will start moving some of the product lines from the Rutherglen factory to the site at Cambuslang so early next week our transport system will be based at the new bakery which is very exciting as we make the first steps in our move to the larger property.

"We are looking forward to the better facilities and space that the new site will provide including an 8000 square metre production centre, offices, canteen and changing facilities plus a large delivery area and a 156-space car park.

"The move will take around eight weeks to fully complete and in order to avoid disruption to our customers we will be operating from the two sites from this weekend onwards."

Workers at the Greggs factory are said to be excited about the move having been unofficially informed about it as early as July 2005.

The project was given planning permission last May. Greggs said they made the decision as expansion of the current building was not possible.

Greggs plumped for the Cambuslang site, near to Westburn Drive to minimise disruption for workers while the move will keep up to £15 million worth of investment in the local area.

<http://www.greggsfamily.co.uk/bakery/meet-our-families/clydesmill-bakery-family>

Cambuslang Industries

Our Clydesmill Bakery probably boasts the most family members. This bakery is 'home' to a total of 41 families ranging from parents and children to husbands and wives and brothers and sisters. In total we have over 95 people who are related!

VION Food Company (formerly Marshalls Chunky Chicks and Grampian Food Group)

70 Westburn Farm Road
Cambuslang
Glasgow G72 7UB
Phone: 0141 641 2266

Examples of Key Customers and/or Key Wholesalers Marks & Spencers, Greggs, Morrisons, Caladonian, Hain Celestial, Telfer

Accreditation - Organic Certification

Markets Supplied - Food Service , Retail , Wholesale , Hampers and Food Boxes

Retail Type - Multiples , Other Retail Outlets

Sector/Sub Sector - Meat Game and Poultry/Chicken , Meat Game and Poultry/Pork.

Originally Marshall's Chunky Chicks, bought by Grampian Country Food Group in 1998. Grampian Country Food Group became the UK's biggest pig meat processor. Its food production unit produced own-brand products mainly for the UK's largest supermarket chains. Faced with financial difficulties from the late 1990s, it was sold to Vion in January 2008.

Today, fully integrated into the VION's UK business, the business employs 14,000 people in the UK. The former Thailand business is now controlled from the Netherlands.

With headquarters in Eindhoven (the Netherlands), VION Food Group is a global food company and is active in the fields of high-quality foodstuffs and ingredients for people and animals. Passion for Better Food is the VION credo that guides all actions. VION Food Group is one of the larger food companies in the Netherlands, and is represented all over the world. VION is not a listed company and has one shareholder, NCB Ontwikkeling, which is closely affiliated with the Zuidelijke Land- en Tuinbouworganisatie (ZLTO). ZLTO is an association of entrepreneurs with an agricultural background.

VION has significant interests in Scotland, ranging from its extensive agriculture operations with feed mills, pig and poultry farms, to primary processing and added value production operations at Broxburn (Hall's), Coupar Angus, Cambuslang, and Porthlethen (McIntosh Donald). VION's UK headquarters are based in Livingston.

VION Broxburn (Hall's) is the largest pork processing site in Scotland, and processes fresh Scottish pork and sausages from its own Scottish farms and from established farmer suppliers. It is also the home of the well-known Hall's brand which produces a range of added value products, most famous

of which is Hall's haggis. The Hall's brand is the proud bearer of a Royal Warrant. The site also produces a range of raw added value products for its retail customers.

Dutch food giant Vion has completed its much anticipated acquisition of Grampian Country Food Group.

The deal, signed on Saturday (14 June), significantly boosts Vion's position in the UK market place, where it already has operations in the fresh pork, bacon and sausage markets.

19 Jan 2009

Following a recent review of its supply base, Marks & Spencer has decided to re-allocate some parts of its ready meals and deli business. As a result, whilst remaining a supplier to Marks & Spencer, the VION Cambuslang operation will, during the course of 2009 and 2010, lose some significant volumes of its Marks & Spencer business.

The Cambuslang site has been working with Marks & Spencer on the stated business review, and it has been agreed that the withdrawal of certain products will be phased over the course of a year. Marks & Spencer have committed to just under 50% of the site's Marks & Spencer business remaining with the site ongoing.

Against the aforementioned business losses and a backdrop of a very competitive market, VION has started a review of its Cambuslang operation, the results of which would include the reduction of our workforce and the reorganisation and change within our operations and working patterns. VION has informed its employees of the business losses at the Cambuslang site. VION has informed its employees and their representatives of our commitment to consult with them.

Martin Phillips, Managing Director at Cambuslang said:

"We are all disappointed by the loss of business and the impact this has, but feel that all parties working together will ensure that the site remains an ongoing manufacturing facility. It is our intention to support and keep everyone fully briefed as we progress through this difficult time."

VION N.V.

VION N.V. is an internationally operating food company that produces high-quality foodstuffs and ingredients for humans and animals. The group consists of four divisions: Ingredients, Fresh Meat, Convenience and VION UK. VION has an annual turnover of more than €9.5 billion and employs 35,000 people worldwide. VION is a non-listed company and has a single agricultural shareholder: the Zuidelijke Land- en tuinbouworganisatie ZLTO (Dutch Southern Agricultural and Horticultural Farmers Union) which has 18,000 members. VION's head office is located in Son en Breugel, the Netherlands.

VION Food Group Ltd produces and processes high quality beef, lamb, pork, bacon and chicken as well as a wide range of convenience products such as sausages, cooked meats and added value cooked chicken. The UK operation has extensive facilities across the UK from farms and hatcheries to primary production, processing and packing, and supplies products according to customer and

market demands. The business is primarily focused on the UK retail market but also includes important foodservice and wholesale clients within its portfolio.

VION investment programme creates 250 new jobs in Scotland

4 Aug 2010

VION is delighted to announce that it is creating an additional 250 jobs within its Scottish operations. A multi-million pound investment programme, together with the support and commitment of the workforce, and active partnership with the Scottish Government, Scottish Development International (SDI) and Scottish Enterprise (SE), has delivered a swift and positive return.

Commenting on the announcement, Andrew Fisher, VION Poultry's Regional Director for Scotland and the Southern Region said "This is very positive news and just reward for the tremendous efforts not only of the teams at Cambuslang and Coupar Angus, but also through the wider VION supply chain from our farmers and feed mill operators, through to our production, sales and administration colleagues."

Approximately 150 new jobs have been created at VION's chicken processing business at Coupar Angus, where the investment included the installation of a new finished packing line, enabling VION to offer true 'Produce of Scotland' – chickens hatched, reared and processed in Scotland, with the birds grown with feed from our own Scottish mill.

A further 100 jobs have been created at the Added Value plant at Cambuslang. The investment, together with the efforts of the workforce, has allowed the site to grow its business by 25% in 2010.

In addition, 234 jobs at Cambuslang have been safeguarded with the help of a Scottish Enterprise Regional Selective Assistance grant of £650,000.

Rural Affairs secretary Richard Lochhead said: "These significant investment plans for Cambuslang and Coupar Angus are excellent news for Scotland's food sector, and for the local economies concerned.

"VION's investment brings a very welcome jobs boost and confirms that the company sees a long-term future in Scotland. The creation of 250 jobs by VION is also great news for employees and producers who supply the factories, as well as the wider industry. I am also delighted to announce that VION have been awarded Regional Selective Assistance funding that will safeguard 234 existing jobs at Cambuslang.

"In addition to its position as a major food processor VION also has significant production interests in Scotland and, consequently, plays a key role in Scotland's food supply-chain. I wish the company every success in the future."

Lena Wilson, chief executive of Scottish Enterprise, added: "This expansion by VION is terrific news not just for the Scottish food and drink industry, but for the whole supply chain and particularly the farming sector.

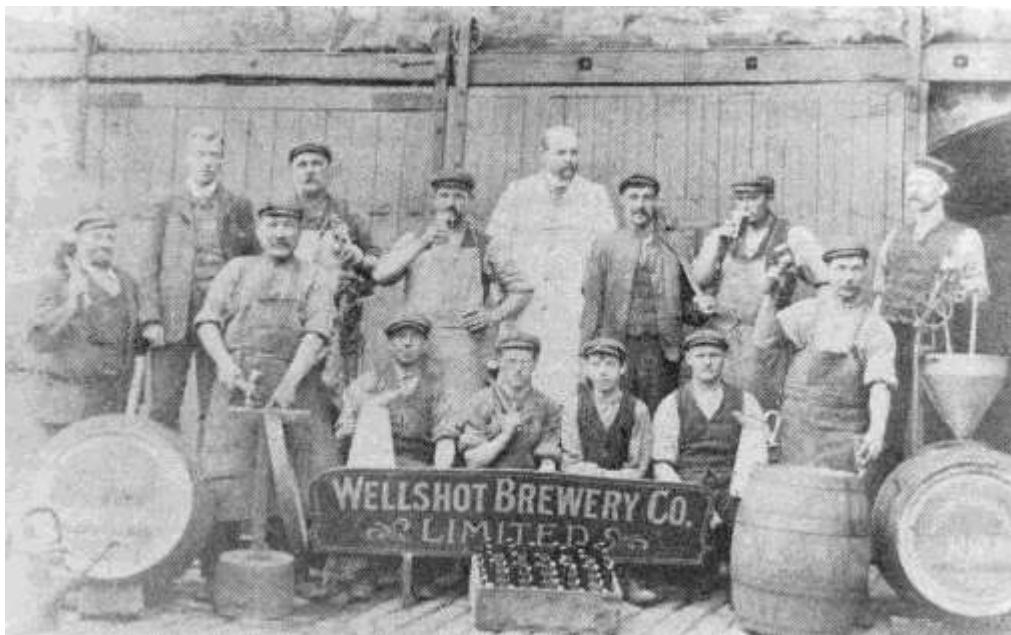
Cambuslang Industries

"We're heartened by the fact that RSA funding has been a key factor in making all of this happen, by safeguarding the future of over 200 jobs at Cambuslang. This shows the real impact RSA can have in helping indigenous and foreign companies to invest in Scotland.

"With this funding, and the additional support provided by Scottish Enterprise and Scottish Development International, VION can go on to become even more innovative, productive and globally ambitious, delivering more for Scotland's economy as a result."

Wellshot Brewery

Wellshot brewery was on Dukes Road on the site of the County Inn. It was owned by Hugh Tennant & Co and operated from the 1880s until the 1920s.



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