A History of Cambuslang

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Descriptions of Cambuslang

From Ordnance Gazetteer of Scotland by Francis Groome 1886

This quasi-town stands on broken ground, traversed by a romantic brook, adjacent to the Glasgow, Uddingston and Motherwell branch of the Caledonian railway. It consists of a cluster of five villages – Silverbanks (furthest West), then Cambuslang proper, Kirkhill, the hamlet of Lightburn and lastly that of Dalton. It presents a finely picturesque appearance, consisting chiefly of very plain houses, inhabited principally by weavers and colliers, partly by masons and agricultural labourers.

Cambuslang has a station on the railway, a post office with money order, savings bank and telegraph departments, a branch of the Commercial Bank, gas works, a handsome parish church with a conspicuous spire (1841; 1000 sittings) a Free church with another fine spire, an Independent Chapel (1801) and St Bride's Roman Catholic church (1878; 500 sittings).

A chapel on the edge of the ravine, near Sauchiebog, was founded in 1379, and dedicated to the Virgin Mary, and has bequeathed the name of Chapel-land to a plot of about 4 acres around this site. Population (1881) of Cambuslang village 4772; of other villages 4318.
The parish also contains groups of houses at Newton Colliery, Flemington Colliery and the Steel Co of Scotland Works at Hallside.

Chief antiquities are traces of ancient buildings on the summit of Dechmont, vestiges of Drumsargard Castle 1 ¾ miles ESE of the parish church; Latrick mansion, of the 17th Century, on the South side of Dechmont and the site of the ancient hospital at Spittal, 2 ½ miles SE of the church.

Cambuslang – A Sketch of the Place and People Earlier than the Nineteenth Century

By J T T Brown 1884
A visitor to Cambuslang about the year 1700 might have remarked the charming site of the kirk, the romantic beauty of the Kirkburn Glen (" the Borgie," as it came to be known in later times), the pleasing prospect from Dechmont, or the broad sweep of the, as yet, pellucid Clyde, abounding in myriad trout and salmon,—otherwise to him the country side would appear in noways very different from other lowland parts.

It would have been properly described long before, and for two centuries later than the Reformation, as a rural parish, its inhabitants numbering a few hundred souls, some of them depending on their little crofts of 15 or 20 acres, others on the employment at the numerous coal heuchs, and the remainder on those handicrafts and pursuits which everywhere follow civilization,— the smiths, wrights, jobbing tradesmen, and the village shop-keepers.
After the Revolution the gradual growth of weaving and cotton-spinning would draw many of the agriculturalists into these more staple trades, and tend to hasten the policy, begun by the Duke of Hamilton early in the eighteenth century, for consolidating the small crofts into the extensive farms of to-day. It is especially as regards the clearance of the crofts that the greatest changes have been wrought in the appearance of the parish. The same visitor, whom we imagined to have been impressed with the more outstanding features of the landscape, would have observed from his stance on Dechmont summit at least seventy or eighty small farm-steadings scattered over a wide area, but lying more particularly to the east end of the parish. The roofless houses still to be seen at Deans may be taken as a fair specimen of the humble dwellings of many generations long since passed away.
As weaving and cotton-spinning developed, our village, and the hamlet-clusters of Flemington, Hallside, Newton, East, West, and Mid Coates, Bushy- hill, Sauchiebog, and Silverbanks, increased steadily although slowly, but we have really no data by which to compute the population earlier than 1755. In that year, as appears from a census, the population had not reached four figures, while the present century opened on only 1608 persons; and these facts, if we are to have a true idea of the place, must always be borne in mind when we speak of earlier times.

Housing

Population

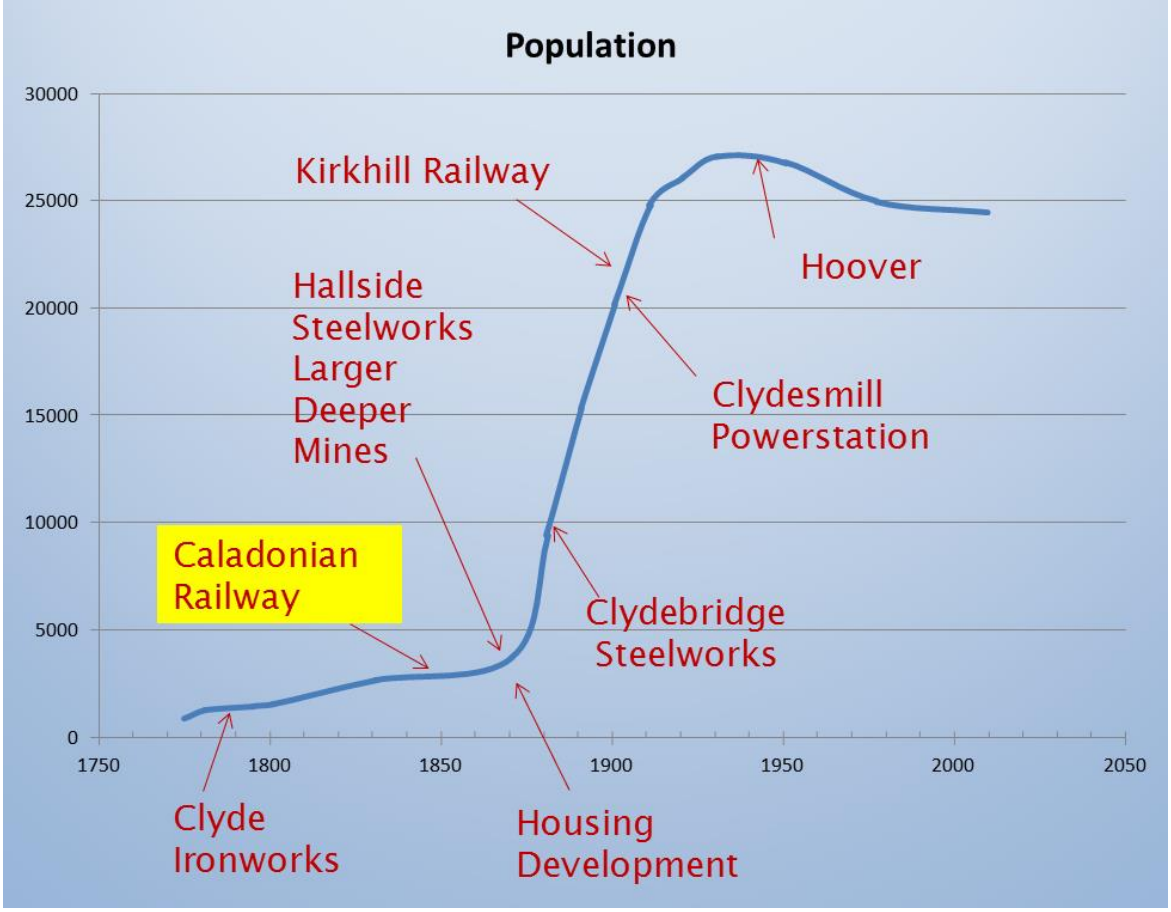
Cambuslang was a small rural parish of a few hundred people, mainly farmers with a few coal miners. The industrial revolution introduced spinning and weaving and the population of the villages of Cambuslang, Flemington, Hallside, Newton, East, West and mid Coates, Bushyhill, Sauchiebog and Silverbanks increased steadily but slowly. From a census in 1755 the population was less than 1000, by 1800 it had risen to just 1608 persons.

Between 1750 and 1831 the population of Scotland rose by 88% to 2.374 million. Between 1831 and 1911 the population doubled to 4.761 million. Some of this was accounted for by an upsurge in immigration from Ireland after the Great Famine and in subsequent decades, attracted by employment opportunities in Scottish industry. The national redistribution of population, from rural to urban locations, already evident before 1830 became even more marked in the second half of the 19th century. The population in the heartland of heavy industry in and around Glasgow expanded from 628,528 to nearly 2 million people by 1901 (The Scottish Nation 1700 -12000 by T M Devine pg 252).

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 2001and 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.



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	

It would be interesting to find out what contributed to the growth. According to "The Scottish Nation 1700 – 2000" by T Devine it is likely that town expansion, between 1760 and 1830, was a direct consequence of Scotland's remarkable rate of general economic growth. However a majority of Scots still lived on the farm, the croft and the rural village. In the 1840s under a third of the population lived in settlements of 5,000 or above. Thereafter the growth of cities and towns was continuous and relentless, so that by the early 20th century, Scotland, after England, had become the most urbanised country in the world. By 1911, 60% of Scots lived in centres of more than 5,000, and 50% lived in towns of more than 20,000 inhabitants. In effect the urban share of national population had doubled between 1831 and 1911.

I suspect the railway was a main contributor to the growth of Cambuslang, 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.

The railways had far-reaching effects on almost all aspects of Scottish life but their impact on the heavy industrial economy was particularly profound. They were more reliable than canals, which were likely to freeze in winter. Like them, they could shift bulk goods at low cost but did so much more rapidly and with greater regularity. It was also technically much easier for industrial and mining plants to connect to an intricate network of railways by sidings and spur lines than to a system of canals. The mineral riches of particular localities were unlocked and industries with cornplementary specializations could concentrate on an unprecedented scale. It was the railway more than any other factor that helps to explain the sheer density of industrial activity in parts of Glasgow, Ayrshire, West Lothian and Lanarkshire. The Scottish Nation 1700 -12000 by T M Devine pg 259).

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 knows as Mason's Brae) to Whitlaburn. Subsequently Cambuslang became known as the "villa-village" and Cambuslang Rangers as the "villa-villagers".

T C Smout - Housing

a) In Glasgow in 1861 34% of houses were of one apartment, 37% were of two apartments and 1% had no windows. By 1886 33% of houses still had only one apartment.
b) In small overcrowded houses normal life was impossible. (See paragraph two on page 34.)
c) In Glasgow in 1914 50% of the population were still in houses of one or two apartments. In 1901 18% of houses had one apartment and 48% had two apartments, so there was a slight improvement.
d) By 1951 25% of the population were in houses of one or two apartments.
e) In 1917 in Glasgow 10.9% of houses had four persons per room, 27.9% of houses had 3 persons per room and 55.7% had two persons per room. Even by 1951 15.5% of houses had more than two persons per room.
f) Why are tenements so common in Scotland? It may be in part, because they are easier to heat. Also constructing a large number of small houses provided a bigger return for the builder. Tenements were often financed by people of relatively modest means. They were often only slightly better off that the people they rented to.
g) Inter-war council housing was generally good, but post war housing was often of poor design, cheaply constructed, and sited in remote areas away from amenities.

h) See quote on page 40 paragraph 4 about environmental standards in Edinburgh. This situation would be repeated in towns and cities throughout Scotland. Also see comments in second last paragraph on the same page.
i) Many problems had there source in the great growth in the populations of towns and cities in the 19th century. Indeed some smaller towns grew by a factor of four or five between 1871 and 1911. What was the rate of population growth in Cambuslang?
j) Until the 1890s systems of local government in Scotland were imperfect and housing standards and environmental improvements were slow to improve. However the Burgh Police (Scotland) Act of 1892and the Public Health (Scotland) Act of 1897 provided a legal framework for major improvements to be made.
k) One of the most important improvements to occur in the mid to late 19th century was in the provision of a safe water supply, but what was the situation in Cambuslang? (See Medical Officer of Health annual reports).
l) See comments on page 45, paragraph three on the growth of municipalisation. This referred to Glasgow, but what of Cambuslang?
m) Development of and the increasing power of the police. See the interesting comments on page 48 about drunkenness in the police force. Also measures taken to control the poor, particularly with regard to poor houses and lodging houses. (page 49) Read the paragraph at the bottom of page 48 to the middle of page 49.
n) Look at death rates per 1000 of the population. (See MOH annual reports for Cambuslang). It seems that by 1900 many smaller towns around Glasgow had a worse death rate than the city.
o) By 1900 there was no reduction in the infant death rate per 1000, and in fact the death rate was worse than it had been in the mid-1800s. In 1895 to 1899 there were 130 infant deaths per 1000, and it was still 122 deaths per 1000 in 1900 to 1904. (What was the position in Cambuslang? See MOH annual reports). It is also significant that infant death rates were four to five times higher in poorer areas as compared with areas that were better off.
p) There was a clear link between poor housing and general health levels and death rates. However it seems that essential improvements to housing were held back by middle class attitudes and there control of councils at the time. (Read paragraph 2 on page 51). The writer is critical of the quality of much modern council built public housing. (See comments on page 53, paragraphs one and two).
q) Even by 1950 25% of the population lived in houses of two apartments or less, and 15.5% of houses had two persons or more per room.
r) Inter-war housing policy and its effects. (See pages 55 and 56).
s) The writer is no fan of most post war housing both in terms of design and quality of construction. He is also critical of the lack of proper planning and general amenity provision.

Health & Environment

Information From 1908/1909 MOH Annual Report.

Information for the Middle Ward.
Death rate for infants under one year – 131.4/1000.

There was an increase in all areas.
Statistics for previous years –
1891 128.4/1000; 1900 143.8/1000; 1905 125.3/1000; 1908 141.2/1000.
TB deaths 1.64/1000
Population of Cambuslang 20,211.
Outbreaks of smallpox –
1895 1 case; 1901 50 cases, with 6 deaths; 1904 127 cases with 51 deaths.
Diphtheria Cases –
1895 175 cases with 51 deaths; 1901 122 cases with 42 deaths; 1904 170 cases with 37 deaths; 1908 442 cases with 44 deaths.
During 1908 Cambuslang experienced a serious problem with the quality of the public water supply. The cause was found to be the inadequate size of the feed pipes to a water storage tank at Dechmount leading to major silting of the system.

Excel mortality table

		C_Lang	C_Lang	C_Lang
		1897	1905	1913
	Population	18,077	22,000	25,694
	Births	718	785	798
	Mortality All Ages	301	302	378
	Under 1 year	97	91	
	1 to 5	58	43	
	5 to 15	20	21	
	15 to 25	20	17	
	25 to 60	69	73	
	60 plus	37	57	
	Total Zymoites From Subjoined Causes	64	45	
		1897	1905	1913
Mortality from Subjoined Causes	Smallpox			
	Diphtheria	7	1	3
	Influenza			3
	Eryaipelas ??			2
	Scarlet Fever	5	2	5
	Typhus Fever			
	Enteric Fever	1	3	
	Other or Doubtful Fevers		1	
	Measles	5		11
	Whooping Cough	11	13	11
	Diarrhoea	35	25	27
	Other Digestive Diseases			16
	Septic Diseases	3	8	3
	Puerperal Fever			3
	Cerebro Spinal Fever			
	Pulmonalry Tuberculosis			27
	Meningeal Tuberculosis			9
	Abdominal Tuberculosis			5
	Other Tuberculosis			3
	Tubercular Diseases Phthisis	28	28	
	Tubercular Diseases non Phthisis	23	15	
	Cancer Malignant Diseases	9	14	17
	Rheumatic Fever			2
	Meningitis (Simple)			14
	Cerebral Hemmorage			16
	Convultions			3

	Diseases of the Nervous System	***24***	***34***	***6***
	Diseases of the Circulatory System	***15***	***21***	***36***
	Pneumonia			***37***
	Bronchitis			***16***
	Laryngitis			
	Diseases of the Respiratory System	***63***	***47***	***2***
	Violence	***15***	***14***	***13***
	Congenital Malformation			***5***
	Premature Birth			***15***
	Injury at birth			
	Suffocation			
	Atrophy Debility etc			***7***
	Atelesiasis ??			***2***
	Syphilis			***1***
	Rickets			
	Other Defined Diseases	***57***		***46***
	Other Causes Unverifies		***72***	***12***
	Total	***301***	***298***	***378***
	Dressmakers		***12***	
	Tailors		***10***	
	Milliners		***2***	
	Bakers		***2***	
	Boot and Shoe Makers		***4***	
	Saddlers		***2***	
	Blacksmiths			
	Joiners			
	Cabinetmakers		***1***	
	Silk Weavers			
	Other Mfrs		***1***	

Education

The first education act in European history was passed in Scotland in 1496. In January 1561 John Knox drafted a national programme for spiritual reform. As all men and women were born wicked the church would have to take preventive measures by providing a virtuous education for all children. For the poor, if necessary, given free. To this end every several church was to have a schoolmaster appointed. T C Smout considered that by 1780 the Lowland Scot could boast a more extensive and liberal education system than any in Europe.

In the large towns, the parish school system was not successful and when the population increased in the 19th century there were large numbers of uneducated children. Universal education and literacy came to Scotland only in the late 19th century.
Private education grew in the cities so that by 1831 there were three times as many private schools, in which the Church had no say, as there were parish schools.

There were about 500,000 children of school age (between 5 and 13) in Scotland by 1837; of these, 18% (90,000) escaped education and attended no school, and of the remainder about half attended schools with no inspection.

When the ability to write a signature was first measured, after the civil registration of marriages was introduced in 1855, Scotland had a literacy rate of 89% for men and 77% for women, compared with 70% and 59% for England in the same year.

Even where children came to school, especially in urban areas, few could remain in education after the age of 11 as the demand for child labour in industry was so great. Despite the Factories Acts such employment grew rapidly in mid 19th century Scotland.

The parochial schools could not cope with the demand for elementary education in urban areas. The Church of Scotland, under the influence of Thomas Chalmers, supplemented the parochial schools with Church 'sessional' and 'General Assembly' schools in the towns, partly assisted by public finance after. (Extracts from Heriot-Watt University an Illustrated History by Patrick O'Farrell, 2004).

From 1833, capital grants were available for new schools. At first these were small, but from 1846, schools were eligible for annual awards if they accepted state inspection, followed an approved curriculum and recruited state-certified teachers.

Broader social and political forces were also influential. There was a brief revolution in Paris in 1871 and the military victories of Prussia in 1866 and 1871, and its growing economic success were seen as largely the result of a national system of compulsory education from 1763, which Prussia introduced to produce more obedient soldiers and serfs.

Free primary education came with the Education (Scotland) Act of 1872. This did not establish "state education" as state subsidy and school inspection were already in place from the 1840s. It imposed compulsion on all children aged between five and 13 and the existing burgh and parish schools were transferred to local boards of ratepayers, which could levy rates and borrow to build their own schools.

Although the Act of 1872, set up a system of education for the whole of Scotland, its overall administration was left to the Scottish Education Department in London. Local pressure led eventually to the appointment in 1885 of a Secretary of State for Scotland, but the Education Department remained in London almost in its entirety until the 1920s, and it was not until 1939 that its headquarters moved north.

The school leaving age was raised to 14 in 1901, to 15 in 1947 and it was eventually raised to 16 in 1973.

The Scottish Leaving Certificate was established in 1888. Initially Certificates were awarded on the result of a purely external examination, not for success in specified groups of subjects, nor for the satisfactory completion of an approved school course, but for passes in the separate subjects of instruction. In this way pupils could boast of being in possession of four, five, and six Leaving Certificates. This was later changed, and from 1902 the Leaving Certificate was issued on a group basis only. This new decision established two classes of certificate. One, the Leaving Certificate proper, was intended to mark the completion of a full course of secondary education. The other, an Intermediate Certificate, intended to meet the needs of those schools which were unable, for one cause or another, to retain their pupils long enough to complete a full course of secondary education. The minimum age for the former certificate was seventeen, and that for the latter fifteen. Both were to be awarded for proficiency over a group of subjects. There was considerable freedom of choice, every candidate being required to have specific training in either a language or science. The holder of a Leaving Certificate was prepared for university study, whereas the Intermediate Certificate implied fitness to start literary, commercial or technical study.

The Leaving Certificate was replaced by the Scottish Certificate of Education Ordinary Grade ('O-Grade') and Higher Grade ('Higher') qualifications in 1962, which became the basic entry qualification for university study.

Education in Cambuslang

There has been a Parish school in Cambuslang at least since the Reformation, and probably before that. The schoolteacher was appointed and paid by the heritors, though he also charged fees. The original Cambuslang Public School can be seen on Greenlees Road, where it is now Greenlees Care Home. It had been for some time the Cambuslang College of the Building Trades, which became part of Cambuslang College (now South Lanarkshire College). An even earlier school is now a Gospel Hall in Bushiehill Street. The Cambuslang Subscription School of 1848 provided basic education to the children of miners and weavers in return for a few coppers. It was attractive to those who did not like the influence of the gentry and the minister on the parish school.

There is a range of schooling in Cambuslang, and a history of further education colleges, although the latter no longer have a presence in the town. Primary schools in Cambuslang include:

St Charles' Primary School,
St Cadoc's Primary Schhol,
West Coats Primary School,
James Aiton Primary School,
Cairns Primary School,
Hallside Primary School,
Park View Primary School
St Brides Primary School.
Bushyhill

Secondary schools in Cambuslang include:
Cathkin High School,
Trinity High School
Rutherglen High School, for pupils with additional support needs.
St Brides Junior Secondary
Gateside School

Some parts of Cambuslang are within the catchment area of Stonelaw High School, which is situated in Rutherglen, the adjoining town. There is also Uddingston Grammar School, only one train stop down on the Motherwell via Bellshill line.

Cambuslang College History / Gateside School

http://www.south-lanarkshire-college.ac.uk/About-Us/History/college-history.html

Originally known as The School of Building, Cambuslang, the College first opened its doors in August 1948 in Glasgow Road, Janebank, Cambuslang. Its main function was to provide training in construction craft skills for school leavers and young apprentices employed in the construction industry. At first, a one year full time course was offered to school leavers on a pre-apprenticeship training scheme - consisting of an introduction to all the construction crafts, with final craft selection on the completion of the course. Day release was also available for craft apprentices who were in employment and following the appropriate City & Guilds of London Institute craft certificate courses.

From its earliest years, strongly supported by local employers and school leavers, the School of Building was a success. The College's popularity soon meant that the original premises at Janebank were unable to cope with the increasing demand. In 1952, additional premises were acquired at John Street, Blantyre, which provided training mainly in trowel crafts and carpentry and joinery. Premises were also opened at Shields Road, Motherwell, to accommodate carpentry and joinery, plumbing, and painting and decorating.

Like many other further education training centres, it was known as a mono-tech, specialising in just one discipline. The School of Building, Cambuslang, remained a mono-tech for many years, continuing to specialise in construction subjects. It was probably one of the last to move over to poly-tech or Community College status in 1983, when the name was changed to Cambuslang College.

Village campus

Becoming a Community College in 1983 allowed the College to offer courses other than construction and additional accommodation was found in East Kilbride. Situated in the old East Kilbride Village, the Village Campus offered courses in accounting, business, management, office and information technology, computing, hospitality and catering, childcare and education, health care, social care and social science. Allers_web In 1985 the Allers Campus in Calderwood, East Kilbride was opened. As well as office technology, childcare and education, this campus offered courses in carpentry and joinery and hairdressing, beauty therapy and holistic therapies.

As the College's reputation grew, the demand for places continued to grown and by the mid 1980s, Cambuslang College had six centres throughout Lanarkshire - two in Cambuslang, two in East Kilbride, one in Hamilton, and one in Wishaw - giving the College a very large catchment area. cambuslang webIn the late 1980s it was decided to bring the three separate buildings housing the construction department in Cambuslang on to one site in Hamilton Road, Cambuslang.

In 1993 all Colleges in Scotland were made autonomous. To ensure financial stability for the future, some buildings were sold, and some were upgraded (Cambuslang in 1997), and the provision was consolidated in three campuses - one in Cambuslang and at the Village and Allers in East Kilbride.

To reflect the wider community served by the College and the geographical diversity of the students, it was decided in 1999 to change the name of the College to South Lanarkshire College

In March 2008, the students and staff moved from the three campuses - in Cambuslang and East Kilbride - to one purpose built £34 m College Campus in the Scottish Enterprise Technology Park in East Kilbride. The project was funded with assistance from the European Regional Development Fund and the Scottish Funding Council and was delivered on time and under budget. With the move to East Kilbride, the College name was changed to reflect this - South Lanarkshire College East Kilbride.

Cambuslang College on Hamilton road was originally Cambuslang Public School (Trinity High) (1882–83, by A Lindsay Miller) the school later became an annex of Cambuslang College of the Building Trades, then a nursing home). It had a decorative façade of Tudor-Gothic style, and plainer extensions of pre-1910 nearby. It was demolished c 2010 and an Aldi supermarket is under construction on the site in 2014.

Shopping

Industry & Work

A Century of The Scottish People 1830-1950
By T C Smout
Chapter IV A Working Life In Industry
Notes – C Findlay

1) Scottish industry had its foundations 1790-1830 and rose to its greatest just before 1914. It then fell between the wars.
2) Until 1830 textiles dominated, after 1840 iron, coal, engineering dominated.
3) 1880s steel and steel shipbuilding took over from iron.
4) Central Scotland was one of the most intensively industrialised regions on the face of the earth.

5) 1913 - Glasgow & its satellite towns made 1/5 of the steel, 1/3 of the shipping tonnage, ½ of the marine engine HP, 1/3 of railway locomotives and rolling stock, and most of the sewing machines in the UK.
6) 1913 coalfields of Lanarkshire gradually contracting (Fife & Lothian rapidly growing).
7) 1900-1910 Scotland a country of squalor, exploitation, bad housing & disease but also rich and successful.
8) Gap in income between England and Scotland was enormous in 1707 and still gaping in 1840s but had narrowed by 1914.
9)

Year	Metals	Textile Clothing	Other Mfr	Agriculture Fishing	Mining	Services	Total
1851	60.8	366.4	66.2	347.6	48.1	380.8	1269.9
1901	210.4	299.2	147.7	237.3	127.9	879.6	1902.1
1951	358.2	174.5	255.9	160.7	97.2	1148.3	2194.8

10) Scotland had 14% of UK labour force in 1851 but only 10% in 1951.
Note from TV – UK Population

	England	*Scotland, N Ireland, Wales*
1801	*50%*	*50%*
1871	*75%*	*25%*
Currently	*83%*	*17%*

11) By 1900 70% of employees in Glasgow region skilled.
12) 1921 - % of married women working – Dundee (with Jute) 24%, Glasgow 6%, Edinburgh 5.6%.
13) 1900 – new machinery for making bread, pottery, sewing machines, munitions (during WW1) was doing away with requirement for skilled workers.
14) Early 1900s difficult for children of unskilled workers to become skilled but by 1951 45% could.
15) 1833 Althorp's Act – min age of children in cotton mills limited to 9yrs old. Working hrs limited to 8hrs/day for up to age 13.
16) 1842 Mines Act prohibited labour of women and young children below ground. Previously 7 and 8 yr olds working 14 hrs/day below ground.
17) 1847 Ashley's Act restricted women and 13-18 yr olds to 10hrs/day in factories.
18) 1867 a fifth of school age children not receiving education as families could not afford to keep children from working.
19) 1872 Education Act – school attendance compulsory for age 5 – 13.
20) 1883 School leaving age raised to 14 (but part time working allowed). Raised to 14 in 1945.
21) 1900 – apprentiships lasted 3 – 7 years, usually 5 years.
22) In steel, coal mining and jute employees often stayed in same job for life. In shipbuilding 2/5 less than 1yr and only 1/5 more than 5yrs due to layoffs when ship finished.
23) Between 1880 -1940 quality of life improved gradually through limitation of working hours.
24) 1860s half day on Saturday.

25) 1871 Lanarkshire miners 50hrs/week, Carters 98hr/week, Rail 12 – 15.5 hrs 5 to 6 days/ week, chemical 12hrs/day 7 days/week, bakers shops 83.5hr/week, china shops 69.5hr/week, others 50 – 60 hrs/week.
26) 1909 Parliament limited working underground to 8 hrs/day and in 1919 to 7hrs/day.
27) 1910 Glasgow carters negotiated 60hrs/week and in 1919 to 48hrs/week.

Notes N Rae

28) Industry reached a peak pre-1914, and declined in the inter-war years.
29) The Late 1800s saw the rise of ship building and steel making. The central belt was one of the most intensely industrialised areas on earth.
30) Scotland in the early 20th century was a country of squalor, bad housing and disease, but it was also rich and successful, and almost equal in wealth to England. (Read Quote on page 86 from 1935).
31) Note the process of change shown in the table on page 87, in particular the decline of agriculture and the growth of the service sector.
32) Read quote on page 87 about Singers in Clydebank.
33) Reference is made to the differences in work culture between Glasgow, Dundee and the Fife coalfield. (Read quote on page 89).
34) Reference is made to differences in social and perceived class divisions and about ideas concerning respectability and moral rectitude. (See page 90).
35) See story told by David Kirkwood MP in about 1935 on page 91. Also more about notions on respectability on the same page.
36) Working life for skilled and unskilled workers is discussed on page 92.
37) In 1904 Fife miners earned 6/8 per day, equivalent to £8.75 now. Male labourers earned 4/4 per day equivalent to £5.85 now.
38) In the late 19th century rules governing apprenticeships for skilled occupations were set in favour of already skilled families thereby limiting upward mobility. Even in the 20s upward mobility depended on family income. Eventually things improved, but it took time.
39) Early legislation to control child labour with regard to age and hours failed in many instances. The Education Act of 1872 improved matters, with children compelled to attend school from age 5 to 13. From 1883 this became from 5 to 14. However there were numerous exemptions with a system that permitted children to be part time attenders. This was not abolished until 1936. By the late 1940s only 10% of children had work out of school hours.
40) In Dundee prior to 1914 young girls worked in the mills from 6am to 6pm and went to night school from 7.15pm to 9.15pm. It is pointed out that they were being made to work a 12 hour day while in India at the same time the working day for children was limited by law to 7 hours.
41) Most children left school at age 14. One boy of that age in 1890 worked as a milkman and had a 12 hour day starting at 6.30am. Many boys were used as cheap labour in low paid unskilled jobs. When they turned 18 they were sacked and replaced.
42) Apprentices started at 16 for 3 to 7 years, but usually around 5 years. There were middle classed ‘premium’ apprentices, there were ones classed as ‘privileged’ who were thought to be clever and keen, and ‘ordinary’ apprentices who usually were only trained in one small part of a trade.

43) In 1900 a specialist machine minder earned between 22/- and 28/- a week, between £31 and £39 today. A skilled craftsman earned 36/- per week, about £50.50 today. Often getting a job depended on influence . When jobs were scarce foremen could be bribed, usually with drink.
44) Read the letter at the bottom of page 100 from one shipyard to another.
45) Mobility between jobs was quite high in some trades, but not high in mining.
46) Half day working on Saturday came in the 1860s, but in 1865 Gladstone refused it for civil service clerks. In the 1890s miners in Fife worked 44 hours, Ayrshire 39 hours and Lanarkshire 50 hours. Carters regularly worked 98 hours. (Read the two paragraphs at the top of page102 and the paragraph further down that page about the length of hours in general. Also the remaining part of this paragraph at the top of page 103 which refers to the combination of long hours, heavy work and exhaustion).
47) There was a drive for an 8 hour day after 1880. Miners were limited to 8 hours in 1909, and 7 hours in 1919. In 1910 railway carters had their hours cut to 60, and then in 1919 they were reduced to 48. By the end of the first world was most hours were 47 or 48.
48) Long hours and living amidst insanitary and dangerous conditions was common. (Read last paragraph at the foot of page 103 and continuation at top of page 104. Also read the second paragraph on page 104 about accidents and industrial diseases).
49) Read paragraph at foot of page 104 about the working conditions of foundry workers, and the 3rd paragraph on page 105 about a Greenock bone factory.
50) What was not achieved in 20th century Scotland was an agreement that it was worth while working together to achieve greater prosperity. Rigid class attitudes were too entrenched to allow this to happen. There was a failure in the 1940s and 50s to improve industrial relations, although good industrial relations were being fostered in many other countries.
51) However there was still some work satisfaction, particularly among skilled workers. (Read part of paragraph on page 108 about David Kirkwood MP at the launch of the Queen Mary in 1934).

Notes By N Rae on - T C Smout - The Rewards of Labour.

1) During the 19th century the age-old gap between a rich England and a poor Scotland narrowed.
2) In 1867 it was estimated that the average income per annum was about 75% that in England and 95% by 1911.
3) Average income in Scotland fell to 92% of England in the late 20s and 87% in the 30s. During early part of World War II it rose to 94% and fell back to 90% immediately after the war.
4) Overall Britain grew richer by 75% between 1855 and 1905 and by a further 50% between 1905 and 1955.
5) Totals of national wealth are one thing and distribution quite another. Victorian Scotland was very unequal. A study of upper, middle and manual class income in 1867 revealed the extent of this inequality of income. (Read 2nd paragraph on page 110). Compared with the Southeast of England in Scotland the top two income groups were tiny.

6) The Scottish Victorian middle class lived comfortably in marked contrast to the lower classes. In Scotland labour was cheap, being up to 20% less than English lower class workers.
7) Read Edward Young's observations in 1872 about the Scottish shipbuilding industry (middle paragraphs on page 112).
8) Read last paragraph on page 112, with the part of the paragraph continuing onto page 113.
9) By 1906 wages in the central belt were higher and in many cases equal to the highest in Britain.
10) However, when rents, food and other costs in Scotland are taken into account, by 1914 spending power was 13% less than London and 11% to 12% less than other parts of England.
11) Read first paragraph on page 114 about migration from Scotland. Also paragraph two on same page about unemployment rates in 20s and 30s and paragraph three on page 115.
12) Read first paragraph on page 116 about life on the dole in the 1930s.
13) The decline of Scottish industry continued after the war. Compared with England there was a preponderance of low paid jobs. In 1950 wages were 10% below then national average.
14) The experience of different working groups was very different in the inter-war years. Service industries still prospered. Read Abe Moffat's comments at top of page 118.
15) It should be noted that unemployment relief, of whatever kind was always designed to ensure that the standard of living was lower than that in any kind of employment.
16) Deaths of children under10 was 54% of all deaths in Glasgow in 1861. Read paragraph three on page 119 about a child reviving when thought dead. In 1870 male life expectancy was 41 years, and female 43.5 years.
17) Study table regarding annual mortality from infectious disease during different time periods. TB became a major killer in the late 1800s. Read first paragraph on page 121, and last paragraph on same page regarding TB from infected milk supplies.
18) In the fight against TB it is commented that it was the poor and overcrowded who suffered most.
19) Infant death rates became worse in the late Victorian period. They were 118/1000 live births in the 1860s and 130/1000in the late 1890s. After 1900 they dropped to 108/1000 and 40/1000 by 1950. Studies showed that infant deaths related to poor housing conditions. In 2011 in Glasgow the infant death rate was 5.9/1000.
20) A further study found that malnutrition in mothers during the 30s depression led to an increase in infant deaths many years later. (See top of page 123).
21) In the 19th century infant death rates in Scotland were lower than in England, but in the 20s and 30s English rates fell and Scottish rates were higher.
22) There was a major problem with rickets due to malnutrition resulting in vitamin deficiency. The incidence was 9% in 1910/14, and 0.3% by 1950.
23) The incidence of bad teeth was not class related, being a problem across all income groups.
24) Studies showed that income affected height and weight. In Glasgow in 1935 clerks in offices were on average two inches taller than metal-workers.
25) Read last paragraph on page 125 regarding life in a one roomed house. Discuss the graphs on the next two pages.

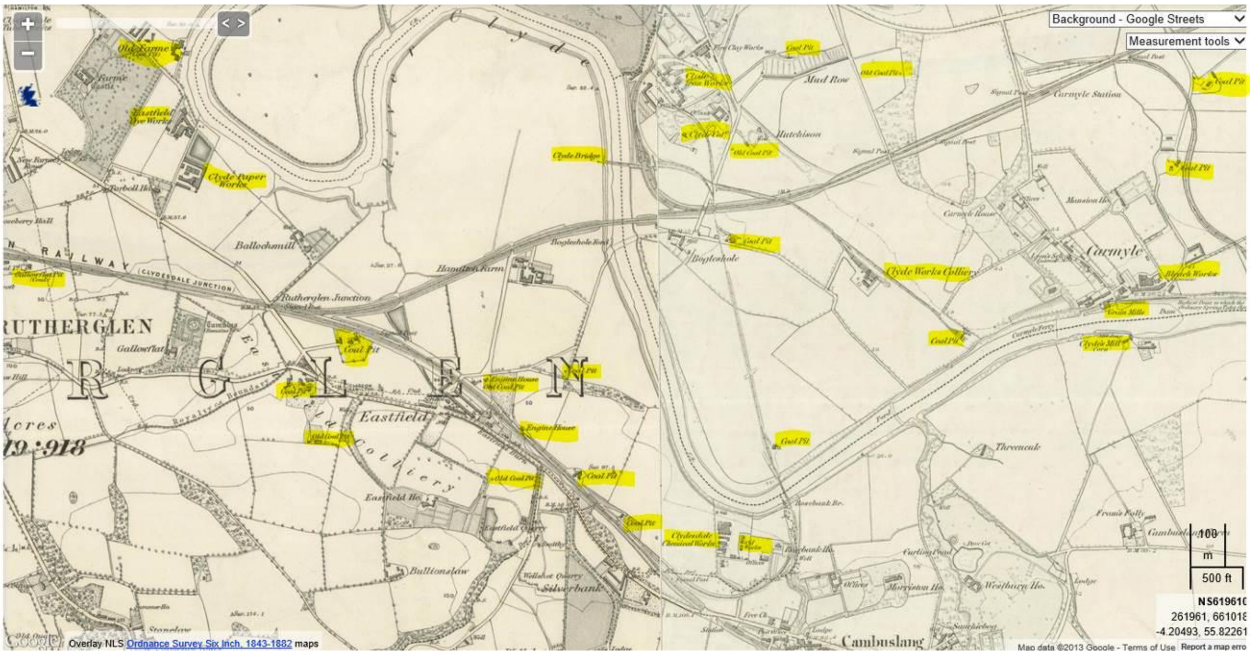
26) Discuss studies and estimates of calories intake of various groups of workers on page 129.
27) Domestic science was taught in schools from 1897 in an attempt to improve the diet of the labouring classes. Around the same period the efforts of middle class voluntary groups to improve the eating habits of the lower classes failed due to a lack of appreciation of the realities of life for the poor.
28) Read the second paragraph on page 130, together with the last paragraph on the same page which continues to the top of page 131.
29) There is general comment about the life of the working class between 1830 and 1940. Although much had improved the expectation of the working class was for a hard life, a poor house and few material rewards.

Miners Wages in 1913.

	1913 Pay	2014 Equivalent Pay
Underground Workers.	£1.08 per week.	£105.51 per week
Colliers.	£2.10 per week.	£205.15 per week.

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.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Measurement tools
RUTHERGLEN
Eastfield
Carmyle
Cambuslang
100 m
500 ft
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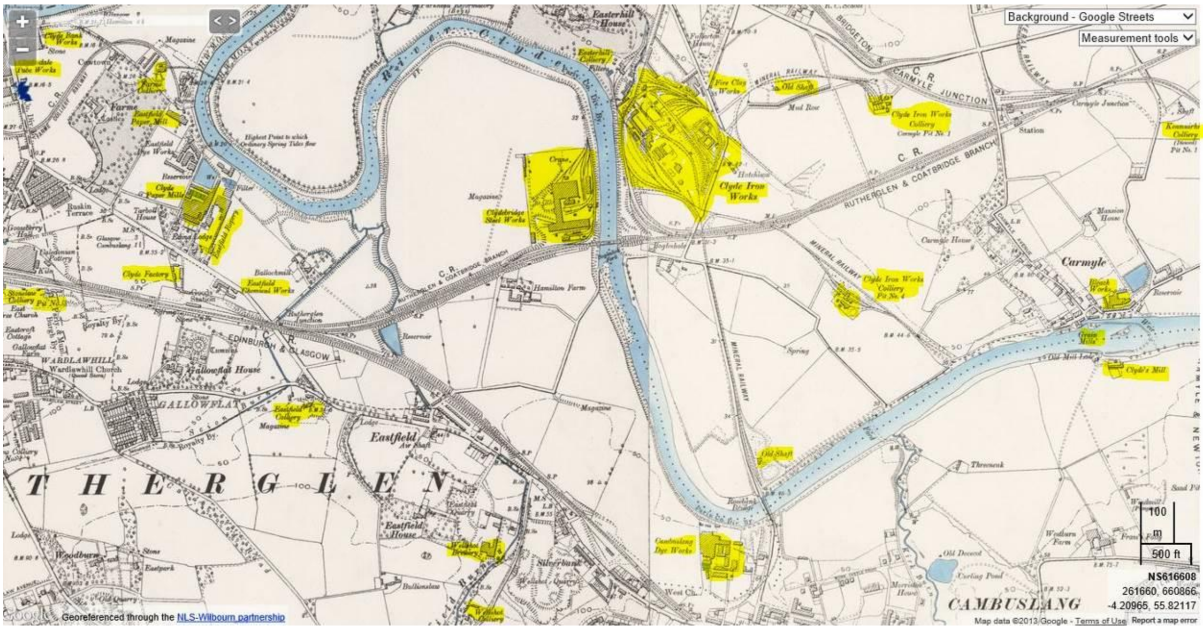
Overlay NLS Ordnance Survey Six Inch, 1843-1882 maps
Map data ©2013 Google - Terms of Use Report a map error
1859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Measurement tools
Clyde Iron Works
Carmyle
Eastfield
CAMBUSLANG
100 m
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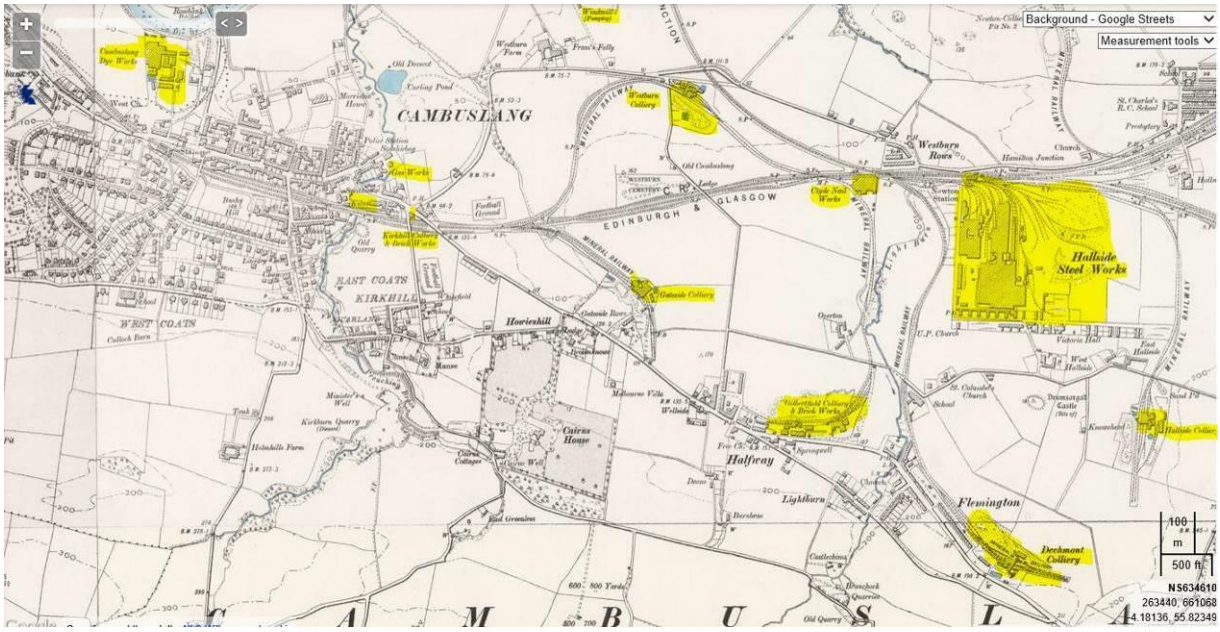
Georeferenced through the NLS-Wilbourn partnership
Map data ©2013 Google - Terms of Use Report a map error
1896



1896

Weaving Dyeing Chemical Laundry

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

The freedom of trade conceded in the treaty of union in 1707 brought long awaited benefits. The export figures for linen, cattle and tobacco, the leading sectors of the economy, all showed significant increases at this time. Linen was more buoyant , not least because of the provision of favourable bounties on exports from 1742. The key aspect to this economic advance was that all three commodities depended on freedom of trade to the colonies and the English home markets (English industry, especially in textiles, was already the most advanced in Europe), plus the protection afforded by high tariff walls against foreign competitors put in place from 1707. The producers of linen, Scotland's major industry, sold nearly 70% of their official output to England and the transatlantic colonies by the 1760s (The Scottish Nation 1700 -12000 by T M Devine pg 24 and 55).

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).

During the American Wars of Independence (1775 – 1783) the tobacco trade collapsed. Entrepreneurs sought other ventures to invest in and the main one was cotton.

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.

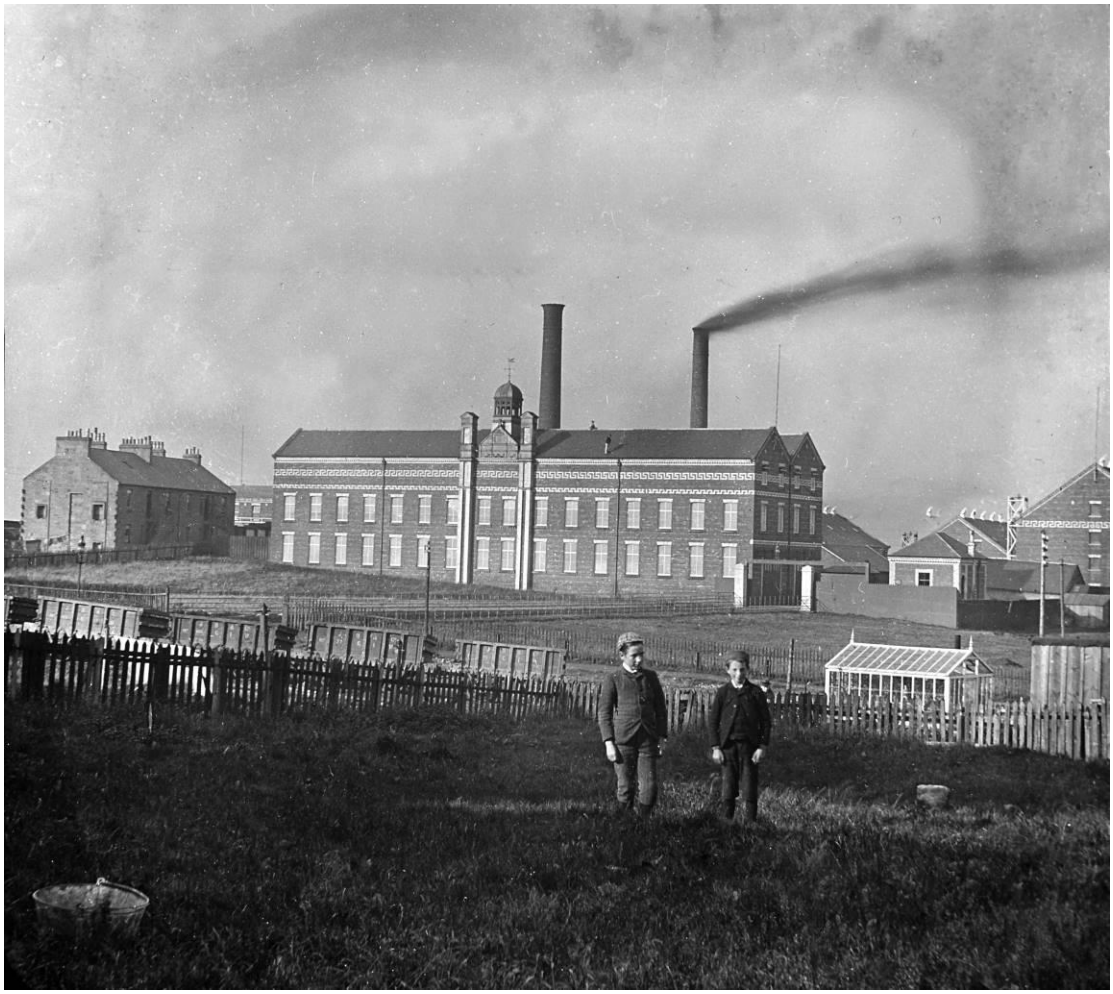
> At the top of Tabernacle Lane, before turning into Johnson Drive, there lived a weaver, Betty Scoular, who was related to the blacksmith at Westburn and to the recent Ironmonger in Greenlees Road. Weaving in Cambuslang, however, died out around 1910.

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.

The textile trades did not die out. The skills were transferred to the carpet weaving business and by the end of the 19th century the names of companies such as Templeton's and Lyle's were famous.

Rosebank Dye Works 1881 - 1945

Rosebank Dyeworks in Sommerville Street was built in 1881 by the Sommerville family of Sorn in Ayrshirefor 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.



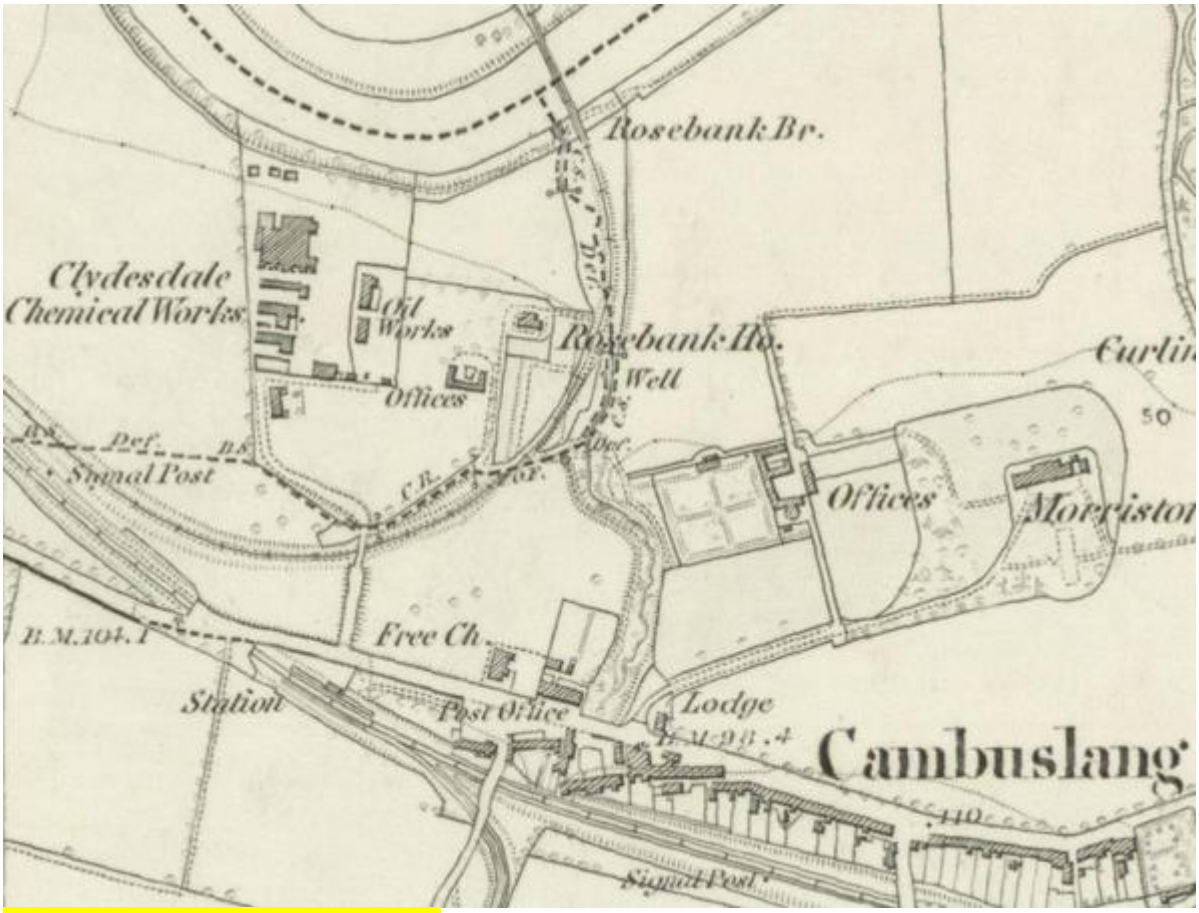
http://www.clanstirling.org/csowiki/index.php?title=James_Stirling_1805-1883
"The Memoirs and Potraits of 100 Glasgow Men" - Originally Published in 1886 by James MacLehose
About the year 1780 Mr. James Monteith of Anderston (father of Henry Monteith) warped the first web of pure cotton ever spun in 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 Clydeselale 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 demarkation 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 Valuators 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.

1933

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 workingright 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

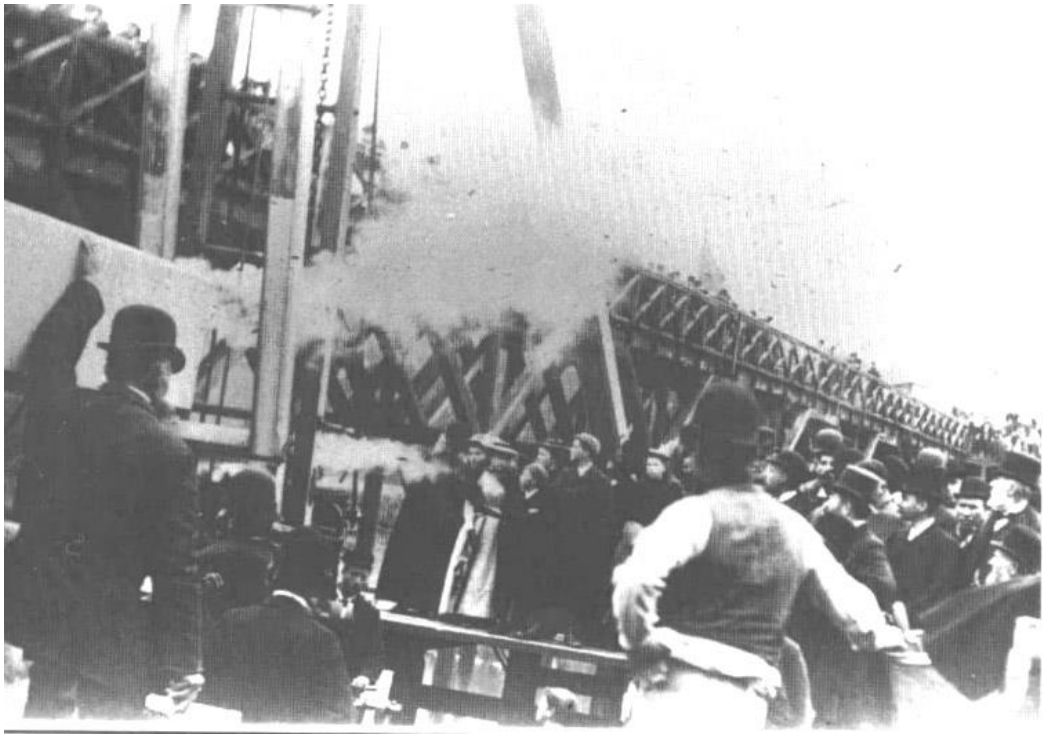
River Clyde

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 tumbril, 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 bewteen Glasgow and Hamilton by the Cambuslang road and Kilbride and Strathaven coaches pass and repass thrice a week on the Muirkirk road".



Clyde Bridge (built beside the old Orion Bridge used for mineral traffic in connection with Clyde Iron Works 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.

Prior to the erection of the new structure fords were in daily use at Cambuslang but when the river was in spate, as frequently happened, vehicular traffic to Tollcross and Shettleston had to be diverted by a circuitous route which entailed great loss of time. The Cambuslang Bridge is the only structure for vehicular traffic which spans the river between Bothwell and Dalmarnock ; therefore its importance and utility can scarcely be over-estimated.

Thanks to the enterprise of the gentlemen who constituted the membership of the Middle Ward District Committee during the past three years, an important new highway is about to be constructed within the Parish of Cambuslang, at a cost of something like £5,500. The new thoroughfare will stretch from the main Hamilton road at Flemington to Newton railway station, and before the work is completed it will be necessary to demolish the Steel Company of Scotland's bridge at the Hallside Works, and erect in its place a structure similar to the bridge belonging to the Caledoniarr Railway Company. What the construction of this new highway will mean to tire Middle Ward of the County will be best appreciated by those who are interested in vehicular traffic to the villages of Hallside, Westburn, and Newton. Hitherto these districts have been practically " “landlocked," and to reach any of the places with vehicular traffic necessitated a tedious detour of about two miles. Well nigh twenty years have elapsed since the first demand for a direct thoroughfare was made, and although negotiations were opened on several occasions, it was not until this year that the obstacles were finally swept away. (Ref: Stothers Lanarkshire Xmas Annual

1910).

Trams

Glasgow Corporation's Tramways Committee did not consider that geographical boundaries should limit the benefits to the community granted by the provision of reliable regular electric transport.

On 2 December 1903 the red car service was extended along Cambuslang Road from Farme Cross to Clydeford Road, at the terminus beside Tabernacle Lane in Cambuslang. The number 17 Red line ran from Cambuslang to Anniesland.

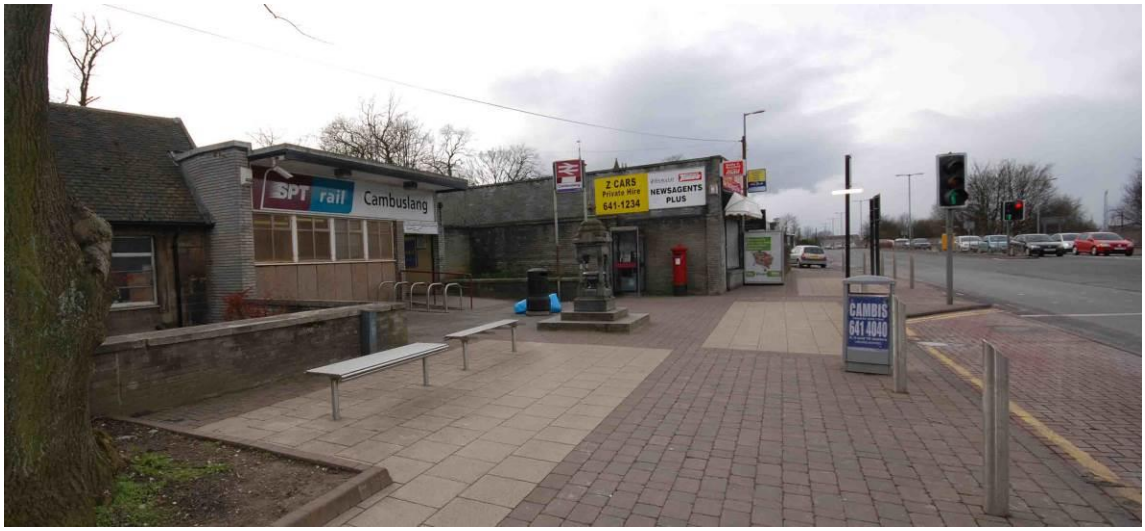
When the Lanarkshire Tramways reached Cambuslang from Hamilton and Wishaw via Blantyre (the extension commenced in May 1906 and opened on 20 January 1907), the tracks were joined but not used for through operation.

78. *Scenes at Cambuslang on the first day of operation of the new extension. The degree of excitement generated can be gauged from these photographs.*

The trams stopped running to Cambuslang on 4 November 1956 when long distance routes outwith Glasgow were handed over for supposedly more efficient motor bus operation.
Glasgow, and Lanarkshire's last tram ran on 4 September 1962.

Rail

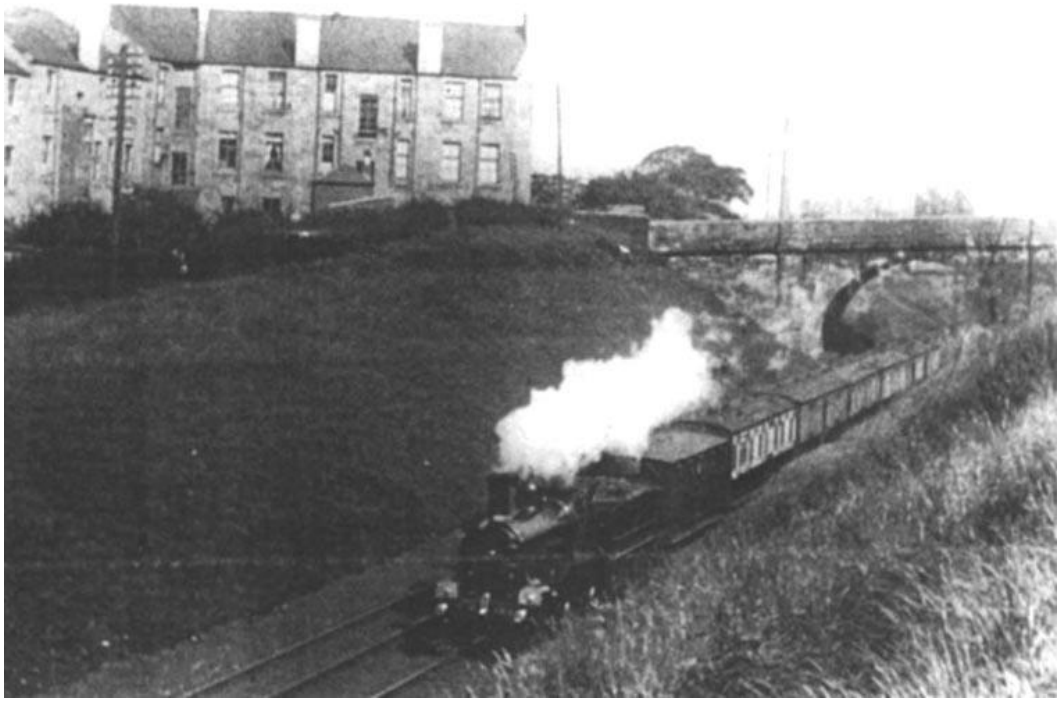
Argyle Line



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".

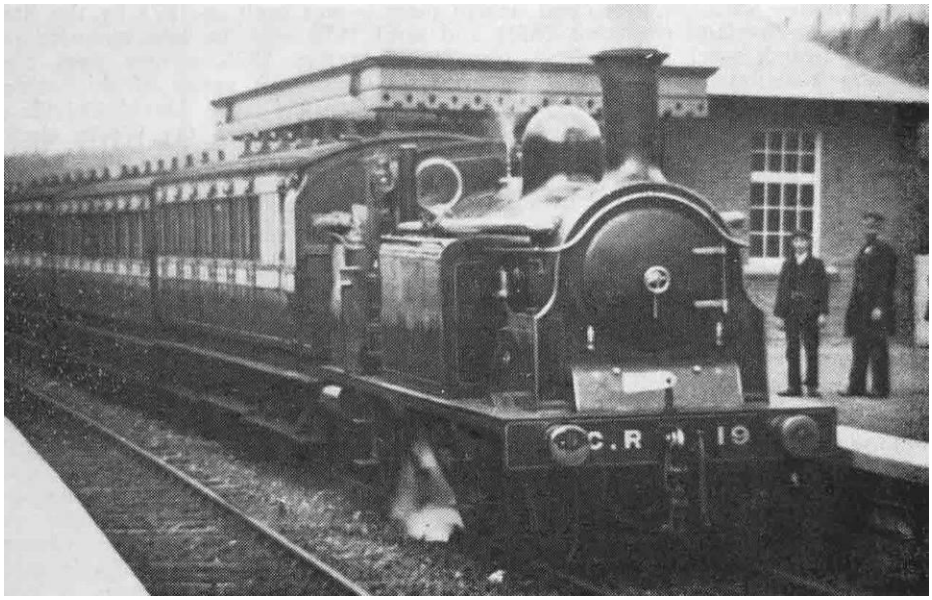
The station originally had two large station buildings on each platform, leading directly up to the Main Street; these were later demolished, and one building has been built on the main street containing the ticket office and timetable posters.



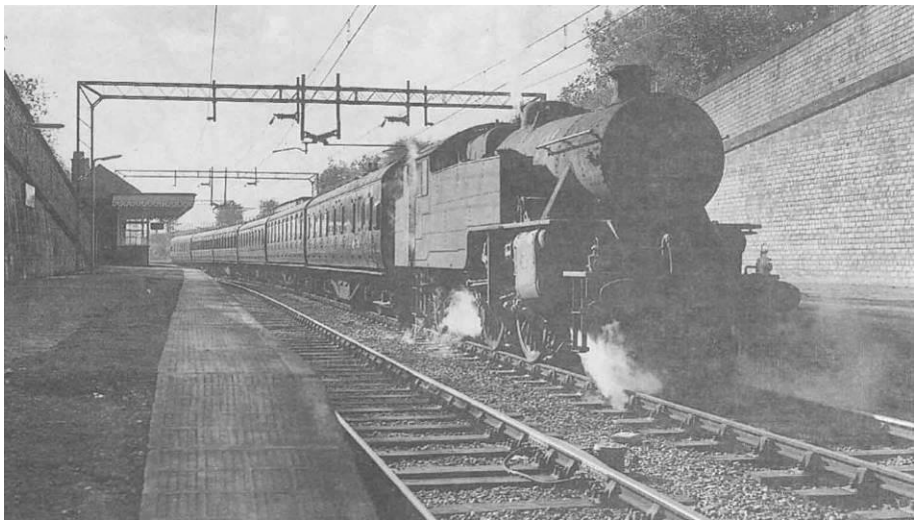
Kirkhill Line

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

Mining

The earliest written record for coal that we have in Cambuslang is from the J Anderson book “Coal”, which records that:

John Gemmell was charged at Cambuslang Kirk on 21st August, 1659, with having "imprecated a curse on Sir Ludovic Stewart and all his workmen several times." A fortnight later the offender confessed guilty, adding with charming simplicity (in mitigation of the offence) that he "did it while he wist not what he was doing, being suddanlie surprysed at the news of his father's death in the coal heughs."

A possible earlier written record is from the Records of the Parliament of Scotland with a reference is to coal at Easter Cotis in 1490 belonging to the Provost of Bothwell (copy below).

http://www.rps.ac.uk

10 February 1490

[1490/2/35]*

The lords auditors decree and deliver that John of Dunlop and Conwell Dunlop do wrong in occupying, labouring and manuring 8 acres and more of the lands of Easter Cotis, called the Hill, and therefore [the lords] ordain them to desist and cease from that in the future, to be used and manured by Master Robert Hamilton, provost of Bothwell, according to the form of the charter and sasine made to him for that, shown and produced before the lords, and [they] appoint 15 June next, with continuation of days, for the said Master Robert to prove the value and quantity of the mails, grassums and duties from the said lands [that were] collected by the said persons and for how many years, and ordain him to have letters to summon his witnesses and the party to hear them sworn. And [the lords] also decree and deliver that the said John and Conwell shall restore and return to the said Master Robert 800 horse-loads of coal, or their value as he can prove before the sheriff they are worth, spulzied and taken by them, as was proven by the records of the sheriff court of Lanark, shown and produced before the lords, and ordain that letters be written to the sheriff to take the said proof before him, set a day for it and warn the parties of it, and insofar as it is proven make the said Master Robert be paid.

Easter Cotis is likely to be East Coats in Cambuslang but Bothwell is a separate parish. However, Bothwell parish of Bothwell once included Cambuslang (copy of reference below).
Cot Coat, Cotis is a small house, a humble dwelling, a cottage; a sheep-house, so it is possible that Easter Cotis could actually be anywhere associated with the Provost of Bothwell. On the other hand, East Coats (with different spellings) is shown with Cambuslang on some of the oldest maps on the NLS website, and is indeed on a hill as mentioned.

Coal mining expanded in Scotland from the 1760s when coke from coal took over from charcoal for ironmaking. Between 1760 and 1815 nine coke smelting ironworks were founded (not counting Carron) . The coal consumed by 4 blast furnaces in 1780 was around 29,000 tons, rising to 163,000 tons by 1806 when 20 blast furnaces were in operation. With the associated steam engines and foundries the iron industry was consuming around 250,000 tons of coal a year between 1806 and 1808.
Annual coal consumption around 1800 was :

Blast Furnaces, foundries	250,000
Distilleries	53,000
Lime burning kilns	150,000
Salt pan boiling	140,000
Edinburgh	220,000
Glasgow	238,000

The total consumption in Scotland would have been at least 1,550,000 tons per annum by 1800.
From the Old Statistical Account (OSA), coal production (tons) around 1800 would be:

Lanarkshire, Renfrewshire, Dumbartonshire	550,000
The Lothians	500,000

Fife & Culross	300,000 - 350,000
Ayrshire	250,000
Stirlingshire	200,000
Clackmannan	120,000
TOTAL	1,970,000

[Ref: A History of the Scottish Coal Industry Vol 1, 1700 -1815]

According to Dr Meek, in the OSA in 1796, the output from the area around Cambuslang was about 30,000 tons.

In 1828 the invention of the hot-blast By James Beaumont Neilson saw a large rise iron production and with it the demand for coal, even though the hot blast reduced coal consumption from 8 tons 2 cwt 2 qrs per ton of pig iron in 1828 to 2 tons 12 cwts per ton of pig iron in 1832.

The growth of the iron industry put demands on the coal industry. A Commission on coal in the UK in 1871 - made the following point about ironworks consumption of coal in Scotland.

"The following statement is necesary to enable the public to judge of the injury, in one point of light, done to the coal owners by the erection of ironworks. There are two blastfurnaces at Muirkirk, two at Cleland, three at Carmile or Clyde ironworks, in all seven, of which there are five at present in blast. Each blast furnace, blown by a steam engine, consumes, including engine coals, workmen's coals, and coals for calcining the mine or ironstone, at least 9,000 tons of coal annually: thus five blast furnaces will consume 45,000 tons. And as on an average each collier in Scotland does not turn out above eight tons of coal weekly, it will require 112 colliers to work the above quantity of coal, exclusive of other colliers and miners employed to sink pits, drive mines, and work the ironstone and limestone for the furnace. For these purposes it cannot take less than 150 additional hands; so that five blast furnaces will require 262 colliers and miners, formerly employed in preparing collieries for work, or in working coals for the domestic consumption of the inhabitants of Scotland. This evil is only beginning to be felt; it being certain, from the present high price and great demand for cast iron, as well as from the peculiar advantages attending many situations in Scotland, that twenty additional blast furnaces will be erected in Scotland within the space of ten years from present date, requiring a supply of 2,048 colliers and miners. This supply of hands must either be drawn from the collieries now working coal for the consumption of the inhabitants of Scotland, in which case coal will increase in price above any calculation now possible to be made ; or, erectors of ironworks must be compelled to breed hands for their works, by being prohibited by Act of Parliament, by a bill to be brought in for the special purpose, from employing any colliers now employed at the collieries".

According to the 1856 Geological Survey of Great Britain Mining Records there were 403 collieries in Scotland producing 7,325,000 tons. In the West of Scotland consumption of coal was:

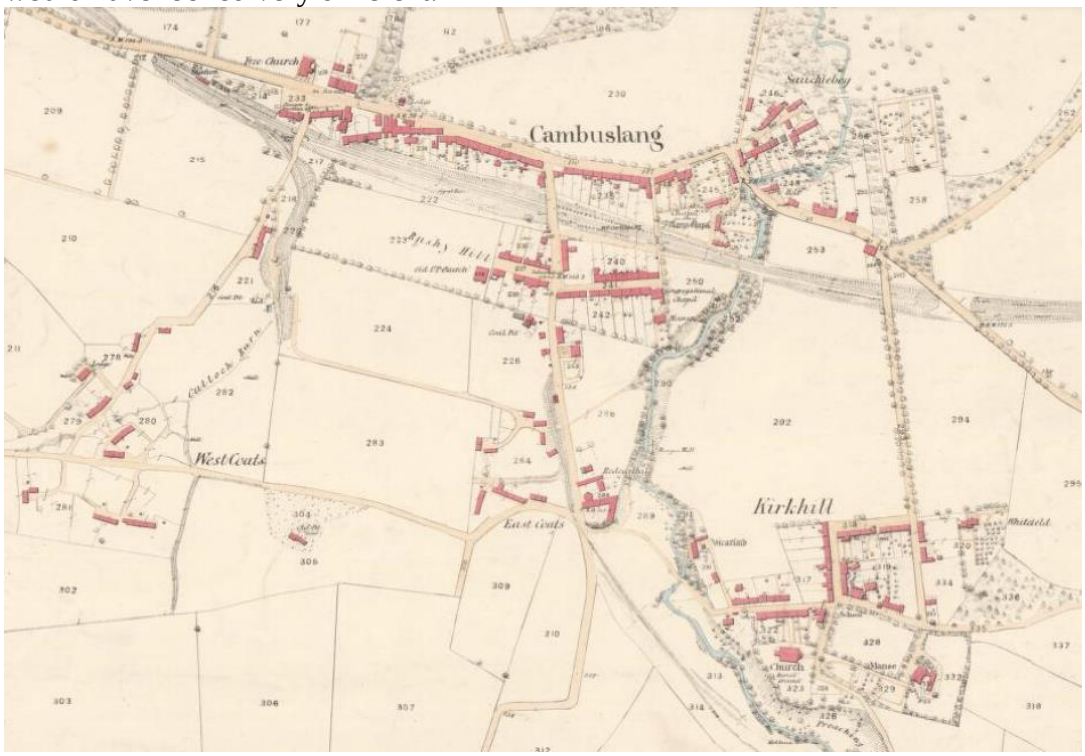
Blast Furnaces	2,152,800
Conversion of Pig Iron to Malleable Iron	367,200
Manufactures, steam-boats, and domestic consumption in Glasgow	2,853,427
TOTAL West of Scotland Consumption	5,373,427 tons

According to the 1873 Geological Survey of Great Britain Mining Records, the Western District of Scotland had 239 collieries producing 6,715,733 tons of coal. The Eastern District had 260 collieries producing 10,142,039 tons. The total Scottish coal

output being 16,857,722 tons. The Scottish iron industries 126 blast furnaces used 2,730,000 tons of coal to produce 993,000 tons of pig iron in 1873.

Cambuslang

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.



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.

Mines 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.

In a lease of a colliery near Cambuslang, dated 1760, there were let, not only the coal in the lands, but also "the coal-hewers, coal-bearers, putters, cleeksmen, banksmen, gatesmen, and others bound to the said work, and any others that shall be legally employed and become bound during the currency" of the lease. The tenant is "allowed to employ as many coal-hewers as he pleases, and to have full power over them, to require and claim them from other coal-works, imprison and otherwise punish them according to law, in the same manner as the proprietor could do himself." [http://www.scottishmining.co.uk/429.html]

Statistical Account of Scotland 1845

Cambuslang

Geology and Mineralogy.

This parish forms part of the great coal basin of the Clyde. The coal is wrought chiefly to the west and north-west towards Rutherglen, Springhall, and Coats. The field in which it is found lies on the south side of the Clyde, and may be about 3 miles square. It has a general slope from the Cathkin hills towards the river, with considerable swellings here and there, and in several places is cut and broken by rivulets. At this field, at Stonelaw in Rutherglen, and generally throughout the district, there have been found at intervals, within 415 feet of the surface, seven seams of coal, five of which are workable. The thickness of the seams, and their distance from the surface, are nearly as follows:

		Thickness (feet)	Relative Depth (feet)	Total Depth (feet)	Names of workable seams
1	Seam, soft coal	4.5	55	55	Mossdale
2	Seam, soft coal	3.5	31	86	Rough ell
3	Seam, soft coal	5	67	153	Rough main
4	Seam, soft coal	6	70.16	223.16	Humph
5	Seam, soft coal	3	89	312	Splint ell
6	Seam, hard coal good for ironworks, forges etc	3.5	8	320	Splint main
7	Seam, soft coal	1.5	1.5	321.5	
	Till, etc with thin seams of coal	0	84	415	
			415.66	415.66	

Before reaching the first coal, there is in most places a surface of earth and clay, from a few feet to 20 or 30 feet thick; beneath which, there are 20 feet of an argillaceous white freestone, succeeded by 30 or 40 feet of shale, with vegetable impressions, intermixed with thin strata of freestone separated from each other by a little clay or mica. There are about 6 inches of Dogger or coarse ironstone above the coal, and beneath, a little fire clay, and about 6 feet of shale mixed with shivery thin laminae of freestone.

Beneath this, are 24 feet of extremely hard freestone rock, and then the 3 feet 6 inch coal. 62 feet of till or shale separate this thin seam from the 5 feet coal, which lies on a bed of shale 20 feet thick. Beneath this, at the depth of upwards of 189 feet, we have a bed of hard compact limestone, usually called the Cambuslang marble, from 6 to 18 inches thick, and beautifully variegated with bivalve shells. This marble lies on 8 feet of shale, succeeded by about 3 feet of very hard white freestone, and 32 feet of shale or slate- clay, mixed with ironstone. This brings us to the 6 feet coal, which lies upon a stratum of shale, with freestone 47 feet thick. The 3 feet coal is covered with

about 8 inches of coarse ironstone, and lies upon 10 feet of shale, with vegetable impressions.
After passing through 6 feet of freestone, we come to 14 feet of shale with vegetable impressions, and, at the depth of about 320 feet, there are two seams of ironstone 10 inches thick. These rest immediately upon the 3 feet 6 inch coal, which is separated by 18 inches of shale from the 1 foot 6 inch coal. Beneath this, to the depth of upwards of 80 feet, thin seams of coal are penetrated by boring, mixed with shale, freestone, and ironstone.

This arrangement is by no means invariably the same, but is only given to furnish a general idea of the order of succession in which the metals lie. The thickness of the coals and of the freestone varies considerably, and the strata are frequently deranged by troubles, or dikes, of which there are several which run in a direction from east to west, and at pretty regular distances from each other. In their general lie, the seams are usually nearly parallel to each other, although they always subtend a considerable angle with regard to the surface of the earth, and uniformly have their dip or declinature towards the Clyde.
At the river, they lie many feet deep, but rise gradually till they crop out, or reach the surface, within less than a mile and a half from it. In approaching the Clyde, the dip is so much the less, and at a distance from it, it is one in four or five. The pits in Cambuslang are all the Property of the Duke of Hamilton, but are rented by James Farie, of Farme. Before 1787, they were kept clear of water by a level, which conducted the accumulated water of the workings into the Clyde. But as it was found impossible to work the coal beneath that level, a steam engine was erected in the above year, and has ever since been used for the double purpose of drawing up the coal, and keeping the pits dry.

The coals near Glasgow are in general much deeper than in the upper or eastern parts of the county, where they have not been so long wrought. At Cambuslang, the pits are about 39½ fathoms deep, at Fullarton 65, at Westmuir 54, at Faskin 49, at Shettleston 42; whereas about Hamilton and Dalserf, they are seldom more than 30 fathoms deep, and at Cleland sometimes only three or four. In sinking pits in this neighbourhood, there is often found a bed of free mud or quicksand many fathoms deep, which is kept from running away, and filling up the pits, by vast cylinders of iron, about 8 feet in diameter, attached together with iron bolts. Each of these cylinders may weigh from two to three tons, and for every fathom of a pit perforating the quicksand will cost from £35 to £40. The place where this is most troublesome is a broad strip or belt of sand, which runs from Sandy Hills near Tollcross, towards the green of Glasgow.

The pits now wrought at Wellshot, are evidently of long standing, and are said to be the oldest in the neighbourhood of Glasgow. There are upwards of 100 coal pits which have been wrought, and if we allow three years only to each of these, they must have been begun upwards of three centuries ago. In 1790 about 62 men, young and old, were employed in these collieries; at present 100 are employed. An ordinary collier can easily dig 40 cwt., for which he then received 2s. 2d a day, and if he wrought hard 13s a week. At present, a collier can make 3.s. 6d. or 4s. a day, or at the rate of from £1, to £1, 4s. a week. The wages of colliers and other incidental expenses were then estimated at £2000 per annum; they may now be estimated at

£2500 (The Duke of Hamilton's rental is L£400, or a seventh of the output. The profit on the sales is not included).

In 1790, about 600 carts, or 360 tons were put out per week, and 18,000 tons per annum. At present, the output is nearly 550 per week, or 30,000 per annum. In 1750, a cart of coals of nine cwt. cost 9d. on the coal hill ; in 1790, they cost 2s. ; and at present 2s. 11d. A cart of coals from Wellshot, weighing 20 cwt. is now laid down at the village of Kirkhill for 7s. 4d. The driving is 1s. 6d., tolls 3d., and cost at the hill 5s. 7d.

Ironstone abounds in various places in the parish, but is only wrought on a small scale. Lime is not found here, but is brought chiefly from lime-kilns in the parish of Kilbride, where it costs from 12s. to 16s. per chalder.

The stratum of marble already noticed, from 6 to 18 inches thick, is known to extend over a great portion of the parish, and to run into Rutherglen, in the direction of Stonelaw. Like the other strata of the district, it dips towards Clyde: and wherever coal pits have been sunk, it has been found at the depth of from 180 to 200 feet. At such a depth, it cannot easily be come at; but there is a place on the Kirkburn, to the south-west of the church, where it has been wrought at several times. It is of a dark gray or more rarely of a reddish-colour, and is beautifully ornamented with white bivalve shells. Both varieties take a good polish, and are occasionally used for ornamental purposes. Of this marble there is a handsome mantel piece at Chatelherault near Hamilton, and in the College library at Glasgow; and at Duddnigstone, near Queensferry, it has been still more amply made use of.

There is abundance of freestone on the Kirkburn, near the manse. It is of a whitish colour, hard and close-grained, and consequently capable of being made very smooth and beautiful. It is held in high estimation, and is often carried to a great distance. At Brenshaw, a little to the east, a red sandstone of a different texture and of a much coarser grain, is much used in building. This seems to be the outcrop of a new or upper red sandstone, which covers so large a portion of the middle ward of Lanarkshire, and evidently lies on the top of the usual coal measures.

Below this sandstone, there are two seams of coal, each about 10 inches thick, and from 6 to 10 feet separated, lying in a thick bed of fire clay. Connected with it, is the 20 feet bed of white argillaceous sandstone, which is the uppermost of our coal measures. It is generally intersected horizontally with layers of slate clay.

Dechmont (the rampart of protection or of peace,) and Turnlaw are entirely composed of whin, and furnish abundance of excellent material for making roads. On the east side of Dechmont, is a quarry of excellent blue metal, from which upwards of 2000 cubic yards are cut annually. It is of a hard grain, and of a rough prickly texture, and is interspersed with veins of quartz. Some of these are of various colours, such as red, blue, violet, and are often got in large pieces. The whin here, as at Shotts and New Monkland, evidently overlaps the freestone. It seems to cover not more than from 300 to 400 acres. The soil upon and around the hill is light and stony; that of the rest of the parish is mostly clay, on a tilly subsoil. Along the banks of the Clyde it is partly a light loam and partly a light sand. The general succession of strata throughout the whole of this district is argillaceous freestone, schistus, including slate-clay, and

bituminous shale, ironstone and coal, among which there is no small disorder, in arrangement, position, and qualities.

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 Mines 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 Borgie 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 "Ingoees", 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.
By the 1950s the Lanarkshire coalfield was exhausted. Nearly all the coal then being produced was from thin seams and much of the remaining reserves in thick seams cannot be mined because of the danger from water collected in old colliery workings.
The mines in the Cambuslang area are described below.

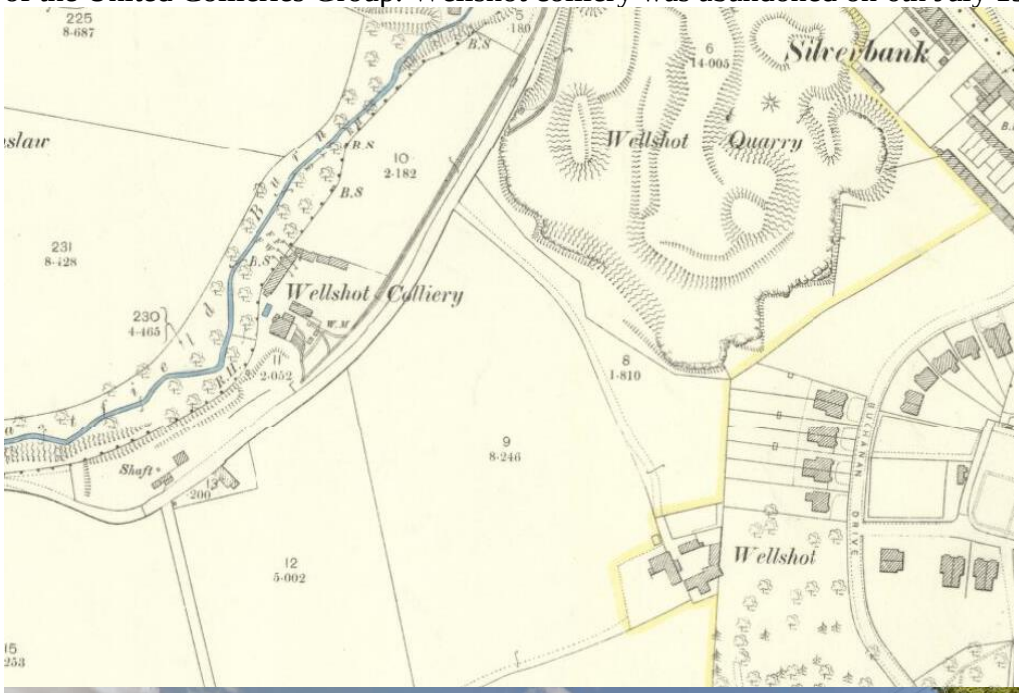
Coal Mines in the Cambuslang Area (with last worked dates)

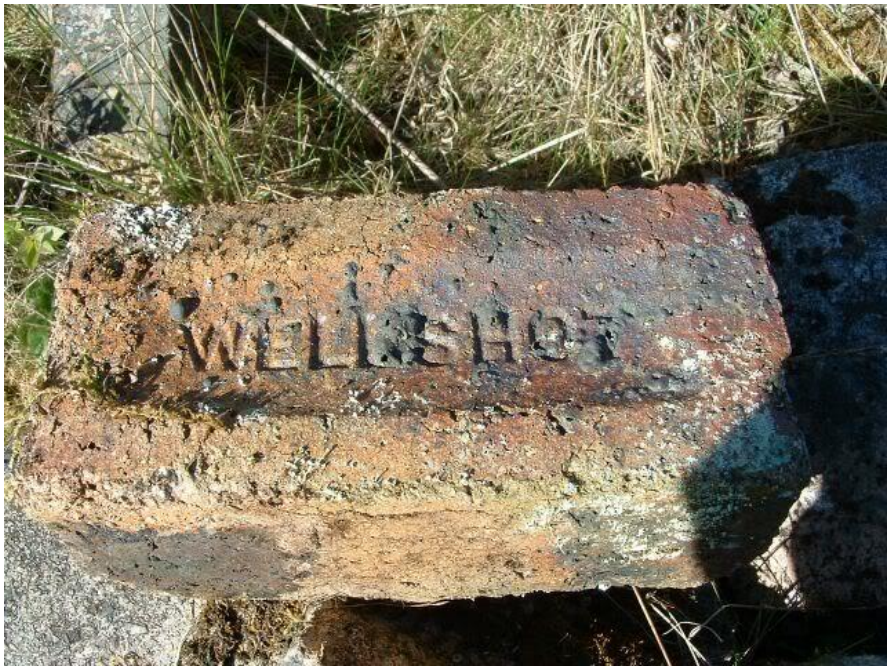
- Bardykes (1938).
- Boggleshole No 2, 3, 4, Carmyle No 1, Easterhill, Bog, Orion (1925).
- Cambuslang Tansyknoll No 1, 2, 3, 4, 5 (1820 - 1879).
- Carmyle - Brandy, Bog, Bogleshole, Bridge, Bye Broomielaw, Easterhill, Engine, Engine Old Glen, Horselet, Hutchison, Johns, Mary Gardener's, Mud, Muir, Mutton Park, Sandyford, Orion, Fullarton, Tollcross. All were listed under Carmyle but were working within the parishes of Old Monkland, Glasgow and Cambuslang.
- Coats Park (1930).
- Dechmont No 1, 2, 3, 4, Letterick (1927).
- Fishescoates – No 1, 2 (1894).
- Flemington – No 1, 2 (1882).
- Gateside – No 1, 2, Westburn (1922).
- Gilbertfield – No 1, 2, East Greenlees No 3 (1919).
- Hallside - Newton No 1, 2 (1921).
- Hamilton Farm-No 1, 2, 3, 4, Corner, Haugh, Rosebank (1854)
- Kenmuirhill - Newton No 4 (1906).
- Kirkhill – No 1, 2 (1904).
- Letterick (1892).
- Rosebank (1868).
- Silverbank (or Fairies Pit).
- Wellshot- No 1, 2, Fisheston No 2 (1907).
- Westburn – No 1, 2 (1905).
- Broomhouse and Haughhead (1915).

Wellshot Colliery

Wellshot Colliery was in Dukes Road.

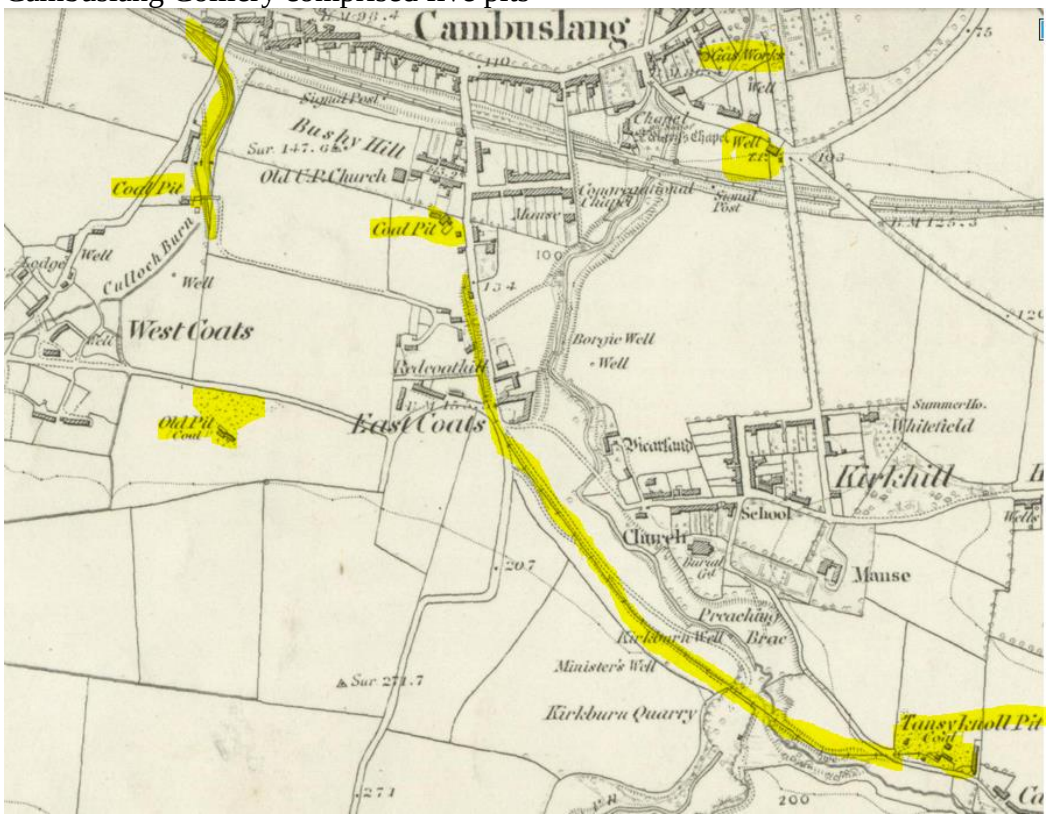
The collieries situated at Wellshot are said to have been the oldest in the neighbourhood of Glasgow, and the following extract from "The Statistical Account of Lanarkshire" published in 1851, may be of interest:
"In 1790 about 62 men, young and old, were employed in these collieries; at present 100 are employed. An ordinary collier can easily dig 40 cwts, for which he then received 2s 2d per day, and if he wrought hard, 13s per week. At present a collier can make 3s 6d or 4s a day, or at the rate of £1 to £1 4s a week. The wages of colliers and other incidental expenses were then estimated at £2000 per annum; they may be now estimated at £2500. In 1790 about 600 carst, or 360 tons, were put out per week, and 18,000 tons per annum. At present the output is nearly 550 per week or 30,000 per annum. In 1750 a cart of coals of 9cwt cost 9d on the coal hill; in 1790 they cost 2s; and at present 2s 11d. A cart of coals from Wellshot, weighing 20 cwts, is now laid down at the village of Kirkhill for 7s 4d. The driving is 1s. 6d., toll 3d., and cost at the hill 5s 7d."
In 1902 Wellshot colliery employed 137 miners and 39 surface workers and was part of the United Collieries Group. Wellshot colliery was abandoned on 6th July 1907





Cambuslang Colliery 1820 - 1878

Cambuslang Colliery comprised five pits



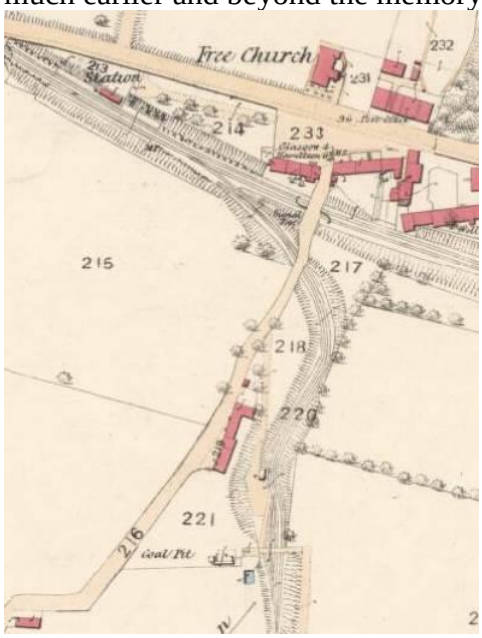
No 1 Pit Tanzieknowe

Tanzieknowe 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.

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

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.



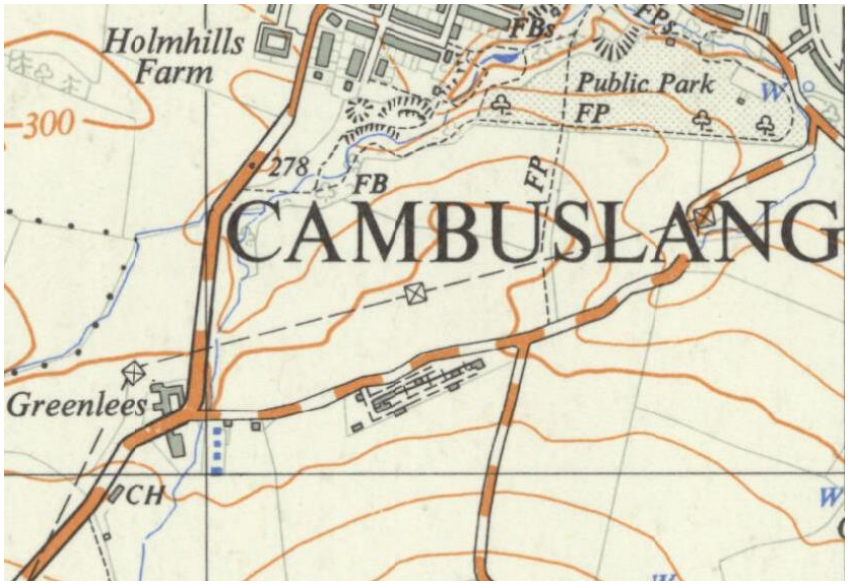
No.5 Pit
No.5 Pit , known as Thimblehall, was sunk at the south west corner of the entrance to the Public Park at Greenlees Road. It was often idle as a result of miners' damp.

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

1859

Greenlees Pit

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



Greenlees Pit – image from Google Maps

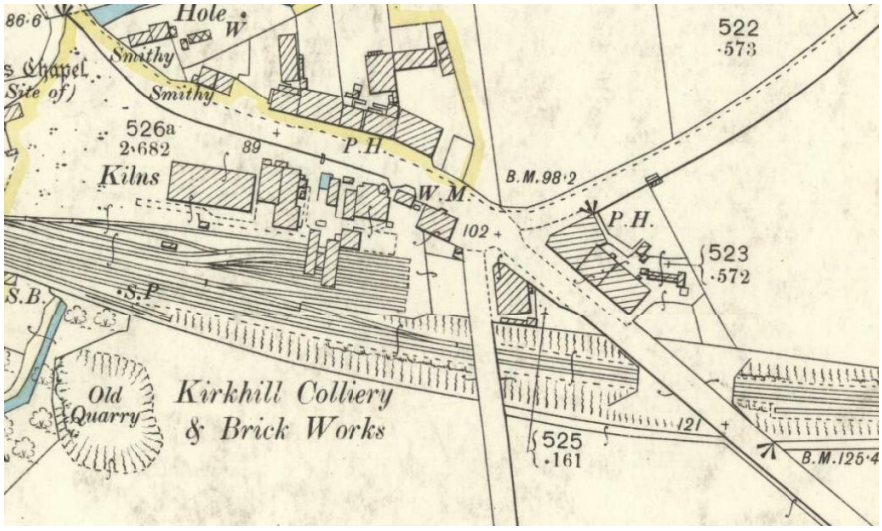
East Greenlees Mine

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

East Greenlees Mine – 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.



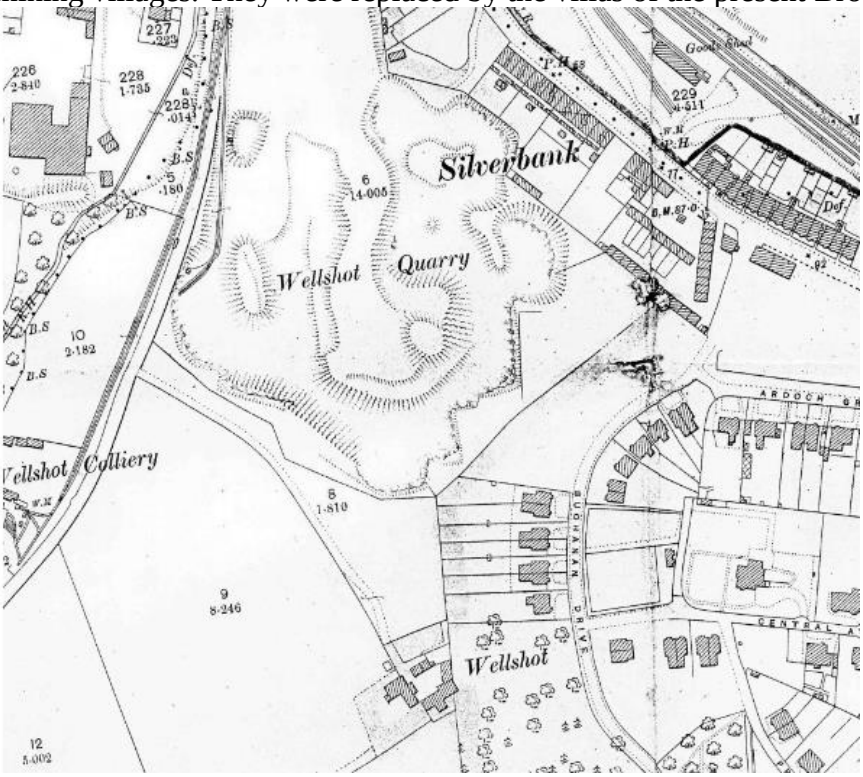
1896


(Wm. J. Ferguson)

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.

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, Gilberlfield 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

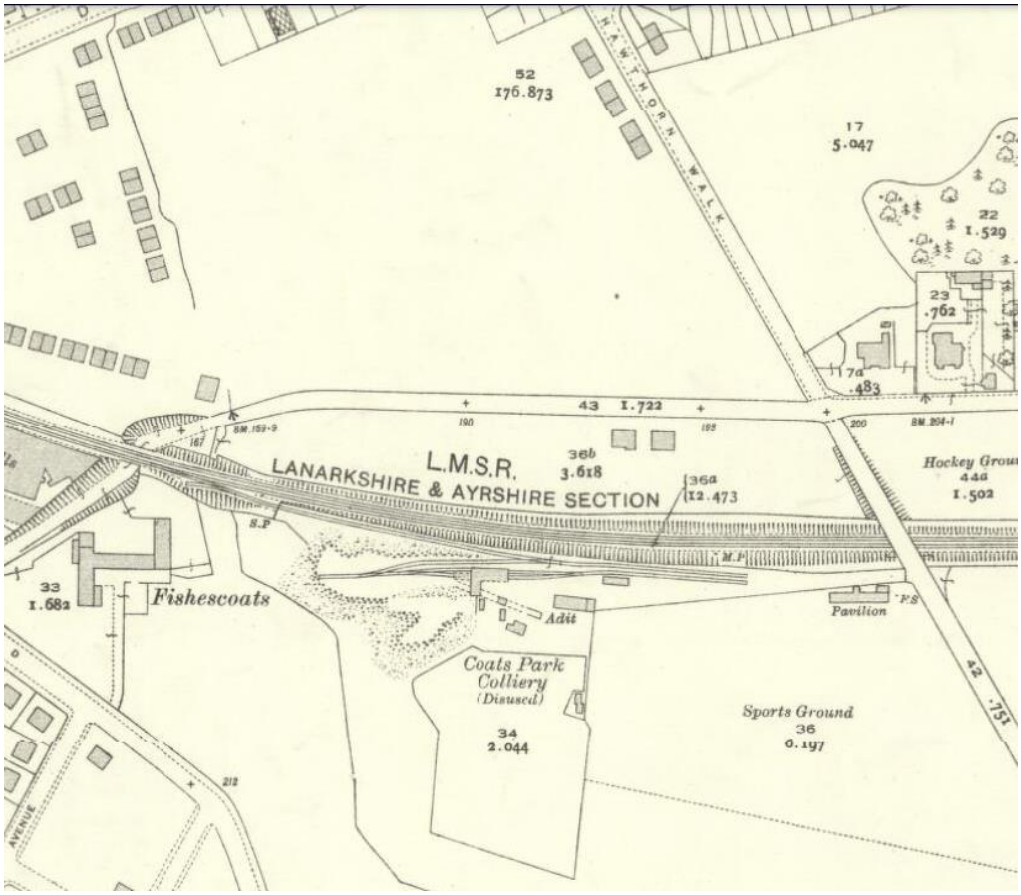
Coats Colliery opened in Coats Park as an "ingonee" or daylight mine in the 1920s by Messrs Dunn & Stephen and then by the Flemington Coal Co. Ltd., and employing

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.

Coatspark, NCB Records

NS 6282 6012 (NS66SW/115) parish:
Region/District: St/Gl
Council: South Lanarkshire
Location: Rutherglen, Burnside, Glasgow
Previous owners: Flemington Coal Company Limited
Types of coal: House and Steam
Sinking/Production commenced: 1937
Year closed: 1958
Year abandoned: 1958
Average workforce: 104
Peak workforce: 112
Peak year: 1948
Shaft/Mine details: Steep inclined surface mine 305m long, vertical depth 82m. Return shaft 12m deep.
Details in 1948: Output 110 tons per day, 26,000 tons per annum,
longwall working. 112 employees. Single plate table. No washer. No baths, canteen or medical facilities. All electricity from public supply. Report dated 10-08-1948.

John Anderson, in his book Coal pub lished 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

Behind Cathkin High, looking on to Stewarton Drive, South Lanarkshire Leisure has for some time been trying to develop a rugby pitch but have been continually hampered by ‘problems with water’. Indeed, ‘problems with water’ held up the completion of the two schools between 2006 and 2008. This is unsurprising because a small burn (stream) runs from the east past the two schools on their southern sides and, doubtless as a result, the land on which the entire complex is built has always had a tendency to be water-logged. A big part of Cathkin High sits right now on what invariably became during periods of heavy rain a ‘mega puddle’ suitable for sailing model boats in the days when the field was worked by the late John Lahore of Whitlawburn Farm. In the mid-1960s Mr Lahore sold his land to The County Council of The County of Lanark (as it was then) and moved to Montrose. Then, for many years thereafter, countless test borings were carried out in this field. But since after each boring no building project got underway, local people naturally assumed that the ground was unsuitable for building, not only due to the existence of the aforementioned burn, but also due to the network of mine-workings underneath the field - a legacy from the Coates Colliery (pit) that once stood near to the current Cambuslang Rugby Club off Langlea Road. Up until the 1950s lots of households ordered their coal supplies directly from this pit.
http://self.gutenberg.org/articles/cathkin_high_school

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

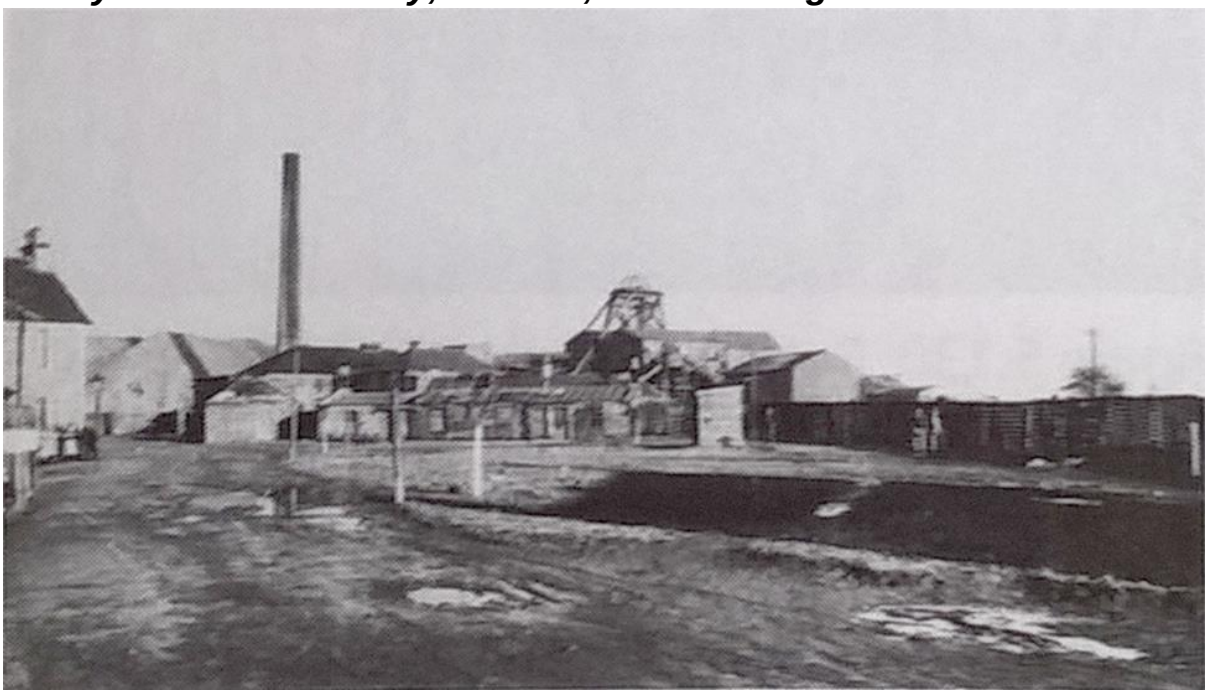
Blantyreferme 1 & 2 NCB Records

Sunk in 1894 and owned by A & G Moore & Co. In the nationalised era, it operated with an average workforce of over 500 miners, closing in 1962. The National Archives, COAL80/135/4, SC613968.

NS 6848 6070 (NS66SE/34)
Parish: Blantyre
Region/District: St/Ha
Council: South Lanarkshire
Location: Uddingston
Previous owners: A G Moore & Company
Types of coal: House and Steam Sinking/Production commenced: 1894
Year closed: 1962 (April)
Average workforce: 507
Peak workforce: 656
Peak year: 1950
Shaft/Mine details: 2 shafts, each 244m deep
Details in 1948: Output 450 tons per day, 110,00 tons per annum. 457 employees. 2 travelling bar tables. Dickson and Mann washer.

Baths and canteen, but no medical services. All electricity bought from public supply. Report dated 10-08-1948.

Blaztyreferme 3 Colliery, Newton, Cambuslang NCB Records



An A & G Moore & Co colliery, dating from 1850. Well known also for its adjascent brickworks, which operated between 1924 and 1974. The colliery itself had a workforce averaging almost 400 miners after 1947, closing in 1964. The National Archives, COAL80/135/2, SC614080.

NS 6740 6079 (NS66SE/35) parish: Cambuslang
Region/District: St/Ha
Council: South Lanarkshire Location: Newton, Cambuslang previous owners: A G Moore & Company Types of coal: House and Steam Sinking/Production commenced: 1850
Year closed: 1964 (August)
Average workforce: 394
Peak workforce: 430
Peak year: 1956
Shaft/Mine details: 1 shaft, winding from 165m, further 24m to pumping level. Originally 249m deep
Details in 1948: Output 300 tons per day, 82,000 tons per annum. 300 employees. Screening: two-bar type. Washing done at Blantyreferme No. 1. Baths (396 men), canteen, first-aid room. All electricity AC, supplied by Clyde Valley Power Company Report dated 10-08-1948.
Other details: Linked to Bardykes c. 1950. Associated brickworks operated between 1924 and 1974, and was supplied by a drift mine sunk to extract fireclay. Figure 5.12

Bardykes Colliery, (Flemington) Cambuslang.

NS 6754 5882 (NS65NE/44)
Parish: Cambuslang
Region/District: St/Gl
Council: South Lanarkshire
Location: Cambuslang
Previous owners: Summerlee Coal and Iron Company

Figure 5.121 : Bardykes
Previously owned by the Summerlee Coal & Iron Co, and dating from 1874, this colliery continued to operate after nationalisation, despite the collapse of No. 2 shaft in 1949. It closed in 1962 having been operated by a workforce of on average 479 miners.

SMM•.1996.02594, SC381039
Types of coal: House and Steam
Sinking/Production commenced: 1874
Year closed: 1962 (October)
Average workforce: 479 Peak workforce: 775
Peak year: 1947
Shaft/Mine details: 2 shafts, No. 1 393m, and No. 2 497m deep
Details in 1948: Output 750 tons per day, 202,500 tons per annum.
750 employees. 4 picking tables. Dickson and Mann washer. Canteen. Ambulance man (day shift). Steam for winding. Electricity all generated at colliery. Report dated 11-08-1948.
Other details: No. 2 shaft collapsed in 1949, but new mine road driven from Blantyreferme 3 (Newton) nearby. Figure 5.121

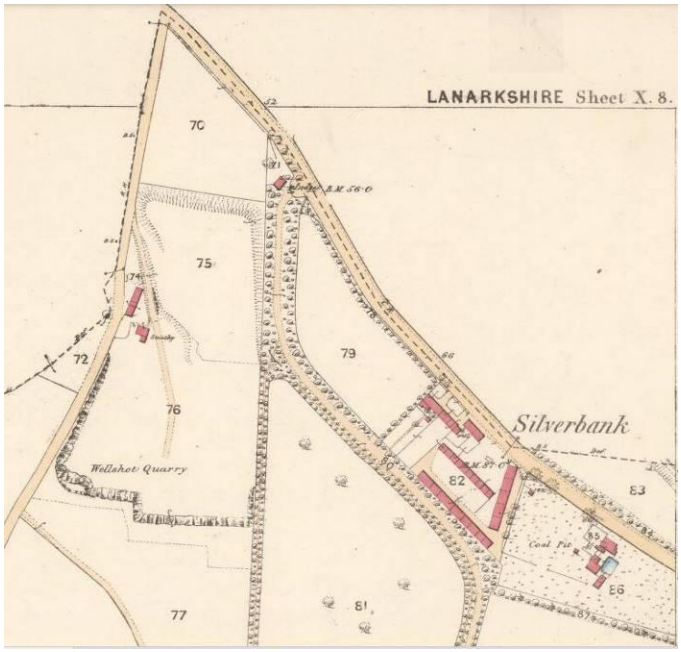
Blantyre 1 & 2 (and 5) (Dixons)

NS 6827 5624 (NS65NE/46)
Parish: Blantyre

Region/District: St/Ha
Council: South Lanarkshire
Location: High Blantyre
Previous owners: Wm Dixon Limited
Types of coal: House and Manufacturing
Sinking/Production commenced: 1865
Year closed: 1957 (July)
Year abandoned: 1957 Average workforce: 460 Peak workforce: 533
Peak year: 1947
Shaft/Mine details: 3 shafts, No. 1 256m, No. 2 226m, and No. 5 also 226m deep
Details in 1948: Output 450 tons per day, 109,210 tons per annum.
533 employees. Screening plant with 2 tables at each pit (Nos. 1 and 2). Lurig washer. No baths. Canteen (pieces only), only local doctors as medical service. Steam power for surface. Electricity underground. All electricity supplied by Clyde Valley Power Company Report dated 11-08-1948.
Other details: Famous for Scotland's worst mining disaster on 22nd October 1877 when a firedamp explosion killed at least 207 men. The final death toll remained uncertain because at the time there was no reliable record of the number of men working underground.

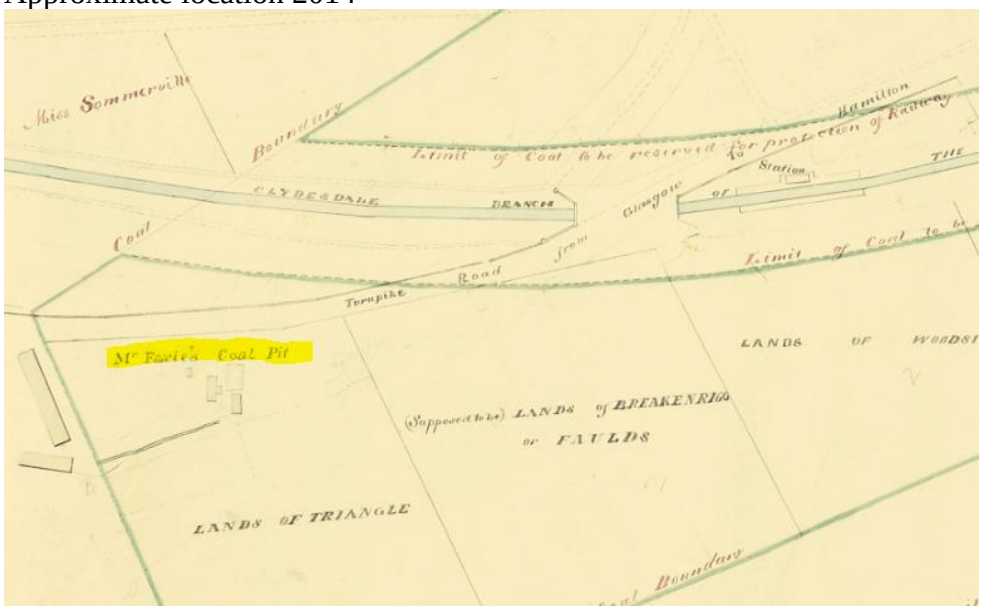
Rosebank / Silverbanks Colliery

The pit for this colliery was at the corner of the Main Street and Buchanan Drive. It is shown on an 1852 plan as mr Farie's Coal pit. A newspaper article about Farme Colliery, also owned by Mr Farie, says that the Farie family had been continuously engaged in coal mining in the parishes of Cambuslang and Rutherglen since the days of Charles II.

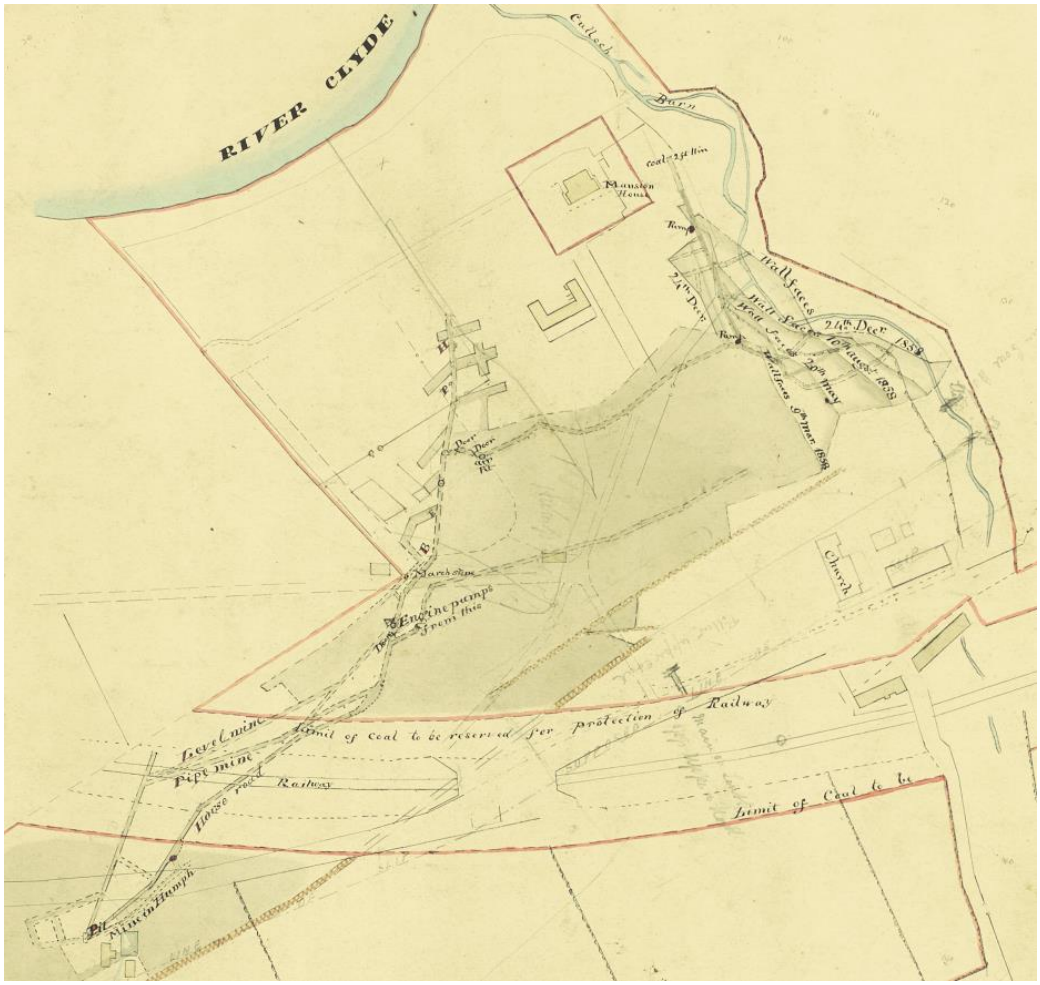


Location on 1859 OS map

Approximate location 2014



1852 Plan of Rosebank Mineral Boundaries



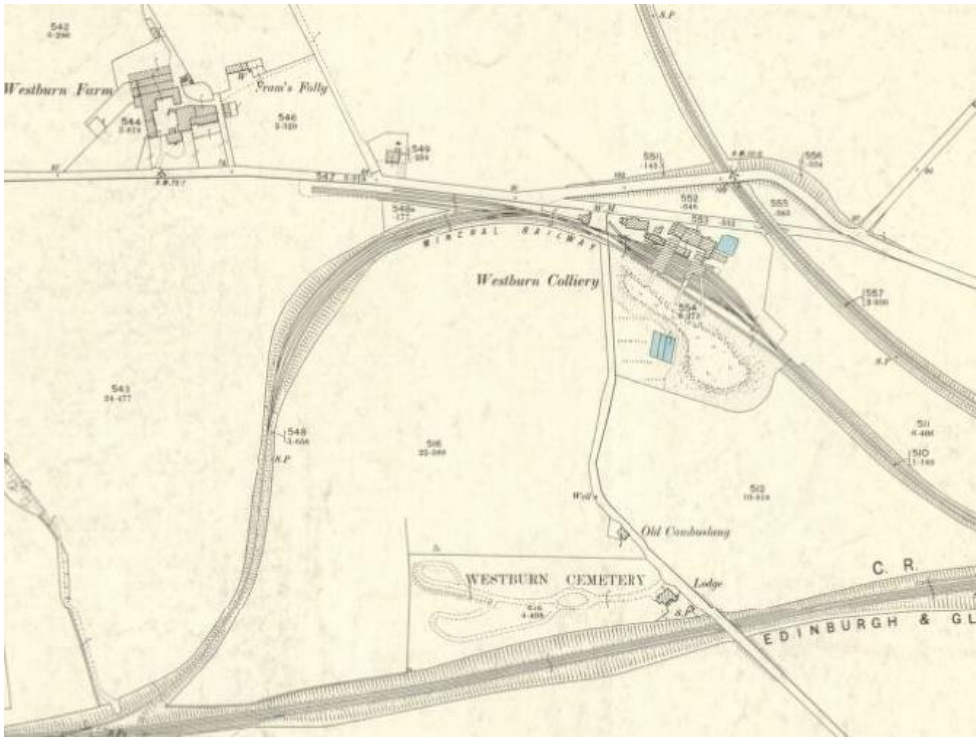
1858 Plan of Rosebank Hard Coal
The 1858 plan shows:

- mine workings at different dates;
- a Drainage Engine and two other pump (presumably Steam Engine Pumps);
- ventilation door locations and the “Horse road” for pit ponies.

The plans also show area of coal to be preserved to protect the Caledonian Railway route (the railway opened about 1840).

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

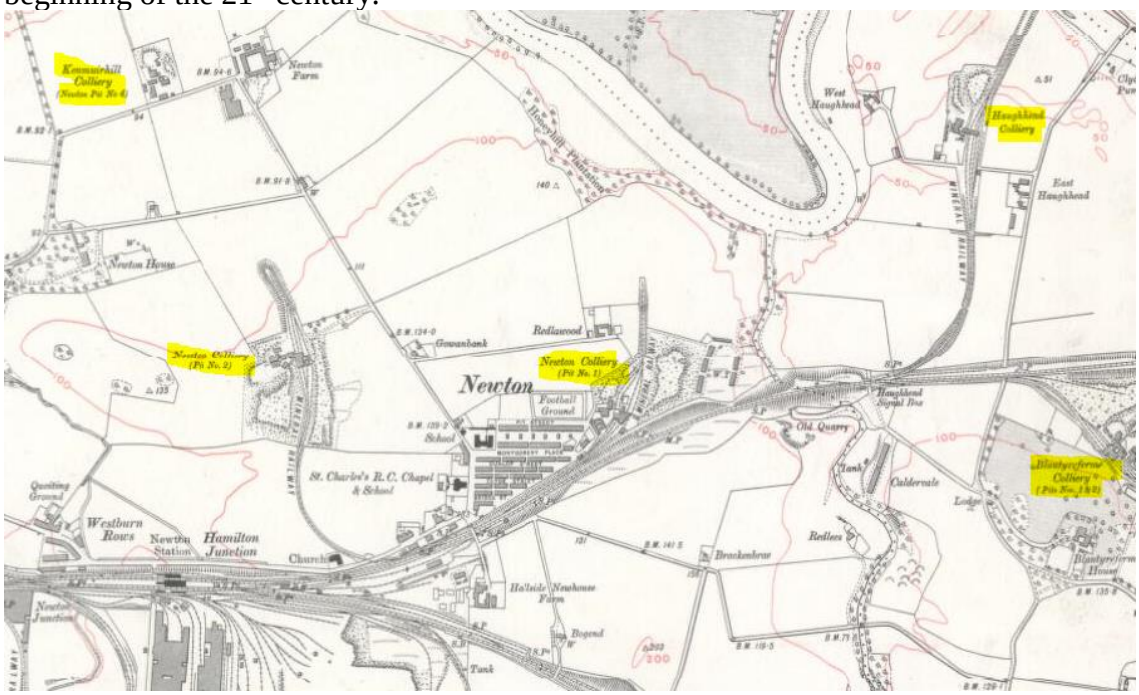
Hallside Pit – image from Google Maps
Persons employed underground 268, above ground 69, total 337

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.



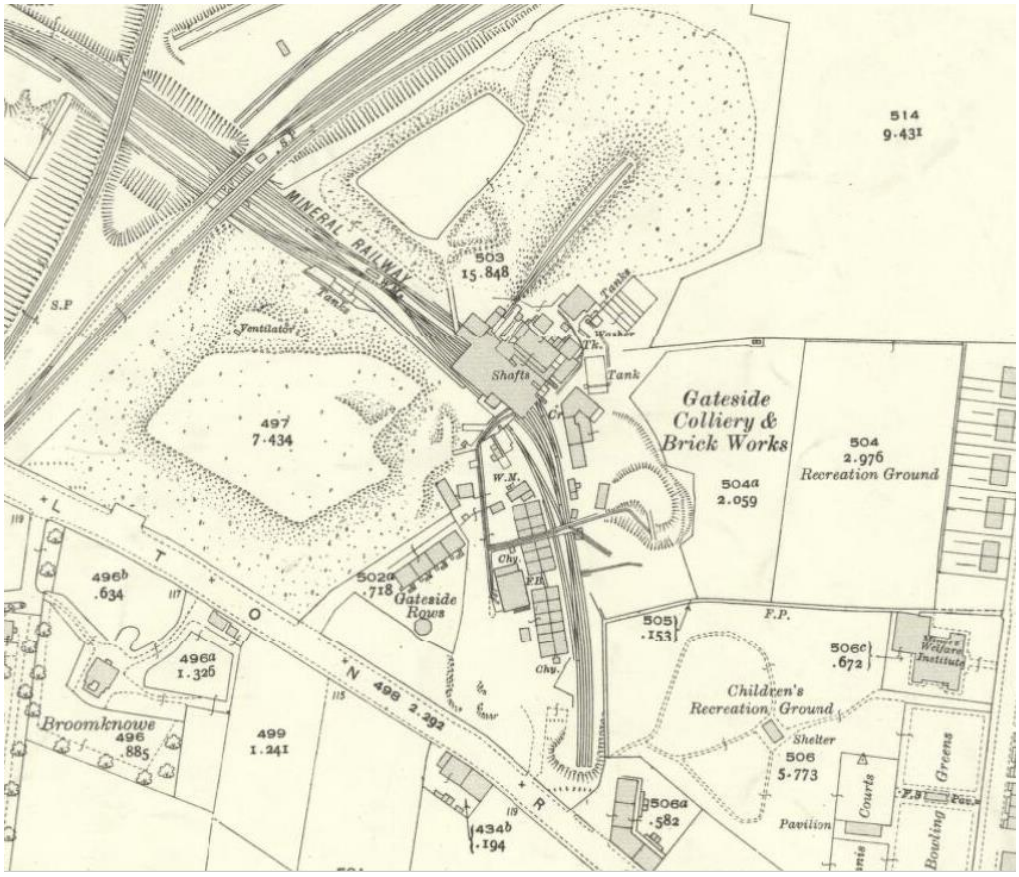
In Newton, persons employed underground 604, above ground 128, total 732

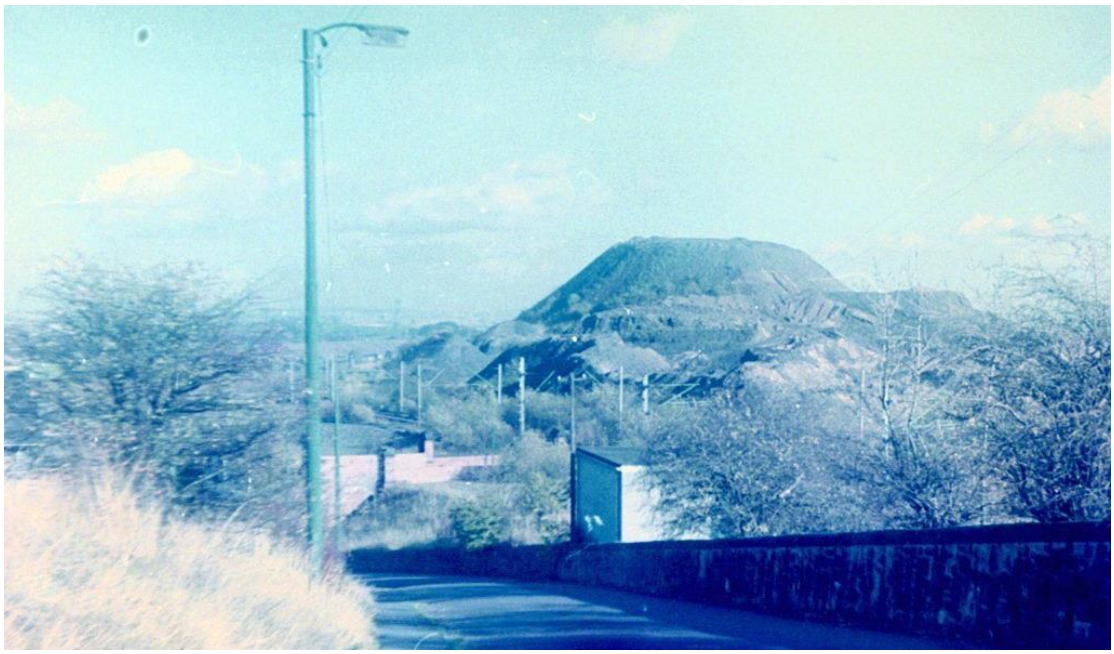
The employees reside in the following localities:-
In mine owners' houses, situated at Newton 542
In rented houses, situated at Cambuslang and Glasgow 190

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.

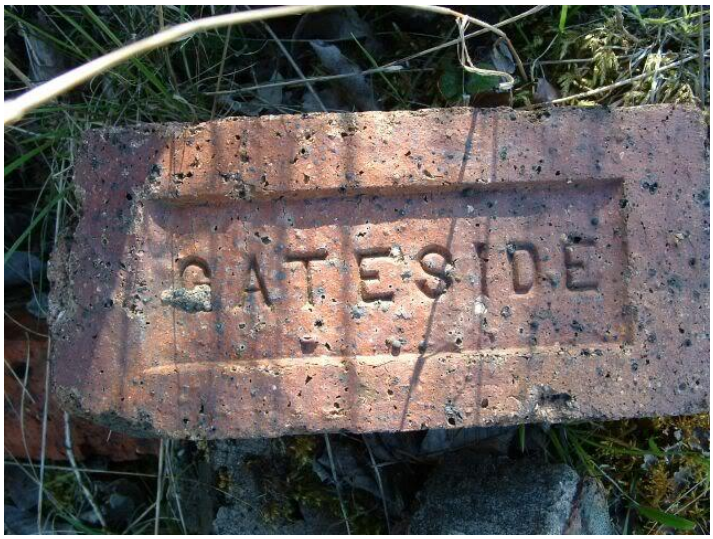
From The Scotsman 5 July 1941 – Cambuslang Pit Being Closed "Impossible to Work It on an Economic Basis".
The Flemmington Coal Co Ltd, who own Gateside Collieries No 1 and 2 and Coats Park – all in the Cambuslang area – have decided to close down Gateside No 2 Colliery, and the plant is being withdrawn. Within a few weeks work will have ceased.
It was stated that owing to war regulations the company have found it impossible to continue working the mine on an economic basis, and that these regulations penalise collieries in the vicinity of Glasgow by robbing them of the advantages of geographical position, for in pre-war days these advantages more than offset the high cost of production which is general in the mid-Lanark coalfields.
Nearly a year ago pithead baths in the vicinity of Gateside Collieries were opened, with cubicles for fully 300 miners.





Persons employed underground 450, above ground 90, total 540

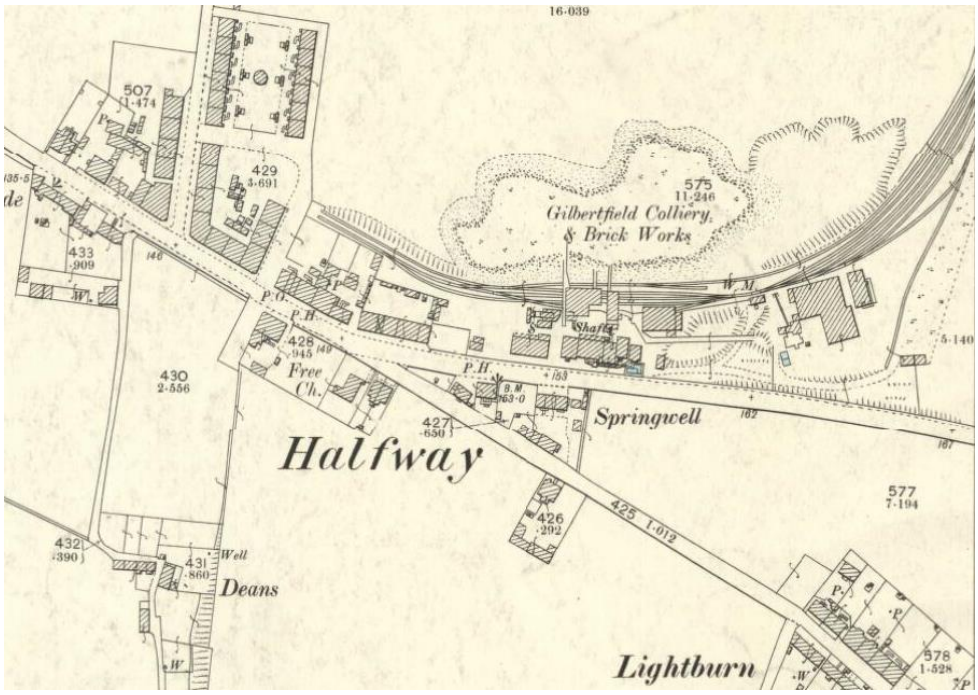
The employees reside in the following localities:-
In mine owners' houses, situated at Flemington 14, Gateside 16
In rented houses, situated at Cambuslang, Rutherglen and Glasgow 506
In houses owned by employees at Cambuslang 4



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

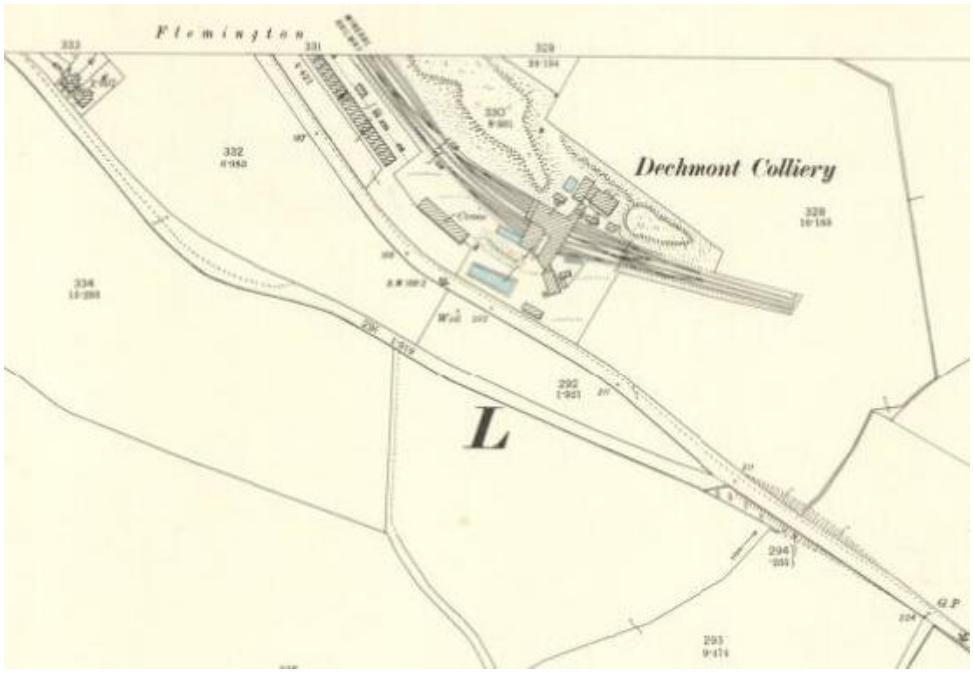
Gilbertfield Pit 2013 – image from Google Maps

Persons employed underground 315, above ground 82, total 397

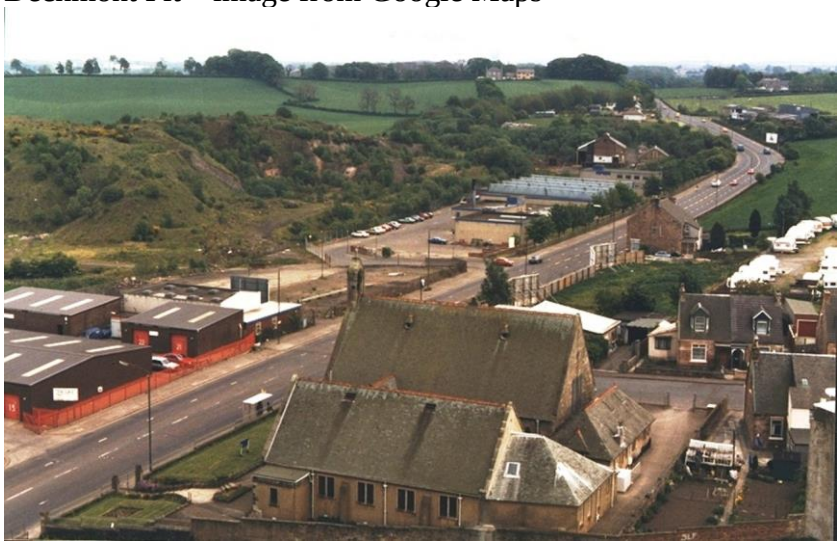
The employees reside in the following localities:-
In mine owners' houses, situated at Gilbertfield 72
In rented houses, situated at Cambuslang 108, Newton 3 , Blantyre 1, Rutherglen 7, Glasgow 4
In houses owned by employees at Halfway 2

Dechmont Pit

1890 to 1930



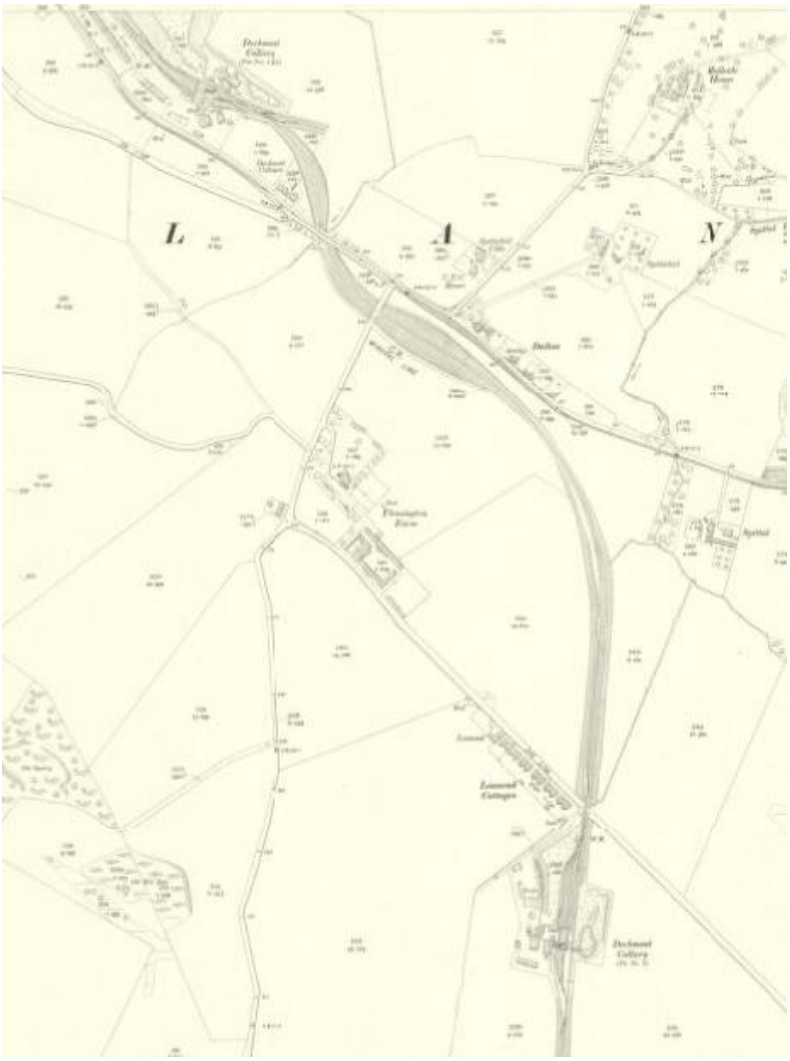
Dechmont Pit – image from Google Maps


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

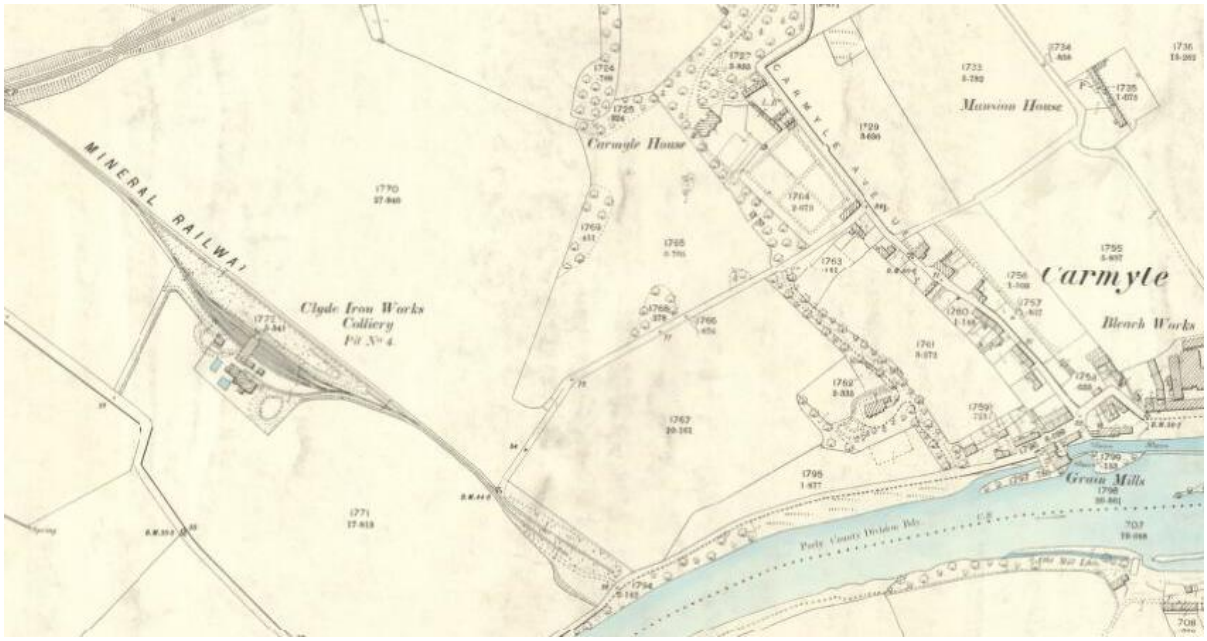


1910
Persons employed underground 280, above ground 40, total 320

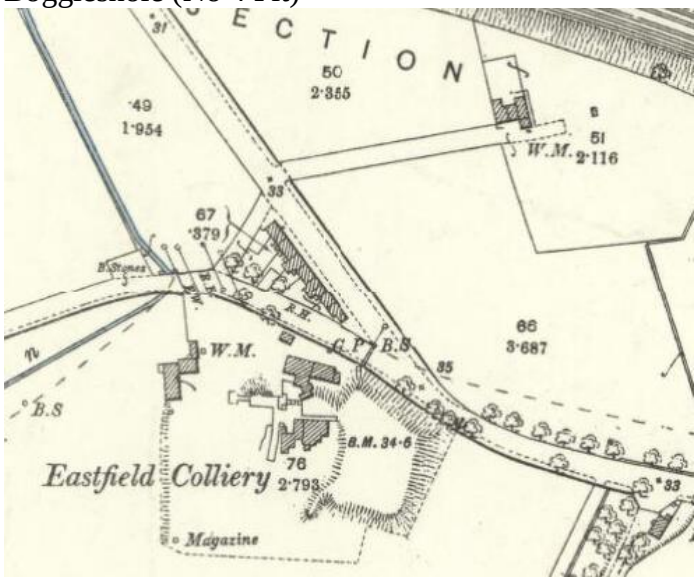
The employees reside in the following localities:-
In mine owners' houses, situated at Loanend 20
In rented houses, situated at Blantyre and Cambuslang.

Boggleshole Pit (c1830 -) - Eastfield Pit – Dolly Pit

These 3 pits were owned by the Dunlops and were linked underground.



Boggleshole (No 4 Pit)



Eastfield Pit

http://www.glasgowhistory.co.uk/Books/Carmyle%20Recollections/CarmyleFrame.htm

Born in 1903. I left school and went to work in Bogleshole Pit, also known as the Big Pit and sometimes the Number Four. I started in the blacksmith's shop, where the pit ponies were shod. When I turned nineteen (1922) I went to the Pit Manager and asked for a job underground, as the workers there got more money. He gave me the job of taking the ponies from one pit to another and I started the following Monday.

Going down the shaft for the first time, my stomach was churning with the rapid descent of the cage, but that was nothing compared to crossing the River Clyde, underground with two pit ponies in tow. The nearer we got to the river, the faster the water ran down the tunnel walls and I felt that the roof was ready to burst burying us in a watery grave.

I was so terrified by the time we reached the Eastfield Pit, that I left the ponies with my mate, scrambled up the tunnel walls and walked back to the Bogleshole Pit, via

the main road, and handed in my notice. The following Monday I started in the blacksmith's shop, in Dunlop's Steel Works, where I stayed until I retired in 1968.

28 February 1861

On Wednesday last, while several boys were amusing themselves at the mouth of the second shaft of the Low Pit, Eastfield, one of the lads named John Jackson, 14 years of age, residing in King Street, Rutherglen, accidentally fell down the shaft to the bottom, a depth of 13 fathoms. The poor boy was killed on the spot. [Scotsman 2 March 1861]

The Accident At Eastfield Colliery- To the Editor of the Glasgow Herald - Sir - In reference to the paragraph in Saturday's Herald regarding the death of John Jackson in the low pit, Eastfield Colliery, I beg to inform you that the pit, from the surface is 60 fathoms in depth. The blind pit is 260 fathoms, from the bottom of the above pit, from the surface, and in this blind pit there are traps or ladders for going up or down. At the dinner hour (from 2 to 3pm) on Wednesday last, eight or nine of the boys assembled at the top of this blind pit, and the frolics you speak of were their casting stones and mud at one another till the whole of their lights were put out and two of them, named Jackson and Currie climbed up on top of the pithead frame which is over this blind pit, and, being in the dark, on coming down Jackson fell into the pit, and so was killed. All being in the dark, none of the other eight can say how it happened. May I ask you to insert the above in the Herald. - I am, Sir, your respectfully, James Dunn, Manager, March 5 1861. [Glasgow Herald 6 March 1861]

12 October 1869

Serious Coal Pit Accident - Yesterday, a miner named Dominick Finneran, 18 years of age, residing at 130 Main Street Rutherglen, met with a serious accident in Eastfield High Coal Pit, belonging to Mr Buchanan. It appears that Finneran was requested by John Allardice, underground manager, to proceed towards an old shaft and fetch a hammer. He did so, and immediately on reaching the old shaft an explosion of foul air took place. Finneran, fearing that he would be burned to death, leaped down the shaft, which is 14 feet from the spot on which he stood. He was very severely burned on the face and arms from the effects of the explosion, and his body was severely bruised by the fall. Finneran was attended by Dr Gorman, Rutherglen. [Glasgow Herald 13 October 1869]

Boggleshole Accident

http://mining-villages.co.uk/tollcross-28th-september-1846/
Tollcross 28th September 1846
On Monday morning a dreadful accident from an explosion of firedamp caused the loss of 6 lives in a pit connected with the Clyde Ironworks, property of Messrs Dunlop, at Tollcross. The pit is called Bogles Hole pit and is situated within a stones throw of the riverside. We understand it is a working which has been daily open of late, and no premonition of danger had taken place in connexion with it. About 4 o'clock on Monday morning five men and a boy went down in the course of their ordinary occupations and immediately on the lights which they were carrying coming in contact with the foul air and explosion took place by which the whole have been deprived of life. The consternation which this occurrence excited in the

neighbourhood can only be imagined by those who have been witnesses to similar scenes of distress. Steps were promptly taken by those connected with the management for recovering the bodies and in the course of the morning those of one man and a boy were got out. The remains of the other 4 men were not recovered till about 5o'clock Monday evening.

Bogles Hole Pit, the property of Messrs Dunlop is situated between the Clyde Iron works and the north bank of the river, being close to the latter and about 3 miles from Glasgow. It consists of a vertical shaft of 55 fathoms communicating with the horizontal workings which are 263 fathoms in length and branching out from this latter is, at certain points in it course, is a working of 59 fathoms in length communicating with a back mine driven from the main coal to another seam. It was in this section of the pit that the explosion took place. The passage to the back mine is divided longitudinally in the centre by a brick partition which is terminated at the near end by a door crossing the main pit. The air from the pit mouth traversing the main working is, in ordinary circumstances, when this door is shut, turned aside into the back mine, and rushing along one side of the brick wall, escapes at its further end, returning on the other side and thus completely purifying this section of the works. The door, on the occasion in question, having inadvertently been left open, the current of air took its natural course along the main pit leaving the back pit altogether unventilated and here consequently the deadly gas was allowed to accumulate undisturbed from Saturday evening when the men dropped work until 4 o'clock on Monday afternoon when the accident occurred.

We understand that 12 or 14 men are employed in the pit altogether, but the parties who lives have been thus suddenly terminated formed the shift appointed for the morning referred to. It was the regularly appointed duty of one of their number, David Jamieson, 64 years of age, to have gone down the pit to see that all was safe before the main body of workers commenced operations, and for this purpose he is provided with a Davy lamp. Most unaccountably, however, he appears on this occasion, to have neglected this precaution, entering the mine with a naked lamp and taking the whole party of workers with him. Had he inspected the place alone with his Davy lamp, as he was bound, he would at once have discovered the fatal mistake which had been committed in leaving the door open, and all danger would have been averted.

The men who have suffered in addition to David Jamieson are:-

Duncan MacFarlan, aged 40
James Jamieson, 25
Chas. Laird, 29
John Sneddon, 24
and a boy named William Jamieson, 14 years of age.

All the men were married and have left families with the exception of Sneddon, who, however, is stated to have been on the point of marriage, his betrothed having been one of the first persons whom the alarm attracted to the scene of the disaster. The poor fellows case is rendered more distressing by the fact that he met his fate in attempting to rescue the men of the shift to which he himself did not belong. He went down in the course of the morning after the explosion had taken place along with two others to render assistance, when the choke damp overpowered him and his life was sacrificed in his generous efforts to save others. Thomas Kerr one of the two who accompanied him, made his escape badly burned, but his life is not in danger. Several attempts were successively made by other workers to render assistance to the sufferers as long as a probability existed of any of them surviving, and the utmost solicitude was evinced by everyone connected with the works to afford facilities for so doing but all

were unavailing. It was not till 4 or 5 o'clock on the evening of Monday that the bodies were recovered.
The disaster spread a gloom throughout the neighbourhood of Tollcross which will not be speedily dissipated. The Procurator Fiscal has been engaged at the works investigating the accident.
We understand the pit has been worked for 15 years, principally for consumption at the ironworks and no occurrence of a similar nature has ever taken place before in connexion with it. [Glasgow Herald October 2 1846]

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 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.)*

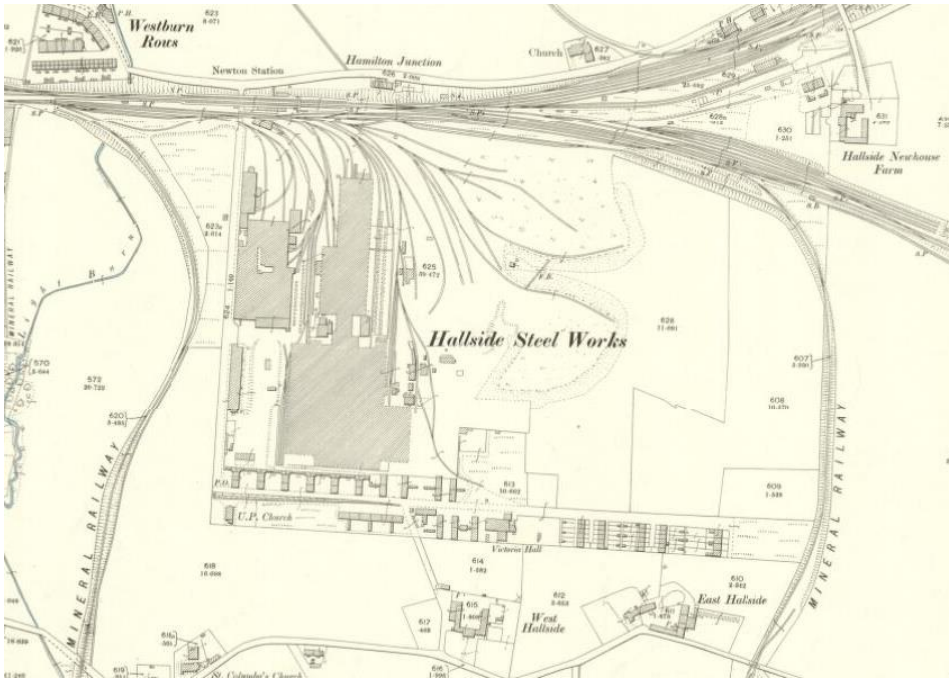
Iron and Steel 1786 – Present

My own website has all the history and photographs at
http://myweb.tiscali.co.uk/clydebridge/

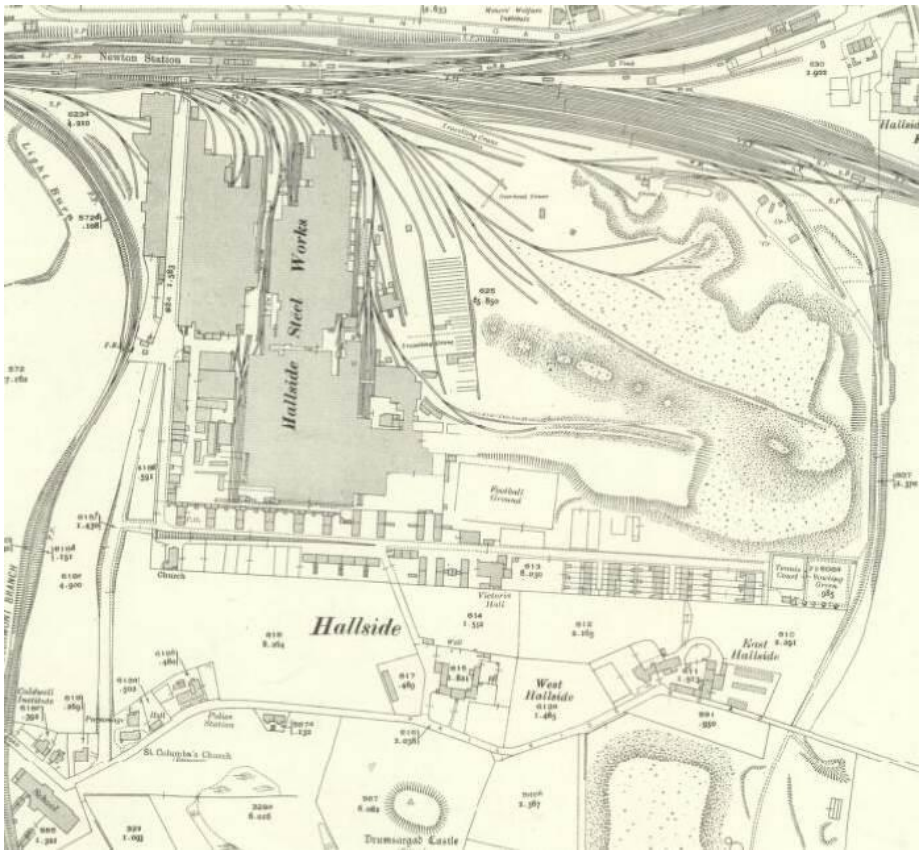
Clyde Iron Works 1786 - 1978

Hallside Steelworks 1872 – 1979

1864



1896



1934

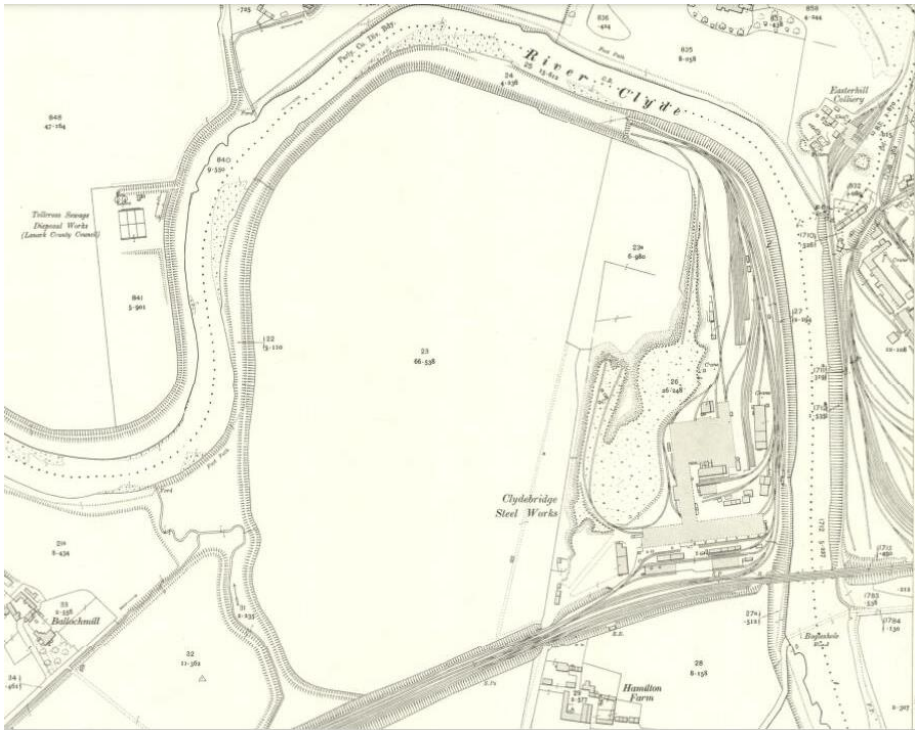
Clydebridge Steel works 1887 – present

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

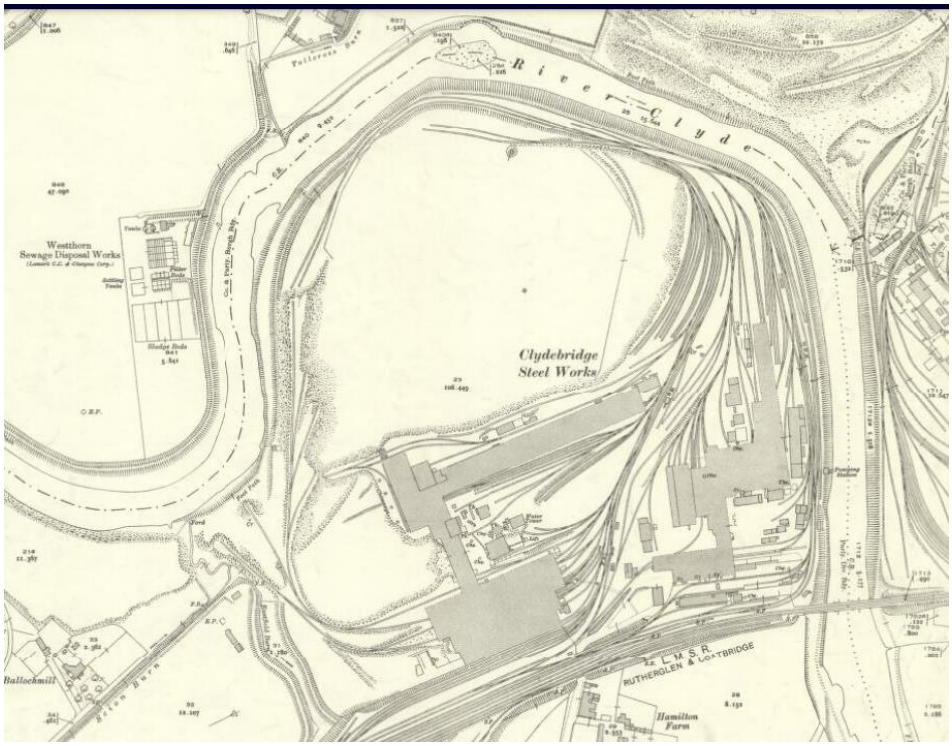
My own website has all the history and photographs at
http://myweb.tiscali.co.uk/clydebridge/

1864

1892

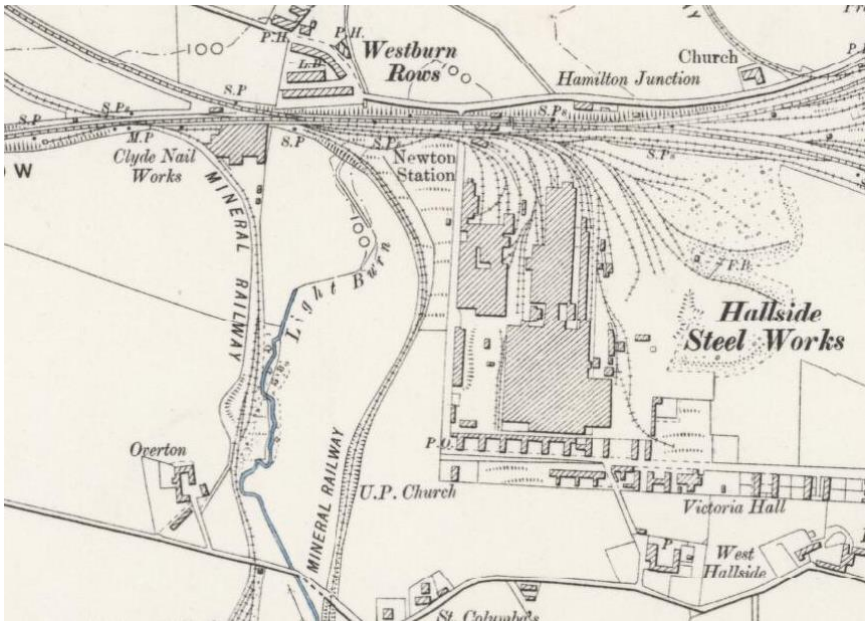

River Clyde
Clydebridge Steel Works
Hamilton Farm
Ballochmill

1910


River Clyde
Westthorn Sewage Disposal Works
Clydebridge Steel Works
Ballochmill
Hamilton Farm
L.M.S.R.
RUTHERGLEN & COATBRIDGE

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. The works closed in XXXX (before 1970s). The company was dissolved in 1998.

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)

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)

??? 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


HOOVER


HOOVER


HOOVER

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.

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.

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 2008, 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 2010.

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

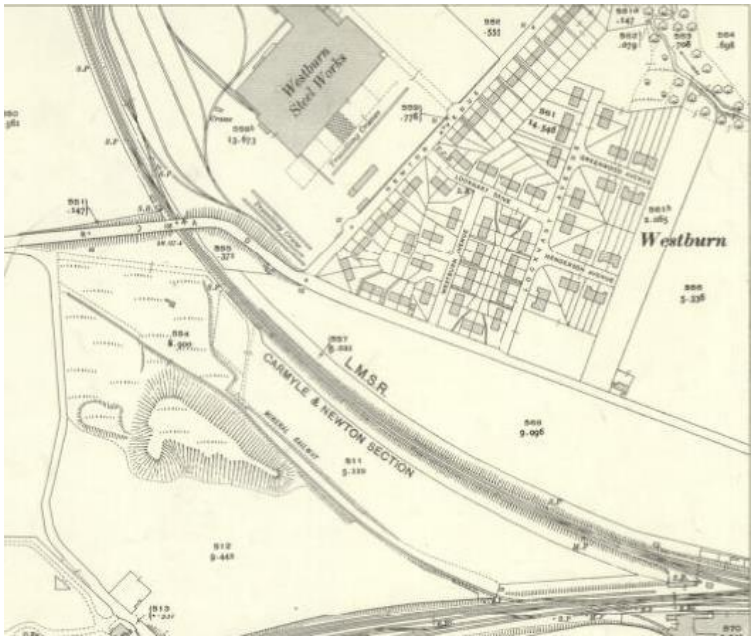
1919 James Mitchell restored a mill at Clydesmill following a fire. This mill dated back to the 16th Century. In 1846 the miller was John Calder.

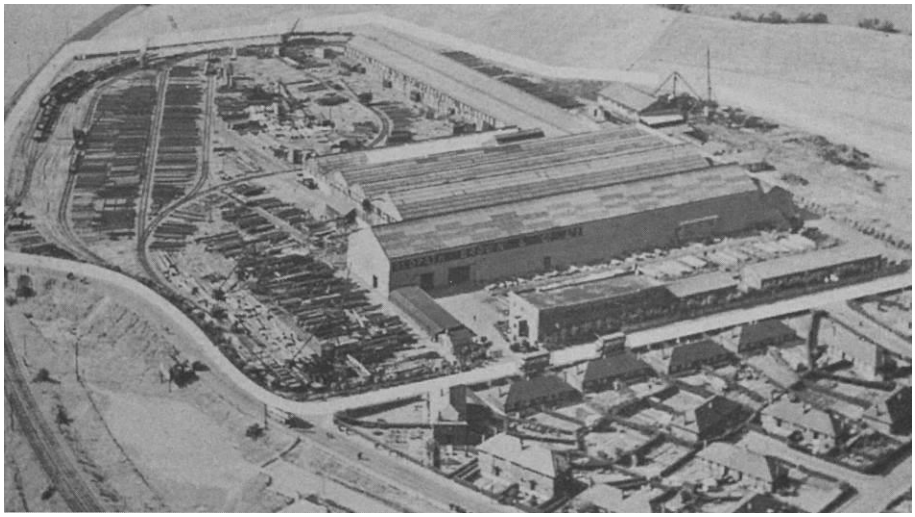
The firm moved to the east side of Miller Street, with the first building 1912 and the new Rosebank Works, on Bridge Street in 1913.
Later in 1955 the east and west yards were united. In 1958 a new Grid Shop was erected with the firm producing all kinds of engineering products, especially Grinders and 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 apprentiship 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 irongmongers 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 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.





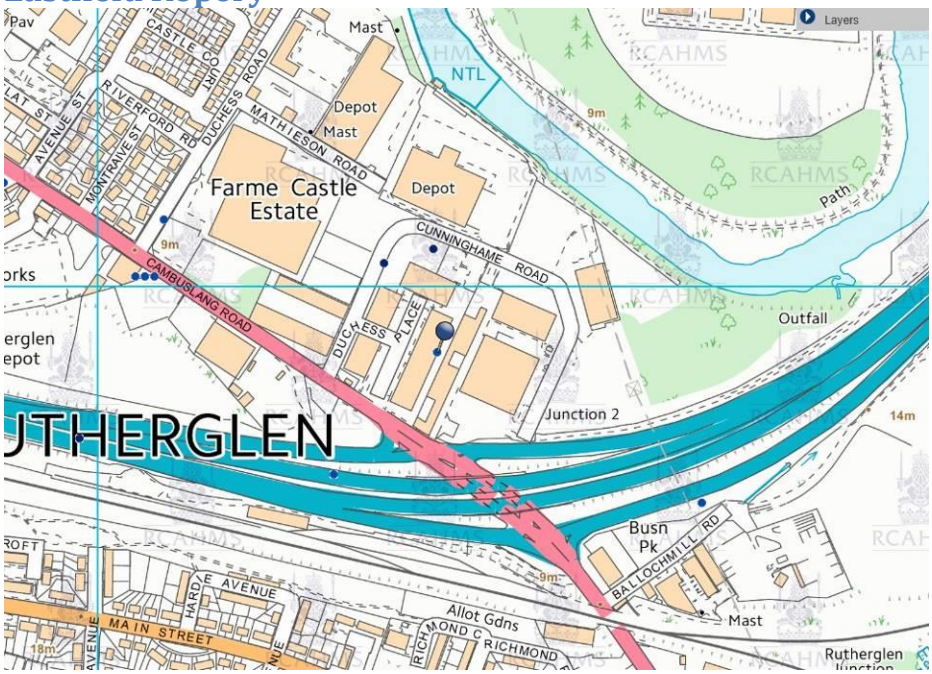
James McGowan Engineering

???

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.

Eastfield Ropery



Eastfield Ropery of John Wilson & Sons (Twines) Ltd., Cambuslang Road, Rutherglen, Lanarkshire This factory made twine in a manner similar to making rope in a rope walk. This view shows the ropery from the front, with the two storey brick piend-roofed office on the main road. Behind it can be seen the long single storey building in which the twine was made by twisting together lengths of yarn. Twine and string were much more in demand at that time, before modern packaging materials were in general use. Even then, however the use of ropewalk technology was rare. Source: RCAHMS contribution to SCRAN (photo John Hume 1974).

Power Stations

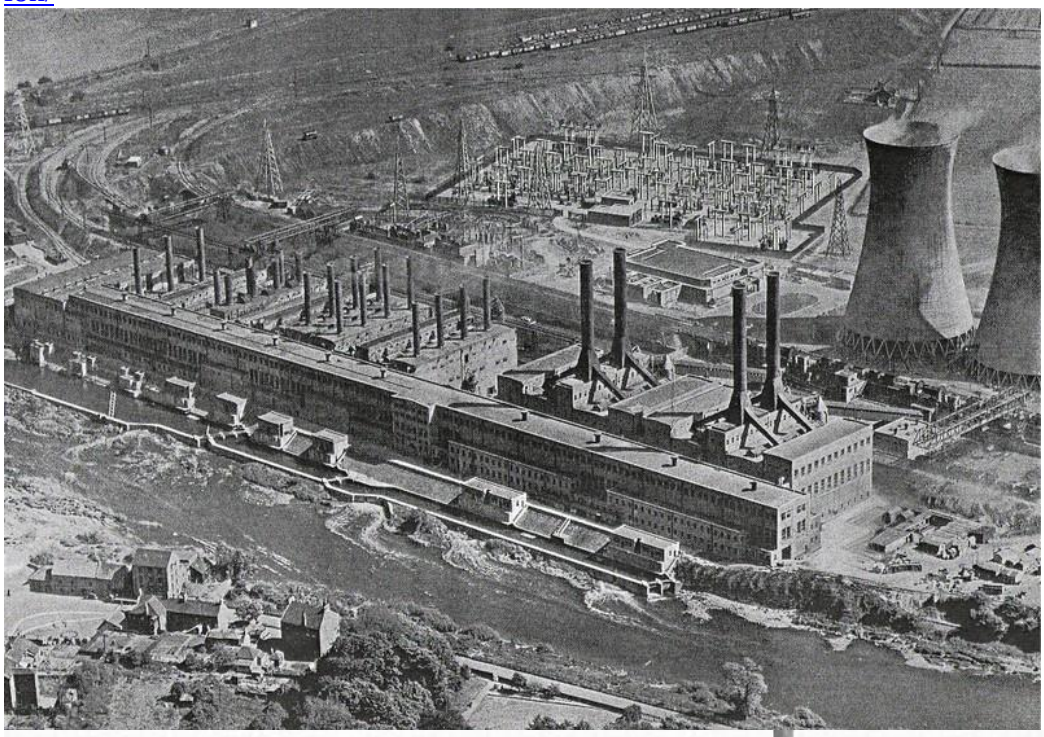
Clydesmill

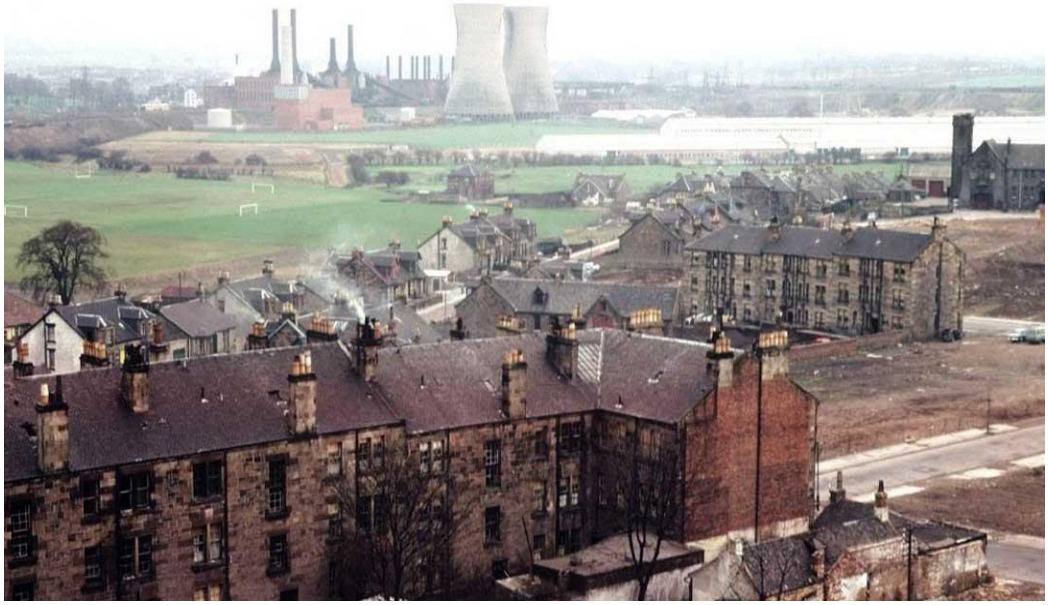
From “A History of Cambuslang” by J A Wilson, 1929, the horse-shoe mill-dam on the river is probably a very ancient structure. In 1555 Robert Miller in Clydesmill subscribed as a witness to a charter concerning the lands of Newton and Mwrganeholme in Drumsagart. ln 1611 the testament of John Miller was 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 “assisters 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 1830the 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/





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.
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.glasgowhistory.co.uk/Books/Carmyle%20Recollections/CarmyleFrame.htm
The Power Station was the largest in Scotland in the early 20th century. The first installation was commissioned in 1916 and comprised two 5 M.W. Generating Sets. By 1942 the installed capacity was 157 MW., and in 1945 two extensions were added bringing the total capacity to 277 MW. and making it the largest in Scotland.
The overall length of the Station along the river front was 1,133 feet and the total area of the site approximately 70 acres. Lit up in the dark it resembled a long cruise ship at sea. Little wonder that it was a bombing target during the war.

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
An incident occured 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 auxilliary 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 diverted from other contracts depending 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 bring 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 know 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 become 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, 1988, 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 dement 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 o 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 asphalte 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

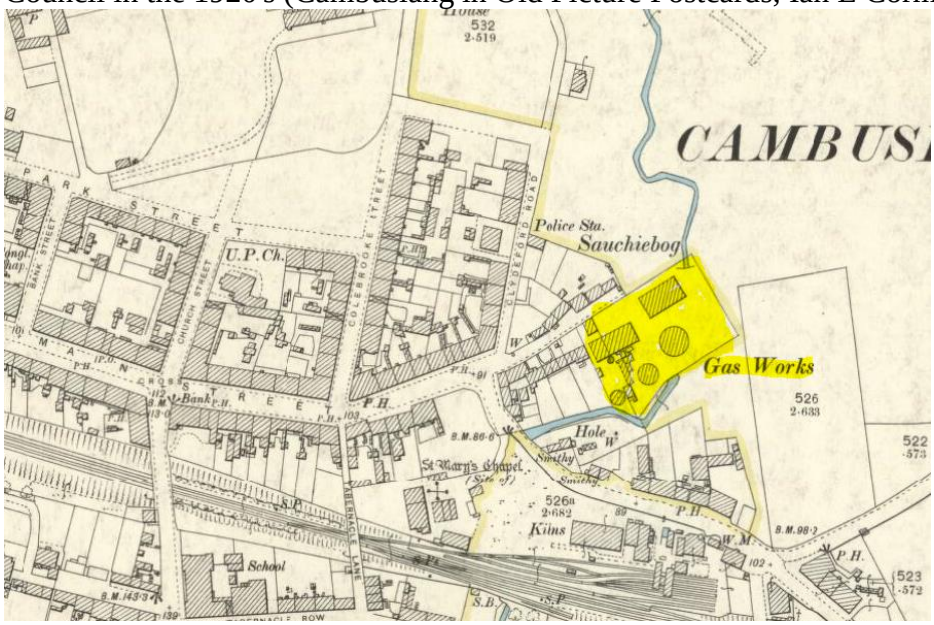
http://www.hiddenglasgow.com/forums/viewtopic.php?f=15&t=7356&start=90
Dalmarnock Power Station was built by Glasgow Corporation in two stages, with phase one opening in 1920 and phase two in 1926. The station was transferred to the British Electricity Authority (BEA) in 1948 on the nationalisation of 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

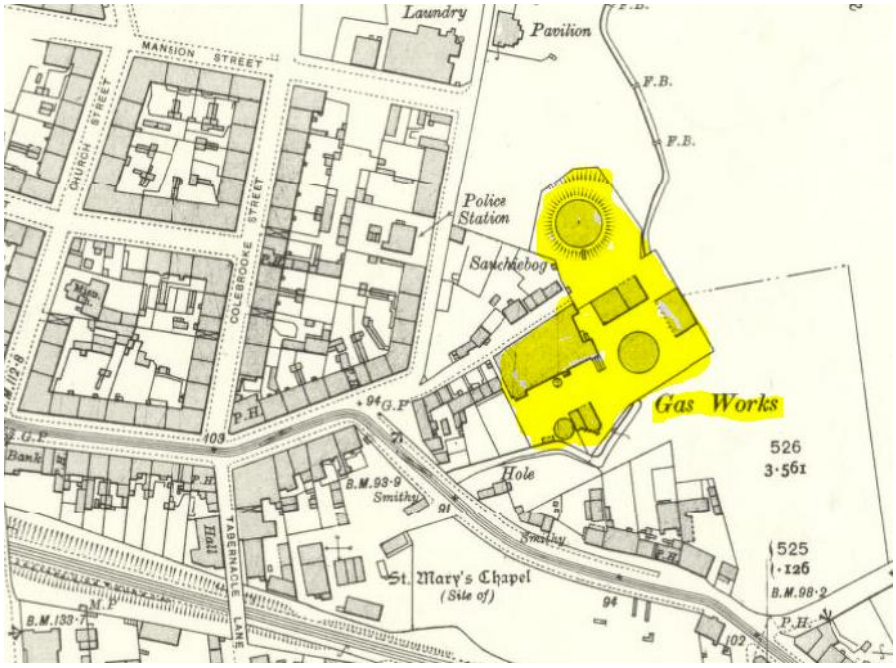
pressure equipment replaced older equipment). Once it was fully opened, St Andrews and Port Dundas generating stations were closed leaving Dalmarnock as the main Glasgow Corporation station (Pinkston was part of the Tramways dept) At it's largest the station had a capacity of 257MW, there was a change 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 commisioned 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
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

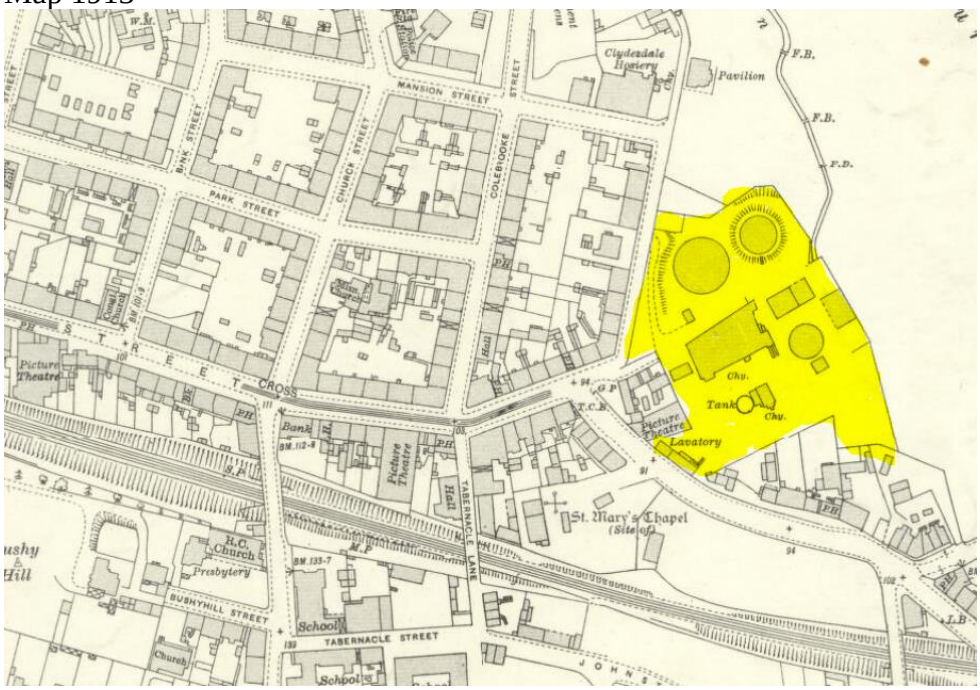
The gas works was located at Sauchiebog, about where Freeneuk Wynd is today, off Clydeford Road and Hamilton Road. The gas works is shown on the Ordnance Survey map of 1859.
Cambuslang Gas Works was formed in 1854. It was taken over by Lanark County Council in the 1920's (Cambuslang in Old Picture Postcards, Ian L Cormack).



Map 1896



Map 1913



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
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!

James Hastie Bakers 1867 - 2012

http://news.stv.tv/west-central/31768-cambuslang-bakery-to-close-after-145-years-in-town/

23 March 2012

A Cambuslang bakery which has been producing rolls and cakes in the town for 145 years, will close its doors for the final time on Saturday.

Staff at Hastie's on Main Street will pull down the shop's shutters for good on Saturday at 2.45pm.

Around 43 members of staff from shops in Halfway, Burnside, Croftfoot, King's Park, Mount Florida, Cathcart and Blantyre, as well as the factory will lose their jobs following the closure of the family-run business.

The company, which was established in 1867 by James Hastie, found that it was struggling to compete with rival chains and supermarkets.

On Cambuslang Main Street shoppers were disappointed to hear about the bakery's demise.

Agnes Tait, 92, said: "I've been going to Hastie's all my life. Back in the days whnen my husband worked in the steel industry we used to give ourselves a treat and get hot rolls from Hastie's. We didn't have much money back then but it was always worth it.

"Cambuslang isn't the same as it used to be, Hastie's closing shows the Main Street is dying.

"I'll miss the bakery and going in for my treats. It's such a shame"

Mother-of-two Laura Anderson agreed the closure of Hastie's will be a great loss to the town.

She said: "I didn't always go into Hastie's but I always knew it was there, it's an institution.

"As a mum I guess it's easier for me to pick up all my messages in the one place. I think that's what the problem people don't have the same time to go to the butchers and the bakers as they used to.

"I'm really sad that it’s had to close.”

Local man Andrew McNicholl added: “It’ll be sad to see an empty shop on the street, but I’m sure it’ll get turned into another takeaway or something.

“Hastie’s had nice rolls but they were too dear.”

Rutherglen and Cambuslang MSP James Kelly said: “I very much regret the closure of Hastie’s which has served the local community for 145 years.

“As someone from Cambuslang I greatly appreciate the contribution the company has made in the local area. My family have been regular Hastie's customers going back to when we grew up in Halfway in the 1970s.

“I have raised the matter with the Scottish Government requesting that assistance be provided to anyone affected with the closure. I will of course be on hand to offer what assistance I can and would ask that people contact my office.

“This is truly sad news for the local area and I want to take this opportunity to commend all the team at Hastie’s for their hard work and contribution over the years.”

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.

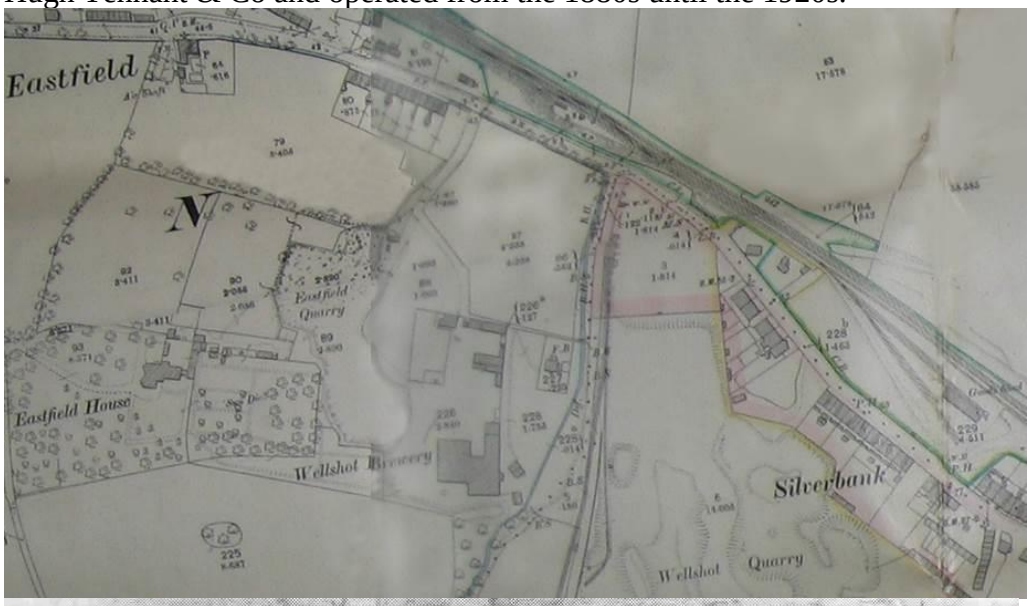
"We're heartened by the fact that RSA funding has been a key factor in making all of this happen, by safeguarding the future of over 200 jobs at Cambuslang. This shows the real impact RSA can have in helping indigenous and foreign companies to invest in Scotland.

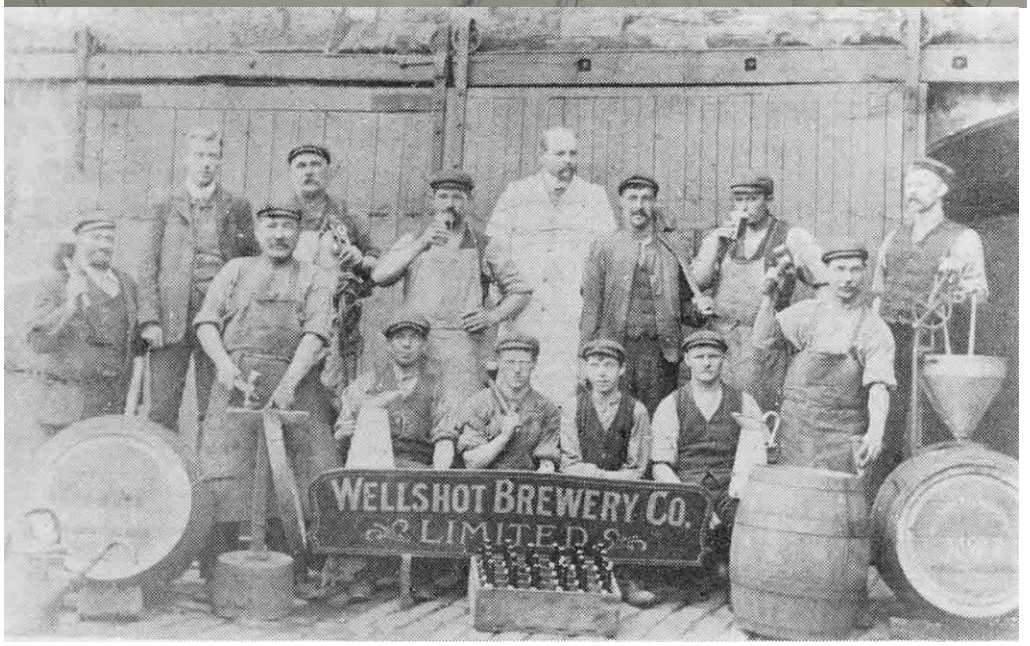
"With this funding, and the additional support provided by Scottish Enterprise and Scottish Development International, VION can go on to become even more

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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Google Maps for the present location of closed mines.

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http://www.scottishshale.co.uk/GazWorks/RosebankOilWorks.html
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Transport

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

Water Supply

Mining

Coal, by John Anderson, 1943
http://scottishmining.co.uk/235.html
Mine locations and dates of operation
http://www.nmrs.org.uk/mines/coal/maps/scotland2.html

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

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http://www.rutherglenreformer.co.uk/rutherglen-news/rutherglen-local-news/2008/08/27/end-of-an-era-as-demolition-work-63227-21610321/
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Redpath Brown – Two Hundred Constructive Years, by A W Turner, Edinburgh 1966.

Power Stations

Gas

Food Industry

Recreation & Entertainment

Drink, Temperance and Recreation.

DRINK

1) In early 19th century Scotland huge amounts of drink were consumed.
2) There were critics of this situation. John Dunlop, a Greenock magistrate commented 'drunkenness has been reduced into the regularity and prevalence of a general system'.
3) Many customs and traditions involved drink.
4) After about 1840 consumption began to fall decade by decade. By 1930 it was said that whisky drinking was confined to the middle aged and the aged. (See table 6 regarding rates of consumption over time – page 135).
5) The distribution of public houses varied greatly. In the western highlands and islands there was 1 per 1000 of population. In industrial areas of the central belt 1 per 150 with Glasgow and Edinburgh having 1 per 130.
6) Public houses varied greatly. (Read the description about a pub in Saltmarket, Glasgow in 1855 – middle of page 136).
7) The poor drank publically, but the middle classes drank at home. (See description at the top of page 137 about the normal drinking week in Glasgow in 1858).
8) An astute observer, Dr George Bell in discussing life in the slums of Edinburgh in 1850 wondered where all the money for drink was coming from and suggested that it was from crime.

TEMPERANCE

1) In the late 19th century there was growth of movements to control and even abolish drink outlets.
2) See Dr Archibald Campbell's comments on the life of the working man on page 139. (He was MOH for Renfrewshire).
3) While drink had its devotees, it also had its deadly foes. In 1829 there was founded an organisation to abjure spirit drinking. While slow to start at first

such movements began to grow. However there was a fierce battle between the moderationist wing and the teetotallers. In the end the teetotallers won.

4) There were also bitter arguments between members of the Scottish Temperance League who supported voluntary abjuration of drink and the UK Alliance who argued for the closure of drink outlets namely, prohibition.
5) At first the churches did not support these movements, although gradually some prominent church figures did support temperance.
6) Temperance movement leaders realised that it was important to create a world with activities that offered an alternative to drink. Thus there was a movement for children, The Band of Hope, and a friendly society, The Rechabites. Special events were organised such as concerts and lectures.
7) What good did the temperance movement do? The movement worked on two fronts, self-control and state control.
8) The Forbes-McKenzie Act of 1853 made a difference. It shut pubs on Sunday and introduced closing times (11pm). This Act was followed by the Methylated Spirits Act of 1855 which controlled manufacture and sale. There were accusations that these measure affected the poor, but not the rich.
9) (Read paragraph on page 144 with comments by a Police Superintendent).
10) Some favoured public ownership of the drinks trade as in Sweden. A variation of this was tried in the Fife coal-field.
11) In spite of these measures even in the late 1870s drink was still blamed for creating poverty and causing crime.
12) A system of Scottish Local Veto Poll was introduced. Areas voting to be 'dry' were mostly middle class, whereas working class areas did not vote to be 'dry'.
13) Eventually the temperance movement ran out of steam. However, consumption fell dramatically in the inter-war years. By the 1930s it was a quarter of that in 1900.
14) Through excise duty by 1920 whisky, formerly a cheap drink had become an expensive one.
15) During the First World War the state took over some pubs in a few areas important to the war effort. Draconian restrictions were also placed on drinking hours with closing time at 9pm.

RECREATION

1) In the hundred years from 1840 non-working time and wages increased. Adoption of the Saturday half day became widespread. Whisky consumption increased between 1860 and 1870. In years of full employment spirit drinking soared. However, over time modern patterns of consumer behaviour and organised recreation developed. An increase in consumerism was linked to the size of house. Any tradition of sharing possessions which existed also had an effect.
2) In the 1930s radios were in general use, even in quite poor households. The introduction of hire purchase schemes assisted the surge in consumerism.
3) Even into the early 20th century much more time was spent out-with the house than in it. Before the growth in motorised traffic children would play in the street. There was great mutuality in tenement life – even a dark suit would be borrowed for special occasions.

4) The late 19th century saw the expansion of public parks, libraries museums and art galleries. (Read Dr Devon's remarks about improving the working class on page 151).
5) Women, particularly married women came off worst as far as leisure was concerned. Scottish menfolk were not famous for their willingness to help in the home.
6) Football became the big attraction for the working man. Both rugby and soccer developed from the 1880s onwards. Football gradually became more commercial. Even early on sectarianism had reared its head within football even to the extent of it leading to riots on occasions.
7) In the main football attracted the skilled working class. One of the attractions of football was betting. A gambling tradition ran deep within industrial society. (Read Abe Moffat's description of pitch and toss on page 155). In the late 19th century betting became a significant business. In 1874 however, the Gaming Act, which limited betting, was extended to Scotland. Once more the law was hitting the poorest the most.
8) Few working people could afford a proper holiday although in the west of Scotland a trip 'doon the watter' was popular. Cycling also developed as a pursuit much to the disapproval of the Church 'using their machines not to go to the church, but to cycle past it'.
9) The development of the Scottish Youth Hostel system introduced many to the great Scottish countryside through hiking and mountaineering.
10) The popularity of the dance hall and the cinema continued to grow. In the 1930s 80% of the unemployed went once a week.

Even in 1950 Scots went to the pictures more than the UK average. In Scotland 38 times a year, in the UK 29 times a year.

Cinemas

http://en.wikipedia.org/wiki/Buildings_of_Cambuslang
http://www.scottishcinemas.org.uk/scotland/cambuslang.html

The Empire

The Empire was on the corner of Hamilton Road and Clydeford Road, next to the former gas works, between St Andrew's Church and the bus terminus. The exact opening and closing dates of this cinema are not known, but it seems likely it dates from around the 1920s and was closed as a cinema in the 1950s or 1960s. The building remained in increasing dereliction until demolition around 1986.

Ritz Cinema

The Ritz cinema was built for the ABC chain in 1930 on the site of the current Spar shop. It was designed by William Beresford Inglis, the architect and businessman who later designed and ran the Beresford Hotel in Glasgow's Sauchiehall Street. The Ritz was unusual in that it was an atmospheric cinema, a particular type of design that Beresford specialised in - this meant that the auditorium created the impression of sitting in an outdoor setting, with an open sky above and pseudo-3D buildings along the sidewalls. Inglis generally created these with a Spanish theme, and the Ritz followed this by having its entrance in the form of a large white archway. It was a short-lived cinema, and was closed and demolished in 1960. The Ritz Bar is named after it, and occupies a corner of the site where it once stood.

From the Cambuslang Pilot newspaper 1929

Cambuslang is fast earning a reputation as an entertainment centre. Amazing scenes were witnessed at the beginning of the week when the famous " Desert Song " was showing in The Ritz. Immense queues outside the new "atmospheric" theatre, extending past Albert Square on one side and up to Messrs R. Hood and Sons' premises on the other " House full " was the order too round in Hamilton Road where queues also formed awaiting admission to the Picture House. At both theatres patrons were present from places miles away from Cambuslang.

Savoy Cinema

Savoy

Savoy Cinema was built in 1929 for a local company primarily with facilities for theatre use. The architect was John Fairweather, who was the house architect for the Green's cinema chain, although this particular cinema did not initially have any link with that chain. Fairweather was responsible for designing the two largest cinemas built in Britain, the Green's Playhouses in Dundee and Glasgow. Fairweather's influences were more neo-classical than art deco, and his cinema interiors, including the Cambuslang Savoy, usually had giant columns along the sidewalls. The classical, monumental facade is a landmark on the Main Street, and is currently a rather garish shade of yellow. It became a bingo hall around the early 1960s, and was renamed Vogue, although it has since reverted to the Savoy name. Currently run by an

independent bingo company, the interior is relatively unspoiled. The Building is now boarded up.

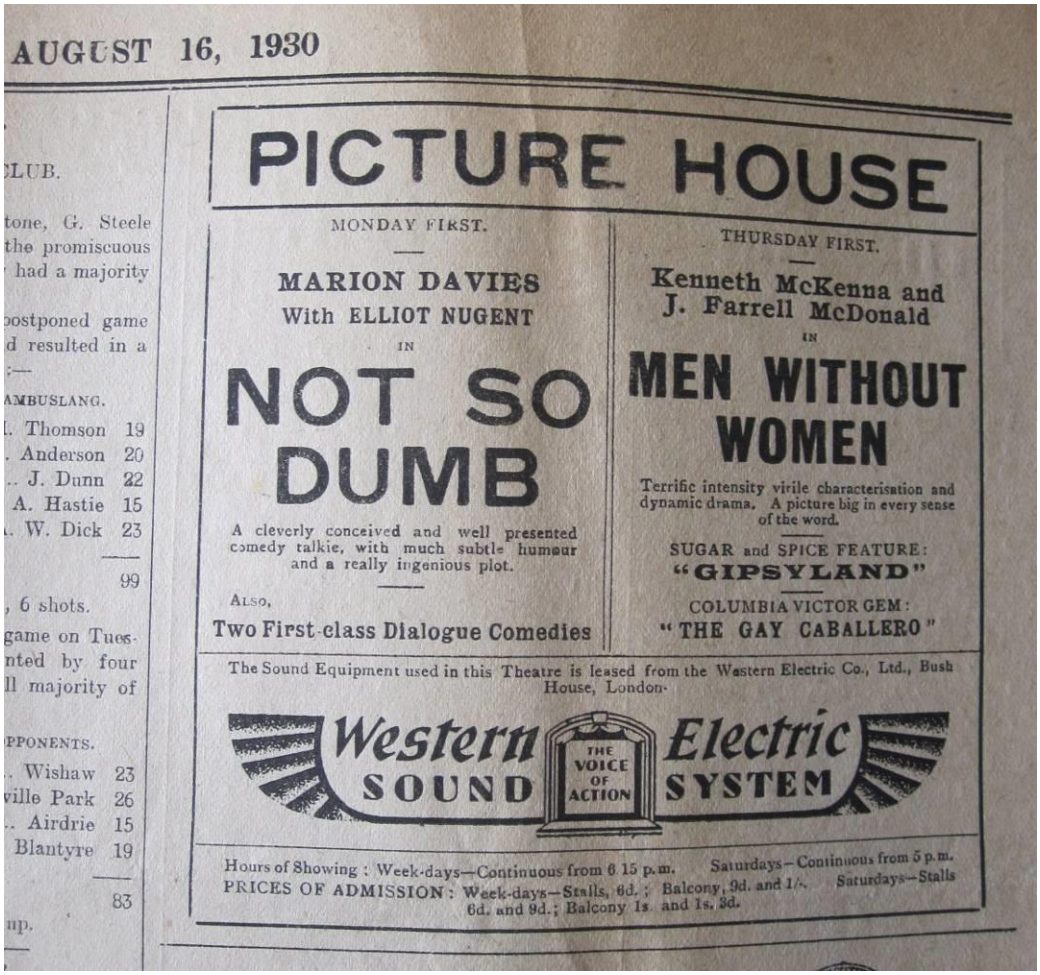
From the Cambuslang Pilot newspaper 1929

In at few weeks‘ time Cambuslang will have a third “talkie” theatre. The finishing touches are now being made to the Savoy and the opening date will be announced shortly. The seating capacity of the Savoy is estimated at 1600 and between them the three theatres will be able to accoinmodate over 4000 people at one time. Is this too much for a town with a population of something under 30,000? A great many people think it is. But others, includlng those who have a lengthy experience of the cinema trade, disagree with this view. There is more than the actual population of the town to be taken into consideration, they say. Of greater importance is the town’s situation as a drawing centre, and Cambuslang, right in the heart of an industrial and residential district, has many advantages in this respect that are waiting to be exploited. We have had an example of this during the present week, when the two theatres that are now open could not hold all who were wanting to be entertained. It is true that the magnet was a film that is recognised as the greatest yet in “ talkies,” but the fact remains that entertainment in Cambuslang attracted patrons from districts miles away. The “talkies” are still in their infancy and it may be taken for granted that even greater films will yet be shown there. If Cambuslang people will realise that in the Ritz and the Savoy they have two of the finest houses in the country - equal even to the best in Gglpasgow-the proprietors of these theatres will have no cause to regret their enterprise. The picture house is already an established institution.

From the Scotsman 16 May 1933

The officials of the Savoy Picture House, Cambuslang, discovered yesterday that the picture house, which is situated in Cabbuslang Main Street, had been entered by burglars. The thieves entered the building at the rear by climbing up 16 feet of the wall, and were assisted half-way up by an electrical bracket. By breaking windows and bursting open doors, they made their way to the office in the front of the building, where they removed the safe to the centre of the room. The uniforms of the officials were then placed round the safe, and the whole covered with office books before the burglars, by means of explpsives, blew off the door of the safe. A sum of £130 in cash was stolen.

The Picture House (and Billiard Saloon)



AUGUST 16, 1930

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. W. Dick 23

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PPONENTS.
.. Wishaw 23
ville Park 26
.. Airdrie 15
Blantyre 19

83

np.

PICTURE HOUSE

MONDAY FIRST.

MARION DAVIES
With ELLIOT NUGENT
IN
NOT SO DUMB

A cleverly conceived and well presented comedy talkie, with much subtle humour and a really ingenious plot.

ALSO,
Two First-class Dialogue Comedies

THURSDAY FIRST.

Kenneth McKenna and
J. Farrell McDonald
IN
MEN WITHOUT WOMEN

Terrific intensity virile characterisation and dynamic drama. A picture big in every sense of the word.

SUGAR and SPICE FEATURE:
"GIPSYLAND"

COLUMBIA VICTOR GEM:
"THE GAY CABALLERO"

The Sound Equipment used in this Theatre is leased from the Western Electric Co., Ltd., Bush House, London.

Western SOUND — THE VOICE OF ACTION — Electric SYSTEM

Hours of Showing: Week-days—Continuous from 6.15 p.m. Saturdays—Continuous from 5 p.m.
PRICES OF ADMISSION: Week-days—Stalls, 6d.; Balcony, 9d. and 1/-. Saturdays—Stalls 6d. and 9d.; Balcony 1s. and 1s. 3d.

The Scotsman 27 Feb 1934
The Cambuslang Picture House Company Ltd have decided to rebuild the Picture house, near Cambuslang Terminus, which was the scene of a fire in August 1933, only the front walls of the building being left standing. Since the fire a gale about the end of last year created further damage, and pert of the back wall was blown down. The work of reconstruction will commence immediately, and the cost is roughly estimated at £10,000.

Newspapers

The Cambuslang Advertiser 1895 –

JAS. LIPSEY & CO.'S OLD IRISH WHISKY, BELFAST. ESTABLISHED 1789. MACLACHLAN'S, 27 St. Enoch Square, Glasgow, SOLE PROPRIETORS.

THE CASTLE STOUT, SPECIALLY BREWED FOR EXPORT. G. & J. MACLACHLAN, 27 ST. ENOCH SQUARE, GLASGOW.

The Cambuslang Advertiser.

Circulated in Cambuslang, Westburn, Newton, Hallside, Halfway, Lightburn, Flemington, Tollcross, Shettleston, Carmunnock, Busby, East-Kilbride, Uddingston, Bothwell, &c., &c.

No. 171. FOURTH YEAR OF PUBLICATION. CAMBUSLANG, SATURDAY, JULY 1, 1899. PRICE ONE HALF-PENNY.

Cambuslang Pilot 1906 -


Cambuslang Pilot.
Circulated in Cambuslang, Newton, Halfway, Westburn, Silverbanks, Kirkhill, Spittal, Flemington, Hallside, Eastfield, &c.
Published Every Friday Afternoon.
No. 1220. CAMBUSLANG, 4th JANUARY, 1929. Price One Penny.

Sport

Cambuslang Rangers
Junior Football Teams
Cambuslang Harriers
Curling
Bowls
Tennis
Golf
Boxing
Subaqua Diving

Childrens Songs and Street Games

Dance Halls

YMCA (near Kirkhill railway stn)
Salvation Army Halls (Tuesday Nights)
Masonic Halls
Institute
Church Halls ?
Ex Servicemens
Miners Welfare Halfway

Pubs

Cafe

Scouts Cubs / Girl Guides Brownies / Boys Brigade

Social Issues & Living Standards

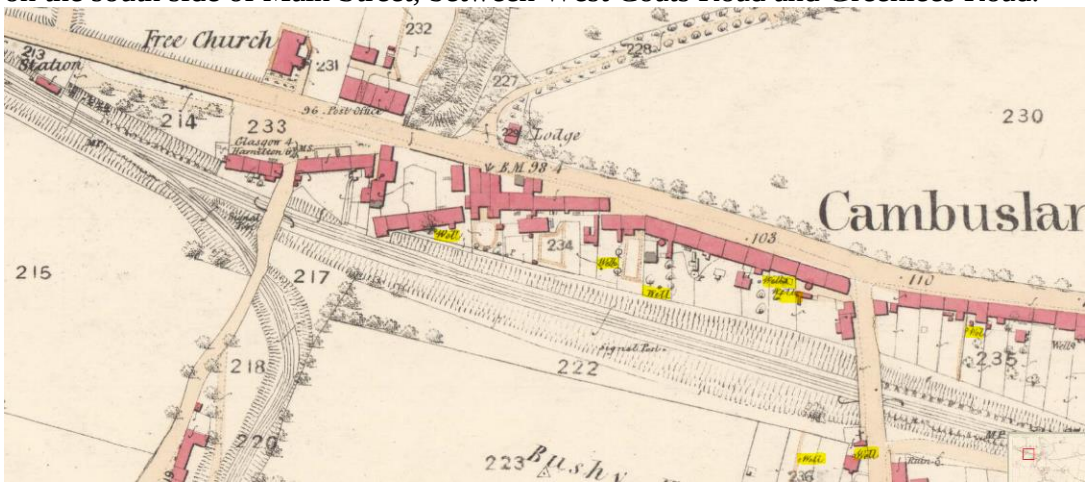
Water Supply

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 gullets or great ravines; occasionally pouring down heavy torrents, in the winter sea- son, 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 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.

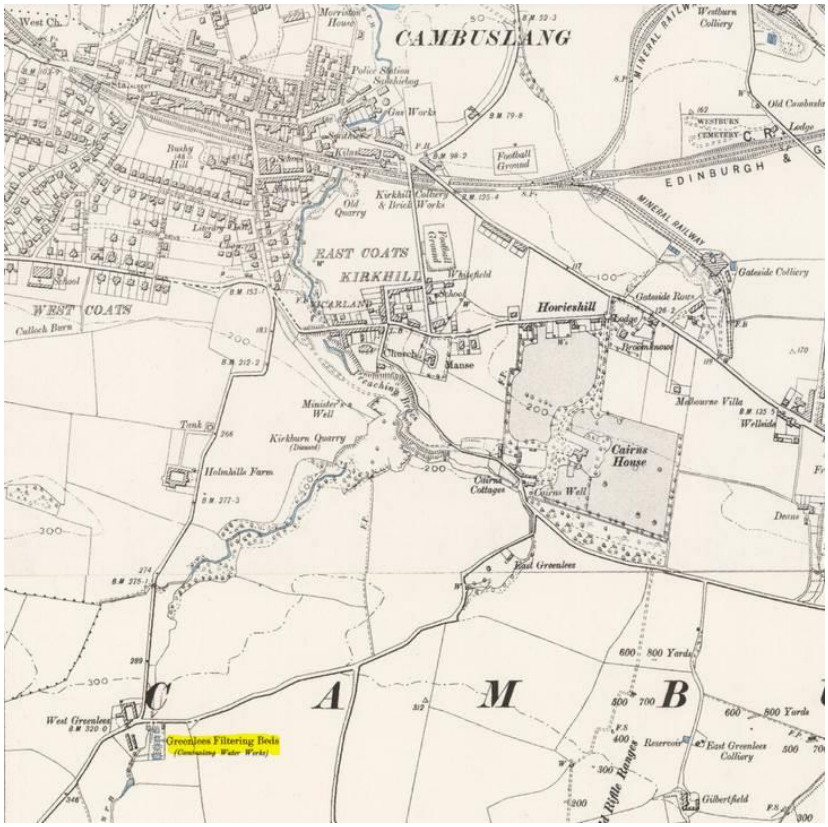
The Public Health Act of 1848 encouraged local Boards of Health to be set up to appoint a Medical Officer, provide sewers, inspect lodging houses and check food which was offered for sale. However, this Act was not compulsory.

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.

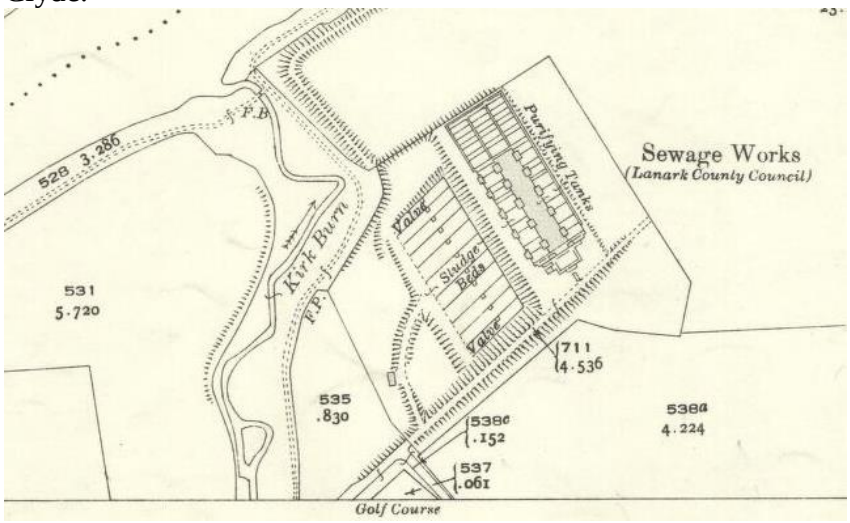
Glasgow was supplied with clean drinking water from Loch Katrine in 1855.

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.



MISC

Public Buildings

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

Cambuslang InstituteCambuslang Institute was erected1892-8, by A Lindsay Miller; extended in 1906 and 1910. Interior modernised in 1978–83. It carries on the work started by 19th-century weavers and miners determined to educate themselves.
Cambuslang Public Library – a county council erection by John Stewart in 1936–38 – 'one long range with stripped classical detail'. Now closed and demolished (April 2007).
Health Institute (1926, by John Stewart, Lanarkshire County Council architect). It is similar in style to his other buildings if a little more domestic.
New town centre (completed in 1965) had a fine public square in modernist style, surrounded by two stories of shops and high blocks of flats, all forming a pleasing whole. More brutalist blocks are further to the west. More recent development includes local offices for South Lanarkshire Council and Cambuslang Public Library

Domestic Architecture

Social housing is pleasant and varied – cottage-flats 'fit for heroes' (1920s); Art Deco brick trim on whitened render (1930s); 'modernist' (1950's and 60s) and brutalist (1960s and 1970s).
Suburban villas in various styles, but mostly standard Scottish Victorian (with a hint of the Italianate).
Classic Scottish tenements in honey-coloured and red sandstone.
Police Barracks (1911, converted into sheltered housing in 1982) has an attractive 17th-century doorcase enclosing the arms of Lanarkshire Constabulary.
Cambuslang Public School (1882–83, by A Lindsay Miller; later an annex of Cambuslang College of the Building Trades; presently a nursing home). Has a decorative façade of Tudor-Gothic style, and plainer extensions of pre-1910 nearby. Now a nursing home.

Andrew Lindsay Miller

http://www.glasgowsculpture.com/pg_biography.php?sub=miller_al

An architectural practice founded by Andrew Lindsay Miller (1847-1903), with offices in Glasgow and Cambuslang.
Miller first appears in the Post Office Directory in 1874, with an address at 121 West Regent Street, later moving to 122 Wellington Street. After his death, the business was continued by his sons. In 1904, the firm moved to 19 Blythswood Square, as A.

Lindsay Miller & son. After another son joined the practice between 1919-13, they worked as A. Lindsay Miller & Sons. Thereafter the firm reverted to A. Lindsay Miller & Son until closing in 1916.

Miller's documented buildings in Glasgow are rare, with few, if any, having survived the demolition derbies of the 1970s and '80s, which robbed the city of much of its architectural sculpture.

One of the most grievous losses was his Dominion Rubber Company warehouse at 42-50 Cadogan Street, which included no less than sixteen portrait heads across its facade by an unidentified sculptor (1874-6).

Designed in the Gothic style, with two large, arched windows flanking an oriel window at its centre, and a splendid cornice and pinnacled gable at its attic, the building and its sculpture were noteworthy enough to be discussed in the Notes and Queries' column in the Glasgow Citizen on 28 October, 1933, after a reader had inquired about the building's history and the portrait heads.

According to the paper, fourteen of the heads projected outwards from under the building's cornice in a horizontal line, and represented 'famous inventors and workers among iron' (although their identities have yet to be confirmed, one of the inventors' heads would undoubtedly have been of James Watt, whilst Baird, Connal and 'hot blast' Neilson would probably have been amongst the ironmasters).

The remaining two heads were on shields flanking the main entrance. These portrayed the building's owners, John Adam Leslie and John Hall, the general metal and tinplate merchants, whose initials were also on metal plates at the door. Gargoyles and organic carving at the arched windows, together with a further line of heads or ornament across the ground floor, completed the building's sculpture scheme.

Photographs of this fascinating building in 1959 and '60 are on the Virtual Mitchell website (VM: C2403 and C4059).

In 1881, Miller was one of 110 architects who entered the second design competition for the City Chambers. His designs were in 'a lively renaissance style' and were submitted anonymously (as were all the others) under the Latin motto Nisi Dominus Frustra but, although they impressed the adjudicators, they failed to reach the final ten.

The firm's Cambuslang office was closely involved in the town's development and the designing of its churches and schools. Their important buildings there include:

Cambuslang Public School (Cambuslang College Annexe), Greenlees Road (1882); Cambuslang Institute, Greenlees Road (1892-8); the Old Parish Church Halls, Cairns Road (1895-7); and the New Free Church (1897).