

## **Madelvic Talk 24/10/15**

**Although there was some sort of industrial activity at Granton it was not until Granton Harbour was built in the 1830's that Granton succumbed completely to industry and commerce.**

**Walter Frances, the 5<sup>th</sup> Duke of Buccleuch was the main instigator and eventually spent well over half a million pounds of his own money on building the harbour, making it one of the largest private building projects of its time.**

**In the middle of all the industry that sprang up was Caroline Park with its house which stands today. Thanks in part to the Duke of Buccleuch and Lord Cockburn Caroline Park became what could be best described as a very early 'industrial park'. The railway even ran through the gates of Caroline Park, who's entrance had been turned round to face the sea, as we will see later.**

**I think it right to mention Lord Cockburn's part in industrialising Granton as he leased Caroline Park from the Duke of Buccleuch from about 1870 to 1835 and was, allegedly, responsible for the removal of architectural walls, a bowling green amongst other things.**

**Lord Cockburn's son, Henry Cockburn, who was a conservationist and who the Cockburn Association was named after, was not at all pleased with what his father had done. Fortunately, parts of Caroline Park were saved thanks in part to his mother.**

**There is also the remains of Granton Castle which was sacked by Edward Seymour, Earl of Hertford's army in 1544 on the orders of Henry VIII at the time of the 'rough wooing'. The remains were bought by Bain & Brown, Quarriers in 1928 who knocked it down for the stone underneath.**

**Granton had a train ferry, the 'Leviathan' which was built by Sir Thomas Bouch designer of the ill-fated Tay Bridge, whose High Girders collapsed during a storm in 1879. He lived in Oxford Terrace and is buried in Dean Cemetery.**

**The train ferry operated from 1850 and ceased in 1890 when the Forth Bridge was opened.**

**Passenger and road vehicle ferries such as the William/Willie Muir, named after an NBR director, continued until the Second World War. Several attempts to introduce ferry services since then have come and gone.**

**The line between the Waverley Station and Granton harbour was closed to passengers by the LNER in 1925 which meant the closure of Granton station which was situated on the harbour.**

**Some of the industries in Granton were as follows:**

**Granton Quarry, who's stone was used in building Granton Harbour and also the statue atop Nelson's column. In 1855 after violent storms the quarry fell into the sea and was no more.**

**Granton Gasworks which was officially opened in 1903. By 1992 this was de-manned and part of the former ground is now occupied by Telford College and Morrisons Supermarket. The Caledonian Railway built a railway station for the exclusive use of the gas workers. This building remains today and has been restored by Centrica.**

**The Madelvic Motor Carriage Company, Granton was founded by Edinburgh City Astronomer, William Peck to develop the emerging technology of using electricity. Madelvic produced an 'electric brougham' five wheeled electric car between 1898 and 1900. This vehicle could also be attached to a horse drawn carriage. Peck offered free rides in the new electric car to the public between Granton and Leith. However, electric cars were not, it seemed, the future and Madelvic went bankrupt.**

**In 1900 the company was taken over by the Kingsburgh Motor Company who continued to build cars until they were taken over by Stirling Motor Carriages Ltd who in addition to building cars built lorries and buses exporting them as far a field as Australia.**

**In 1925 the buildings were sold to United Wire and were used by them until 2001 before being acquired for development by Waterfront Edinburgh Ltd.**

**Madelvic is the oldest surviving car factory in Britain.**

**Northern Lighthouse Board**

**United Wireworks**

**AB Fleming Ink Works**

**Caroline Park Foundry**

**Ferranti**

**Bruce Peebles**

**Fishing, T L Devlin, Croans, Patons.**

**Christian Salvesen**

**Timberyard – Beatties**

**Malcolm Brechin – Shipbreakers**

**Boat Building**

## **Railways**

**The original railway that ran to Granton was the Edinburgh, Leith and Newhaven Railway which became the Edinburgh Leith and Granton Railway then the Edinburgh & Northern Railway and finally the North British Railway.**

**In 1842 the Edinburgh, Leith & Newhaven Railway finally after overcoming various problems opened a horse drawn railway north from Canonmills to Newhaven Station which was renamed Trinity. The station overlooked the Chain Pier which was popular with bathers at that time. In 1846 the line was extended to Granton Harbour.**

**In 1847 the line was extended south into the heart of Edinburgh with the opening of the Scotland Street tunnel which ran directly under the New Town to Canal Street. The incline was such that cable haulage was required.**

**In the same year the Edinburgh & Northern Railway purchased the line and introduced the world's first train ferry, designed by Sir Thomas Bouch which carried goods wagons and passengers across the Forth to Burntisland and further north.**

**Scotland Street tunnel was only used for about 21 years as the NBR who took over the Edinburgh & Northern Railway in 1862 built a new line from Edinburgh Waverley, formerly North Bridge, through Abbeyhill, Powderhall, Trinity and then on to Granton.**

**The Caledonian Railway came in from the West and connected with the NBR just before Granton's Middle Pier. The CR also had a line which ran down to the West Pier. The Duke of Buccleuch who was a Director of the CR was no doubt behind the building of these lines**

**The Caley Goods Station still exists and is used by William Waugh, Scrapdealer.**

**There were also two hotels in Granton, the Granton Hotel which opened in 1838 for the ferry traffic and which became HMS Claverhouse. The other was the Wardie Hotel which is now flats.**

**There was also the infamous Granton Tavern or the 'Tap' as the locals called it which was almost opposite the Middle Pier. The reason for the nickname was because the locals would stand at the top end of the long bar near the door when the trawlers returned. As the trawler men who, after days at sea and with money in their pockets were desperate for a drink they made straight for the bar. On entering the bar they were immediately 'tapped' by the locals for a drink.**

**Some of the items imported through Granton were esparto grass, fish, coal, some of which went to the gas works and some was exported, oil which went to the Texaco refinery beside the gas works. Other items were also imported such as wood etc.**

**The esparto grass went to the paper mills in Currie and Balerno to make good quality paper.**

**Today most of the original industries are gone but they have been replaced by new businesses, shops and modern flats in Granton.**