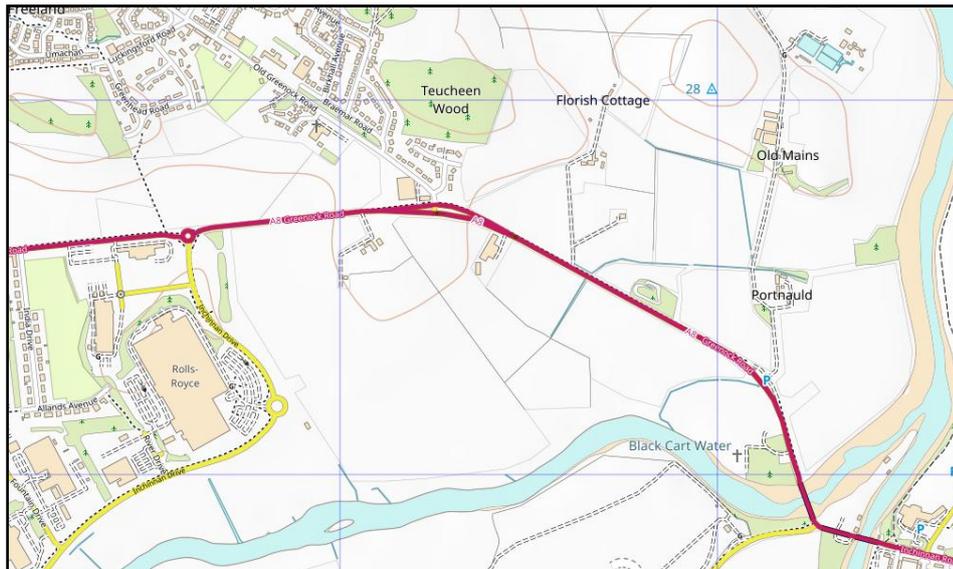


A WALK AROUND INCHINNAN - 2.5 miles



The walk starts at the Normandy Hotel which is situated beside the White Cart.

Normandy Hotel



The hotel was completed in 1973 for the Reo Stakis Organisation.
Legend has it that the architect's drawing was numbered 1066
- hence the Normandy!

Two stones, one the pediment and the other the base of a cross, are situated in front of the Normandy Hotel, enclosed behind iron railings.

Argyll Stone & St Conval's Chariot

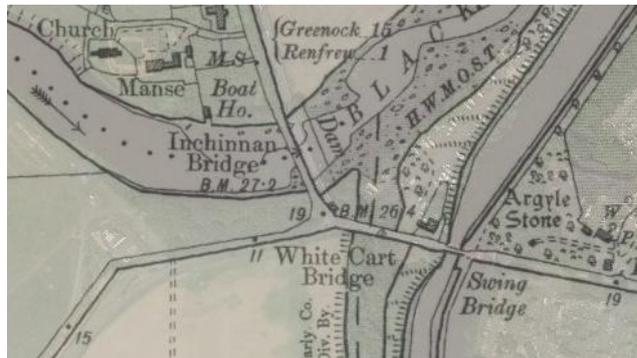


The pediment is known as the Argyll Stone. It is said that the Duke of Argyll rested on it in 1685 and was captured and taken to Edinburgh where he was beheaded. The base is known as St. Conval's Chariot. St Conval is reputed to have floated from Ireland to Scotland on it. He founded his church across the River Cart at Inchinnan. The Silver Bell Horse Race of Paisley, instituted in 1620, "startit at the grey stane callit St. Convall's stane." The first winner, on 1st June 1620, was Hew Crawford of Cloberhill.

Leaving the Normandy, walk to the river and the bascule bridge.

Bascule Bridge

The new stone bridge over the White Cart, which was opened in 1812, was too low to accommodate sailing ships as they became larger. This meant that ships sailing up the White Cart to Paisley had to lower their masts to pass through, so a canal was constructed in 1838 to divert ships through a swing bridge. In 1923 this was replaced with the present bascule bridge, built by Sir William Arrol & Company.



Os 6 inch 1888-1913

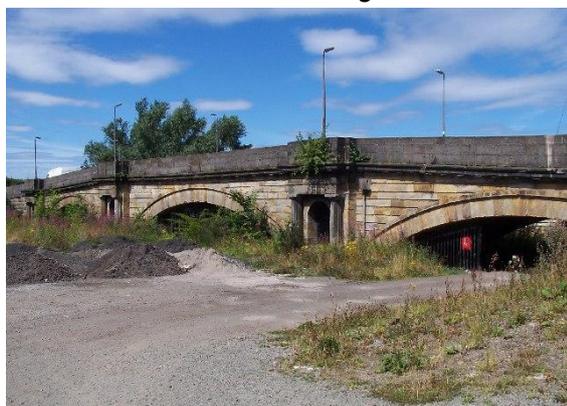
The section of the White Cart which flowed beneath the stone bridge was eventually filled in completely, leaving no evidence of its existence. A track runs under the bridge onto the land between the two rivers to the Inchinnan Cruising Club.

Continue across the White Cart Bridge and then the Inchinnan Bridge.

Inchinnan Bridge

On Sunday, March 12th 1809 the three most northern arches of the old Inchinnan Bridge fell down, having stood for 50 years. John Paul, farmer at Garnieland and another man were walking across the bridge at 7.00am, and just managed to get off before the first two arches collapsed. During the course of the day the 3rd arch also fell. The rest of the bridge stood until it was taken down to make way for the new one. The Foundation Stone of the new bridge (actually two separate bridges over the White Cart and the Black Cart Rivers) was laid by Boyd Alexander of Southbar on 17th October 1809 and was completed in May 1812 at a cost of £26,000.

The White Cart Bridge



The river was eventually filled in under the bridge

The Inchinnan (or Black Cart) Bridge



Crossing the bridge, the site of the now demolished All Hallows Church lies to the left.

PLEASE NOTE: It is not possible to visit this site except on Open Days or by prior arrangement with Inchinnan Historical Interest Group. Email: IHIG597@Hotmail.com

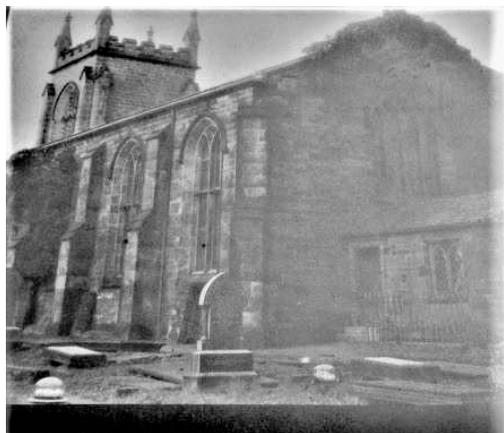
St Conval's Church

Inchinnan has been a centre of Christian Worship for over 1400 years, since 597AD when St. Conval, a disciple of St. Kentigern (also known as St. Mungo), arrived. St Conval is believed to have died around 612AD. Records from the 10th century state that his bones were housed at Inchinnan in a magnificent sarcophagus which became a place of pilgrimage.



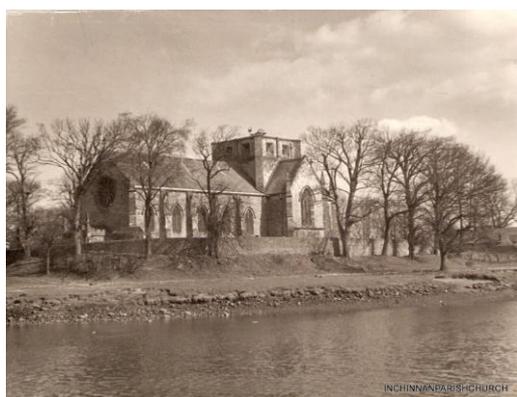
St Conval's artist's impression

The first church, St Conval's, was built about 1100AD: some 20 years before Glasgow Cathedral and 60 years before Paisley Abbey.



Inchinnan Church: 1828-1900.

By 1828 the medieval church of 1100AD was in a dangerous condition. It was demolished and this new church was built.



All that remains.....

At the end of the 19th century the 1828 church was replaced with a new church which was consecrated on 6th June 1904 and dedicated to All Hallows. The construction of the new airport at Abbotsinch resulted in the demolition of All Hallows Church. The closing service was held on 20th June 1965.



All that remains is the old graveyard.

(The green, walled enclosure on the left side of this picture)

Continuing along Greenock Road to the lay-by, a road leads to Portnauld Farm where Portnauld Distillery once stood.

Portnauld Distillery



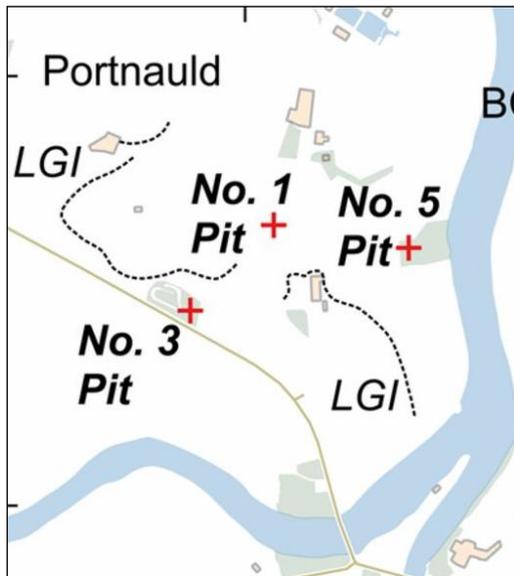
An 18th Century farm distillery producing whisky which became known as Lowland Single Malt. Portnauld distillery was registered to John Fairly in the mid-1780s and he distilled there until he was sequestrated in 1787 when Portnauld closed. Matthew Brown of Paisley, already a wealthy brewer, resumed production in 1795. The site was closed for good in 1798.

Further along Greenock Road, on the right hand side, is a hillock covered with trees. This is a spoil tip from a disused ironstone mine.

Ironstone Spoil Tip



The ironstone mine was near Portnauld Farm and was abandoned by 1875.



The Paisley & Renfrewshire Advertiser, 28th July 1866
A Serious Pit Accident occurred on 24 July 1866 at No. 1 Ironstone Pit, on Portnauld Farm Inchinnan when a sudden explosion took place. Two of the miners were fearfully burned. They were taken home, where they lie in a precarious condition. The pit is one of several on the estate of Mr. Campbell, of Blythswood.

Continue towards Inchinnan, passing the Braehead Tavern, to the bus depot.

McGill's Bus Depot



The depot is first shown as an 'Omnibus Depot' on Ordnance Survey maps on the Provisional Edition of the OS 25-inch map (Renfrewshire, 1939). It was originally operated by The Western Scottish Motor Traction Co. Limited (Western SMT) which was a bus operator in South-West Scotland

A short distance beyond the bus depot, a farmhouse can be seen on the left side of the road.

Town of Inchinnan Farm



a two storey farmhouse. circa 1800

**Please note:
 this is private property.**

The trial of Christina Gilmour for the murder of her husband at Town of Inchinnan
 On 29th November 1842, Christina Cochran from Dunlop married John Gilmour, farmer at Town of Inchinnan. On their wedding night Christina informed John that she intended to be his wife in name only and refused to consummate their marriage. On the 11th January 1843 John died of arsenic poisoning. Christina fled to New York but was extradited and stood trial for the murder of John.
 This was the first case of extradition under the 1842 Webster-Ashburton Treaty between the USA and the UK, making the Gilmour case a footnote in Transatlantic legal history.
 In spite of overwhelming evidence the verdict at her trial in January 1844 was "Not Proven". Christina returned to Dunlop where she died circa 1911.

Continue along the road to the white art deco building which is all that remains of the India Tyre Company

India Tyre



The Inchinnan site was first used by Beardmore's for the construction of airships during World War I.

It was purchased by the India Tyre and Rubber company in 1927.

The business was prosperous and houses were built in Allands Avenue and India Drive to accommodate some of the 2,500 employees.



In 1930 India Tyre built the Art Deco office block, located in front of the mill building for optimum visibility from the busy Edinburgh to Greenock Road. The building was used for its intended purpose for half a century before its closure in the early 1980s.

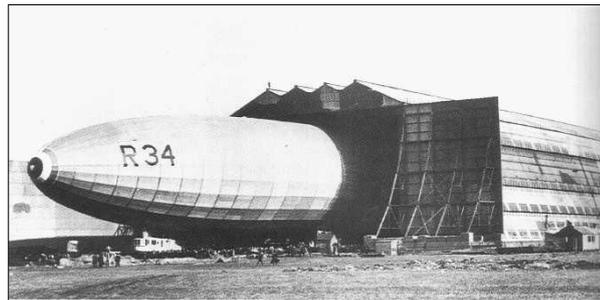
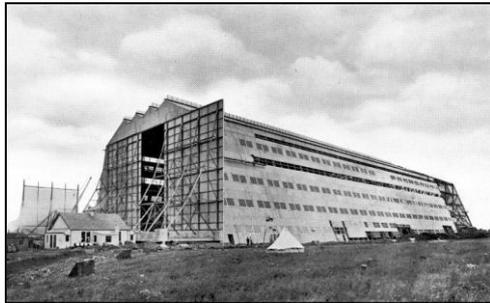


The India of Inchinnan office block was saved from dereliction when it was bought and renovated by the software company Graham Technology (now Verint Systems). The renovation was completed in 2003 and kept the original office building but added a contemporary extension inspired by the airships built there: the roof of the extension is a 1:1 scale replica of a section of the R34 Airship.



The site of the Airship Hangar is now the location of Rolls Royce's second largest civil aerospace facility in the UK for the manufacture of aircraft engine components.

Airships at Inchinnan



"Flying for the Country"

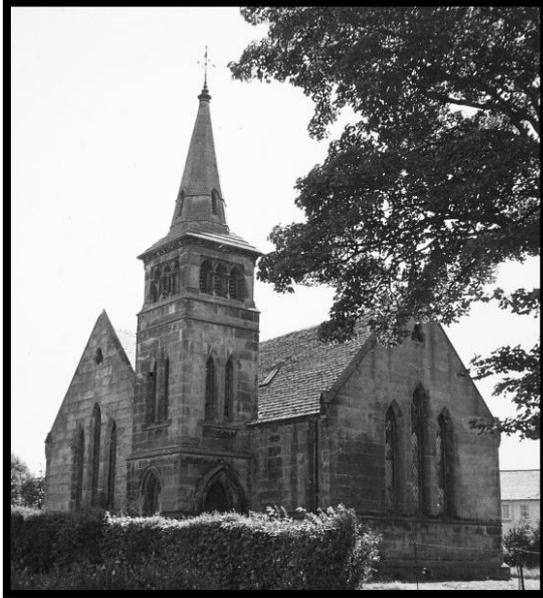
William Beardmore and Co began building an Airship Station at Inchinnan in 1916. Because of the difficulties of getting staff to this isolated location, the company built 52 houses in Inchinnan, known as the Beardmore Cottages.

Beardmore's built several airships including the famous R34 airship which made the first ever east-west flight across the Atlantic from East Fortune in Scotland, arriving at Mineola on Long Island NY on 6th July 1919 after a 108 hours long flight. R34 also completed the first ever return flight.

R34 was scrapped in 1921 following an accident and the Airship Station closed on 12th October 1922.

Across the road from the India Tyre office there is a gap in the hedge where a narrow path between the fields leads to Freeland Drive. Bear left down into Greenhead Road and turn right into Luckinsford Road, then along to Park Church.

The Free Church



Park Church was built in 1849 by John Henderson of Park for the Free Church Congregation who, following the Disruption of 1843, had left the Parish Church and had worshipped in a barn at Barsail until Park Church was built.

On 10th June 1934 the congregation of Park Church was formally linked with that of All Hallows Church and in July 1938 the two congregations were united. Park Church continued to be used for worship till June 1968.

Continue past the church onto Old Greenock Road: to the left on the opposite side is Bourne Court, site of the first metric house built in Great Britain.



Erskine New Community

First Metric House

Officially opened on the 29th October 1969
by
Lord Bourne of Athersdon C.C.B., K.B.E., C.M.G.

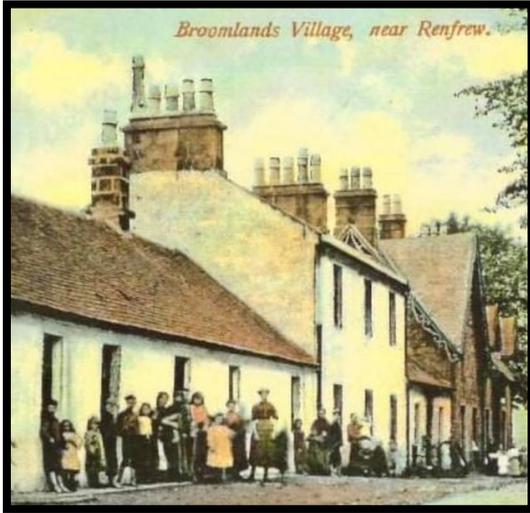
This was the first metric house to be built in Great Britain in association with the National Building Agency. The product was designed to metric dimensions incorporating the new house space standards, using dimensionally co-ordinated components and metric road standards.

Dr. W. MacFarlane D.L., Ph.D. Ewan Farquhar A.R.I.B.A., F.R.I.A.
Convenor of the County Council County Architect

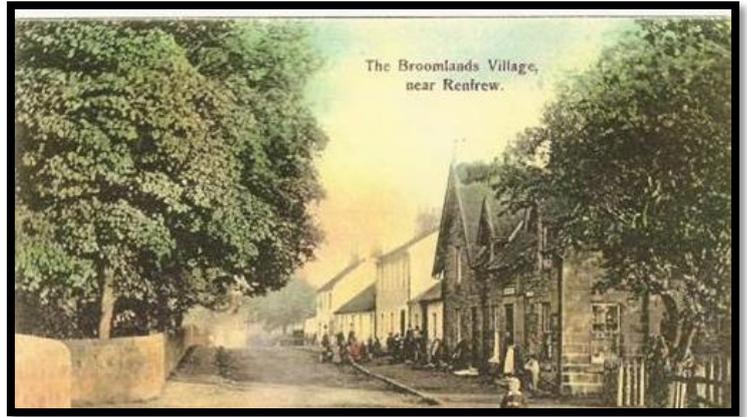
Andrew Wilson M.B.E., Bsc.(Eng), A.M.I.C.E., M.I.M.C., A.M.I.W.E., M.P.T.E.
Director of Planning and Engineering

William Patterson M.I.M.O.N.E. County Surveyor James Miller & Partners Limited Contractors

Walk back down Old Greenock Road to arrive at what was once known as Broomlands Village.



Broomlands village



In 1846, Samuel Lewis in a Topographical Dictionary of Scotland, described Inchinnan as;

“a **Parish**, in the Upper ward of the county of Renfrew, 3 miles North from Paisley; containing the hamlets of Broomlands and Luckensford.”

Walk on down Old Greenock Road to the primary school which is just past the community centre and the bowling green.

The 1830 School



Between 1827 and 1830, a new schoolhouse and school were built. The schoolhouse was demolished but the school is still in use.

The Primary School



The present school was built in 1936.
The 1830 school can be seen to the left of this picture.

Just beyond the present school is the site of the first known school on the opposite side of the road.

The Old School



The Parish elders called upon the services of Miss Norris to make clothing for the poor of the parish during the cholera pandemic of 1832.

After the erection of the 1830 school, the Old School premises were used as an industrial school where sewing, knitting, and domestic economy were taught by Miss Norris.

The Old School buildings are now dwelling-houses.



Early map showing the hamlets of Broomlands and Luckensford and both schools.

The parish church lies a short distance beyond the old school.

Inchinnan Parish Church



The foundation stone of this church, built to replace All Hallows, was laid on 19th November 1966 and was dedicated on 6th June 1968.

The architects incorporated as much as possible of All Hallows in the new building. The original flat roofs of the new building were replaced by pitched roofs from 1990 onwards.

To the front and rear of the parish church some sculptured stones can be seen.

Sculptured Stones



CELTIC STONES

TEMPLAR STONES

Thirteen sculptured stones, including three from the early Celtic period, were removed from the site of All Hallows and transferred to the present church where they are displayed as indicated.

Head on down Old Greenock Road to rejoin Greenock Road.

The last buildings on the left side of the village are Beardmore Cottages.

Beardmore Cottages



The Cottages were completed in 1919 and were for employees of William Beardmore at Inchinnan Airship Station.

The large tree-clad mound which rises above the cottages is Tuceen Hill.

Teucheen Hill and Blood's Mire



A battle was fought at the Knock in Renfrew in 1164 between a force of 15,000 men under Somerled, the Lord of the Isles and the much smaller army of King Malcom IV of Scotland.

Somerled was killed and his army retreated. The fiercest fighting took place during a last stand at Teucheen Wood, and the adjacent land, Blood's Mire, or Bloody Mire as it is sometimes called.

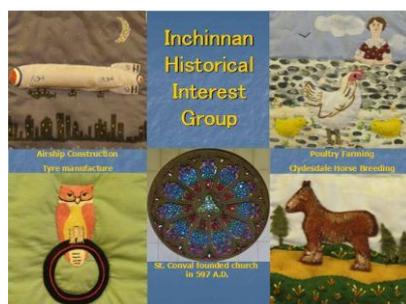
The Braehead Tavern



The walk ends at the Braehead Tavern where refreshments may be had.

If returning to the Normandy, the distance will be approximately 3 miles.

Was this leaflet helpful? Did you enjoy this walk? Email us on IHIG597@Hotmail.com



INCHINNAN HISTORICAL INTEREST GROUP



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