Clyde Heritage Guide
from Glasgow Green to Dumbarton

Clyde Waterfront
Atrium Court
50 Waterloo Street
Glasgow G2 6HQ

www.clydewaterfront.com
Over 20-25 years an estimated £5-6 billion of public and private investment will regenerate 20km of the River Clyde.

Economic, social and environmental regeneration from Glasgow city centre to Dumbarton has the potential to deliver:

• 50,000 new jobs
• 24,000 new homes
• 900,000m² of office, retail, industrial and leisure space.

Successful regeneration involves linking past and future. The Clyde Waterfront Partnership has developed this guide to ensure that the new developments, landscape, rich history and important heritage sites along the river are recognised.

We hope this guide will help visitors and local people to enjoy discovering the area.

Clyde Waterfront is a strategic partnership of the Scottish Government, Scottish Enterprise, Glasgow City Council, Renfrewshire Council and West Dunbartonshire Council.

For further information please visit www.clydewaterfront.com

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Welcome

This short guide is designed to help you explore the Clyde’s heritage whether you are on foot, cycling, driving or taking a train, bus or boat. There are 12 areas to explore, each with information and a location map. The guide includes travel information, opening hours, web links and a fold-out map of the area. There is more information on our website, www.clydewaterfrontheritage.com

We hope you enjoy your visit and we would value your comments which can be made on the website.

Information was accurate at the time of going to press in September 2011. Since some venues open seasonally we recommend that you check with them before visiting.
The Clyde

The River Clyde has always played an important role in the history of Glasgow. It is often said, Glasgow made the Clyde and the Clyde made Glasgow. As engineers made the river more navigable, the city’s commerce and industries flourished. The Clyde is a short river, little more than 100 miles long, rising in the Lanarkshire hills. Upstream it flows swiftly with spectacular stretches such as the Falls of Clyde near Lanark. At Glasgow the river was a shallow estuary with sandbanks and islets known as inches. Downstream, in deep water, Dumbarton, Irvine and Greenock were the main ports, with Port Glasgow established by Glasgow merchants in 1662.

Parts of the Upper Clyde were canalised. From around 1775 small coasters could safely come upstream. From 1818 foreign trading vessels could dock at the Broomielaw. Dredgers and blasting continued to deepen the Clyde to accommodate ever larger ships. This enabled the huge expansion of Clydeside’s international trade, shipbuilding and engineering throughout the 19th and early 20th centuries.

Clyde shipbuilding played a vital role during the early 20th century, especially during the First and Second World Wars. Terminal decline set in during the 1960s with only a few shipbuilding yards now remaining at Govan, Scotstoun and Greenock.

Now the Clyde is experiencing massive regeneration, finding a new identity as a recreational, residential and business area, fostered by the Clyde Waterfront Partnership.

‘Glasgow was checked and kept under by the shallowness of her river, every day more and more filling [silting] up’, wrote one of Oliver Cromwell’s excise officers in the mid-17th century. Merchants had to off-load their cargoes at one of the ports and have them carried upriver on pack horses or in small boats.

The tobacco and sugar trade expanded rapidly between 1707 and 1800. There was increasing pressure from the ‘tobacco lairds’ to deepen the river so bigger vessels could dock in Glasgow itself.

A succession of brilliant engineers, including James Smeaton, John Golborne and Thomas Telford, devised ways of deepening the river. They used dykes to channel the natural scouring power of the water.
Glasgow Green

Glasgow Green is one of the most ancient public parks in Scotland. Over many centuries it provided a welcome escape from the crowded tenements of the old town. In 1450 James II gave the land to the Bishop of Glasgow for public grazing. Eventually it became a public space protected by the city fathers. It has been used as a washing, bleaching and drying area by local people, as a rallying point for Jacobite troops in 1745, a site of public executions until 1865, and for political rallies and public festivals.

The present layout of Glasgow Green dates from 1817-26 when the ground was levelled and the risk of flooding on the Lower Green (Fleshers’ Haugh) reduced.

There is plenty to see. At the western end stands the Greek revival Justiciary Courthouse (1807-14), designed by William Stark and rebuilt in 1913. The McLennan Arch acts as a grand gateway to the Green. It was originally part of the entrance to the City's late 18th century Assembly Rooms, designed by Scots architects Robert and James Adam. The obelisk beyond is the Nelson Monument, erected in 1806, only a year after the battle of Trafalgar. Sensationally, it was struck by lightning in August 1810, when it lost the top 20 feet of the column (since restored).

The figures on the magnificent terracotta Doulton Fountain represent the world-wide dominion of Queen Victoria's Empire. The multi-coloured facade of Templeton's Carpet Factory was designed by William Leiper in imitation of the Doge's Palace in Venice. Both date from 1888.

At the far end of the Green, near St Andrew’s Suspension Bridge, is the home of the Glasgow Humane Society which has been rescuing people from the river since 1790.

You can explore other aspects of Glasgow life in the displays and collections of the People’s Palace and Winter Gardens (1893-98).

Glasgow Green Trails
www.glasgow.gov.uk/en/Residents/Parks_Outdoors/Heritage

Glasgow Museums
www.glasgowmuseums.com
Victoria Bridge and the Merchant City 1851-4

A late 13th century wooden structure on this site was Glasgow’s first bridge, soon replaced by a handsome eight-arched stone bridge built at the instigation of Bishop Rae in 1345. For 400 years, with several rebuildings and widening—notably by Thomas Telford in 1821—Bishop’s Bridge was the lowest bridge crossing of the Clyde. The present much larger sandstone structure, designed by the London firm of James Walker, is faced with Irish granite from Dun Laoghaire.

Nearby, at The Briggait, the Victorian fish market has been renovated and converted to offices, café and studios. The grand classical facade on Clyde Street features two triumphal arch gateways topped by sculpted seahorses flanking medallion portraits of Queen Victoria. Soaring above its roof is the 1655 Merchants’ Steeple. The ship on a globe at its apex refers to its origins as part of the Merchants’ House and hospital.

Bridgegate, Saltmarket and the High Street were main streets in medieval Glasgow. The trading communities were clustered near the river with Glasgow Cathedral and the College (later University) further uphill. Well into the 19th century this remained the city centre. Stately shopping streets and the wealthy homes of ‘tobacco lairds’ contrasted with appalling overcrowding in unhealthy tenements. The area was largely rebuilt in the late 19th century as the city expanded west and south. Following decline in the late 20th century the Merchant City has been revitalised and many old buildings refurbished.

On the south bank is the area known as the Gorbals. In medieval times it was known as Little Govan and Bridgend after the 1345 bridge. It was still quite village-like until the late 18th century when new urban areas were developed. The Georgian terraces of Carlton Place are a good example. This new area of a few streets and squares was known as Laurieston after the Laurie brothers who developed it but went broke in the process. There has now been massive investment in new development in the Gorbals.

MERCHANT CITY ATTRACTIONS
www.merchantcityglasgow.com

CLYDE BRIDGES TRAIL
www.glasgow.gov.uk/en/Residents/Parks_Outdoors/Heritage
The Broomielaw

The Broomielaw is most famous as the place where thousands of Glaswegians boarded steamers to go ‘doon the watter’ for a daytrip or seaside holiday. Passengers boarded one of the elegant paddle steamers heading for coastal resorts such as Largs or Dunoon, and Rothesay on the Isle of Bute. The number of steamer routes meant affluent business people could commute, working in Glasgow during the week and joining their families at their country villas for the weekend.

After the opening of the George V Bridge in 1928, the river steamers moved to the south bank. The Waverley is now the only surviving Clyde paddle steamer.

In earlier times the river was very shallow here. A ford was removed in the mid-16th century to enable boats to reach the waterfront. During the next 300 years a quay was constructed and gradually extended to take more traffic. At first it received barges and river boats with their shallow draft. By the 1770s, as the river became more navigable, coasters and small sea-going vessels docked here.

The most spectacular landmark is the domed Clyde Navigation Trust Building (now The Clydeport Building). The Trust, established by Act of Parliament in 1858, brought city fathers, shipbuilders, merchants and industrialists together to develop and manage the river and its trade. The Trust Building was designed by Glasgow architect J. J. Burnet (1882-86, extended 1905-8) in an Italianate Baroque style. Facade decoration by local sculptor John Mossman shows Father Clyde Enthroned and figures of seagods Poseidon and Triton. Classical figures of Demeter Leading a Bull and Amphitrite with Seahorses and, below, statues of Thomas Telford, James Watt and Henry Bell, are by Albert Hodge (1908). The interior is equally impressive and is occasionally accessible on Doors Open Days.

A new S-shaped pedestrian bridge - known as ‘the squiggly bridge’ - was opened in 2009, connecting the Broomielaw with Tradeston on the south bank.
Some of Glasgow’s most notable modern landmarks face each other across the river here, linked by Bell’s Bridge, the Millennium Bridge and the Clyde Arc. The land they are built on is reclaimed dock yards. The SECC (1984) and Clyde Auditorium (Norman Foster, 2000) now stand on the site of Queen’s Dock where Glasgow companies traded an enormous variety of goods around the world.

‘You will find few types of the British mercantile marine amiss’, wrote a commentator in 1901. You can see a good model of the area nearby in the Crowne Plaza Hotel (mezzanine). A pair of red brick, domed Rotundas mark an earlier crossing by the Glasgow Harbour Tunnels (1890-96) which carried horse-drawn and pedestrian traffic between the Queen’s and Prince’s Docks. Inside the Rotundas hydraulic lifts carried the vehicles to and from the tunnel below.

The Finnieston Crane (also known as the Stobcross Crane) is the largest of the hammerhead cranes, of which four remain along the river. The last to be built, it was erected in 1931 especially to load huge locomotives, a major export and Glasgow’s second most important engineering industry. It is still in working order.

At the other end of the site, on Yorkhill Quay, is the Italianate Hydraulic Pumping Station (1877-78) which powered a swing bridge over the dock entrance and cranes on the quay. At the junction with the River Kelvin, The Riverside Museum is Scotland’s new museum of transport and travel, which opened in June 2011. This iconic building designed by Zaha Hadid is the new home for Glasgow’s much loved transport collection. Berthed alongside the Museum is The Tall Ship. The barque Glenlee is one of only five surviving Clydebuilt sailing vessels. She was launched in 1896 as a bulk cargo carrier. Later she was converted into a sail training vessel for the Spanish navy. Together these attractions are a must see for residents and visitors in the city.
Once busy with shipping and commerce, the Prince’s Dock area is now a symbol of regeneration for Glasgow and the Clyde. A new digital media quarter is being developed at Pacific Quay. Bell’s Bridge was constructed for the 1988 Glasgow Garden Festival which took place on this newly filled dock site. This was one of the first steps in the regeneration of the Clyde. Along with the memorable European Year of Culture in 1990 it helped restore the hopes of local people lamenting the loss of industries that were a way of life.

With incessant river and quayside traffic, massed cranes and hordes of workers, the river had been the city’s visibly beating heart. Locals would hardly notice the so-called Clyde symphony - ‘a helluva bashin’ noise.

Now the Glasgow Science Centre, IMAX cinema and the BBC Headquarters (David Chipperfield, 2007), parts of which can be visited, have brought new life to the former Prince’s Dock as a digital media quarter.

Here, just outside the Science Centre on Plantation Quay, you can often see and sail on the Waverley, last of the sea-going paddle-steamers. Built in 1947 she replaced the original Waverley which sank off Dunkirk in 1940. In 2003 she was restored to her 1940s style and condition. She cruises with her sister ship Balmoral all round Britain during the summer but with Glasgow as her home port.

You may also spot a seaplane, as there is a daily service to the Highlands and Islands from March to October.

At the south-east corner of the site, facing Govan Road, is an ornate Hydraulic Pumping Station. The relief decorations of the Four Winds on its tower contrast with the prosaic function of the station - to power the cranes that lined the dockside. At the edge of the dock, on Govan Road, not far from the derelict Graving Docks, the former Govan Town Hall (1897-1901) with its French neo-classical decoration asserts Govan’s self confidence at the height of its prosperity. It is now Film City, a production and media base for the burgeoning Scottish film industry.

Waverley and Balmoral sailings. www.waverleyexcursions.co.uk
Govan

Govan is an ancient settlement, once quite separate from and more important than Glasgow. It is home to some of the most important early Christian carvings in Scotland. However, it is best known as a centre for shipbuilding in the 19th and 20th centuries. Archaeological evidence and the heart-shaped churchyard around Govan Old Church show there was a church and burial ground here as early as 600-800AD. Numerous carved tombstones dating from 900-1100 have been found.

They include five hog-backed, carved tombstones, which reflect Viking influence, and an elaborately carved stone coffin known as The Govan Sarcophagus. The stones can be seen inside the Victorian Gothic Revival church (1883-8 by Robert Rowand Anderson). The striped red-brick and cream stone interior and the stained glass are also well worth exploring.

Govan remained a village of thatched cottages until well into the 19th century, but with the shipbuilding came urbanisation. The early 19th century population of about 2,000 rose to 9,000 in 1864 and nearly 60,000 by the mid 1880s. Fairfield's became the biggest shipyard in the world with a labour force of 5,000. Fairfield's offices survive and the yard is still in use, with BAE Systems building vessels for the Royal Navy.

Ambitious public buildings and statues reflect the wealth of the community and occasional benevolence of the employers. Elder Park was established in 1885 by Mrs Isabella Elder as a monument to her shipbuilder husband. She wanted to give the people of Govan ‘healthful recreation by music and amusement’. Statues of husband and wife can be seen in the park. John Elder, by Victorian sculptor, Sir J. E. Boehm (1888), stands beside one of the compound engines that underpinned Fairfield’s success. Isabella Ure (Mrs Elder) is depicted dressed in academic robes by Scottish sculptor Archibald Shannan (1906).

Sir William Pearce, the dynamic manager of Fairfield’s, sculpted by Onslow Ford (1894), stands opposite the Pearce Institute. R. R. Anderson also designed the Institute, taking the design of the traditional Scottish town house as his inspiration.
Today Braehead is primarily associated with shopping and leisure, but the shipbuilding history of the area is still apparent. The King George V Dock survives as a working dock at the east end of the site, though it can only be seen from the north bank. It was constructed in 1931, the last major dock to be developed on the Clyde. It had an open entrance for the benefit of increasingly large vessels.

Further docks were planned alongside it but the depressed conditions of the 1930s and then post-war changes in trade meant they came to nothing.

Opposite, on the north bank, was the Scotstoun yard of Charles Connell & Co, founded in 1861 but which closed in 1971. To the west are the massive grey early 20th century engineering sheds, originally set up to manufacture heavy gun mountings for naval warships.

Later this became Harland & Wolff’s Diesel Engine Works. Beyond these, you can see the working Scotstoun shipbuilding yard established by Sir Alfred Yarrow in 1906 and now operated by BVT Surface Fleet.

There is now a riverside walkway at the back of the museum. Turning left you can follow the path along the waterfront into Clyde View Park with its modern sculptures by Kenny Munro, David Annand and local school children, commemorating the area’s history, and continue on to the Pudzeoch Basin.
Renfrew

The ancient royal burgh of Renfrew lies between the White Cart and the Clyde. Back in the 12th century the Clyde ran right up to Renfrew with ‘inches’, or islets, in the middle. Renfrew Castle (where James III of Scotland spent some time) once stood on King’s Inch but the islet was gradually absorbed into Renfrew as the waterway silted up and the rest of the river was made navigable.

By the 1790s the site of the Renfrew-Yoker Ferry Clyde crossing was established with ferry houses on both sides of the river. The house on the south side is now the Ferry Inn. Nearby, the engines from the paddle tug, Clyde, which worked the river from 1861 to 1912, are installed.

By the 1830s this was a very busy spot indeed with the ferry operating round the clock. There was also a continuous towpath from here right up to the Broomielaw to help draw vessels upstream as there was little wind on this stretch of the river. In addition to all the people crossing – shipyard workers, children going to and from school, church goers – there were steamers plying up and downstream, pausing to take on and discharge passengers, livestock and goods.

The vehicle ferry continued to be a major crossing point until it was superseded by the Clyde Tunnel and Erskine Bridge.

Shipbuilding and engineering developed here in the mid-19th century. Simons and Lobnitz yard, just downstream from the Ferry Inn, specialised in dredgers and hopper barges which helped navigation and waterway maintenance projects not only on the Clyde, but also in Africa, India and, most famously, the Panama Canal. Nowadays their basin serves a yard exporting scrap metal.

The Renfrew Community Museum hosts displays depicting the rich history of the area and of the people who lived there. A 6km ‘Renfrew and the Clyde’ route leads you on a circular walk along the river, up the White Cart, past the still working Inchinnan Road bascule bridge and back through the town.

RENFREWSHIRE TRAILS
www.renfrewshire.gov.uk/ilwwcm/publishing.nsf/content/pt-cl-walksinformation
Even before the Erskine Bridge was built, the chain ferry meant that this was an important crossing point. Now it is an ideal place to enjoy a walk along the banks of the Clyde. Going from Renfrew to Erskine along the A8, over the Inchinnan bascule bridge, you pass one of the finest Art Deco buildings in Scotland. The India of Inchinnan Building dates from 1930 when it was designed by Thomas Wallis (whose firm also designed the famous Hoover factory in west London) for India Tyres.

The India of Inchinnan building has recently been restored and now houses a technology company and a restaurant, R34, named to commemorate the airships built on this site during the First World War.

You can walk along the banks of the Clyde using the ‘Erskine and the Clyde’ trail. Follow the Erskine Riverfront Walkway signpost from the car park off Kilpatrick Drive, Erskine (grid ref. NS 470708).

Upstream, Newshot Island, a former island which became part of the mainland around 1800, provides an important winter habitat for waterfowl. A Nature Reserve is planned here.

Downstream, just before the Erskine Bridge, the former Ferry Lodge marks the spot where for over 200 years the Erskine chain ferry ran.

Crossing Ferry Road and continuing through stone gateposts you enter Erskine Park, the grounds surrounding Erskine House (1828-45), designed by Sir Robert Smirke, the architect of the British Museum. During the First World War it became the Princess Louise Hospital for Limbless Sailors and Soldiers. It is now the 5 star Mar Hall Hotel, its name recalling the estate’s former ownership by the Earl of Mar.

RENFREWSHIRE TRAILS
www.renfrewshire.gov.uk/ilwwcm/publishing.nsf/content/pt-cl-walksinformation
Clydebank

The John Brown shipyard at Clydebank was perhaps the most famous of all the Clyde shipbuilders. Both large liners and warships have been launched here. You can now enjoy a panoramic view of Clydeside from the top of the Titan Crane. A lift, rather than the endless stairs the crane operators used, whisks you up to the engine house and an exhibition. The hammerhead crane, overlooking the fitting-out basin, is an apt symbol of Clydebank’s shipbuilding fame and resilience.

Completed in 1907, this was the first of the four surviving cantilever cranes on the Clyde. Its 150-ton capacity, later increased to support the war effort, was capable of lifting the heaviest boilers and gun mountings into newly built ships. The crane has been restored through Clydebank re-built which is fostering major regeneration of the area.

From the vantage point of the crane you can see the remains of the slips where the Lusitania (1906), HMS Hood (1918), Queen Mary (1934), Queen Elizabeth (1938), the royal yacht Britannia (1953) and the Queen Elizabeth II (1967) were launched. Without the extra space created by the mouth of the River Cart opposite there would not have been enough room to launch these great ships.

Because of the crucial wartime role of its shipbuilders, Clydebank suffered more in the Blitz than any other town in Scotland. It was heavily bombed on 13-14 March 1941. Relatively little harm was done to the intended targets. However, the town and the Singer sewing machine factory with its famous clock tower, were badly damaged with over 500 killed and over 600 injured.

Singer’s was in its day the largest sewing-machine factory in the world. This reflected the importance of an invention that benefited millions of women who previously had to sew everything from sheets to shirts by hand. The name lives on in the railway station and a café/bar. The handsome 1902 Town Hall, designed by James Millar, best known as a railway station designer, houses the Clydebank Museum. Here you can see changing displays of the history of the area.

CLYDEBANK HERITAGE TRAIL
www.wdcweb.info/arts-culture-and-libraries/cultural-services
Old Kilpatrick and Bowling Harbour

Old Kilpatrick marks the western end of the Antonine Wall which the Romans built across central Scotland. Similarly, Bowling is the western end of the Forth and Clyde Canal. A Roman fort and bath house (no longer visible) marked the western terminus of the Antonine Wall, constructed between 142-144 AD. The Antonine Wall gained World Heritage Site status in 2008.

At the harbour basin, just by the Georgian Custom House and the two curving stone steps which mark the original size of the harbour basin is the sea lock through which the Forth and Clyde Canal meets the Firth of Clyde. The canal was constructed between 1768 and 1790 and was the main east - west route until the coming of the railway in 1850. From here (and from many well-signposted points along its course, following major restoration) you can cycle or walk east 35 miles all the way to Grangemouth on the Firth of Forth. The Clydebank to Bowling section of the towpath is also part of the scenic Glasgow to Loch Lomond cycle route and of NCN7. As you leave Bowling Harbour notice how the narrowness of the riverside site forces river, canal, two railway lines and road side by side. At the upper level the hydraulic swing bridge carried the Lanarkshire & Dumbartonshire Railway.

Carved marker stones, recording the work of the legionaries who built the wall, have come to light as well as an altar to Jupiter (now displayed in the Hunterian Museum, University of Glasgow).

**Bowling Harbour**, where many Clyde pleasure steamers wintered, is a pleasant spot for a picnic, with panoramic views of the Clyde. Looking downstream on the right bank, an obelisk erected in 1838, is the Monument to Henry Bell who designed the paddle-steamer Comet. Launched at Port Glasgow in 1812, it provided the first regular steamship service on the Clyde. In mid-river a line of buoys marks the deep water channel. Beyond them is the **Lang Dyke**, a long artificial jetty, which the brilliant 18th century engineer, John Golborne, constructed to scour out a deeper channel.

**OLD KILPATRICK, BOWLING & MILTON HERITAGE TRAILS**
[www.wdcweb.info/arts-culture-and-libraries/cultural-services](http://www.wdcweb.info/arts-culture-and-libraries/cultural-services)
Dumbarton

This site has always been strategically important. It lies at the junction of the River Leven and the Clyde, and at the highest natural navigable point of the Clyde, with the volcanic mass of Dumbarton Rock to defend it. Dumbarton was the capital of the ancient kingdom of Strathclyde until 1018 and suffered Viking attack in 870. From the 13th century it was a royal burgh. The Castle was the main naval base for the Scottish kings in their ongoing struggle to control the Highland and Hebridean chieftains.

The five year-old Mary Queen of Scots embarked for exile in France in 1548. She and her army were marching here when they were defeated at the Battle of Langside, just south of Glasgow, in 1568, leading to her flight to England. Dumbarton was, with Port Glasgow and Greenock, the principal trading port until navigation improvements in the Clyde enabled Glasgow to establish commercial and trading supremacy.

There was shipbuilding along the River Leven probably as early as the 15th century. Denny’s, the most famous Dumbarton yard, was sited just below the Rock at the mouth of the Leven. Over 1500 ships were built there between 1844 and its closure in 1963. This innovative company built the world’s first turbine steamer in 1901. Denny’s was the first commercial yard to use a Ship Model.

Experiment Tank (part of the Scottish Maritime Museum and recently renovated) to refine the design of its hulls. Theirs were not the only ships famed for their speed. The tea clipper Cutty Sark, now under restoration in Greenwich, was also built in Dumbarton.

Looking up the High Street towards the handsome facade and spire of the 1811 Parish Church you can still get a sense of the town’s historic character from the upper facades of the High Street shops. On the right is the Glencairn Greit House, built in 1623 as the town house of the Earls of Glencairn.

DUMBARTON HERITAGE TRAIL
www.wdcweb.info/arts-culture-and-libraries/cultural-services
**Travel Information**

**Rail:** www.firstgroup.com/scotrail
**Subway:** www.spt.co.uk/subway
**Bus:** www.firstgroup.com

**River Trips**

www.lochlomondseaplanes.com

**Seaforce**

Powerboat rides on the Clyde
0141 221 1070 (Base by Tall Ship).
Clyde Ride - 30mins
Erskine Bridge - 1 hour
Dumbarton Rock – 1 hr 30mins
Estuary and Rothesay negotiable

**Waverley and Balmoral Excursions**

For Glasgow sailings see
www.waverleyexcursions.co.uk

**Glasgow Science Centre**

March to October bookings only
Admission charge.

**Clyde Clippers**

01475 721281
www.clydeclippers.com
‘Classroom on the Clyde’ schools and groups, 2-hour return trips from SECC to Clydebank.

**Loch Lomond Seaplanes**

0870 242 1457
www.lochlomondseaplanes.com

March to October bookings only
Admission charge.

**CONTACT DETAILS**

0141 221 1070 (Base by Tall Ship).
Powerboat rides on the Clyde

**Riverside Museum**

0141 287 2720
100 Pointhouse Place
Glasgow G3 8RF
Open Monday–Thursday and Saturday
10am–5pm
Friday and Sunday – 11am–5pm
www.riversidemuseum.com

March to October daily 10.00am–5.00pm; November to February 10.00am–4.00pm (last admission 1 hour before closing).
Admission charge.

Road: M8, jct.19 to A814 and then Follow brown signs for ‘The Tall Ship’.

**The Tall Ship**

150 Pointhouse Quay
Glasgow G3 8RS
0141 357 3699
www.thetailship.com
March to October daily 10.00am–5.00pm; November to February 10.00am–4.00pm (last admission 1 hour before closing).
Admission charge.

**Prince’s Dock**

Glasgow Science Centre and IMAX Cinema
0141 420 5000
www.glasgowsciencecentre.org
Seasonal opening hours – please check website before visiting.
Admission charge.

BBC Building
www.bbc.co.uk/scotland
Lobby and cafe open to visitors

**Govan**

Govan Old Church
www.govanold.org.uk
Open 1st Wednesday in June - 1st Saturday in September, Wednesday, Thursday, Saturday 1.00pm -4.00pm.
Daily service Monday to Friday 10.00am–10.00am.
No charge.

**Braehead**

Xscape
0871 200 3222
www.xscape.co.uk/snow/braehead/opening-times
8.00am- late, See website for ski, cinema, bowling, rock climbing hours.

Road: M8, jcts. 25A and 26 from M8.
Free parking
Bus: numerous bus and coach services Stop at the bus station at Braehead.

**Renfrew**

Renfrew Community Museum
(Opening late 2011)
0141 886 3149
www.renfrewshire.gov.uk
42 Canal Street Renfrew
Tuesday to Saturday 10.00am-1.00pm, 2.00pm-5.00pm.
Admission free.

**Clydebank**

Titan Crane
0141 952 3771
www.titanchydebank.com
Open everyday throughout July and August
10.00am–5.00pm.
Admission charge.

Rail: 20 minutes from Glasgow (Queen St or Central Station) to Clydebank, then 5 minute walk to Purser’s office (tickets and Courtesy bus). Bus: regular service to Clydebank
Bus Station and Clydebank College
Car: AB14, turn towards river down Carr Street to Purser’s Office

**Clydebank Museum**

01389 772147
www.west-dunbarton.gov.uk/arts-culture-and-libraries/cultural-services/clydebank-museum
Clydebank Town Hall, Dumbarton Road
Tuesday to Saturday 10.00am-1.00pm, 2.00pm-5:30pm.
Admission free.

**Bowling and Clydebank**

Forth and Clyde Canal
Cycling:
www.waterscape.com/canals-and-rivers/forth-and-clyde-canal/cycling
Walking:

**Dumbarton**

Denny’s Ship Model
Experiment Tank
(Scottish Maritime Museum)
01389 763444
www.scottishmaritimemuseum.org
10.00am-4.00pm daily.
Admission charge.
Disabled access limited
Car: free parking
Rail: Dumbarton Central or Dumbarton East.

Dumbarton Castle
(Historic Scotland)
01389 732167
www.historic-scotland.gov.uk
Late March to 30 September, daily
9.30am-5.30pm; 10October to late March, 9.30am-4.30pm,
Closed Monday, Friday.
Admission charge.

Renfrew and Erskine

Clydebank, Old Kilpatrick, Bowling & Milton
http://www.wdcweb.info/arts-culture-and-libraries/cultural-services/heritage/heritage-trail-leaflets/

**Renfrew and Erskine**

www.renfrewshire.gov.uk/ilwvcms/publishing.nsf/content/pt-cl-walksinformation

**CREDITS**

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**Photography**

Clydebank re-built
Clyde Maritime Trust
East and West Dunbartonshire Councils
Friends of Govan Old
Francis Frith Collection
Glasgow City Council
Glasgow Life
Historic Scotland
McAteer Photograph
National Library of Scotland
Renfrewshire Council
Scottish Maritime Museum
Evelyn Silber
University of Aberdeen (Special Collections)
University of Glasgow Libraries, Museums and Archives (Special Collections).

**GENERAL ACCESS INFORMATION**

Correct when going to press. It is advisable to check before visiting.

**Glasgow Green**

People’s Palace and Winter Gardens
0141 276 0788
Monday to Thursday and Saturday 10.00am-5.00pm, Friday and Sunday 11.00am-5.00pm.
Admission free.

Subway: 15mins. walk from St Enoch station.
Rail: 15mins walk from Argyle Street, Bellgrove and High Street rail stations.
Bus: First Bus services 16, 18, 40, 61, 62, 64, and 263 all stop near Glasgow Green.

**Heritage Stories, Trails and Walks Online**

Glasgow
www.glasgow.gov.uk/en/Residents/Parks_Outdoors/Heritage/HeritageTrials/
www.theglasgowstory.com

Dumbarton, River Leven, Clydebank, Old Kilpatrick, Bowling & Milton
http://www.wdcweb.info/arts-culture-and-libraries/cultural-services/heritage/heritage-trail-leaflets/

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Written by Evelyn Silber

Commissioned by Clyde Waterfront

We thank the planning, library, archive and tourism staff of Glasgow City Council, West Dunbartonshire Council, Renfrewshire Council and staff at venues included in the Guide for their help in compiling it.

**CREDITS**

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**Photography**

Clydebank re-built
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Renfrewshire Council
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Clyde Heritage Guide
from Glasgow Green to Dumbarton

Glasgow Green
Justiciary Court House, The McLennan Arch, Nelson Monument, Stobcross Suspension, Tempotential Clyde Fabric, Glasgow Inventors Society, People’s Palace and Winter Gardens

Victoria Bridge and the Merchant City
Victoria Bridge, The Brig o’ Memory, Merchant’s Steeple, Carlton Place

The Broomielaw
 Clyde Navigation Trust Building

Queen’s Dock and Yorkhill Quay
North Rotunda, Finnieston Crane, HydroJet Pumping Station, The Tall Ship Schill, Three Bridges Ferry, Glasgow Museum

Prince’s Dock
Science Centre, Glasgow Tower, Linn仅次于, HydroJet Pumping Station, Govan Dock, Govan Town Hall, Antonine Walls

Govan
Govan Old Parish Church, Fairlait’s Office, Elder Park, Parrot Institute

Braehead
Braehead Centre, Xscape, King George V Dock, Harland & Wolff, Antonine Walls, Clyde View Park

Renfrew
Ferry Inn, Glasgow and Lomno Yard, Inchinnan Bridge, Renfrew Community Museum

Erskine
Inchinnan Road, Inchinnan Rotunda, Inchinnan Road, Erskine Riverfront Walkway, Inchinnan Island, Mac Hall (Erskine House)

Clydebank
Titan Clyde, Town Hall & Clydebank Museum, Forth and Clyde Canal

Old Kilpatrick and Bowling Harbour
Antonine Walls, Bowling Harbour, Henry Bell Monument, Lang Dyke, Custom House, Forth and Clyde Harbour, Roman Fort & Bath House

Dumbarton
Dumbarton Rock & Castle, Ship Model Experiment Tank, Parish Church, Glencastl Green House