From: Pollokshaws - A Brief History

(First edition in 1980 by Jack Gibson. Second Edition 2010.}

Up to the end of the 17th century the growth of Pollokshaws had been due to three factors, the first of which was the meal mill. The mill attracted people to live in its vicinity, forming the village as a centre of agriculture. Second was the ford over the River Cart. Third, the village became established at a crossing of the main roads between Glasgow and Irvine , which at this early stage was the main port for Glasgow , and between Rutherglen, Cathcart and Govan.

1654 may be regarded as the beginning of the recorded history of Pollokshaws because in that year two events occurred. The first was the publishing of Johannes Blaeu's atlas of Scotland , which had been surveyed before 1610. Although the name is given as Pookshaws, that it is shown at all indicates it was of sufficient though small importance. The other event was the building of the first Shaw Bridge over the Cart in 1654, replacing a ford and indicating that easy access from and to the south-west by Pollokshaws was becoming essential.

At this time Pollokshaws occupied only a small area on the north bank of the river. On the south bank there was a hamlet, Bogle's Hall or Bridge, beyond which, less than half a mile away there was another, Auldhouse Bridge .

A fourth village, **Pooktoun**, was situated about a mile downstream opposite where Pollok House stands today. Pooktoun was older than Pollokshaws, being first mention in 1512, but it certainly existed before then as its church, the Church of Poloc , was referred to in a Papal Bull in 1265. By 1708 the populations of the villages, excluding children under the age of 12 were, Pollokshaws 300, Bogleshaugh 20, Auldhouse 36, and Pooktoun 244. The latter was a declining village, and its buildings were becoming derelict when, in 1798, the laird of the comparatively new Pollok House (built between 1745 and 1750) on the opposite bank of the river, decide to remove the eyesore by transferring the few remaining residents to Pollokshaws. Thereafter, to improve the outlook from the House the buildings were cleared away and the site landscaped.

Around this time Bogleshall and Auldhouse Bridge had also grown so that they formed, with Pollokshaws, into a continuous line of habitation. Eventually they were absorbed into Pollokshaws, and by 1800 the population of the extended village was about 3000.

Getting About

It is natural to think of old roads within one's mind as their modern counterparts, and to assume that roads have always followed the same route. This is not so because the old roads meandered from hamlet to hamlet taking the easiest way that was seldom the most direct, and using the high ground where possible to avoid wet going. Agricultural land too had to be avoided, and this is the reason why so many seemingly unnecessary sharp bends are encountered on certain roads. Early construction and surfacing fell far short of modern standards, but were steadily improved until eventually they justified the designation of 'roads' in the present meaning of the word.

Early in the 17th century, Pollokshaws had become the crossing place of two roads of increasing importance, one from Glasgow to Irvine , at that time the principal port on the Clyde , and the other from Rutherglen to Govan, both small towns of similar size to Pollokshaws. The road from Glasgow passed through the rural village of Gorbals and several hamlets, then it passed over the Shawhill and went on through Pollokshaws and the future sites of Thornliebank and Patterton. It then crossed over Fenwick Moor to Stewarton and Irvine (now the B769). The road from Rutherglen crossed the then Glasgow to Kilmarnock road a short distance north of the village of Cathcart, then passed through the village of Langside and thence to Pollokshaws, where it crossed the Glasgow to Irvine road at the foot of the Shawhill. From there it went on by what is now Haggs Road to Dumbreck and Govan.

In 1750 what is known as the Kennishead road was constructed. Starting at what was to become the site of the Round Toll, it went on by the Greenknow and Darnley to Barrhead (now the B773). This road was supplemented in 1797 by another via Cowglen and The Hurlet, giving an alternative route with easier gradients for the horse drawn carts of the time. A few years later this new road to Barrhead, then known as Cowglen Road (it later became Barrhead Road), was linked directly to the road from Glasgow to Pollokshaws by yet another new road, this time from what is now known as 'High Shawlands' to the Round Toll. The last section, known as Barrhead Road for over a hundred years, is now the final part of Pollokshaws Road . In taking through traffic away from Pollokshaws village it was an early example of a by-pass.

From 2010 Edition:

POLLOK GOLF CLUB. *(Strangely, this club does not appear in Jack Gibson's list, but as an establishment that is virtually part of Pollokshaws, like Cowglen GC, the transcriber thinks it deserves to be included.)* Pollok GC was formed 1893, and the original clubhouse was built set back between the two vehicle entrance/exit openings from Barrhead Road. Like Cowglen, in the 1960s, the increase in car ownership meant that the car park had to be extended, so a new clubhouse was built on the hill above the old one, and the old building and the head green keeper's house was demolished. Along with a westward extension, this greatly enlarged the accommodation for member's vehicles.

The reason for its omission from the original list is most likely because it was regarded locally as an 'upmarket club', attracting members from the wealthier areas of the South Side such as Pollokshields and Newlands.