

of service because its weight broke the cast iron rails. Fitted with wooden wheels, it ran until it was broken up for scrap around 1840. The coal industry was the foundation of the Troon of today. Marine related industries were developed such as the rope works at Back Templehill and Troon Shipbuilding started in 1810 producing fine ships that gained worldwide reputation for speed. Troon Sawmill opened in 1856 and like the Shipyard, is still working today.

Commodities came through Troon Harbour from all over the world. People would board ships en route to places like Brazil, Canada, New Zealand and The Americas searching for a new life.

7. TEMPLEHILL

The name originated from an octagonal domed roofed building at the top of the hill overlooking the harbour area. The design of the Temple on the Hill or Fullarton's Folly was inspired from the Colonel's memories of India. The pagoda or temple shaped roof supported by eight pillars was an observatory and bore the Latin inscription "Built to Bacchus for friends and for leisure", Bacchus being the mythological god of wine. It was later removed to make way for a new Harbour road.

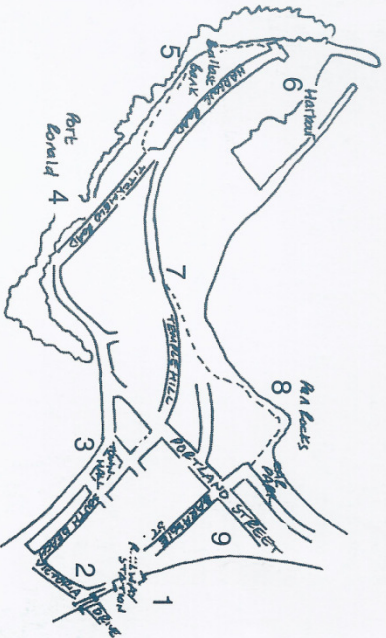
8. PAN ROCKS

In September 1811, John Samson, a grocer, publicly announced his take over of a lease for the Pan Rocks Salt Boiling works from the Duke of Portland to produce and supply 'Quality Fine Salt'. The Salt Pans, built on the north side of the town near to Barrasie Street, went into decline when the government in 1825 abolished the duty on salt. Finer and cheaper salt from Cheshire meant the end of Troon's Salt Pans.

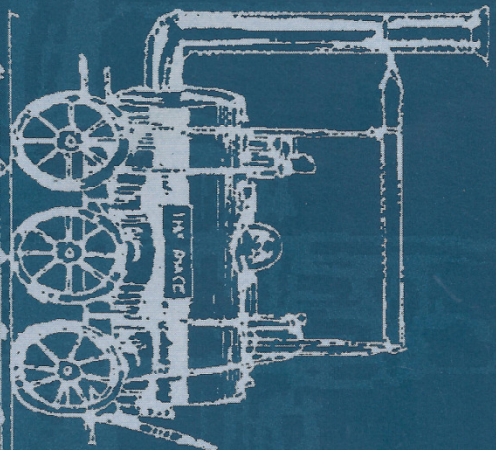
9. TROON SCHOOLS

Darnley School in the cottages at Marr College playing fields, was possibly the first school in the town serving pupils from Troon and Loans. St.Patrick's School in Academy Street started in the Church building in 1853 moving to another in 1886 and again in 1997 when the new St.Patrick's Primary was built on the same site. When 'The Wee School', the original Troon Primary in Church Street, became too small for the rising population, Fullarton School, 'The Big School', the present Troon Primary was built in 1900. Charles K.Marr who was born at Welbeck Crescent Troon left his considerable fortune for the educational benefits of the people of Troon. Marr College the most important legacy was completed in the 1930's.

Designed on a square shaped structure of outstanding architecture it is topped by a distinctive copper dome and is now a famous landmark in Troon. Disputes over the charitable purpose in C.K.Marr's will delayed the opening of the College until 1937. Over the years the C.K.Marr Trust has helped Troon students of all ages to further their education. The C.K.Marr Educational Resources Centre financed by the C.K.Marr Trust is a modern testament to this benefactor's wishes set out in his will when he died in 1919.



TROON INDUSTRIAL WALK



TROON'S INDUSTRIAL WALK

PAST & PRESENT

The name Troon was originally applied to the peninsula of land on which the small hamlet was formed. Until the late 18th century it was spelt 'Stron', Gaelic word for point, nose or hill. Later the S was dropped and replaced with a T. As the town expanded various forms of the name have been found in print, Trore, Troon or Trwyn, the Welsh name for nose or beak. Early settlers referred to the town as 'The Trin', which later changed to Troon. With the introduction of the Duke of Portland's railway, bringing coal to Troon from Kilmarnock in 1812, the town became well known in Scotland as one of the busiest and best export harbours on the west coast. The 4th Duke of Portland not only introduced the railway to Troon but provided the town with its fine harbour and established Troon Shipbuilding Company giving employment and economic growth to the town.

Captivated by the beauty of the Ayrshire countryside and the invigorating quality of the seaside air, Glasgow Coal Merchants and Industrialists began constructing large mansions in the town.

1. TROON RAILWAY STATION

The Duke's Railway started in 1812 to carry coal, and the present station was built around 1890. The original iron canopies were replaced in 1997 using modern materials in the same design. Some wooden struts were replaced, but underneath the building's plum and cream painted wooden frontage still lie varnished oak beams. The station building today is visually pleasant, artistic and has retained its neat elegant appearance.

2. STREET NAMES

Early residential development in Troon had named streets connected to the Duke of Portland's family. From his home in Holland, William Bentinck, visiting England in 1677 on behalf of his friend William Prince of Orange had bestowed on him the title of Earl of Portland. The 1st Duke of Portland, through marriage in 1704 acquired the Lordship of Titchfield in Hampshire. Later he became The Marquis of Titchfield and 1st Duke of Portland. The 2nd Duke of Portland, also William, married Lady Margaret Cavendish Harley and gained the ownership of Welbeck Abbey. William Hendry Cavendish Bentinck succeeded his father to become the 3rd Duke of Portland and his son became the 4th Duke. The 5th Duke died unmarried and passed on the title of 6th Duke of Portland to a cousin. The cousin married Winifred Anna Yorke Dallas, two of their children were called Lady Victoria and Lord Francis Morven. Victoria later married Captain Michael Wemyss of Wemyss Castle in Fife.

3. TOWN HALL & WALKER HALL

On October 28th 1932 Troon Town Hall and Concert Hall was opened by the Duke of Portland. He donated the ground and £2000 towards the construction of the impressive red sandstone building. It stands virtually unchanged and is used today as South Ayrshire Council's Municipal centre in the town. The Walker Hall adjacent to the Town Hall was gifted by Sir Alexander Walker who gave the ground and money to build a place for the benefit of the people of Troon.

Constructed on the site of the former Ivy Cottage it was originally proposed that it should be a health centre or small hospital. After much discussion and many meetings with the Walker Trust the present hall was opened in 1975 for recreational purposes. A Film Projector Room, hall, kitchen and cloakrooms with the Arran Suite overlooking the bay, which was originally used as a snapper room, made the Walker Halls unique in Ayrshire, as they still are today.

4. PORT RONALD & BETSY'S KIRN

During the Smuggling era many of the older houses at the harbour area along Titchfield Road, Welbeck Crescent and Templehill had basements dug out to store contraband, these were called 'Brandy Pots' or 'Safe Houses'. Luggers, skippered by expert locals, would work their way through the dangerous rocks on this stretch of coast to land at Port Ronald and Betsy's Kirn. The illicit goods would be quickly stowed away in the chambers beneath the houses. The tenement basements honeycombed with passages and secret holes became dangerous and later had to be bricked up.

5. BALLASTBANK

The Ballastbank is now an accidental archaeological relic. It was first started in early 1800's as a site to dump the spoil from the new harbour being excavated by the Duke of Portland. The spoil was mixed with the ballast brought in on ships arriving to pick up coal. It is now one of Troon's distinctive landmarks enjoyed by locals and visitors as a pleasant walk and viewpoint over the Firth of Clyde.

6. HARBOUR

Troon Harbour was in use from around the 17th century initially as a backup sea port for Irvine. Expansion took place in 1812 when the first railway was installed. A tramway of iron rails was laid on blocks of stone and horses pulled the wagons of coal from Kilmarnock and other parts of Ayrshire to Troon. Passenger coaches were added in 1814. A steam locomotive, the first in Scotland and built by Stephenson, was brought to Kilmarnock and started operating in 1816. The Duke had to be taken out