

TWEED VALLEY SESSION 7 – TURNPIKES AND TRAINS

Development of Agriculture

During the 18th and 19th centuries, the landscape of the Tweed Valley was changed through the development of agriculture, transport and industry.

From the Middle Ages until well into the 18th century, most of the land in our region was marginal pasture or remained common waste or moorland. What enclosure had taken place was done to provide grazing for sheep or cattle rather than arable cultivation.

A typical medieval village in the Tweed Valley would be surrounded by an open field divided into individual strips or “riggs”, each worked by a particular tenant. This was known as the “infield”, beyond which was a larger common area – the “outfield” – used for grazing sheep and cattle. The villagers could collect building materials and firewood from the waste or moorland around the village

Livestock would often be moved onto higher pastureland in the summer, and the herdsmen would live during the season in temporary shiels or shielings that give the name to places such as Galashiels and Foulshiels.

The areas of the Tweed Valley that were suitable for cultivating were limited, so large tracts of land were turned over to rearing sheep – effectively sheep ranches – many of them owned by the Church and the monastic houses.. Cattle were raised in large numbers, too. They represented the principle wealth for families in the Borders.

The Reformation in the 16th century allowed the growing class of merchants and industrialists to enter the land market by purchasing estates seized from the monasteries, while the merging of tenancies, a practice called engrossing, allowed some of the more substantial farmers to join the class known as the “middling sort”. However, the 16th century was a turbulent period – the heyday of the Border reivers – when the economy of the borderlands was based mainly on the stealing of “movable goods” between neighbours.

18th Century Enclosure

More peaceful conditions during the 17th century allowed a certain amount of economic development to return to the Tweed Valley.

Some forward thinking landowner, like Alexander Cockburn who had estates around Swinton, began to introduce a system of crop rotation from England that led to the farms in the Tweed Valley being at last able to feed the area's growing population and produce a surplus for export.

The Act of Union of 1707 resulted in an increase in cross-Border trade as the spread of ideas between England and Scotland, and Britain's rapidly growing population and the consequent increasing demand for food and wool led to large areas of the Tweed Valley being enclosed and put under the plough, or improved to provide grazing for livestock.

Enclosure of the open fields, commons and waste land created larger, more efficient and viable farms and facilitated profitability for the farmer and the landowner alike. This also allowed more livestock to be kept and the resulting better manuring increased crop yields.

Early adopters of the new farming practices on the Scottish side of the Border included John Swinton, who drained and enclosed his entire estate at Swinton in the early 18th century.

Large-scale improvements like enclosure, the conversion of marginal land for sheep grazing and the planting of hedges and trees were usually paid for by the land owner, at great expense. On the Ford Estate in the Till Valley some 92 miles of hedges were laid and a total of 1.87 million trees were planted.

In return, the landowner could ask much higher rents, sometimes as much as four to ten times their former value. For example, fields on some of the farms in Glendale that were valued at 1/- per acre in the 1750s were being rented out in the 1770s for 25/- per acre after enclosure and improvement.

Enclosure and improvement radically changed the landscape of the Tweed Valley.

Other 18th Century Improvements

Landowners on both sides of the Border became increasingly concerned with improving the productivity of their land and adopted a more businesslike attitude towards their tenants. Clauses were often added to leases requiring the tenant to adopt good farming practices including liming and manuring to improve the fertility of the fields.

Landowners in Northumberland were offering farm tenancies on longer leases than elsewhere in the country. Long leases allowed tenants to invest money and effort in improved farming methods and reap the rewards over the longer term.

The 18th century saw the introduction of new farming methods such as four or five course rotation, improved breeds of livestock including the Border Leicester sheep and new crops like the Swedish turnip or rutabaga, known locally even today as “bagies”. Turnips were intended mainly to feed cattle and sheep during the winter, enabling them to be fattened to twice the size of livestock in previous centuries. Potatoes were first grown in quantities in Berwickshire in the 1740s,

Technology was improving, too, and a number of significant advances in farming equipment were invented or developed in the Tweed Valley area.

In 1737, Andrew Roger of Hawick invented Scotland’s first winnowing machine and in 1763, John Small of Blackadder Mount, near Edrom, made the first plough with a cast-iron ploughshare.

IMAGE – SMALL’S CAST-IRON PLOUGH

Small’s design developed into the Scotch Swing-Plough, which was constructed to make it easier for the ploughman to swing the plough into the next furrow.

Through investment by improving landowners and the efforts of talented land-agents and enterprising tenant farmers, the Lower Tweed Valley, Glendale and The Merse became a centre of farming excellence by the end of the 18th century.

George and Matthew Culley were among the foremost farmers of their day. In 1767 the Culley brothers took a lease on the farm at West Fenton near Wooler on a 21 year lease. By 1786, their landlord's agent John Bailey was remarking, "The Culeys are well known as the best and most intelligent farmers in the north of England". In 1798 , George and Matthew owned 500 cattle and 4,000 sheep worth £1,500, seven times what they had owned in 1767 and eventually they became substantial landowners in their own right with farms bringing in a rent of over £4,000 a year.

In the 19th century, model factory farms were being built all over our region, incorporating labour-saving devices, facilities for steam to power threshing and grinding machinery, indoor accommodation for over-wintering livestock and so on.

Early Transport

In early times, when the region was heavily forested, water provided the main means of transport.

Until the late Middle Ages the Tweed was probably navigable by barge from Berwick as far upstream as Melrose, at least. A barge paddle found at Newstead showed that the Romans certainly used the Tweed for transporting heavy goods and supplies.

There is evidence of tracks worn by early settlers, ridgeways that usually following the high ground to avoid marshy river valleys, but it was the Romans who built the first roads in the region.

To facilitate their advance northward under Agricola in 79AD, the Roman army constructed a north/south route that came to be called Dere Street.

Dere Street remained the main route to Edinburgh long after the end of the Roman occupation of Britain and the modern A68 follows the line of that road for much of the way from Corbridge on the Tyne through Redesdale and the Cheviots to cross the Tweed at Newstead, near Melrose, then up the west side of the valley of the Leader Water, over the Lammermuirs on the west flank and through the Soutra Pass.

The Romans also built other roads in the Tweed Valley.

One of these followed the Tweed westwards from Newstead, via the fort at Lyne to reach the Firth of Clyde near Irvine. Part of the route lies close to the present A72. This road probably continued eastward to Tweedmouth, following the south bank of the River Tweed. A line of camps at Maxton, Wooden, Carham and Norham may mark the route.

Other roads followed the Ettrick Water south-westwards from Newstead, via the fort at Oakwood, and the Teviot and Borthwick Waters.

Tweedmouth was linked to Hadrian's Wall by a road that later came to be known as the "Devil's Causeway".

These roads were all built to the usual Roman standard, with carriageways 20 to 30 feet wide, cambered so that the rainwater would run off into the ditches at either side. The foundations were of stone or sand, and the surface was metalled with cobbles or gravel.

Development of Trade in the Middle Ages

The Romans built their roads to meet their military needs. The next demand for roads came from the monasteries in the Middle Ages.

In the 12th and 13th centuries, the great Border abbeys at Kelso, Melrose, Dryburgh and Jedburgh became major centres of business and enterprise. Wool was the foundation of the monasteries' wealth and of the growing economy of the Tweed Valley.

The extensive estates belonging to the abbeys were often located at considerable distances from the mother houses. The wool and other produce were brought in from the farms and pastures to the monastic granges, and from there it was transported to central markets at places like Roxburgh. Much of the wool and grain then had to be transported to Berwick, to be shipped out to the Continent, or to Scottish towns further up the coast.

A network of roads was needed for the convoys of pack-horses and carriers' wagons.

IMAGE - WAGON

The importance of the carriers, or "whipmen" in the Borders is remembered in the tradition of the West Linton Whipman Festival. In 1803 they formed the Whipmen Benevolent Society and established an annual festival that continues today.

Less substantial than the Roman structures, many of the medieval tracks have disappeared under later roads or have been destroyed by deep ploughing.

In some places the old pack-horse bridges continue to provide crossing places over some of the tributaries of the Tweed, like this example across the Gala Water at Stow.

PHOTO - PACK-HORSE BRIDGE OVER THE GALA WATER AT STOW

Drove Roads

The export of wool and hides was crucial to Scotland's economy in the Middle Ages. In 1378, some 45,000 hides were exported to England.

In most cases, the hides would be moved "on the hoof across the Tweed Valley and over the Border. They were driven along traditional drove roads that had been worn by the passage of these cattle herds over the centuries.

In later times, some of these drove roads were defined by "raiks" 50 to 100 feet wide, with turf ditches on either side. Examples of these raiks can still be seen clearly in some places in the Tweed Valley, particularly around Peebles.

PHOTO – DROVE ROAD NEAR PEEBLES

Cattle from the Western Isles and Scottish uplands were often taken south to be fattened on the rich pastures of Northumberland. The economic importance of the movement of cattle was recognised as early as the reign of Alexander II, when travellers on the King's highway had the right to pasture their beasts overnight on common land through which the road passed. Even at the height of the Anglo-Scottish wars, letters of safe conduct were granted to drovers travelling into England with horses, oxen, cattle or sheep.

An act of the Scottish Parliament in 1369 allowed the sale of cattle to Englishmen and fixed the customs due on the beasts being taken into England.

Following the Union of the Crowns in 1603, there were moves to allow free trade between the two kingdoms, but the Scottish parliament retained the customs due on cattle, sheep, wool and hides.

To facilitate the collection of customs due, the drovers were required to pass through certain customs control points. In the Tweed Valley area, these were located at Jedburgh, Kelso, Duns and Ayton.

The tolls were heavy. In 1612, the charge was £10 Scots per head and £5 Scots per calf. £10 Scots was equivalent to about 17s in sterling (or £18.20 today). In 1672, the export of cattle was made free of customs duties to actively encourage the trade.

The main route for cattle coming from the Highlands and central Scotland crossed the Pentland Hills then followed the Lyne Water via West Linton and Romano Bridge to Peebles, partly by the old drove roads and partly by the newly-built turnpikes.

In 1832, a large proportion of the £193 collected at the Romano Bridge toll-bar comprised tolls paid for Highland cattle passing through the County of Peebles on their way south to the markets in England.

Thieves Roads

The drove roads provided for the legitimate passage of cattle herds, but in the days of the Border reivers, stolen cattle would be driven along so-called “thieves’ roads”, over the wild moors and through remote passes in Tweedsmuir and the Cheviots. The first “theeves rod” is mentioned as early as 1255.

A track to St Mary’s Loch from Hopehouse on Ettrick Water was known as the “Captain’s Road”. Another road running from Hownam into the Cheviots is called “The Street”.

Some of these thieves’ roads led to the “Devil’s Beeftub”, a deep gorge close to the source of the Tweed near Moffat where hundreds of cattle could be hidden from the eyes of the march wardens or any pursuing owners.

PHOTO – DEVIL’S BEEF TUB NEAR MOFFAT

The Great North Road

The settled conditions following the Union of the Crowns, together with the expansion of agriculture and industry in the Tweed Valley, stimulated the next stage of road building in our region.

The first route to be improved was the Great North Road, which crossed the order just north of Berwick-upon-Tweed. This was the road used in 1603 by King James VI on his way south to be crowned in London as James I.

It was very rough and dangerous in places, although substantial work was done to upgrade the route in Berwickshire for King James’ return to Scotland in 1617.

PHOTO – BERWICK OLD BRIDGE

The splendid stone bridge at Berwick was begun in 1611 and completed in 1634.

Mail Coaches

While most wagons and coaches used the ancient Dere Street route over Soutra, the Post Office chose the Great North Road as the route for the Royal Mail Coaches.

The first London to Edinburgh mail-coach ran in 1786.

The coaches and drivers were supplied by private operators, though they were painted in a distinctive uniform livery.

IMAGE – ROYAL MAIL COACH

The guard was a Post Office employee. He was issued with a uniform of red coat, blue waistcoat and gold-laced hat, a horn to warn of the arrival of the coach, a blunderbuss and a pair of pistols, and a timepiece.

The timings for the coaches were precise. While stage-coaches ran on time to the quarter hour, the Mail ran to the minute.

TABLE – MAIL/STAGE COACH TIMES, C. 1840

TABLE - MAIL/STAGE COACH FARES, C. 1840

The mail guards were conscientious in carrying out their duties, even risking their lives at times.

In the winter of 1831, the Dumfries to Edinburgh Mail Coach was caught in snowdrifts north of Moffat.

IMAGE – MAIL COACH IN THE SNOW

The guard, an old soldier named MacGeorge, determined to carry the mail bags forward. His body and that of his driver, John Goodfellow, were found in a snowdrift days later. The spot is marked by a memorial beside the road near Tweedswell.

PHOTO – MEMORIAL

The Need For Improved Roads

The local road system was abysmal.

The 1669 Act of the Scottish Parliament for the Repairing of Highways and Bridges empowered local landowners to have their tenants work on the roads for six days each year, unpaid and compulsorily. These were called “parish road days”. There were similar arrangements in England. However, the results were not very effective and they were entirely uncoordinated.

In the 18th century, a number of factors created demands for major road improvements.

1. Quantities of lime were needed to fertilise the previously uncultivated land being taken into farming use. Lime-burning took place where limestone and coal were to be found together in an area, and the powdered lime then had to be carried to farms.
2. The produce of the farms needed to be taken to markets and to the expanding towns.
3. Modest industries were growing up in the Tweed Valley, manufacturing shoes, woollen cloth, blankets and garments.
4. The growth of commerce and trade led to the middling sort needing links with the bigger towns, and with Edinburgh or Newcastle.
5. A lively social scene was developing among the elite in the Tweed Valley.

These factors stimulated the demand for more and better roads.

END OF PART ONE

Turnpikes

A 1751 Act of Parliament allowed turnpike trusts to be set up in Scotland.

In 1753, the Great North Road was turnpiked from Edinburgh to Berwick and the ancient route over Soutra via Lauder and Carter Bar was turnpiked in 1768.

It took some time before turnpikes became widespread in the Borders.

In the 1790s it was recorded: **“The only road that looks like a turnpike is to Selkirk, but even it in so many places is so deep as greatly to obstruct travelling. The distance is about 16 miles and it requires about four hours to ride it. Snow also is at times a great inconvenience. Another great disadvantage is the want of bridges.”**

However, a network of turnpike roads was beginning to grow in the Tweed Valley.

The Turnpike Trustees, who were usually the landowners over whose properties the roads would pass, invested their money in the making or improving of roads and bridges in their area. The investment was recouped from tolls charged to the users of the road.

Toll-houses and toll-bars were erected at strategic positions along the route and at county boundaries and at bridges.

PHOTO – NORTH ROAD TOLLHOUSE, BERWICK

Toll-houses were once a prominent feature in towns and the countryside. Some have been demolished as roads have been widened in recent years. But many still survive.

The turnpike trusts leased out the toll-bar to enterprising individuals for an annual rent. There was competition for the most lucrative routes, but some toll-bars brought poor returns and there were no takers for the leases.

TABLE – TYPICAL TOLL CHARGES, C 1820

This is an example of typical toll charges circa 1820.

Wherever possible, drovers moving cattle or sheep would avoid the turnpikes, as Sir Walter Scott explained in his story “The Two Drovers”: **“They are required to know perfectly the drove-roads, which lie over the wildest tracks of the country, and to avoid as much as possible the highways, which distress the feet of the bullocks and the turnpikes, which annoy the spirit of the drover. Whereas on the broad green or grey tracks which lead across the pathless moors, the herd not only move at ease and without taxation, but if they mind their business, may pick up a mouthful of food by the way.”**

Toll-bridges

Trusts were also set up to construct bridges to serve the turnpikes such as the Teviot Bridge near Kelso, Drygrange over the Leader Water, the Yair Bridge at Fairnilee, the Rink Bridge near Selkirk, the Lowood or Bottle Bridge at Melrose and Coldstream Bridge, designed by John Smeaton the famous lighthouse engineer and constructed between 1763 to 1767.

PHOTO – COLDSTREAM BRIDGE

The Union Chain Bridge of Suspension at Horncliffe was built as a toll-bridge.

PHOTO – UNION CHAIN BRIDGE, OPENED 1820

Opened in 1820, it was the first suspension bridge in the world constructed to carry wheeled traffic, in this case carts carrying coal and lime across the Tweed to farms in Berwickshire.

Toll bridges continued to be built throughout the 19th century, such as the bridge linking Norham and Ladykirk.

PHOTO – NORHAM BRIDGE AND TOLLHOUSE, 1885

Tolls

Turnpike acts usually allowed tolls to be charged for a period of 21 years, after which a new act would be required. Sometimes tolls continued to be charged long after they were legally enforceable. In 1823, Thomas Telford was commissioned to survey the route from Coldstream northwards over Soutra, for the General Post Office. He discovered that the tolls being levied on Coldstream Bridge were illegal, as the cost of the bridge had been covered years earlier.

The Kelso Mail of 1823 reported: **“With regards to the toll on Coldstream Bridge, the surplus of which (as it is oddly termed) is supposed to be appropriate for the purpose of rebuilding the bridge in the event of its destruction, we have to observe that there is at this moment no legal toll upon Coldstream Bridge, and that the toll that has been, and continues to be levied there, is an illegal extraction, which the Trustees have thought proper to enforce against the public. The Act of Parliament authorised a pontage upon Coldstream Bridge only until the debt upon it is paid. This debt has been extinguished for many years, and as we learn from the report before us, in which it is stated that a considerable surplus has been created – an accumulation that has obviously derived from an illegal toll – extorted, among other things, upon ever cartload of grain or coal passing over that bridge.”**

The Spread of Turnpike Roads

The charges levied by the turnpike and bridges trusts led to resistance, sometimes violent and in 1791, four toll-bars in the Duns area were burned or wrecked.

Despite the set-back a network of turnpikes spread throughout the region between the 1790s and the 1830s.

MAP – TURNPIKE ROADS IN THE BORDERS

Stagecoaches

The improvement of the road system both locally and nationally led to the introduction of regular stage-coach services between major towns.

TABLE - COACH ROUTES

The journeys were arduous and bumpy, but the coach operators were keen to advertise what comforts they could offer.

“The inside of the coach is filled up with spring cushions, and a reading lamp lighted with wax, for the accommodation of those who wish to amuse themselves on the road. The inside backs and seats are also fitted up with hair cushions, rendering them more comfortable to passengers than any hitherto brought out in the annals of coaching. And to prevent frequent disputes respecting seats, every seat is numbered. Persons booking themselves at the office will receive a card with a number upon it, thereby doing away with disagreeables that occurred daily in the old style.”

The route through the Tweed Valley offered some spectacular scenic views, which may have attracted those travelling for pleasure as well as for business and the operators of the Tweed and Clydesdale service between Kelso and Glasgow announced: **“It is perhaps unnecessary to enumerate the many objects of beauty and interest which are to be found on the line of road through which this coach passes – it holds out inducement to the lover of the picturesque, the enquirer after health and the man of business. The proprietors, having done everything in their power to render this conveyance worthy of public patronage, would fain hope that it will meet with that support of which it is deserving.”**

The Flower of Yarrow and Ettrick Shepherd coaches operating to and from St Mary's Loch in the 1880s were clearly aimed at the growing market for leisure travel.

Competition from the Railways

From the 1840s, the turnpikes faced serious competition from the railways which allowed faster and cheaper transport for goods and passengers.

As the railway network expanded to serve all the main towns in the Tweed Valley the mail and stage-coaches and carriers' carts began to disappear from the roads, trains transported livestock and farm produce to market and the receipts from the turnpike tolls dwindled.

TABLE – EFFECT OF RAILWAYS ON TOLL RENTAL CHARGES + LINEART TRAIN IMAGE

Turnpike trusts were disbanded and the cost of maintaining the roads and bridges was paid from rates raised from a general assessment of property.

In 1865, Selkirk was the first turnpike trust in the region to be abolished and replaced by the new rating system.

In 1895, responsibility for the highways was handed over to the newly established county councils. By that time, use of the roads had fallen considerably and many of the turnpikes were in a poor state.

The railways had become the main means of transport throughout the region.

Railways in the Tweed Valley

The turnpikes left their mark in the Tweed Valley as many of today's roads follow their routes. But it is the railways that made the bigger impact on the landscape with impressive viaducts and the distinctive architecture of stations and goods buildings, often turned to other uses today.

The first railway planned for the Tweed Valley area was designed by Thomas Telford in 1810. This was intended to be a double track railway on stone sleepers, linking Berwick with Glasgow along the valleys of the Tweed and the Clyde. The wagons would have been drawn by horses. However, Telford's plan was never realised.

MAP – RAILWAYS IN THE SCOTTISH BORDERS

East Coast Main Line

The railway line from Edinburgh to Berwick was completed in 1846. The journey took three hours, half the time of the fastest mail coaches and for less than half the cost.

On arrival at Berwick, customs officers boarded the train to check the passengers and their luggage for goods that might have been smuggled across the Border, as different levels of customs duty were charged in England and Scotland.

In 1847, the railway reached Tweedmouth from Newcastle, but for the next three years passengers and freight had to be off-loaded onto carriages and wagons to be taken across the Tweed via the Old Bridge to be loaded onto the northbound train at Berwick Station.

The East Coast main line was finally completed in 1850, when Queen Victoria officially opened Robert Stephenson's Royal Border Railway Viaduct.

The Waverley Line

New railway lines were opened during the 19th century to serve the growing industries and the rural communities in the Tweed Valley.

By 1849, the North British Railway had completed the railway from Edinburgh to Hawick. The route was extended to Carlisle in 1862 and became known as the Waverley Line.

PLAN – EDINBURGH TO HAWICK “WAVERLEY LINE”

As well as passengers, the Waverley Line carried coal from the mines in the Lothians to the mill towns like Galashiels and Hawick and transported their woollen products to cities, towns and ports throughout Britain. Many of the mill companies had their own private sidings.

Hawick's peak year for railway revenue was 1920 when a total of 274,442 passengers bought tickets at Hawick station, to the value of £41,781. Goods revenue totalled £42,376.

A separate company opened up a branch line to link Galashiels with the mills and shoemaking industries at Selkirk, a distance of just over six miles. . There was a station at Abbotsford Ferry for passengers wishing to visit the home of Sir Walter Scott. The Selkirk to Galashiels Railway was opened in 1856. Three years later, it was absorbed by the North British railway, which continued to operate it profitably until the 1930s when motor buses and lorries began to take away much of the passenger and goods traffic. In 1925, 77,364 passengers booked tickets at Selkirk. By 1949, the number had fallen to 4,366. The passenger services were axed in 1951, though freight trains continued until 1964.

The Berwickshire Railway

PLAN – BERWICKSHIRE RAILWAY

The Berwickshire Railway was built to provide a link between the East Coast main line at Reston and the Waverley Line at St Boswell's. The though route was completed in 1865 with the construction of the Leaderfoot Viaduct.

PHOTO – LEADERFOOT VIADUCT, 1865

As well as carrying passengers, the railway served the agricultural communities in the Tweed Valley, transporting livestock, foodstuffs, grain and milk on the “pick up” mixed goods trains.

The Berwickshire Railway suffered badly in the great flood of August 1948 and the section between Duns and Greenlaw was completely washed away. Only some sections of the line were reopened before final closure in 1951.

Kelso Branch Railway

PLAN –KELSO BRANCH RAILWAY

The line from Tweedmouth to Sprouston opened in 1849 and a separate branch from the Waverley Line at St Boswell's reached Kelso in the following year. The two sections were joined when a permanent station was built at Kelso in 1851.

The Kelso Line caused confusion and aggravation in railway circles as the railway Border was set at Kelso, so the service was run by the North Eastern Railway and not the North British. To add to the confusion, although the village of Carham is in England, the station was actually in Scotland.

This complicated situation continued after Nationalisation, with the line being operated by English crews out of the Tweedmouth depot. Scottish railway timetables showed no details of services east of Carham, except arrival and departure times at Tweedmouth.

A branch line from Jedburgh to Kelso was opened in 1856.

PLAN – JEDBURGH RAILWAY

By the time the Kelso line closed to passenger traffic in 1964, the cost of running the service was £60,000 a year and receipts from ticket sales amounted to only £2,000.

Peebles Railway

PLAN – PEEBLES RAILWAY

In 1855, a railway opened that linked Peebles with Edinburgh. The North British Railway constructed a line to Peebles from Galashiels, via Innerleithen, which opened in 1864. The North British later operated the whole through route from Galashiels to Peebles and Edinburgh. The entire line was closed in 1962.

Eyemouth Railway

PLAN – EYEMOUTH RAILWAY

The short branch line from Eyemouth to the main line at Reston opened in 1891. The trains brought holidaymakers to the beaches and took away wagon-loads of fish for the markets in the cities.

Services were suspended after the Great Flood of 1948 but the line re-opened and trains ran until 1962.

Lauder Light Railway

PLAN – LAUDER LIGHT RAILWAY

The Lauder Light Railway was the last railway to be opened in our region, in 1901. It was particularly popular with anglers until passenger services were withdrawn in 1932, although goods trains continued to operate until 1958.

MAP – RAILWAYS IN THE BORDERS