[Note: This is an incomplete, interim draft and should not be cited without first consulting the VCH Cumbria project: for contact details, see **http://www.cumbriacountyhistory.org.uk/**]

Parish/township: KIRKANDREWS ON ESK

Author: **Fay V. Winkworth**

Date of draft: January 2013

KIRKANDREWS ON ESK: INTRODUCTION[1]

1. Description and location

Kirkandrews on Esk is a large rural, sparsely populated parish in the north west of Cumbria bordering on Scotland. It extends nearly 10 miles in a north-east direction from the Solway Firth, with an average breadth of 3 miles. It comprised 10,891 acres (4,407 ha) in 1864 [2] and 11,124 acres (4,502 ha) in 1938. [3] Originally part of the barony of Liddel, its history is closely linked with the neighbouring parish of Arthuret. The nearest town is Longtown (just across the River Esk in Arthuret parish). Kirkandrews on Esk, named after the church of St. Andrews [4], lies about 11 miles north of Carlisle.

This parish is separated from Scotland by the rivers Sark and Liddel as well as the Scotsdike, a mound of earth erected in 1552 to divide the English Debatable lands from the Scottish. It is bounded on the south and east by Arthuret and Rockcliffe parishes and on the north east by Nicholforest, formerly a chapelry within Kirkandrews which became a separate ecclesiastical parish in 1744. The border with Arthuret is marked by the River Esk and the Carwinley burn.

---

[1] The author thanks the following for their assistance during the preparation of this article: Ian Winkworth, Richard Brockington, William Bundred, Chairman of Kirkandrews Parish Council, Gillian Massiah, publicity officer Kirkandrews on Esk church, Ivor Gray and local residents of Kirkandrews on Esk, David Grisenthwaite for his detailed information on buses in this parish; David Bowcock, Tom Robson and the staff of Cumbria Archive Centre, Carlisle; Stephen White at Carlisle Central Library.

[2] OS 1st ed. Sheet 6, surveyed 1864, scale 62 to 1 mile.

[3] Kelly, *Dir. Cumb.,* 1938 p. 192; Between 1906 and 1929 trade directories record the breakdown between land and water. Out of a total of 11,303 acres Moat consisted of 1657 acres of land plus 44 of water; Nether quarter had 5070 acres of land, 44 of inland and 100 of tidal water and 123 of foreshore; Middle quarter consisted of 4241 acres of land and 68 of water. In the first half of the 20th century between three and seven farms in Kirkandrews Middle were over 150 acres, five in Moat and four to five Nether quarter.   By 1949 a total of 7208.5 acres was utilised by agriculture while by 1966 this was 7325 acres.

[4] *PNC,* part 1 *,* p.99; Denton, *Perambulation,* p.386.

The boundaries were described in 1634 and in greater detail by a perambulation of the boundary in 1740. [5] The parish is bisected by the river Esk.

The post-1628 parish was divided into the townships or quarters of Kirkandrews Moat, Kirkandrews Middle and Kirkandrews Nether as well as the chapelry of Nicholforest. [6] The Middle and Nether townships were at one time the English portion of debateable lands consisting of 7,040 acres (1,635 ha) in 1607/8. [7] The first mention of the townships with the names Middle and Nether is perhaps that found in the Vestry Book dating from 1700. [8]

> **Kirkandrews Middle** township covered 4,312 acres (1,745 ha) in 1864. [9] It is divided from Scotland by the river Sark and the Scotsdike, from Kirkandrews Moat and Arthuret parish by the river Esk. The parish church of St. Andrews is situated in this township on the north bank of the River Esk opposite Netherby Hall, which is in the parish of Arthuret.

> **Kirkandrews Nether** township, like Middle, is divided from Scotland by the river Sark and bounded on the south by the Solway Estuary. In 1864 it comprised 4,878 acres (1,974 ha). [10] Nether is closest to the market town of Longtown, less than half a mile on the opposite bank of the river Esk. Whereas the other two townships are largely agricultural, industry developed in Nether township in the 20th century. The Great Munitions Factory, or Her Majesty's Factory Gretna, was built here in 1915 producing cordite in huge quantities. The factory complex extended over 12 miles from Mossband across the Scottish border to Gretna and Dornock with factories in Nether at Mossband and Smalmstown. Although this factory closed after World War One, part of the site was retained as ammunitions depots. [11] A small industrial estate, named Longtown Townfoot, has developed in this township since the 1970s.

---

[5] *Cal.SP. Dom..,* Charles I, April 1-17, 1635; CRO (Carlisle), PR55/9, Kirkandrews: Churchwardens presentments and account books 1704 – 1837, p. 133. Part of the boundary given in 1634 and 1740 includes that of Nicholforest, then part of Kirkandrews parish.

[6] Nicholforest, treated in a separate article, split from Kirkandrews parish in 1746, see: Ferguson, 'Registers of Kirkandrews-on-Esk', p. 304. Kirkandrews Poor Relief agreement suggests this split may have happened by 1719 *see* CRO (Carlisle), Q/11/193/4.

[7] This area is described in a Letters patent from James I to Francis, Earl of Cumberland in 1610. CRO (Carlisle),DGN/4/2..

[8] CRO (Carlisle), PR55/9.

[9] OS 1st ed. Sheet 6.

[10] OS 1st ed. Sheet 10, surveyed 1864, scale 6" to 1 mile. By 1929 (Kelly, *Dir. Cumb.,* 1929, p.182) Nether contained about 5,070 acres.

[11] http://en.wikipedia.org/wiki/HM_Factory,_Gretna (accessed 1/10/12) ; http://www.secretscotland.org.uk/index.php/Secrets/HMFactoryGretna (accessed 2/10/12); G.L.Routledge, 'Gretna's secret war: the great munitions factory at Dornock, Eastriggs, Gretna and Longtown and an account of the Quintishill railway disaster', (Carlisle, 1999).

Kirkandrews Moat - The name Moat is thought to derive from the Latin word 'mota' for mound and is thought to refer to the great earth mound of Liddel Strength.[12] Moat appears to predate the modern parish with its earliest mention perhaps occuring in 1174 when William, King of Scotland attacked and captured Liddel mote. It is difficult to prove whether Moat had always been part of the ancient parish of Kirkandrews on Esk or whether it was added to the parish when newly recreated in 1632. [13] Moat is divided from the rest of the parish by the river Esk. It is separated from Nicholforest partly by the Liddel water and a boundary drawn between Andrew's Sike north of Carwinley burn and a point on Liddel Water east of Dougal Pot. The Carwinley burn separates Moat from Arthuret parish. However inhabitants on both side of the burn must have shared facilities like Carwinley water mill and post office and communal activities. Moat comprised 1,701 acres (688 ha) in 1864. [14]

2. Landscape

Much of the land in Nether township is at or below 10 metres above sea level. There are large tracts of moss and marshland including Solway Moss, Mossband Moss, Beck Moor and Rowland Marsh at the Solway Firth end of Kirkandrews Nether and Middle townships.[15] Land rises to 73 metres close to Scotsdike. The highest land in the parish lies in Moat township which is mainly 60 metres or above sea level with the highest point being 103 metres south east of Riddings farm.

The underlying geology of the coastal area around Longtown is made up of Triassic red and grey sandstones with partings of grey mudstone. [16] In the 1790s the soil of Kirkandrews was described as exceedingly fertile in places for example along the rivers Esk and Sark, but in other places consisting of cold, wet, whitish clay. [17] References have been found to enclosures in the 16th century, [18] and to large scale draining and fencing land during lordships of the manor of

---

[12] *PNC,* part 1, p. 100.

[13] Claim of Dr. Todd, Rector of Arthuret, *see* CRO (Carlisle) PR 55/9; Bishop Nicolson's Miscellany Accounts of the Diocese of Carlisle (1707), pp.141-2.

[14] OS 1st ed. Sheet 6. Moat contained 1,657 acres in 1929 *see* Kelly, *Dir. Cumb.,* 1929, p. 182.

15 R.T. Spence, 'The Graham clans on the eve of the Jacobean pacification', *CW2,* lxxx (1980), p 82.

16 English Heritage & Cumbria County Council, 'Longtown: Extensive urban survey: archaeological assessment report', 2002. (IGS 1976).

17 Housman in Hutchinson,vol.2, pp 550- 551.

[18] J.R. Cole, 'A survey of the debatable land and Glenn Tarras c 1449 to 1620', thesis submitted to Manchester University 1982, pp 49-51.

Kirkandrews of Dr. Robert Graham and his grandson Sir James Robert George Graham in the second half of the 18th century and mid-19th century. [19]

There was little woodland in the 16th century. Plantations were introduced in the 19th century with broad-leaved deciduous trees planted on better soils and conifers on poorer ones. Floodings where gravel has been extracted have been used for reservoirs [20] and for leisure. [21]

3. Settlement: Brief history

Remains of a Roman camp, Castra Exploratorum, and port have been discovered at Netherby (in Arthuret parish) and may have extended into Moat. It is thought that the Esk was navigable up to this point in Roman times and that a road may have run close to Liddel strength. [22] This is possibly the mile or so long track running north east from opposite Low Moat farm through Blacklonning Wood to Moat Common ending close to the former Moat School. [23] Within Moat township are the ruins which are known as Liddel Strength situated on the edge of a steep bank 150 feet above the Liddel water. The ruins may have origins in Roman times. [24] An earthwork castle was mentioned in 1174 when it was captured by William the Lion, King of Scotland having belonged to the De Stutevilles and Wakes. [25] [26] A motte and an inner wall were defended by a semicircular bank and ditch. In 1282 the castle had a timber Hall with two solars and cellars, and a chapel, kitchen, byre, Grange, and granary. [27] This motte which probably gave Moat township its name, may have formed the original centre of the English barony of Liddel, perhaps built by the English as a stronghold to guard the border with Scotland and also probably gave the township its name. Within the inner ward are the footings of a later Tower house occupied by the Grahams during the 16th century. [28]

---

[19] Hutchinson, vol.2, pp 555-7; W. Dickinson, 'On the farming of Cumberland', *Journal of the Royal Agricultural Society,* 13 (1852); David Spring, 'A great agricultural estate: Netherby under Sir James Graham, 1820-1845', *Agricultural History,* vol. 29 no. 2 (1955).

[20] For example flooded gravel extractions adjacent to Longtown Auction Market used for water supply *London Gazette*, 2 Sept. 1991, p. 13368.

[21] Oakbank Lakes Country Park and Campsite *see* http://www.ukcampsitesearch.co.uk/northwest-england/cumbria/oakbank-lakes-country-park-campsite-longtown.php (accessed 5/11/2012)

[22] Eric Birley, 'The Roman fort at Netherby', *CW2 LIII* (1953), pp.6-39.

[23] It is also rumoured that the Graham family exercised race horses along this track, to build up their stamina.

[24] Birley, 'Netherby fort', p. 30.

[25] Benedict of Peterborough, Rolls ed. V I, p 65; T.H.B.Graham, 'Turgis Brundos', *CW2*, 29 (1929), pp.49-56.

[26] Daniel and Samuel Lysons, Magna Britannia: volume 4: Cumberland, Parishes: Addingham - Aspatria', (1816), pp. 4-18. URL: http://www.british-history.ac.uk/report.aspx?compid=50677&strquery=Moat, Kirkandrews (accessed: 09 February 2012). David Bruce took it by an assault in 1346, and is said to have beheaded its governor, Sir Walter Selby.

[27] Inquisition when Baldwin de Wake died.

[28] Hyde & Pevsner, *Cumbria.* (London, 2010), p. 454.

From the 14th century, increasing violence between England and Scotland created disruption and poverty in Cumbria and especially in the barony of Liddel on the Western March.[29] Repeated raids on either side resulted in the northernmost area of the barony, between the Sark and Esk, becoming a no-man's land, known in the 16th century as the debateable lands.[30] This violence prompted the construction of numerous defensive stone houses or 'pele' towers for the chief families. [31] Cattle continued to be driven into these fortified buildings in the 18th century. [32] Some of these, such as Kirkandrews Tower built by one of the Graham family, survive in 2012. [33]

It was estimated that the dwellings of most cottagers and lesser tenants, largely mud walls with thatched roofs, could be rebuilt in a matter of hours. [34] Cottagers' houses were still one storey buildings made of mud and thatched with turf with no windows in 1725 and many such houses were still in existence in 1819. [35] Improvements to tenants houses began under the reforms of Dr. Robert Graham who inherited the Manor of Kirkandrews in 1757. Clusters of small numbers of more substantial houses and outbuildings were built as farms became vacant. Further improvements to houses and farm buildings were made under Dr. Robert's grandson in the 1820s. [36]

Until the 20th century, Kirkandrews was a rural parish with buildings grouped round farmsteads. Most of the places with names ending 'town', for example Smalmstown, Frankstown,

---

[29] A.J.L. Winchester, *Landscape and society in medieval Cumbria* (Edinburgh, 1987), p.44; H. Pease, *Lord wardens of the marches of England and Scotland: being a brief history of the marches, the laws of march, and the marchmen, together with some account of the ancient feud between England and Scotland,* Constable (1912), p.187, pp.192-199.

[30] T.H.B.Graham, 'The debateable land', *CW2,* 22 (1912) , pp. 33-58 ; T.H.B. Graham, 'The debatable land. Part II', *CW2,* 24 (1914), pp. 132-157.

31 T.H.B Graham, 'The Debatable land', *CW2 (1911,* pp.48-49; R.T. Spence, 'The Pacification of Cumberland borders,1593-1628', *Northern History,* 13 (1977), pp.61-62.

[32] William Stukely, 'Iter Borealis', *Itinerarium Curiosum* (2nd.ed., 1776) p. 58.

[33] Hyde & Pevsner, *Cumbria.* (London, 2010), p. 454.

[34] Spence, 'Pacification'. p. 62.

[35] William Stukeley,'Iter Boreale*', pp 57-58; Stukeley commented during his tour of North England in 1725 about the valley of the River Esk "this valley by the riverside is very good land, with some shadow of Nature's beautiful face left; but everywhere else … is the most melancholy dreary view I ever beheld … here and there a castellate house by the river, wither at night the cattle are all driven for security from the borderers: as for the houses of the cottagers, they are mean beyond imagination; made of mud, and thatched with turf, without windows, only one story; the people almost naked."
Report by Brown from 1819, the land steward who succeeded John Yule. *Quoted in* W. Dickinson, 'Cumberland farming', p. 222;   Survey of the Netherby farms, 1819. Netherby MSS. *Quoted in* David Spring, 'A great agricultural estate', p. 74.

[36] Brown & Yule reports in Netherby manuscripts quoted in Dickinson, 'Cumberland farming'.

Henrystown and Englishtown, may have been the farmsteads of new settlers who came to the debatable lands after the expulsion of the Grahams at the beginning of the 17th century. [37]

After 1945, a hamlet at Moat Common began to develop from a handful of crofts, farms and the former school buildings into the parish's only small village community, with 7 pairs of semi-detached council houses built from the 1950s [38] which by 2012 are either privately owned or belong to a housing association. Four detatched houses were also built along Blacklonning End road in the last decades of the 20th century to join The Mount, built by 1921. [39]

Many buildings in the parish, such as 19th-century farmhouses, crofts and redundant industrial buildings for example mills, schools and railway buildings have been altered, extended and modernised. A small industrial estate has grown up in Kirkandrews Nether township since 1970 from such disused industrial buildings.

The home of the lord of the manor of Kirkandrews, was Netherby Hall, in the neighbouring parish of Arthuret, until it was sold in 1989.[40]

Communications:

Roads, routes and turnpikes -

It is thought that a roman road connecting the Netherby fort Castra Exploratorum to Scotland may have passed through Moat close to Liddel Strength. [41] The route of a roman road is also shown in 1864 between Redbrae and Blackbank cottage in Nether township. [42]

The main roads were improved during the 18th and 19th centuries when Turnpike trusts were formed. The Longtown, Snab and Haithwaite Bridge Turnpike Trust was set up in 1794 and ran from Lyne Bridge to Scotsdike. [43] By 1774 the main route linking Carlisle to Scotland, the

[37] T.H.B.Graham, 'The debateable land', *CW2,* 22 (1912) , p.57; Parson & White, *Dir. C.& W.*, p. 405, "it is the peculiar custom of this part of the country to give the appellation of town to even a single dwelling".

[38] Four had been built by 1954. *See* Cumberland Directory. 1954, p.122.

[39] Cumberland directory, 1954 & Moat map http://www.colinday.co.uk/maps/Carlisle.shtml. (accessed 14/9/12); Kelly, *Dir. Cumb.,*1921, p.192.

40 *Cumberland News*, 24 Sept. 1993, p.31.

[41] Birley, 'Netherby fort', p.30.

[42] OS. 1st. ed. Sheet 10.

[43] http://www.turnpikes.org.uk/English%20turnpike%20table.htm (accessed 12/1/2013); CRO (Carlisle), DLAW/9/38, Lyne Bridge – Longtown – Scotch Dyke and Longtown – Sark Bridge Roads Repairs Act 1794.

Edinburgh mail road, ran through Middle and Nether townships connecting them to Longtown then southwards to Carlisle and north to Cannonbie, Langholm then Edinburgh in Scotland.[44] This road became the A7.

Another route into Scotland branched off the Edinburgh mail road passing by Bush, Rosetree and Plumb to cross the river Sark. [45] This became the A6071 to Gretna, with a minor road on the last stretch through Millhill and Plump. A new route to Glasgow and into Scotland was opened in the 1820s crossing the Esk on the Metal Bridge, thus bypassing Longtown, then passing over Mossband in Nether township. [46] This has become the principal route into Scotland on the west coast. In 2006 this route running partly through Nether township, known as the A74 then A74M, was upgraded and land compulsorily purchased at Guards Farm and Mossband Hall to become the M6.[47]

A minor road on the South bank of the River Esk connects Moat to Carwinley, Netherby and Longtown to the south and to the B6318 and via the B6357 to Canonbie to the north. The course of this minor road was altered during the improvements made by Sir James George Robert Graham in the 1820s. Netherby and Crofthead are shown on the right-hand side of the road in 1774 [48] whereas by 1864 the road had moved further east. There were also alterations to the road through Moat Common. Road End Croft, shown in 1864 [49] was no doubt where that new road ended and the original line was reverted to. This may have been part of the Longtown, Snab and Haithwaite Bridge Turnpike, as it is thought there was a toll at the junction between the road through Moat and the B6318. The cottage still stands in 2012. [50]

Toll cottages lay on these routes through Kirkandrews. A toll bar cottage, still surviving in 2012, was built for the Edinburgh to Longtown Turnpike in the early 19th century at the junction of what in 2012 is the A7 and A6071 with two gates, one for the Edinburgh road and one for the Moffat road via Gretna. [51] A toll gate and cottage were situated at Scotsdike on the Edinburgh road. [52] The Sark road opened in 1822. Its toll bar and toll collector is shown in 1841 and 1871.

---

[44] Hodkinson & Donald's Map of Longtown District, 1774.
[45] Hodkinson & Donald's Map of Longtown District, 1774.
[46] G. L. Routledge, *Longtown*, (Carlisle 2000), p.16. OS 1st ed. Sheet 10.
[47] *London Gazette*, 28 Apr 2006, issue 57969, p. 5909.
[48] Hodkinson & Donald's map of Longtown district 1774.
[49] OS 1st.ed. Sheet 6.
[50] http://www.msocrepository.co.uk/images/toll_house/CB.NIC.jpg (accessed 9/1/2013)
[51] English Heritage, Toll Bar Cottage, Kirkandrews, Carlisle, Cumbria, II, 78158, NY3736468987.
[52] English Heritage, Toll gate, Scotsdike, Kirkandrews, NY38717315. 1841 census and 1871. OS 1st.ed. Sheet 9. Surveyed 1864.

[53] There was also a toll bar at Snab near Guards on a road to a ferry crossing. It is thought this was the old road from Gretna to Rockcliffe. [54] In 1841 there was a toll bar at Black Lonning end at Moat. This may be the cottage known in 2011 as Holme Lea. [55]

Rivers and Bridges

In Roman times, the Esk was navigable up to Netherby, about a mile south of Moat, where it is believed there was a quay to which ships could deliver stores. [56] Gradually the Esk silted up. Dr. Robert Graham improved the little harbour at the mouth of the Sark so that vessels of between sixty and one hundred tons were able to dock here and unload their cargoes and for inhabitants to export superfluous produce. [57] Crossing the Esk posed difficulties to travellers and locals. On the Solway marshes the river could be crossed at low tide but quick sands and bogs posed difficulties. Tracks are shown over the marshes on maps such as that of 1774. [58] Fords and ferries were used. One of these fording places, Green Ford, is shown on old maps lying between Souron and Alison bank about 2 miles below the confluence of the Esk and Lyne on Rockcliffe and Mossband marsh in Kirkandrews Nether. The ford at Longtown was a popular crossing point for Scottish cattle drovers. [59] The ferry where the old Gretna to Rockcliffe road crossed the Esk was plied by 'Willie of the boats'. [60]

Ferries also posed risks. The inhabitants of Moat had to cross the Esk in order to reach Kirkandrews church in Middle township. Rectors Wiltshire and Batey kept a boat to transport their parishioners across the Esk. [61] An accident occurred in 1696 when twenty-eight people from Kirkandrews were drowned when their boat capsized while crossing the Esk from Canonbie church. [62]

A bridge, superseding the ford, was built between Longtown and Nether township in 1756 (and widened in 1889) financed by Rev. Robert Graham of Netherby and the better off inhabitants

[53] 1841 census, H107/169/7 p.4; Routledge, 'Longtown', p. 18. OS 1st.ed. Sheet 9.
[54] Snab turnpike toll gate, NY3260666; 1841 census HO 107/169/7 p.10 and 1871 census RG 105124 pp.6-7; http://www.geog.port.ac.uk/webmap/thelakes/html/lgaz/lk21345.htm (accessed 21/9/12); Graham, 'Debateable land', p. 56.
[55] 1841 census, H107/169/8/p5; but not listed in 1851.
Moat map http://www.colinday.co.uk/maps/Carlisle.shtml. (accessed 14/9/12)
[56] Birley, 'Netherby fort', pp.28-30,38. Ships' sides, anchors and iron rings to which ships may have been tied up have been found on this site.
[57] Routledge, 'Longtown', p. 4; Hutchinson, vol.2, p. 556.
[58] Hodkinson & Donald's map of Longtown district 1774; Routledge, 'Longtown', p.5: tales from travellers crossing the Esk in 1657, 1698, 1731 and 1734.
[59] Routledge, 'Longtown', p. 6.
[60] Graham, 'Debateable lands', p. 56.
[61] CRO (Carlisle) PR55/9; Hutchinson, vol.2, p. 681-2.
[62] CRO (Carlisle) PR55/9.

of Kirkandrews and Arthuret. [63] In 1822 the Metal Bridge, designed by Thomas Telford, over the Esk from near Garriestown onto Mossband marshes in Nether township was opened to carry the main road from Carlisle into Scotland. [64] This was replaced in 1916 by the Esk Bridge. [65]

In 1877 a suspension foot bridge was built by Francis Morton of Liverpool to enable the Graham family and their servants to cross from Netherby Park to Kirkandrews church. This replaced a private ferry shown on a map from 1864. [66] This Grade II listed bridge was restored in 2010 by Shepley engineers. [67] The construction of a bridge over the river Sark was planned by Thomas Telford, built in about 1814 and widened in 2001. [68]

Railways.

Three railway lines were laid across Kirkandrews on land sold by Sir J. R. G. Graham. [69] These were the Caledonian Railway, still in use in 2013, the North British Railway, known as the Waverley Line, from Edinburgh to Carlisle, and the North British Railway Gretna branch line from Gretna Junction to Longtown.

By 1847 the Caledonian Railway, which ran up the west side of Britain, had a station named Gretna Junction, not far from Gretna, in Nether Township. Railway staff were recorded at this station in 1851.[70] The Caledonian Railway became the London, Midland and Scottish Railway in 1923 and is still in use in 2013 as the northern section of the West Coast Main Line. [71] Gretna (Caledonian) railway station opened on 9 September 1847 and closed on 10 September 1951. [72]

[63] English Heritage listed NGR: NY3777768882; CRO (Carlisle) QAB/4.

[64] Routledge, 'Longtown', p.7. Telford drew up plans originally for this bridge in 1808; p. 16.

[65] CRO (Carlisle) DPH/2/75, 1916; CRO (Carlisle), DB 3/37, agreement & plans building a new bridge at Metal Bridge, 1913.

[66] Bulmer 1901 p.232; OS 1st ed. sheet 6; English Heritage listed, NY3922671966.

67 http://www.achurchnearyou.com/kirkandrews-on-esk-st-andrew/, accessed 13/9/2012; http://www.shepleyengineers.co.uk/sel_nuclear_restoration_details.asp?MID=2&ID=49 accessed 13/9/2012

[68] http://www.geog.port.ac.uk/webmap/thelakes/html/lgaz/parfram.htm   Sark Bridge. NY327670. (accessed 12/1/2013); CRO (Carlisle), Q/RZ/2/47, Telford's report and surveys including Sark Bridge, 1809; Routledge, 'Longtown', p. 7.

69 Netherby MSS, Sir James Graham to Yule, 17 April 1847, *quoted by* Spring, 'Netherby' p. 77. Sir James Graham commented "immense benefits will be conferred on my estate. It will do more to restore prosperity than any other transaction of my life."

[70] CRO (Carlisle), Q/RZ/1/42, Caledonian railway: Carlisle to Glasgow including Mossband to Carlisle, maps & surveys, 1842; CRO (Carlisle), Q/RZ/1/45, Caledonian railway: Springfield to Longtown, Crookdyke to Longtown, 1846; Mannix &Whellan, *Dir. Cumb.*, p.612; 1851 census, H 107/2428, p.151.

[71] http://en.wikipedia.org/wiki/Caledonian_Railway, (accessed 13/1/2013)

[72] Butt, R. V. J. (1995). *The Directory of Railway Stations: details every public and private passenger station, halt, platform and stopping place, past and present* (1st ed.). Sparkford: Patrick Stephens Ltd.

Despite competition from the Caledonian Railway, the North British Railway Company was successful in 1859 in their bid to extend the line they had purchased in 1845, between Edinburgh and Hawick, down to Carlisle. [73]   This line became known as the Waverley line. It crossed the Esk on the Thistle viaduct and ran parallel with the Esk through Moat where sidings connected to High Moat quarry and with a station, Riddings junction, (1862-1967) [74] which linked to the Langholm branch line over the Liddel Viaduct. The 1861 census notes a temporary increase in the population of Moat by 176 people due to the employment of labourers, largely from Scotland and Ireland, working on the railway. Many lodged at existing cottages and some had their families with them. There were also numbers of labourers housed in purpose built accommodation which had disappeared by 1871 when the population had dropped to 162. [75]

There were also stations at Scotsdike, named Scotch Dyke station(1861-1949) [76], in Middle township and Longtown (1861-1970), the latter situated in Nether township across the Esk from Longtown. In 1923 the North British Railway became part of the London and North Eastern Railway (LNER), was nationalised in 1948, while in 1959 Longtown and the closed Scotch Dyke stations were transferred to be London Midland Railway (LMR). The Waverley route was included in the list of passenger services to be withdrawn under the 'Beeching axe' and the line was closed on 6 January 1969 with a track lifting ceremony at Riddings Junction to split the London Midland and Scottish regions to demonstrate British Railways determination to close the route. The line was closed completely in August 1970.[77] A railway subsidy for buses started in the 1960s when the Waverley Line closed. [78] The Thistle and Liddel viaducts still stand in 2013.

The third railway line through Kirkandrews was the 3-mile branch line in Nether township connecting the North British Railway's 'Waverley' station at Longtown with the Caledonian line near Gretna, at Gretna Junction, in Nether township. This was the third station at Gretna which

---

[73] The Border Union (North British) Railway Act, 21 July 1859; another line from Longtown to Gretna was included in this act. http://www.disused-stations.org.uk/s/scotch_dyke/index.shtml (accessed 13/1/2013); CRO (Carlisle), Q/RZ/1/65, North British Railway plans includes Kirkandrews on Esk, 1857; CRO (Carlisle) DB 74/P/94, Plans of ground to be taken off Sir James R.G. Graham's property for Border Railway.

[74] The main station building, station master's house and Railway cottages survive in 2011 as part of Riddings farm.

[75] RG 9/3911 pp. 11-15. The 1861 census noted a temporary increase in the population of Moat by about 176 railway labourers. 1861 Population tables, table 40, p. 682.

[76] the down platform and main station building survive in 2013.

[77] http://www.disused-stations.org.uk/r/riddings_junction/index.shtml

[78] Inf from David Grisenthwaite, emails Jan. 2013.

opened in 1861 and closed in 1915. [79] This line proved very difficult to construct as it passed over part of the moss. [80] Much of this branch line remains in existence in 2011 serving the MOD bases at Longtown and Smalmstown but looping south after Mossband to join the main line while the short section north of this to Gretna junction has been dismantled. [81]

Buses, post and telecommunications:

The three main routes through Kirkandrews' townships were served by coaches, carriers and by the mid-1920s by buses. Coaches connected the parish via Longtown to Carlisle, Edinburgh and London, with carriers operating from Scotch Dyke to Carlisle and Langholm with connections from Longtown to Brampton and Dumfries by 1829. [82]

Bus services through the parish commenced in 1921 with a circular service, Carlisle, Gretna, Longtown and Carlisle provided by Richard Percival of Carlisle, followed by his service from Langholm to Carlisle via the A7. Two more services were started by George Hudson of Carlisle in 1925. One went to Langholm and another operated through Moat to Penton Bridge Inn which included an early morning mail bus from Carlisle. By 1926 Lochinvar also had a regular service operating between Gretna, Longtown and Carlisle. From 1927 there was a linking service operated by Farraulder between Newcastle and Dumfries via Brampton, Longtown and Gretna, which crossed Nether township on the A6071. Another service began in 1930 between Carlisle, Canonbie and Newcastleton operated by Lochinvar Motor Services Ltd.

Percival's service was taken over by Caledonian minibus company limited in 1931. Also in 1931, Hudson was acquired by Scottish Motor Traction Co Ltd (SMT). The Lochinvar company was purchased by Caledonian in 1939. Caledonian Omnibus was transferred to Western SMT in 1950 who then operated all services until 1986 when services were de-regulated. A railway subsidy began in the 1960s when the Waverley Line was closed. [83]

---

[79] Butt, R. V. J. (1995). *The Directory of Railway Stations: details every public and private passenger station, halt, platform and stopping place, past and present*; http://en.wikipedia.org/wiki/Gretna_(Caledonian)_railway_station (accessed 13/1/2013).
[80] Bulmer, *Dir. Cumb.,* p. 233.
[81] http://www.railbrit.co.uk/Border_Union_Railway/frame.htm (accessed 13/1/2013); OS Explorer 315, 2000, 1:25,000 grid ref 340664.
[82] Parson & White, *Dir. C.& W.*, p. 409; p. 433.
[83] Detailed inf on buses from David Grisenthwaite Jan 2013. The first service run by Richard Percival began on 2 July 1921, followed by another from Langholm to Carlisle via the A7 on 12 April 1924 (source: Cumberland News advertisement); the services run by George Hudson began 1 April 1925 (source: Hackney licensing records).

The main roads through Kirkandrews on Esk are still served by buses in 2013. For example First Bus 95 between Edinburgh and Carlisle supported by the Railways and Border Council follows the A7. Moat was threatened with the loss of its service provided by Telfords in Newcastleton in 2011 but a local councillor came to the rescue and the twice-weekly service was saved.[84] A bus depot was situated in Nether township, adjacent to the old Longtown railway station, on the site occupied in 2013 by John Davidsons on the Longtown Townfoot Industrial estate.

By 1901 Kirkandrews letters were shown to go via Longtown where post, parcels, money orders, telegraph office and a savings bank were situated at George Dobson's.[85] A post office is shown at Carwinley by 1901[86]. Longtown was the nearest money order office and Riddings railway station the nearest telegraph office.[87] By 1914 there was a post box on Moat common as well as at Carwinley.[88]

There was a petrol station in Nether township occupied in 2013 by Tynedale Agricultural supplies.

Population
Before 1749 there are no specific counts of population in the parish. However surviving lists compiled for other purposes give glimpses of the number of inhabitants in the area. The earliest guide may be the lists of names given in 1602 by the Grahams, who controlled Kirkandrews and Arthuret in the 16th century, to Lord Scrope, Warden of the Western Marches. The Grahams' kinsmen and tenants included a total of 439 names.[89] It is estimated that about three quarters of these were from Kirkandrews so perhaps about 330 families lived in Kirkandrews. A survey in 1604 indicates about 1,064 people on the lands between the River Esk and the River Sark, that is what is now known as Kirkandrews Nether and Middle.[90] It has been postulated that high

---

[84] http://www.cumberlandnews.co.uk. First published at 14:06, Friday, 30 September 2011.

[85] Bulmer, *Dir. Cumb.,* p. 234-5, p.115; a post master is shown in Longtown as early as 1829, and no doubt had been there before this. Parson & White, *Dir. C.& W.*, p.408.

[86] Bulmer, *Dir. Cumb.,* p.117.

[87] Kelly, *Dir. Cumb.,* 1906, p. 183.

[88] Kelly, *Dir. Cumb.,* 1914, p.194.

[89] CRO (Carlisle), Library of Dean and Chapter of Carlisle Cathedral, Richard Bell, History of the Borders. ff.211-220. Printed in R.T. Spence, 'The Graham clans on the eve of the Jacobean pacification', *CW2,* lxxx (1980), pp. 88-93.

[90] In 1604 James 1 ordered a survey of the western borders. R.P. Sanderson, ed. *Survey of the debatable and border lands 1604*, Alnwick, 1891. *Quoted in* G.P. Jones, 'King James I and the western border', *CW2,* lxix (1969), pp. 131-2. 1064 people including 751 cottingers were dependent on a total of 34 tenants in this area.

numbers of people in this Border parish resulted in overpopulation and may have contributed to some of the lawlessness. [91]

The Protestation Returns of 1641 name a total of 83 males over the age of 18 years in Kirkandrews on Esk, while the 1664 Hearth Tax assessments provide a total of 41 heads of household for the parish. Kirkandrews Poor Relief Agreement of 1739 shows 30 signatures of males pledging to be responsible for poor relief with 18 people named to receive support. [92]

A more accurate picture of the population can be found in 1749 when the number of families in the parish was listed in the Kirkandrews Church Vestry Book. There were 43 families in Moat, 141 in Middle township and 107 in Nether township, making a total of 291 families, suggesting a population of around 1,300.[93] Another count in 1796 which gave a total of 1,297 inhabitants, provides a direct comparison with the first of the ten yearly censuses taken five years later in 1801. This total of 1,297 people in 1796 was broken down as 270 in Moat, 616 in Middle and 411 in Nether. [94] By 1801, the population of Moat had risen from 270 to 291, rose further to 376 in 1861 because of the temporary influx of labourers and their families while the railway was being constructed through the township, and declined to 136 in 1931, the last date the townships were listed separately. Middle township totalled 616 in 1796, fell to 573 people in 1801, rose to 600 in 1811, dwindling to 255 in 1931. Nether township's population appears to decline from 411 in 1796 to 245 [95] in 1801 but rose to 516 in 1821, then declined again to 275 by 1901 only to increase to 439 in 1921 and still further to 487 in 1931. This increase was probably due to workers at the HM Munitions factories and later at the ammunition depots at Mossband and Smalmstown. In 1917 11,576 women and 5,066 men worked at HM Factory Gretna. [96]

Taking the parish as a whole, the population of 1,297 in 1796 rose to 1,329 in 1811, then reached a peak of 1,440 in 1821, then gradually fell throughout the 19th century to 602 in 1911. The population rose to 878 in 1931 and then almost doubled to 1,599 in 1951, but had fallen to 467

---

[91] D. L. Tough, *The last years Of a Frontier: a history of the borders during the reign of Elizabeth*, Oxford, 1928, p.173; Spence, 'Graham clans', p. 83, & 86.

[92] CRO (Carlisle), DX 1193/90/50, Protestation returns for Cumberland, 1641. Kirkandrews upon Esk, Transcriptions of returns surviving in the House of Lords record office; CRO (Carlisle) Hearth Tax returns 1664, Kirkandrews on Esk; CRO (Carlisle), Q/11/1/193/4, Kirkandrews Poor Relief Agreement 1739.

[93] Using a multiplier of 4.5 persons per household.

[94] CRO (Carlisle), PR55/9, p. 138.

[95] 1801 census, Enumeration abstract, p. 53. It appears that Herbert Wilkin, Overseer of the poor in Nether quarter in 1801 omitted everyone under 14 years making the 1796 figure more likely to be accurate. From PR 55/9, p.138.

[96] http://en.wikipedia.org/wiki/HM_Factory,_Gretna (accessed 1/10/12); M & G. Rayner-Canham, The Gretna garrison, *Chemistry in Britain,* Mar 1996, pp. 37-41.

by 1991 rising slightly to 447 in 2001. The 1951 figure includes a very high number of males, 1,086 compared with 513 females. This was no doubt due to the Royal Army Ordnance camp at Mossband and the ammunition depots. [97]

Social character

From 1628 until the 19th century the land in Kirkandrews on Esk was owned by the Graham family, lords of the manor of Kirkandrews, and most of the population were their tenants. During the 20th century farms were sold off. By 1943 none of the 39 farms and small holdings in Kirkandrews were owned by the Grahams. Three-quarters of these were farmed by their owners. [98] During the second half of the 20th century agriculture was supplemented by a small amount of industry mainly located in Nether township on the Longtown Townfoot estate. From the First World War Nether township was also dominated by the army, firstly by the enormous Gretna Munitions Factory and then the munitions depots at Mossband and Smalmstown.

Events

Some maps, histories and directories of Cumberland describe the Battle of Solway Moss in 1542, when the Scottish army was roundly beaten and many of their nobility taken prisoner, as occurring in Kirkandrews on Esk. However it is now believed that the battle took place a few miles south of Arthuret church. The Scottish army retreated across the Esk and many soldiers were perhaps captured on the Solway marshes in Nether township. [99]

The peat bog of the Solway Moss erupted in November 1771 after a period of continuous rain, spreading water, moss, gravel, sand and stones, in some places 30 feet deep, and destroying about 600 acres of fertile ground. Twenty eight families were forced to flee their homes and farms. A.J. Wilson, from Yorkshire, cleared much of the devastation by 'hushing' or cutting channels draining to the River Esk, creating reservoirs on higher ground which discharged water into the drainage channels where men then rolled large amounts of mossy earth which was then flushed down to the river. [100]
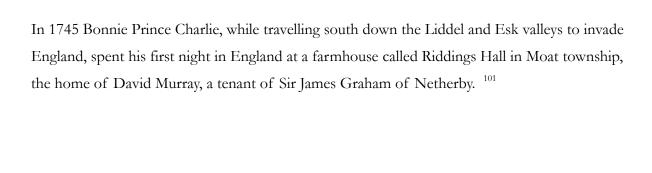
---

[97] There was also a German Prisoner of war camp during WW2 in Nether township. http://www.francisfrith.com/mossband/memories/mossband-camp_70041/ (accessed 16/5/2012)

[98] TNA, MAF 32/182/181. However the Graham family still owned plantations in Kirkandrews and farms in Arthuret.

[99] OS 1st.ed. sheet 10; Denton, *Perambulation,* p. 387; Bulmer 1901, p. 233. http://www.english-heritage.org.uk/caring/listing/battlefields/battle-of-solway-moss (accessed 15/1/2013)grid ref: 381675, http://www.battlefieldstrust.com/resource-centre/medieval/battleview.asp?BattleFieldId=40 (accessed 15/1/2013)

100'Gough additions to Britannia, or a chorographical description of the flourishing kingdoms of England, Scotland, and Ireland', by William Camden, 1586, translated from the 1607 Latin edition by Richard Gough,

In 1745 Bonnie Prince Charlie, while travelling south down the Liddel and Esk valleys to invade England, spent his first night in England at a farmhouse called Riddings Hall in Moat township, the home of David Murray, a tenant of Sir James Graham of Netherby. [101]

London, 1789, p.188, *on line at*: http://www.geog.port.ac.uk/webmap/thelakes/html/lgaz/lk10637.htm (accessed 2/10/12); Thomas Bowen, 'A plan of Solway Moss', *Gentleman's Magazine*, London, 1779 *on line at*: http://www.geog.port.ac.uk/webmap/thelakes/html/maps/bo24.htm (accessed 2/10/12); Parson & White, *Dir. C.& W.*, p. 432; Mannix &Whellan, *Dir. Cumb.*,, p. 613; A map of the eruption appears in Hutchinson, vol.2, p. 548.

[101] David Johnstone Beattie, *Prince Charlie and the Borderland.* (Carlisle, Charles Thurnam Sons, 1995). Chapter 4. p. 43. Gifts from Prince Charles were kept in David Murray's family and one of them, a gold ring, is in the hands now of Mrs Johnstone of Kirkbampton, a descendent of David Murray. (Riddings Hall was pulled down in 1818.)