



Homecoming Scotland 2009

**Family History Compilations
2 - Turnbull**

Reprinted from the Borders Family History Society Magazine

Borders Family History Society, Galashiels

Members Interests (cont.)

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William Rutherford	WRutherford1@aol.com

Family Trees

There is a collection of family trees (pedigree charts) in the Borders Family History Society Archive. Turnbull is amongst the major names in 56 of these, 33 on paper and 23 as computer (GEDCOM) files. They can be examined at our Search Room and copies can be supplied to members of the Society.

Members Interests (cont.)

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Homecoming Scotland 2009 Family History Compilations 2 - Turnbull

Reprinted from the Borders Family History Society Magazine

The Borders Family History Society publishes a magazine three times a year. This contains articles about family history research with a strong bias towards Border family history. This compilation brings together some of the articles about Turnbull and its variants published in the magazine since the Society was established in 1986. There is also a list of all the other articles published that include some mention of the name.

The reprinted articles are supplemented by lists of:

- Members who have registered an interest in Turnbull and its variants.
- Burial grounds where Turnbull and related names are recorded on gravestones.

More information can be found on the Border Family History Society web site:

<http://www.bordersfhs.org.uk/Index.asp>

The Society also has a collection of family trees amongst which are 56 that included Turnbull or its variants amongst the names listed. More information on these can also be obtained via the web site.

RULES/TURNBULLS OF RULE WATER

John Simpson

[Borders Family History Society Magazine, 6, p 13, Feb 1988]

It is thought that the family was descended from an individual who came from Normandy. In fact, I have received information from Normandy, together with coats of arms of the Rule family, and indeed some Rules, Ruels, etc. still live there¹.

The family of Roule is of ancient origin going back to the 12th century in Scotland².

Continuous raiding for generations along the Borders resulted in the destruction of documents. Such slight information about individuals makes them appear like shadows before us. Yet there is sufficient to show that this race of Rules must have been a gifted one which could produce from the resources of a slender Border lairdship, men who for centuries, from generation to generation, took no mean share in public life and duties of their day.

The first authentic record of names appeared about 1128 when persons named Adam Roule, Richard and Hugo were noted in Roxburgh. In 1315 William Rule, a giant of a man, was hunting with King Robert the Bruce. When the king was attacked by a wild bison, William Rule placed himself between the king and the bull. He twisted its neck and killed it. Bruce gave the name TURNBULL to Rule. This is the beginning of the Turnbells of Rule Water. In Bedrule there is a plaque in the church with a bull's head³.

William Rule (now Turnbull) fought a battle single handed at Halidon Hill in 1333 and was killed by a much younger Englishman, Sir Robert Benhale. John Leyden (1733-1811) whose statue stands in Denholm, near Rule Water, and who was a friend of Sir Walter Scott, writes of the Rules and the Turnbells following the course of the Teviot and its tributaries in "Scenes of Infancy".

¹ Direction des Services d'Archives, Dept de L'Orne, AlenVon. (Objet: Origines Normandes de la Famille Rule - letter, February 1984.)

² Records, Hawick.

³ The story was told (i) in the Register of the Great Seal of Scotland; (ii) in Leyden's writings; (iii) in Sir Walter Scott's Lay of the Last Minstrel

Members Interests

Members of the Borders Family History Society are able to record the names that they are researching. The people listed below have expressed an interest in Turnbull and its variants. Please note that not everyone is interested in the name wherever and whenever it occurs. The web site provides more information about the location and time period of interest.

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Gravestones Index

The Borders Family History Society has an ongoing programme to record the inscriptions on gravestones in cemeteries (monumental inscriptions – MI) across the Borders. Turnbull appear in the inscriptions recorded for 30 burial grounds.

Burial Place	County	No of Stones
Ancrum and Longnewton	Roxburghshire	32
Ayton	Berwickshire	3
Bedrule	Roxburghshire	30
Bowden	Roxburghshire	14
Cavers & Kirkton (including Denholm)	Roxburghshire	52
Channelkirk and Legerwood	Berwickshire	2
Crailing & Nisbet	Roxburghshire	8
Earlston	Berwickshire	12
Eccles (with Birgham and Leitholm)	Berwickshire	17
Edgerston	Roxburghshire	1
Ednam	Roxburghshire	3
Fogo	Berwickshire	6
Foulden and Mordington	Berwickshire	5
Gordon, Nenthorn, & Westruther	Berwickshire	12
Greenlaw	Berwickshire	12
Hounam and Linton	Roxburghshire	19
Kelso	Roxburghshire	8
Kelso - Rosebank Cemetery	Roxburghshire	47
Lauder	Berwickshire	12
Makerstoun	Roxburghshire	1
Maxton	Roxburghshire	4
Melrose Abbey	Roxburghshire	10
Mertoun	Berwickshire	4
Morebattle	Roxburghshire	9
Oxnam	Roxburghshire	16
Roxburgh	Roxburghshire	12
Selkirk Auld Kirkyard	Selkirkshire	13
Selkirk Brierylaw Cemetery	Selkirkshire	21
Smailholm	Roxburghshire	2
Sprouston & Lempitlaw	Roxburghshire	29
St. Boswells (Lessudden)	Roxburghshire	11
Stichill & Hume	Roxburghshire	5
Traquair and Kailzie	Peeblesshire	1
Yetholm	Roxburghshire	22

Full transcriptions of these MIs will be founded in the relevant volume published

Extract from The Rutherford Letters

[Borders Family History Society Magazine, 44, pp 4 -7 Oct 2000]

The following letter came from a collection written in Ancrum and sent to the Rutherford family in Canada and were kindly lent to Jean Fleming by Jaffrey Rutherford, Bayside Farm in Ontario

Dear Tom,

There are great changes in the village since you left. There is a Free Church built at the foot of Sandy Hill's yard and the Heritors are proposing to enclose the green for the purpose of bannishing the Mug- gers (gypsies) from off it.

The Edinburgh Road is now direct through here. We have a coach passing and repassing twice every day to the station at New Belses. Likewise two sawmills on the Ale Water. One at the Lint Mill, the other at the under Mill and a post office built down at the little Toll with delivery twice each day. I got myself hurt by the breaking down of the coach three months since and have not been able to work since. The rest of the family are all well. Mary sends her respects.

I remain dear Tom,

Yours sincerely, Robert Turnbull.

It's in the blood Anne Turnbull

[Borders Family History Society Magazine, 57, pp 37 - 38, Oct 2005]

Let me introduce myself. My name is Anne Turnbull, I was born in Hawick in 1966 (a true Teri) and raised in the Scottish Borders. I have been a member of the Society since September 2001 and recently became a member of the Society Council in April 2004.

My family describe me as a history nut, but I know it's in the blood. As a child I would listen to my mother, Mary Turnbull (nee Aitken), and her siblings discussing the family past with their cousins and looked through old family photographs. As a teenager, I knew more about her side of the family back to my 2 greats grandparents, and knew what some of them looked like.

It was when I was living and working in Newcastle-upon-Tyne twelve years ago, that I started tracing further and documenting my research. A friend asked me, if I would enrol on a Local History evening class with her, as she knew I liked history. and as you could say the rest was history.

I continued to attend the class for two years, before moving back to the Scottish Borders, during that time my interesting the local and family history deepened. I'm very interested in finding out how & where people lived in respect of my family and my area and researching similar characteristics.

Local history has also been a keen interest on my father's side of the family with links to the Archaeological Society, but my knowledge is not as wide spread, because he died in 1976. My father, James Turnbull, was the coronation year (1953) Hawick Cornet and he was an engineer to trade, but also ran a grocer's shop in O'Connell Street, Hawick from 1966-1973, before returning to engineering at Newtown St Boswells. His father, James Turnbull, was co-founder of Turnbull & Aitken Engineers on Commercial Road, (now

Turnbull & Scott Engineering), and his grandfather's (James Turnbull) memories of Hawick, were published by the Callant's Club after his death called 'Hawick in Bygone Days'.

As a result, I have inherited a keen interest in the Scottish Borders and as well as old books about Hawick, collected by my father's family, so I have continued to collect books of local interest, of places where I have lived and/or have a connection with.

When researching my family tree on both sides, I have realised that they have both been inter-connected throughout the Scottish Borders, over the years, via locations, trades and marriage. For instance, my great grandmother, Agnes Tully

Magazine Articles

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square in all sorts of weather. Many a puzzled and harassed bus traveller will remember his cheery smile and helpful advice. To drivers and conductors from all parts of the country, who call in at Galashiels, he is not only a mine of information, but also a real friend.

(nee Patterson), on my father's side is the sister of, my mother's father's first cousin John Aitken of Bowden's wife, Janet.

As for trades/professions the most common are agricultural, tailoring and mill workers, blacksmiths, teachers/ministers and engineers.

I have been lucky that a high percentage of my family didn't leave the area, and those that did, left to get work and returned, when possible. Although the New World migration to Australasia and North America/Canada, etc, did attract some members; luckily, some did keep in touch with home. Over the years during my research, I have learnt that it is important to know and learn from the past

Extracts from
New Zealand Intimations in Hawick Advertiser
Deaths 1860-1900
Marjorie Gavin

[Borders Family History Society Magazine, 57, pp 3 - 6, Oct 2005]

TURNBULL : At New Zealand, on 4th December 1870, Isabella Hardie, relict of the late Thomas Turnbull, formerly of Hawick.

TURNBULL : Accidentally drowned in the Mohakatmo River, Taranaki, on 30th October 1893, William Laidlaw, eldest son of the late Robert Laidlaw Turnbull of Merrylaw, Hawick, and of Mrs. Turnbull, 29, Warriston Crescent, Edinburgh.

On the Buses

Charles Borthwick

[Borders Family History Society Magazine, Vol 66, pp 40 - 42, Mar 2008]

The Southern Reporter October 29th 1959 in its "Spotlight" of folks we meet on the daily round published the following article about my grandfather which is reprinted here with their permission.

The story of George Turnbull, who lives at 23 Thornfield Avenue, Selkirk, comes close to being one and the same story of the S.M.T. bus company.

They have come a long way together since Mr Turnbull joined the staff on March 5, 1924. But Mr Turnbull's driving experience goes back a long way further than that. He got his first driving licence on January 13, 1912. "Though the less said about that the better," he laughed, "as I was only 16 at the time." In those days one merely wrote for a licence, without taking any sort of test. For the first year he did not drive very much. He was so small that there was no chance of pretending to be older than he was and he had to keep an eye open for the Bobbies!

Under Chauffeur

In 1913 he got a job as under chauffeur with Mr Charles Roberts, who lived at Mauldsheugh (now The Glen Hotel, Selkirk). He stayed with Mr Roberts for two and a half years, during which time he moved from Mauldsheugh to Thornfield (now the clinic). Mr Roberts was the proud owner of a Napier open touring car - one of the first motor cars in the Borders. Almost all the cars one saw in these parts were open tourers, Mr Turnbull told us, and there were no saloons. Roads were none too good either. There was no tarmacadam in those days and they consisted of nothing more than earth and stones. Only solid tyres could have stood up to such conditions.

When the head chauffeur left, Mr Turnbull had sole charge of the car. He enjoyed this new responsibility, so when Mr Roberts announced that he intended to engage a new chauffeur, Mr Turnbull could not bear the thought of returning to his old position of "under" chauffeur, and he left. His next job was at Bryson's Municipal Garage, where he worked as a mechanic, and drove the taxi when required. About this time World War I broke out, and although he went from Brysons to work as chauffeur to Mr Anderson of Ettrick Shaws, it was not long before he was called up. He was sent to England for six months, and then to France as a driver on the Divisional Head Quarters staff. He drove Lieutenant General Broadwood, the first General to be killed in the first World War. The General was killed by shell fire on June 1, 1917. He had just got out of the car, and Mr Turnbull had turned and started to drive away, when the tragedy occurred.

Lorry Driver

In 1919 Mr Turnbull returned home, Mr Scott Anderson had died the previous month and so he went back to Bryson's Garage where he worked for a year. Then he left Selkirk to drive solid-tyred lorries for a firm in Glasgow. He well remembers the year 1920 as being the date when the first pneumatic tyres were introduced into the city. Quite a revolution in the motoring world!

Between the years 1920 and 1924 he was doing haulage work during the winter months, and driving charabancs on Highland tours during the summer. These open buses were hired from his firm, along with the driver, by Thomas Cook, for six-day tours of the Highlands. Cook provided their own tour guide, from whom Mr Turnbull gained a great deal of interesting knowledge about the places they visited.

Tours such as these must have been quite an experience in those early days, when the buses provided no protection from the elements, and must have been about as comfortable as a steam roller to ride in, and roads were far from smooth!

Presentation

In 1924 he left the Glasgow firm and was presented with an inscribed gold watch, which still keeps perfect time, and which he claims to be the best watch he has ever had. That was also the year when he joined the newly started bus company of Brook and Amos, later to be taken over by the Scottish Motor Traction Company. In those days, however, it was a far cry from the present S.M.T., or Scottish Omnibuses.

The Brook and Amos (Mr James Amos, now manager of the S.M.T.) bus company had been in existence for only two years when Mr Turnbull became one of their drivers. This was the beginning of the bus service connecting the towns of Selkirk, Galashiels and Melrose. They also ran one excursion a week, on Sundays, to Edinburgh, and short tours, open charabanc type, with from fourteen to twenty seats.

Promotion

In the early 1930's Mr Turnbull was promoted from driver to driving inspector, responsible for the proper working order of all the buses centred at Galashiels.

When the second World War broke out he was put in charge of the Hawick depot, but returned to Galashiels after the war to become traffic inspector. That is his position today, and he also gives driving lessons to many of the conductors whose ambition it is to become drivers.

Now in his 36th year with the bus company, Mr Turnbull still puts in and exceptionally long day's work at the depot at Galashiels, standing out in the