

Thursday 19 October

RAILWAY 95

Hexham		0745	£4.60
Carlisle	0836	0849	£6.25
Lancaster	0938	1013	£11.00
Ravenglass	1204	1250	£20.00
Eskdale	1330	1410	
Ravenglass	1450	1534	£10.15
Carlisle	1725	1753	£5.10
Hexham	1841		

The country is bracing itself for Storm Babet and I awoke to the noise of rain falling heavily on the roof. Did I really want to get up and have another out with Little Brother? I am a man of my word, and was on the 0745 to Carlisle where I watched the oil train head through. I changed to the Pendolino and Dave got on at Oxenholme. In Lancaster we were tempted to settle by the wood burning stove in Costa and just stay there.





We joined the train to Carlisle via Barrow. Carnforth is full of class 47 locos, in various states of repair, then we did our "Brief Encounter" impersonation. The line across to Barrow includes some rather nice viaducts, and would be gorgeous in the sun!



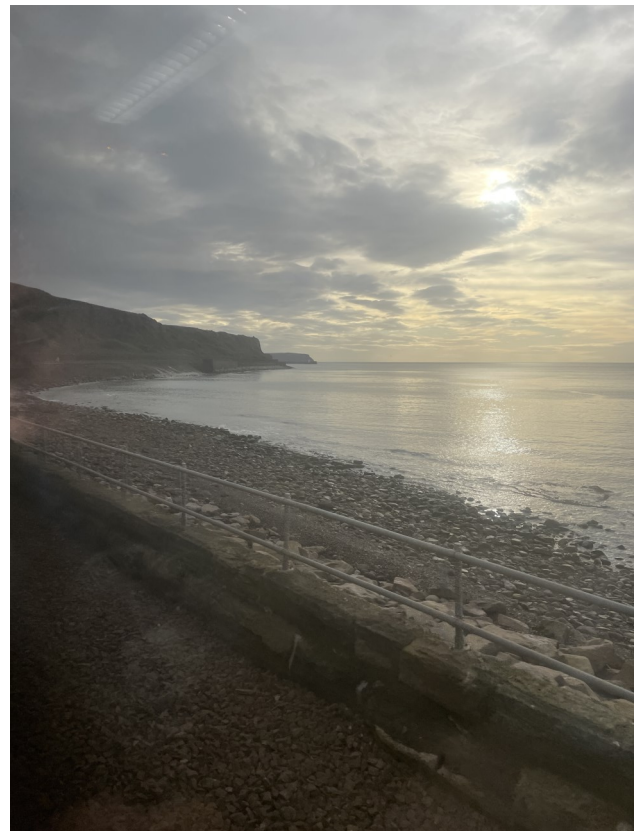
We were delayed at Barrow, a depressed-looking town but with a lot of old railway infrastructure, but had plenty of time for a leisurely lunch at Ravenglass before getting the train up the valley. It was not exactly full, but we were in a closed coach so no real opportunities for photos, even



when we passed the other train. I am surprised they were running two long trains, there were not a lot of passengers. We enjoyed watching them turn the train at Eskdale - the weather was gorgeous by this stage. Best weather we've ever had in the Lakes!

Back at Ravenglass we had an explore of the museum. There was quite a lot about the Duffield Bank Railway, just down the road from Allestree - there are some photos of it in the Bridge Inn in Duffield. It was built in 1874 by Sir Arthur Percival Heywood. It was about a mile long and had a gauge of 15 inches - Sir Arthur wanted to prove that a narrow gauge line, and this is very narrow gauge, could still be useful for passenger and freight traffic. He died in 1916 and much of the stock was then bought for this line - his loco "Muriel" was modified and renamed "River Irt" and is still running. Since she was originally built in 1894, they have probably got their money's worth! Here are a couple of photos of the Duffield line.





We watched the 1508 head north, then caught the next one to Carlisle. It is a lovely line along the coast, though there are some places where industry gets close - Sellafield with nuclear flasks one side of the fence and semaphore signals this side - and other places where the remains of mining can be seen. The sea is very close, too close to some of the houses. For us the weather was beautifully sunny and it was a great ride.

Back at Carlisle we fought with a ticket machine to get Dave a ticket to Penrith, then I journeyed back along my beautiful line. It had been a good day.