

# Discover the Industrial Heritage of Cumbria and the Lake District

## How to Get Here

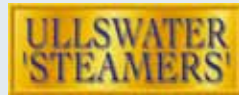
The Lake District is easily accessible by mainline railway or road connections from North or South mainland Britain. Ullswater 'Steamers' are located to the North of the county with main Piers located at Glenridding and Pooley Bridge. The Ravenglass & Eskdale Railway is located on the West Coast with direct raillinks at Ravenglass with the Cumbrian Coastline Railway.

# living history



Lake District landscapes are world famous, and can easily eclipse fascinating stories that have unfolded here over the centuries. Modern History showcases the best of the region's museums and attractions. Explore Blackwell the Arts & Crafts House, one of the finest homes from the last century. Enjoy a Lakeland view on board one of four heritage boats run by Ullswater Steamers. For natural materials for your home, head to Honister Slate Mine where Westmorland Green Slate is extracted, you can also try out the Via Ferrata.

From here, take the dramatic Honister Pass road to the town of Cockermouth, for a tour of the Jennings Brewery. The exotic flavours of rum, ginger and spices typify much of Cumbria's best loved food, find out why at The Rum Story in Whitehaven, where rum and spices were imported from the West Indies. Keep heading south to the much-loved Ravenglass and Eskdale Railway and find out more about the ship builders of Barrow at the stunning Dock Museum.



### Ullswater Steamers

The Pier House,  
Glenridding, Cumbria CA11 0US  
Tel: 017684 82229  
enquiries@ullswater-steamers.co.uk  
www.ullswater-steamers.co.uk



### Ravenglass & Eskdale Railway

Ravenglass, Cumbria CA18 1SW  
Tel: 01229 717171  
steam@ravenglass-railway.co.uk  
www.ravenglass-railway.co.uk



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Discover the Industrial Heritage of the Lake District



### WHAT WILL YOU DISCOVER?

Ullswater 'Steamers' and the Ravenglass and Eskdale Railway are two of Lakeland's most picturesque heritage visitor attractions. Both are located amidst spectacular scenery of craggy fells, timeless landscapes and crystal clear waters, but there is so much more to explore!



### Ullswater Steamers



### Ravenglass & Eskdale Railway



### Ravenglass and Eskdale Railway

The Ravenglass & Eskdale Steam Railway is one of the oldest and longest narrow gauge railways in the world. The heritage steam engines transport passengers from Ravenglass, the only coastal village in the National Park, across the estuary, through the hills, past seven request stops with a 1:55 gradient at times for seven miles in the direction of England's highest mountains, the Scafell range. There is no doubt that the Ravenglass and Eskdale Railway is Lakeland's most dramatically picturesque line.

However, it's not just the scenery that is enchanting, the history of the Ravenglass and Eskdale Railway is rather captivating too. One might think the railway is built purely as a visitor attraction; nothing could be further from the truth!

Back in 1850, the Whitehaven and Furness Junction Railway was opened, journeying down the West Cumbrian coast through Ravenglass. Once a bustling post in Roman times, Ravenglass had slumbered through the centuries, but all was to change when in 1874 a narrow gauge line was built to replace the horse and cart haulage from the fells to the coast. Ravenglass grew in significance and in 1875 it had become a junction serving Miterdale and Eskdale with iron ore from workings high in the surrounding fells, supplying the furnaces at Workington and Barrow.



However this was only the case for a few years because in 1877 the price of iron ore dropped and in 1913, the railway finally closed. It is a complicated story of how the railway managed to survive for so many years without the iron ore trade however it was acquired by Bassett-Lowke's of Northampton who narrowed the gauge from 3 ft to the new miniature gauge of 15 inches. It became an important transportation link carrying mail, provisions, coal, timber and sacks of wool to market. Granite quarries increased traffic but the closure of these in 1935 hit the railway hard.

In 1959, relying mainly on tourist traffic, it was put up for sale; however without any serious potential purchaser, it remained open for the season of 1960. The line, its rolling stock and properties went to auction in the September of the same year and were saved by a bunch of enthusiasts who between them bought La'al Ratty as it is affectionately known and saved it from the scrap yard.

Today the little railway museum at Ravenglass station tells you some of the story, steam engines River Mite, River Esk, River Irt, Northern Rock and the diesel engine Douglas Ferreira take you to the hills as part of this heritage tourist attraction that is the Ravenglass & Eskdale Railway.

### Ullswater 'Steamers'

Ullswater 'Steamers' have operated cruises on England's most beautiful lake for over 150 years, winding their way through this mountainous landscape, the creation of separate glaciers over millions of years ago. Steeped in rich heritage and with only a track from the Northern to Southern reach deemed for "only the very bravest of horses", the "Steamers" main purpose was to carry not only passengers but the Royal Mail, provisions, slate from nearby mines and in particular lead from the Greenside mine in Glenridding. Each vessel has a story of its own to uncover - Lady of the Lake built in 1877, is believed to be the oldest working passenger vessel in the world, transported in three sections by rail from Glasgow then horse dray from Penrith to Waterside, she was hand riveted in a matter of months, this same technique was also used on her sister vessel M.Y Raven who joined her in 1889.



Glenridding was important economically, because of the location of the mine here, the deepest and most productive lead mine in Cumbria. It was driven over 1,500 ft deep and over half a mile into the foothills of Helvellyn, England's third highest mountain standing at 3,117 ft. Development of the mine started around 1818, hitting a production peak between 1862 and 1872 with approximately 1,600 tons of lead ore extracted every year. Galena was the chief ore mined; it had an exceptionally high silver content, around 15-30 ounces per ton of ore. The chalice found in St Patrick's Church, Patterdale, is made from this Glenridding silver, the rest was sent to the Royal Mint. At the start of the 1950's the mine was getting increasingly difficult and expensive to work and on the 31st January 1962 it finally closed. Over its working life, Greenside Mine milled 1.2 million tonnes of ore, producing 350,000 tonnes of lead and 35,000 kg of silver, most of which was carried out by the use of manual labour and transferred by boat to rail connections.

**There really is too much to tell in such short detail so if you want to find out more about our history, come and live it for yourself.**

