

A Diary of Our 2005 UK Journey (page 19)

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Sunday, 12 June 2005, through Tuesday, 14 June 2005 England (Telford, Ironbridge Gorge and the Severn Valley Railway), continued

On Tuesday morning, we saw the last bits of the Ironbridge Gorge museums with Tony and Annita and then left in late morning for our sprint across the Midlands to Leeds and York. We were staying in Leeds and not York because this year the Royal "Ascot" race meeting wasn't at Ascot but at York and THAT filled up a lot of the nearby accommodations very early or raised prices or both.

We didn't stop along the way across the Midlands, and at least started by following Tony's well worn path between Telford and York. I grew tired of congested roundabouts and near misses and opted for the motorways about halfway through this trip. (Final observations on driving in Britain come at the end of the narrative, after turning in the car.)

Despite some concerns about finding our small hotel in Leeds, we really didn't have trouble. As usual, we overshot it and had to turn around, but the combination of maps we had worked for a change in a metropolitan area and we arrived pretty much as planned.

Wednesday, 15 June 2005, York and Stamford Bridge, Yorkshire

This was a day trip to York with a return to the same hotel that night. It was a gloomy day in Leeds, but it was WET in York and stayed that way most of the day until we returned to Leeds.

In Roman times, York was Eboracum and had a major garrison. Constantine was proclaimed Emperor in Eboracum by the army and this statue commemorates the proclamation of the first Christian emperor. Some of the foundations from the Roman basilica as well as two preceding cathedrals are visible beneath

the present cathedral.

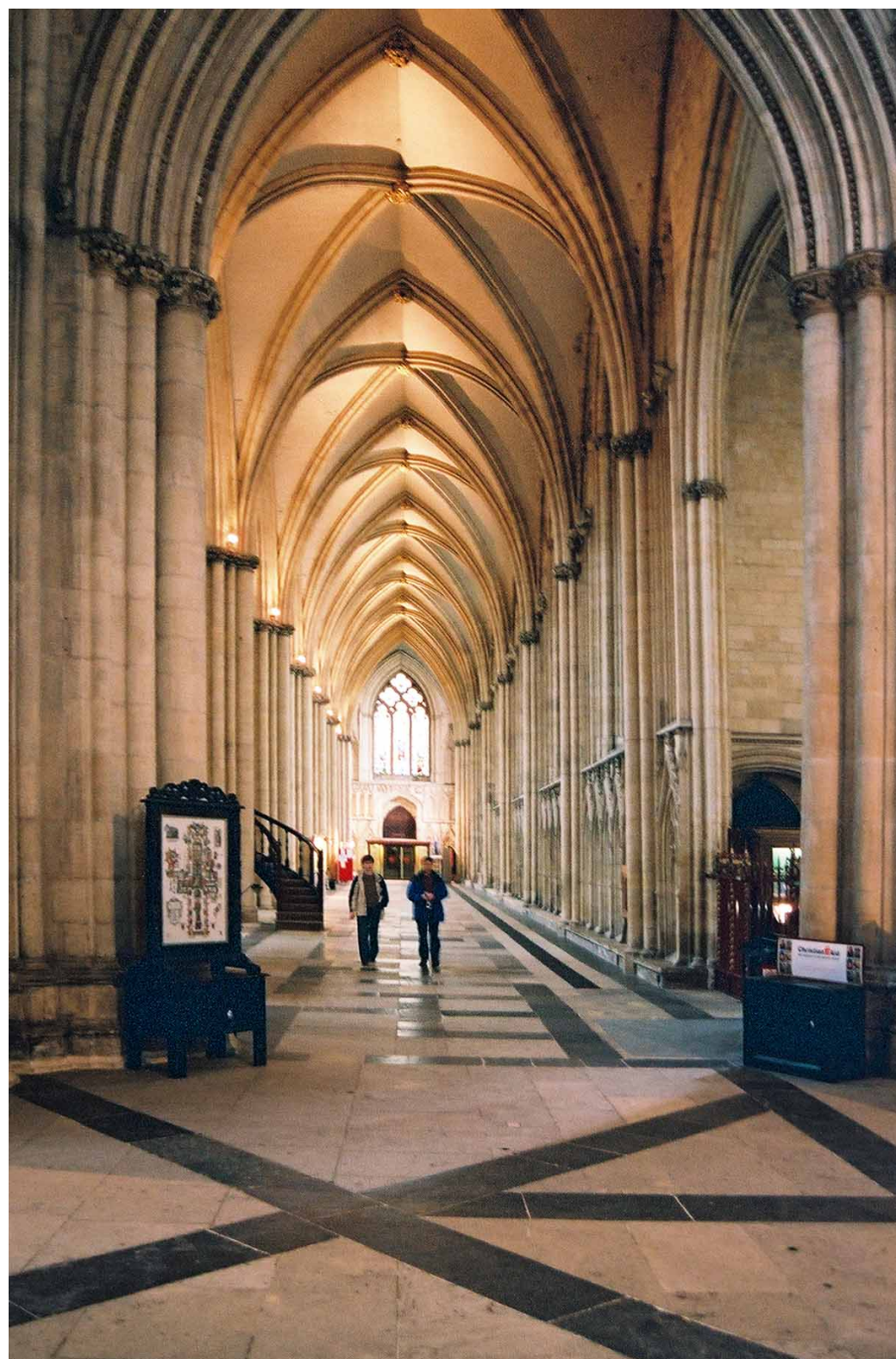




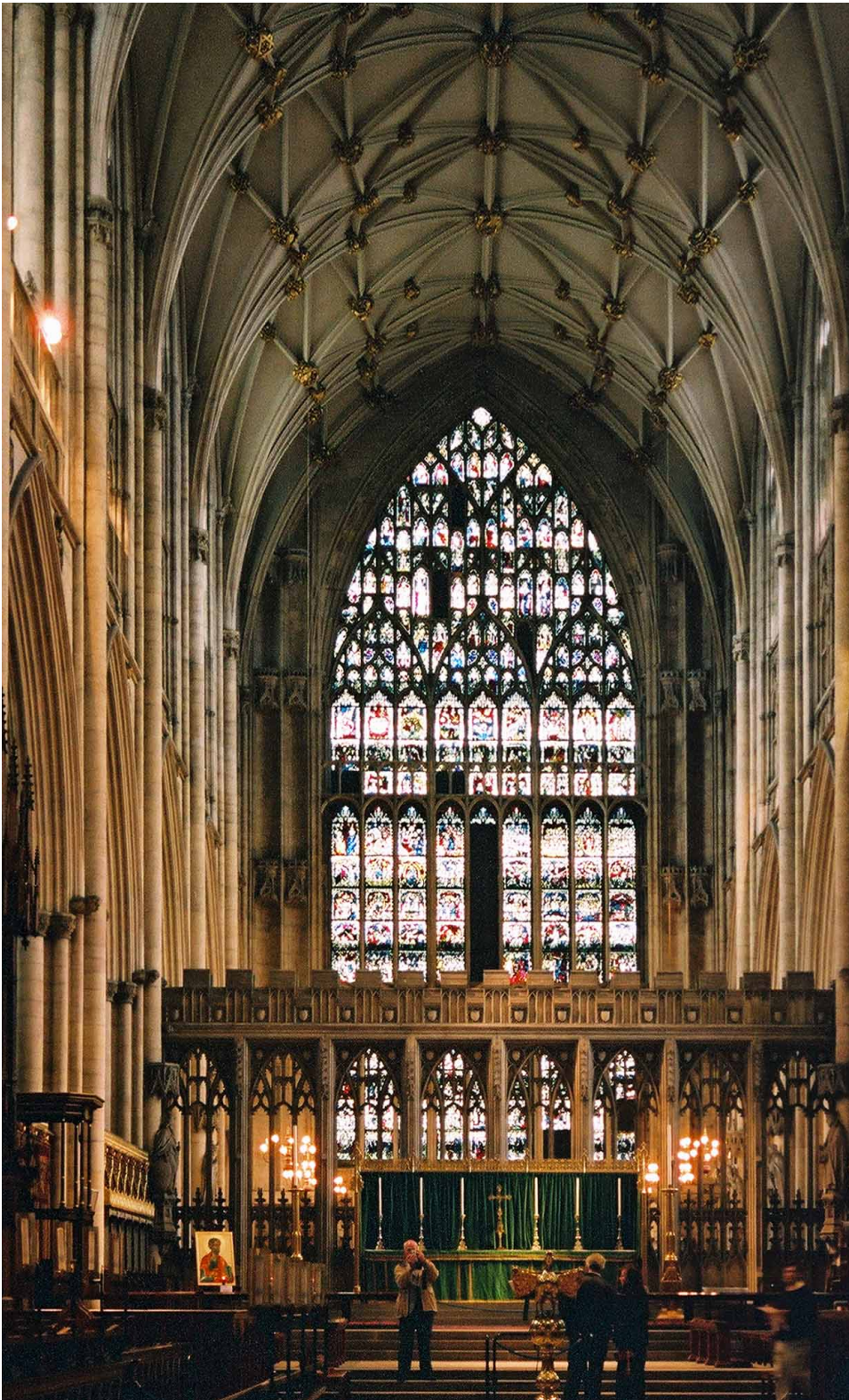
[York Minster](#) is a large cathedral, actively maintained and brighter than many I have seen. As with so many of these sites' picture galleries they show blue sky, beautiful stained glass and the crypt. Blue sky we had none of and more rain than we would have wished here in York. Stained glass is a challenge and without my digital camera to give me instant feedback, my attempts here as everywhere else were poorer than I'm inclined to share. And the crypt, as with the cathedrals in Canterbury and and Salisbury, is off limits to photography (unless of course you're a pro and make special arrangements). It's a pleasure to see these edifices cleaned of the coal smoke and soot. I saw Europe in the late 1960's when this process was

underway on buildings such the Notre Dame cathedral in Paris. The difference was breathtaking from 1968 to 1970.

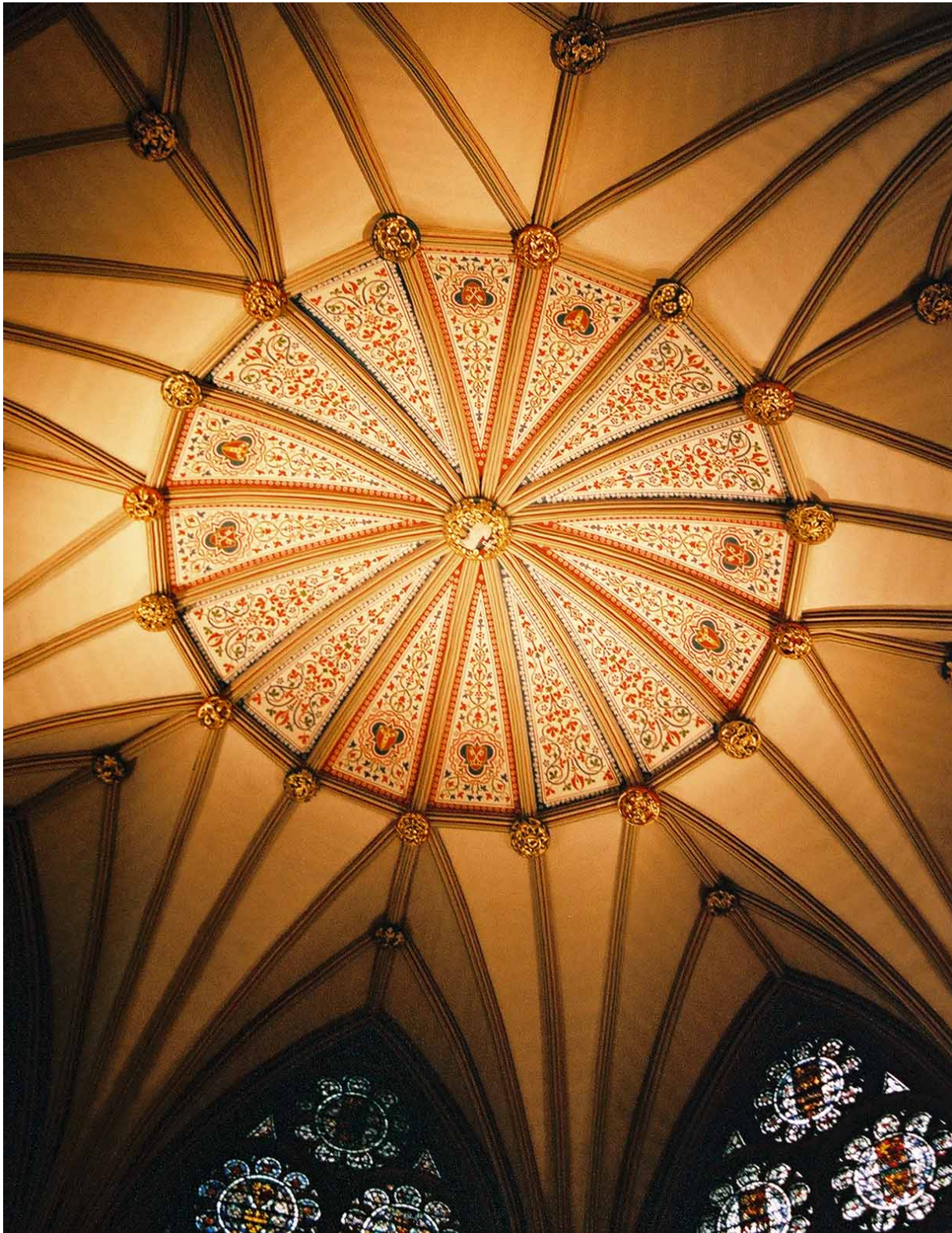
Here are three frames from the main cathedral. The picture on the left is looking "down" a side aisle. The middle picture is looking "up" the nave toward the choir. The first screen across the cathedral is decorated with effigies of the Kings of England from William I. The picture on the right shows the altar screen and stained glass window in the apse.







The chapterhouse at York is also glorious. Here are detail shots of its ceiling and a bit of its carved figures.





After the cathedral, it was back into the rain. This is a shot of The Shambles, a medieval street once the home of butchers. It was a "shambles" because of all the blood and gore left in the street in the course of business. The pavement shows that it is wet (from rain not blood!) but not *how* wet. We saw some of the "Ascot" people as we walked around York. It was *not* a day to promenade in morning dress and brand-new, expensive frocks!



We slogged through the rain over to the [National Railway Museum](#). It's like a giant's train set -- gloriously restored locomotives and even some complete trains including some of the former Royal Trains. Photography is somewhat challenging as the lighting generally ranges from dim to warehouse-like and the subjects are *big*. Here is just a sampling.



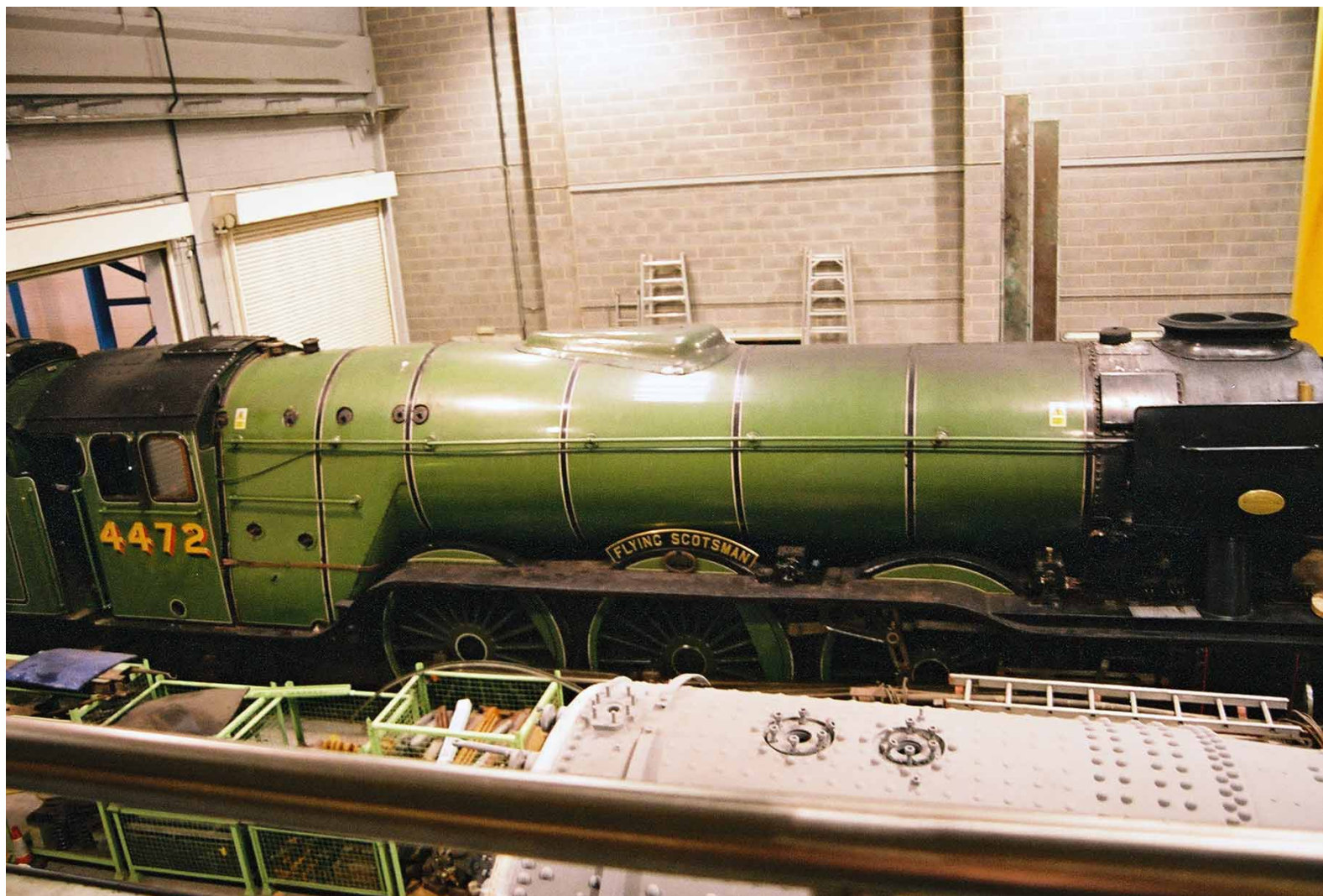




This one is Stevenson's Rocket and train, the first successful steam powered locomotive.



And here is the Flying Scotsman, perhaps the most famous locomotive of a more recent era. It still pulls special excursion trains, though it was in the shops for a major overhaul when we were there.



We took the tourist "train" (a shuttle service through the streets) back to the area and after floundering around trying to figure out where to pick up the bus back to the Park-and-Ride, I was glad to sit down again. It was still a miserable day, but I wanted to see if there was anything to be seen at Stamford Bridge while we were in the area.

Stamford Bridge is five or ten miles east of York. It is the other (and less known) part of the 1066 story. Harold had brought his army north to the York area to repel an invasion by his half-brother Tostig and his ally the King of Denmark. Although he won *this* battle, he lost the war by having to march to the south coast with a severely battered army and take on the Normans. There is little to see at Stamford Bridge. There is a plaque. There is a small stream and a bridge, though several bridges later than the primitive one that stood in 1066. There is no visitor center that we could see. I did not take pictures but was satisfied in seeing "the other half of the story."

We drove back to Leeds and there were glints of sun late in the afternoon! Were those portents for the next day?

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Welcome to York Minster

Prayer has been offered here for nearly 1000 years. We hope you enjoy your visit to this website and that it conveys at least some of the unique atmosphere of this remarkable place.

"...not only a singular ornament to the city and these northern parts, but to the whole kingdom."

FRANCIS DRAKE, EBORACUM



[more photos...](#)

York Minster Development Campaign

The Dean and Chapter of York ask for your support of a major campaign to raise money for the restoration of the East Front. A detailed study has revealed that both the stonework and glass require urgent repair and conservation. The East Front is one the finest examples of medieval architecture in England, and this Campaign aims to restore it to its full glory for generations to enjoy. The Campaign is supported by HRH Duke of York, who is acting as its Patron.

Planning a visit?

Please view our [Entry to York Minster](#) page

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Any All Phrase

York Minster is a Church of England cathedral that seeks to serve the Mission of God in the Diocese and Province of York

The Mission of York Minster

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Coming Events

21 Jun - 26 Jun 2006
[A Midsummer Night's Dream performed by the University of York Theatre Group](#)

24 Jun 2006
[Friends of York Minster Day](#)

25 Jun 2006
[Matinee performance of 'A Midsummer Night's Dream'](#)

York Minster exists for the glory of God and as a sign of God's kingdom in the world. This Mission is expressed through:

-  Daily worship and prayer
-  Welcome and pastoral care
-  Education and learning
-  Service to the community

In order to fulfil that Mission we commit ourselves to:

-  Provide patterns of worship and music appropriate to our setting and to the needs of those we serve.
-  Welcome in Christ's name all who come here to take part in Christian worship, or who visit as pilgrims, tourists or to attend events.
-  Work with the Archbishop of York in the mission of the Church in the City, Diocese and Province.
-  Work with other Christian Churches to promote the unity of the Church.
-  Develop educational resources and programmes to enable people to learn about and grow in the Christian faith.
-  Maintain and develop the heritage of the Minster, its surroundings and its environment as a witness to the Christian faith and as a resource for both church and community.

[performed by the University of York Theatre Group](#)

26 Jun - 21 Jul 2006
[Exhibition of 'Semaphore Saints' by Terry Hammill](#)

[more events...](#)

Visit Us



Image Gallery

This site contains dozens of images of both the interior and exterior of the Minster. The following selection of images are intended to provide a quick overview of the Cathedral. To view a larger version simply click on any image.



The Rose Window



The Choir



Minster Library



5 Sisters Window



The Crypt



South Side



Dean & Chapter



St Williams
College

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York Minster
above the
rooftops of York



The East End



The empty Nave



Chapter House
entrance



Chapter House
vaulting



Deans Park
towards the
Library



Stained glass
panel depicting a
posthumous
miracle of St
Nicholas



The pulpit
which divides the
Choir from the
rest of the Minster



The North End



The Nave



East End/Lady
Chapel



Carved head
decorating the
Stalls



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What's new at the National Railway Museum



Simulator 185. Ever wondered how train drivers cope with driving through snow, ice and leaves on the line? well here's your chance to really find out.



Latest news on Flying Scotsman, photographs, films, keep scotsman steaming appeal, information on the exhibition and much more.



The Norwich Union Yorkshire Wheel - see York as you have never seen it before.



Ride the Giants of Steam, the NRM's new programme of unforgettable steam train journeys.



Green Railways - Junk Sculptures. Take a look at some amazing artworks created by visitors to the NRM.



Search Engine, our £3m+ project to open up the NRM's archives. Update - Lottery bid successful!



You can now search all books and magazines online with the NRM Library Catalogue (external link).



Steam in Action. Our online store with unique footage from the collection.

Welcome! The National Railway Museum in York, England, is the largest railway museum in the world, responsible for the conservation and interpretation of the British national collection of historically significant railway vehicles and other artefacts. The Museum contains an unrivalled collection of locomotives, rolling stock, railway equipment, documents and records.

Entry is Free!

(We reserve the right to charge admission to the Museum during special events).

Open 10.00 - 18.00

The Museum is open every day except 24 - 26 December.

National Railway Museum, Leeman Road, York, YO26 4XJ, UK
tel 01904 621261, 24 hour info line 01904 686286

[NMSI a family of museums](#)


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What's Here

Permanent exhibitions, interpretation and events have been created around the collection to make your visit more interesting and enjoyable.

British Rail - A Moving Story

A permanent exhibition telling the story of British Rail from nationalisation in 1948 to privatisation in 1996. Told by those who made it happen.



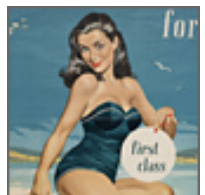
Shinkansen - Japan's Bullet Train

In the 1960s Japan reinvented the passenger railway. The Shinkansen was the first railway designed to move large numbers of people in comfort at high speed, on the 'Bullet Train'. The service was compared with air travel. Judge for yourself by boarding the only Bullet Train outside Japan.



Wish You Were Here

Holiday destinations have changed markedly over the last 160 years, but the railways have continued to play an important role. Catch the holiday express to this new display where fun and relaxation are the order of the day.



Royal Trains - Palaces on Wheels

How did Queen Victoria travel by train? Why did George VI have an armour-plated carriage? Walk along the red carpet and find the answers in our lavish Royal travel exhibition.



Moving Things - The Mail

Moving mail by rail is as important as ever. This interactive exhibition allows you to have a go at sorting letters, get syncopated with the poem 'Night Mail', and compare the earliest primitive sorting carriages with a modern mail train.



The Interactive Learning Centre

Interactive displays help you to understand why trains stay on the rails, why high-speed trains are streamlined, or why signal levers need to be pulled in the right order. Check out the [Interactive Learning Centre](#) in the Education section.



Travelling by Train

The earliest train travellers in open wagons would not recognize today's high-speed trains. The historic carriages on show at the NRM range from the most primitive wooden plank seat, to the opulent elegance of the first class compartment.



Models to Main line

Perfect recreations of trains of all kinds produce the impression of the main line in miniature on the NRM's recently extended gauge 'O' model railway.



How Railways Work

From locomotives to track, signals to staff, and stations to bridges - the NRM displays demonstrate how each is important, and why the system can grind to a halt when one element breaks down.



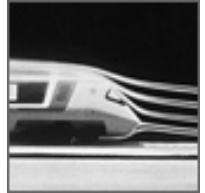
Railways in Art

Railways have inspired artists to produce some of their finest work. The NRM's art collection covers watercolours, oil paintings, portraits, landscapes, as well as original artwork for some of the most famous railway posters.



Express Travel

Each railway company was keen to shave another few minutes off the journey time and make their trains more comfortable than anyone else's. Find out about the 'Races to the North', and why the Midland Railway eventually decided to allow third class passengers into its dining cars.



Commuter Travel

Quick, functional, but somewhat dreary and generally unloved. The NRM acknowledges the vital role played by these humble trains, and you can find out why electrification made such a big difference to the 08.15 to Waterloo.



The Great Outdoors

Our open air space offers fun for all the family. The railway themed children's play area is specially designed for younger visitors. Grab a bite to eat at the barbecue - (weather permitting) - or take advantage of our picnic area. You can even polish it all off with one of our delicious ice-creams.



Miniature Railway

Free with your entry to the Museum are rides on the 7 1/4" gauge Miniature Railway. The railway runs at weekends and during school holidays - weather permitting. It takes visitors on a fun ride through the Museum's newly designed play and picnic area. Please check availability.



Put Yourself in the Picture

We provide the historical costumes and backdrops - you bring your camera, and capture a picture of yourself in times gone by. Available only during the school summer holidays 11.00-16.00.



Play Train

Hands-on creative activities with a railway theme for children of all ages. There is a small charge for these activities, which usually take place 10.30-16.30 during school holidays and half-terms.



Platform 4 Theatre

The Museum's resident theatre company provides a different and entertaining perspective on the history of the railways. Almost every Saturday and Sunday during the year there are four performances per day, each lasting around 20 minutes.

[Click here to see the calender of public performances](#)

[Click here to book an education performances](#)



Gallery Tours

The tours last up to 35 minutes and bring to life the fascinating stories told by many of the varied objects in the Museum's displays. Tours normally take place on Mondays, Wednesdays and Fridays at 11.50, 14.00 and 16.00 .

See notices on arrival



The Works

As well as hearing about the traditional skills of railway engineers in the *Workshop Round Up* (a twice daily talk), kids will have great fun building trains themselves. Our unique trackside balcony will give you great views of today's trains as they return and depart from York Station.



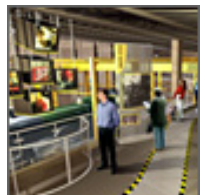
The Warehouse

The Warehouse is a real "Aladdin's cave" packed to the rafters with national treasures and items of railway memorabilia. Treasures include Sir Winston Churchill's director's pass and the actual chest of lead shot used by the original "Great Train Robbers" of 1855.



The Working Railway

The Working Railway explores many aspects of railway safety, from the days when railway policemen warned of danger using hand signals, to today's advanced computer communications system.



Daily Events at the National Railway Museum

There are up to 14 talks and demonstrations every day at the NRM. This includes turnings of the locomotive turntable in the Great Hall at 11.00 and 15.30. Our Explainer Team are on the museum floor - whether you have a specific question, a subject interest, or fancy a chat about the railways.





Collections

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Our Collection

Our collection, including over 100 locomotives and nearly 200 other items of rolling stock tells the railway story from the early 19th century to the present day. Permanent displays include the jewel in our crown - "Palaces on Wheels". With Royal saloons dating back to the pre-Victorian era, visitors have the rare chance to glimpse inside the sumptuous bedrooms, dining rooms and day saloons which really are palaces on wheels. We are home to a wide range of railway icons and literally millions of artifacts, from Mallard - the world's fastest steam locomotive - to a lock of Robert Stephenson's hair.

The Museum's Knowledge and Collections team is responsible for the care of and access to the collections and all of the related information. Collections Care includes conservation and storage of collections, documentation and records management, maintenance and operation of our operating fleet of historic railway vehicles. Collections Access covers the cataloguing and developing of finding aids for the collections, developing and managing our digital assets – oral history, sound archives, photographic collections, film and video, managing the website, supporting the development of exhibitions, operating the Research Centre and publishing knowledge and information about the collections in a variety of forms.

The Museum has an active programme of loans from its collections, with over 3,000 objects on long term loan to around 100 museums and heritage railways in Britain and overseas. Every year over 200 objects travel to up to 50 venues across the world, providing access to a broad spectrum of people in a variety of contexts.

[Click here to download the NRM's Loans Policy \(Word Document 72KB\)](#)

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Locomotives and Rolling Stock

The Collection comprises over a hundred locomotives dating from 1813 up to the present day. Wagons chart the transport of goods by rail and carriages represent passenger transport of every class.



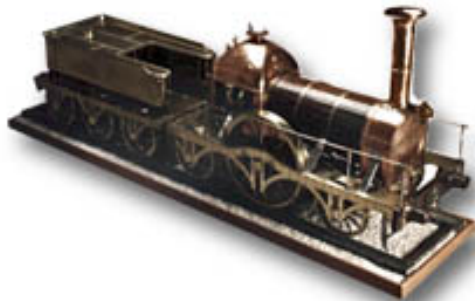
Railway timepieces

Timetabling and timekeeping are fundamental to the smooth running of the railway. Station platform clocks, office clocks, guards watches and presentation watches form part of this collection.



Tickets, passes and labels

Every journey made by rail requires a ticket of one type or another. This collection covers gold passes to simple card tickets. Luggage and wagon labels plotting movement of goods are also included.



Railway Models

The Museum collects significant historic and high quality engineering models and holds an extensive collection of commercially built toy trains.



Signalling and Telecommunications

The Museum holds signalling equipment such as lever frames, telegraph instruments, signal posts and gantries covering the entire history of railway signalling.



Railway Road Vehicles

The railways offered a door-to-door transport service and as a result, the Museum collection includes horse-drawn drays, delivery vans and omnibuses as well as early motorised lorries.



Railway coins and medals

This collection ranges from Roman coins unearthed during the construction of the railways to early trade tokens used by the railway navvies. Commemorative, first aid and long service medals are also held.



Hotel and catering wares

The collection comprises almost 6,000 items of cutlery, crockery and silver including a fine salmon server from the Midland Grand Hotel at the turn of the century and a set of Maxpax paper cups from the early 1980s..



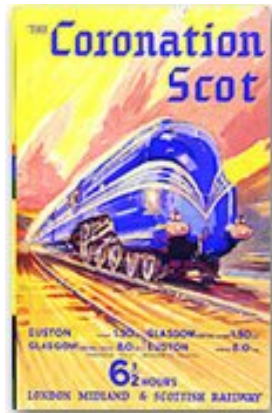
Tools of the Trade

Tools such as spanners, hammers and machine tools used in railway workshops together with whistles and ticket nippers used by guards and ticket inspectors, form part of this collection.



Railway Shipping

The railways extended their operations with the provision of ferry services. The Museum has an extensive range of model ships, bells, plaques and other artifacts representing these railway shipping operations.



The Poster, Notice and Handbill Collections

Since the introduction of colour printing techniques at the turn of the century, the railway poster has provided a gallery for generations of graphic artists.

[Further details...](#)



The Photographic Collection

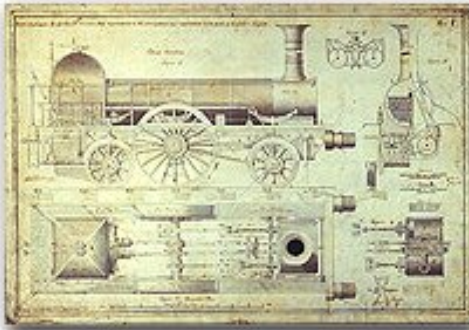
The Museum's Photographic Collection is composed of 1.4 million images, dating from the 1850s to the present day. The photographs were taken by official company photographers and private enthusiasts, and cover both technology and the social changes which were precipitated by the impact of the railways.

[Further details...](#)



The Pictorial Collection

The Pictorial Collection comprises paintings, prints and engravings illustrate the growth of the railway industry from 1825 onwards. There are works by Spencer Gore, Stanhope Forbes, Abraham Solomon and other well known artists. [Further details...](#)



The Engineering Drawings Collection

The Archive Collection contains over a million engineering drawings of locomotives, carriages and other rolling stock. Most have come from British Rail and its predecessors, and from private manufacturers. They date from 1820 to the present day. [Further details...](#)



The Archive Collection

The Archive Collection consists largely of technical material concerning the development of locomotives and rolling stock and includes specifications, reports, correspondence and drawings. [Further details...](#)

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Thursday, 16 June 2005 Fountains Abbey, Hawes, Ribbleshead Viaduct, Yorkshire

We drove from Leeds to near Ripon, Yorkshire by way of Harrogate. [Fountains Abbey](#) and Studley Royal Water Garden are essentially one site. Paths along the river blend from one to the other and there are visitors centers for each with a single admission. As had been our experience elsewhere in Yorkshire, the longer we stayed the worse that the weather became.



Fountains is a 12th century abbey, dissolved by Henry VIII. It sits in a small valley with a grain mill that is still standing (and has an electricity generator!).



Footpaths follow both sides of the stream We took the one on the right hand bank downstream and the other coming back.



As the grounds of the abbey merge almost seamlessly in the grounds of the Studley Royal Water Garden, the path offers a choice of the water level route or the "High Ride". The latter path climbs steeply from the stream to the edge of the valley and then follows the edge. The boundary between meadow and lawn is more or less the division between Fountains Abbey and Studley Royal Water Garden. The "High Ride" gives access to several of the "temples" and follies of the Studley Royal Water Garden. The second picture is just one of them, the Temple of Fame. They're intended to be viewed from afar, generally across the valley at water level and through the trees.



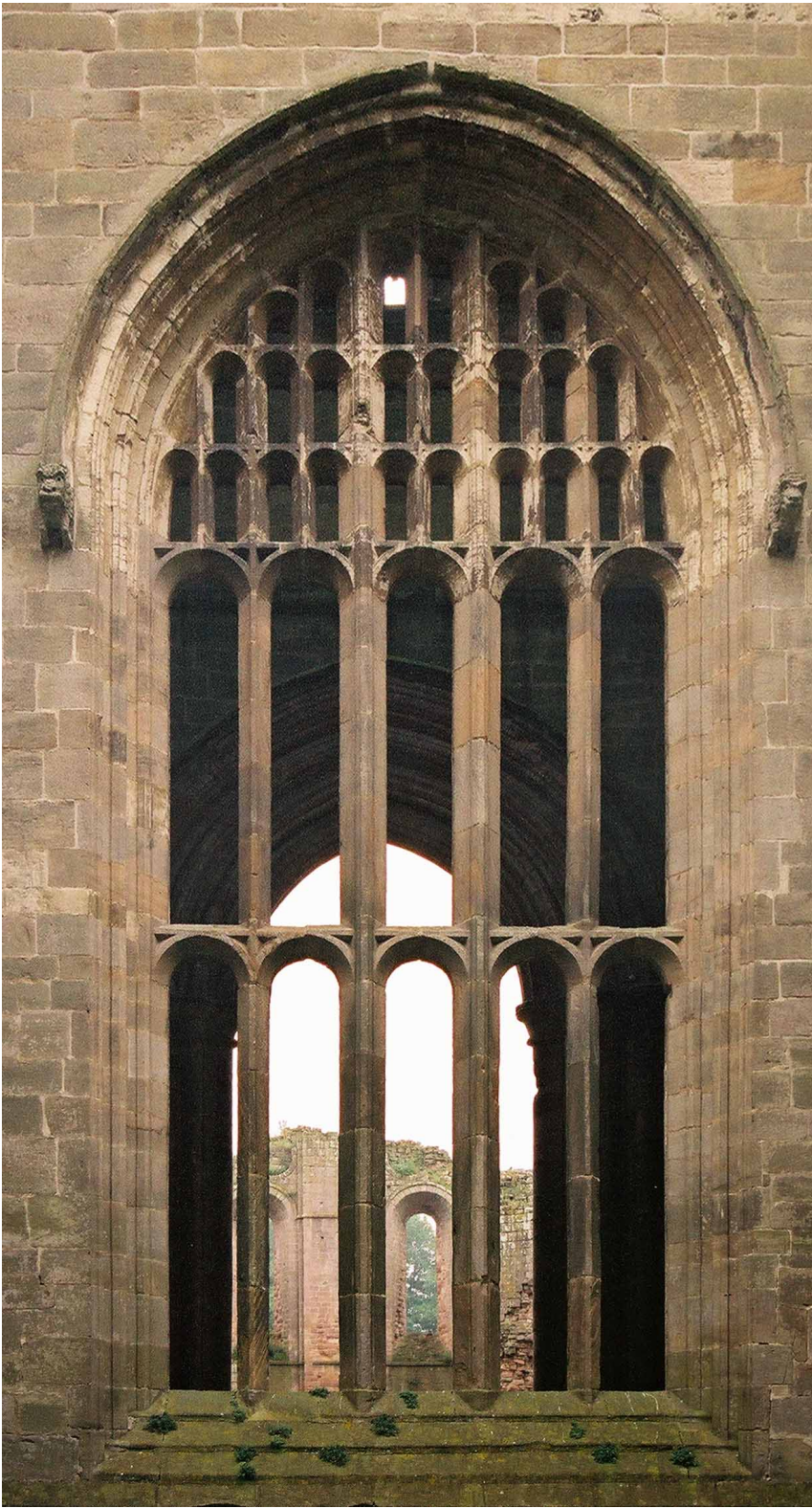


You can the Temple of Piety at the left, now that were are back down to water level and about to cross for the return journey on the other bank.



By this time, it was actually raining not just misty or "atmospheric". By the time this next picture was taken, the umbrellas were up and the lens was having to be wiped between shots.





We ate lunch before leaving, partly to dry out and partly because we were uncertain what other opportunities would be available as we headed into the Yorkshire dales.

We drove through Masham, Yorkshire the home of the [Black Sheep Brewery](#). Nigel Vokes had told us the story of the Theakston brewing name and the origins of the Black Sheep brand. We did *not* stop for a tour unfortunately, but in a fit of nostalgia, Beth found a local liquor store (off licence) which has Black Sheep products and we sampled more Black Sheep Ale, Holy Grail Bitter (tempered over burning witches!), and

Riggwelter Ale after we got home. Of course, it's not the same in a bottle after a sea voyage, but it kept the memories fresh a bit longer.

Our next stop was in Hawes, near the head of Wensleydale and home of the [Wensleydale Creamery](#). I'm not a connoisseur of British cheeses and so don't know how to compare Stilton with Wensleydale. Both in their "classic" forms are "bleu" cheeses and Stilton appears to me to be the more strongly flavored of the two. But I never had a chance to taste them side by side, but I enjoyed both of them separately. Both cheeses are available in a broad range of flavors. We toured the creamery and had a tea while we there. Wallace & Gromit™ are famous fans of Wensleydale cheese and are featured in the Gift Shop. It was still pouring at Hawes, though we had seen a few glimmers of watery sunshine between Masham and Hawes.

We were headed into the clouds. The B6255 heads steeply uphill out of Hawes 12 miles to the [Ribblehead Viaduct](#) (this one is a 360 degree panorama). Beth had booked us into the [Station Inn](#) (right next to the viaduct and less than a quarter mile from [Ribblehead Station](#)) so we had parts of two days to hope for good weather. They do get good weather sometime apparently, but not when we were around. When we checked in you could barely *see* the station or the viaduct from the Inn and the rain was blowing sideways.

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Fountains Abbey & Studley Royal Water Garden

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FOUNTAINS ESTATE

Fountains Abbey



A dispute and riot at St Mary's Abbey in York led to the founding of Fountains Abbey in 1132. After pleading unsuccessfully to return to the early 6th century Rule of St Benedict, 13 monks were exiled and taken into the protection of Thurstan, Archbishop of York. He provided them with a site in the valley of the little River Skell. Although described as a place "more fit for wild beasts than men to inhabit" it had all the essential materials for the creation of a monastery: shelter from the weather, stone and timber for building, and plenty of water.

Three years later the exiled monks became part of the Cistercian Order, founded in France in 1098. Under its rules they lived a rigorous daily life, were committed to long periods of silence, followed a diet barely above subsistence level, and wore the regulation habit of coarse undyed sheep's wool (underwear was forbidden), which earned them the name "White Monks."

One of the Abbey's most important developments was the introduction of the Cistercian system of lay brothers. They were usually illiterate and relieved the monks from routine jobs. Many served as masons, tanners, shoemakers and smiths, but their chief role was to look after the Abbey's vast flocks of sheep, which lived on the huge estate stretching westwards from Fountains to the Lake District and northwards to Teesside.

Without the lay brothers, Fountains could never have

attained its great wealth or economic importance. By the middle of the 13th century it was one of England's richest religious houses and, as well as farming, was mining lead, working iron, quarrying stones and horse breeding. But the seeds of failure lay in the very success of the system. The lay brothers encouraged the monks to extend their estates beyond what was necessary for monastic self-sufficiency.

In the 14th century economic collapse followed bad harvests and Scots raids, and the Black Death exacerbated the effects of financial mismanagement. The community of lay brothers reduced in size, many of the monastic granges were leased out to tenant farmers, and in the late 15th century dairy farming replaced sheep farming.

Despite its financial problems, Fountains Abbey remained of considerable importance in the Cistercian Order. The abbots sat in Parliament and the abbacy of Marmaduke Huby (1495-1526) marked a period of revival. Fountains once again flourished, but its life was brought to an abrupt end in 1539 by Henry VIII's Dissolution of the Monasteries. The abbot (Marmaduke Bradley) received a pension of £100 pa, his prior received £8, and 30 monks each received £6.

For a few months after the Dissolution, the Abbey buildings stood empty in the hope of being the site for the cathedral for a new Dales bishopric. This was not to be, and by 1540 glass and lead from the dismantling of Fountains had found their way to Ripon and York.

The buildings and parts of the estate were sold to Sir Richard Gresham, whose family subsequently sold them on to Stephen Proctor, the builder of Fountains Hall. Then the abbey passed through several hands until it came into the possession of the Messenger family. In 1767 it was sold for £18,000 to William Aislabie, who landscaped the abbey ruins as a picturesque folly to be viewed from the Water Garden.

Excavations and repairs were carried out in the late 18th and early 19th centuries. In the meantime, it is thought, the ivy-covered ruins might have been used for a variety of entertainments.



Further excavations took place under the ownerships of the Earl de Grey and the first Marquis of Ripon. From the middle of the 19th century the abbey rose in fame and popularity as a 'visitor attraction'. People would arrive by car and charabanc and there were strict rules governing the behaviour of visiting parties. Entrance to the abbey grounds in the 1950s was one shilling (equivalent to about £8 in 1999).

In 1966 the estate was sold to the County Council and in 1983 the ownership of the estate passed in perpetuity to the National Trust. English Heritage carry out conservation work on the Abbey and Monastic Mill.

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Fountains Abbey & Studley Royal Water Garden



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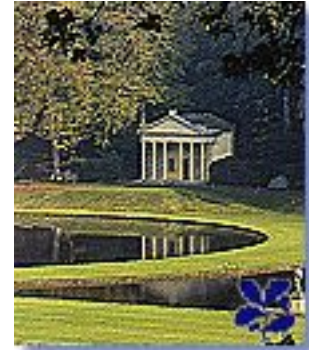
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Studley Royal Water Garden



John Aislable inherited the Studley estate in 1693. A socially and politically ambitious man, he first became the Tory Member of Parliament for Ripon in 1695 and in 1718 became Chancellor of the Exchequer.

In 1720 disaster struck. Aislable was a principal sponsor of the South Sea Company scheme, the bill for which was promoted by him personally. After this vast financial operation collapsed (the South Sea Bubble), he was expelled from Parliament and disqualified for life from public office.

Aislable returned to Yorkshire and devoted himself to the creation of the garden he had begun in 1718. After his death in 1742, his son William extended his scheme by purchasing the remains of the Abbey. He also extended the landscaped area in the picturesque romantic style, contrasting with the formality of his father's work. Between them, the two created what is arguably England's most important 18th century Water Garden.



After William's death, the estate passed to his daughter, then her niece. It escaped major reshaping and the garden and park passed to the Vyner family, descendants of the Aislabies. In 1966 the estate was purchased by West Riding County Council and was acquired by the National Trust in 1983.

The Water Garden, with its formal, geometric design and its extraordinary vistas, was inspired by the work of the great French landscape gardeners but is entirely individual in character. The only professional advice John Aislabie appears to have received was from the distinguished Palladian architect, Colen Campbell. His gardener William Fisher was an employee of the estate, and the garden works were carried out by local labour under the direction of local man John Simpson, who was succeeded in 1728 by the master mason Robert Doe from London.

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WELCOME TO THE BLACK SHEEP BREWERY

Situated at the gateway to Wensleydale, **Masham** is the home of the **Black Sheep Brewery**.

On this site you can learn how The Black Sheep Brewery was **established** in the early 90's, find out about our **range of ales** and **discover how they are made**. Don't forget to sign up for our **regular newsletter**.



You can also see what our **Visitors' Centre and famous Bistro** have to offer, and download some sample walks around the Dales courtesy of **Inn Way**. Have a browse, and we hope to see you in Masham soon...

SHOP ONLINE



From Hampers to Key Rings, Gift Packs to T-Shirts, you can buy loads of Black Sheep related goodies at our online shop.

There's something for everyone, so if you're looking for a gift or just want to treat yourself, this is the place to visit!
[Click for more...](#)

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N' EWESLETTER

LATEST POLL



BURN VALLEY RUN : SATURDAY 1st JULY 2006



The Sixteenth Burn Valley Half Marathon, Permit Number 7193, run under UK Athletics Rules, will be held on Saturday 1st July.

The course is one of the most demanding and most beautiful in the UK. It is a road race over class C roads, well marshalled and with adequate refreshment stops.

[Click for more details ...](#)

MASHAM MUSIC FESTIVAL: 16th - 18th JUNE 2006



Inspired by our long sponsorship of The Black Sheep Otley Folk Festival we decided to make Masham come alive to the sound of music; but not just folk; jazz, blues and other genres will be on offer in venues as diverse as our own Brewery Visitor Centre, Masham Town Hall, the Sports Club and of course all the Black Sheep Music Festival area's pubs.

[Click for more details ...](#)

BLACK SHEEP PHOTO GALLERY



Black Sheep gets around a bit you know! Have a browse through our photo gallery dedicated to Black Sheep related items in far flung places.

[Email us](#) your own photos and we'll put the best ones up on the web.

[Browse the gallery...](#)

[THE BLACK SHEEP PUB QUIZ](#)



Test out your general knowledge with The Black Sheep Brewery Pub Quiz!

Challenge Cecil The Sheep to a battle of wits, and see how much you really know. Lots more questions will be added over the coming months, so keep checking back.

[Click to play...](#)



Discover our range of **Bottled Beers**. Enjoy the Black Sheep taste anytime, anywhere.

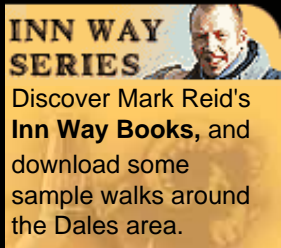
[BREWERY VISITORS' CENTRE](#)



The Black Sheep Brewery Visitors Centre is the ideal place for a day or evening out. Take a tour of the Brewery, have a meal in our acclaimed Bistro and Baa...r, or attend one of our many special events.

We also have a shop, where you can buy loads of Black Sheep related goodies and souvenirs.

[Click for more...](#)



Discover Mark Reid's **Inn Way Books**, and download some sample walks around the Dales area.

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08/09/06 - BOOTS AND BEER WALKING FESTIVAL 2006 [more...](#)

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16/02/06 - John Otway Launches Black Sheep Music Festival

John Otway came up to the Black Sheep Brewery to launch this years music festival. [more...](#)

13/02/06 - "Brewery Of the Year" Launches Beers at "Yorkshires Pub of the Year"

Famous Face Chris Chittell(Eric Pollard) Pulled the first pint at Black Sheep Brewery's launch of Emmerdale & Black Sheep Ale [more...](#)

20/12/05 - Black Sheep Brewery

The Good Pub Guide have picked Black Sheep Brewery to be their Brewery of the Year in the 2006 Guide [more...](#)

09/02/05 - Woodstock, Glastonbury, Masham

It's the first MASHAM BLACK SHEEP MUSIC FESTIVAL 17th - 19th June 2005 [more...](#)

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LATEST POLL 

CASK BEERS 
 Find out about our **Cask Ales** - these are the ones to look out for at your local.

SHOP ONLINE 
 Have a browse through our **Online Shop**. You'll find something for everyone, including hampers, gift packs, T-Shirts and more...

BLACK SHEEP BOTTLED BEERS



BLACK SHEEP - SPECIAL ALE

Black Sheep Ale is brewed using traditional and time honoured methods which achieve a beer of the highest quality. It is a superb premium bitter which is brewed in restored antique brewing vessels and fermented in the unusual Yorkshire Square system to produce a distinctive robust ale.

Brewed with many generous handfuls of choice Golding hops, it is full flavoured ale with a rich fruit nose. The bittersweet malty taste is followed by an uncompromising long, dry and bitter finish. This beer was the first, most successful, of all of our bottled beers

- ABV 4.4%
- 500 ml bottle



BLACK SHEEP - HOLY GRAIL

Another fine addition to the Black Sheep Brewery range of premium bottled ales, our Holy Grail Bitter was specially commissioned to commemorate the 30th anniversary of Monty Python.

It has a distinctive taste with plenty of fruity hops, and is full flavoured with a dry and refreshing bitterness.

- ABV 4.7%
- 500ml bottle



BLACK SHEEP - EMMERDALE



A modern classic created with a combination of the finest, natural ingredients, time-honoured methods and Black Sheep's unique Masham brewery.

Emmerdale is the very best of the beautiful Yorkshire Dales – in a bottle. Wonderful on its own or the perfect accompaniment to meat dishes, this is a full & richly flavoured golden ale.

Notice the distinctive balance between the flavours of fruity Golding variety hops, Maris Otter malted barley and demerara sugar. Strong and refreshingly long, with a dry and bitter finish.

- ABV 4.2%
- 500 ml bottle



BLACK SHEEP - RIGGWELTER

Riggwelter: from the Old Norse: rigg-back and velte – to overturn. When a sheep is on its back and cannot get up without help, local Yorkshire dialect says it is rigged or riggweltered.

Riggwelter is a full flavoured strong Yorkshire ale brewed using the unusual Yorkshire Square fermentation system. The result is a well balanced, deep chestnut coloured ale.

With it's distinctive roast malt, Golding hops and banana fruit aromas, Riggwelter has a strong and refreshingly dry finish of hops and roasted barley malt.

- ABV 5.7%
- 500 ml bottle



GOLDEN SHEEP

Golden Sheep is a fine pale ale brewed using time honoured methods and fermented in our Yorkshire Square vessels, to give full flavour and a dry and refreshing bitterness.

The name 'Golden Sheep' sprang instantly to mind as it represents the pinnacle of our brewing achievements over the last decade.

Golden Sheep Ale is available in over 400 Tesco supermarket stores nationwide as part of their '**Tesco Finest Range**' - so you can pour yourself a glass of Liquid Gold at home!

- ABV 4.7%
- 500 ml bottle



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VISITORS CENTRE
 Visit our **Visitors' Centre** for brewery tours, as well as great food in our famous Bistro.

BLACK SHEEP HISTORY...page one



It is almost impossible to believe that **The Black Sheep Brewery** is only 11 years old.

In fact it was in October 1992 when our beers first made an appearance in pubs in and around the Yorkshire Dales. The delivery of those first casks of beer over ten years ago began a new era for Paul Theakston, whose family has brewed in Masham for five generations.

It also allowed him to put behind him the heartache left by the often acrimonious battles that culminated in the "old" family firm of T & R Theakston Ltd ending up as part of Scottish & Newcastle Breweries.



The events that led to the loss of the Theakston brewery had rumbled on since the early 1970s, with Scottish & Newcastle finally seizing power in 1988. Although they offered him a position, Paul decided corporate life wasn't for him. What's more, it would have meant him leaving his beloved Masham.

Determined to stay in Masham and being a long, long way from retirement (both age-wise and financially!!) it didn't take long for Paul to conclude that it was brewing that he was best at. The decision was made, create a "new" brewery in Masham.

It would have been much easier to acquire a new factory unit, install some shiny, stainless steel brewing plant and produce perfectly acceptable beer, but that was a million miles away from what Paul had in mind.

Great beer is not just the product of the ingredients and the recipe, but also of the plant that brews it.

In a world of ever increasing bland, mass-produced beer Paul saw an opportunity to return to what his family had done best since 1827, making real beer in the time-honoured fashion.





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BLACK SHEEP HISTORY...page two

Fate played a kind hand here as the old maltings building once part of Lightfoot's Brewery (Masham's "other" brewery purchased for Theakston's by Paul's grandfather in 1919) became available.

This landmark building, standing high over the banks of the Ure, had fallen in to disrepair as years of neglect as a semi-redundant grainstore had taken its toll. Despite its overburdening rat population, rundown fabric and the little matter of raising the money, Paul assembled a small team around him to fight the rats and build a brewery. A traditional country brewery.



Paul searched the length and breadth of Britain to find suitable plant and equipment. The early 90's had seen the demise of many breweries following the onset of take-over and rationalisation within the industry. At times it became a race against the demolition contractor to whisk away vital and rare equipment before it became scrap.

Paul Ambler (Head Brewer and now also a Director) worked with Paul to restore and breathe new life into these bygone bits of brewing heritage.

SIGN UP! 4 N' EWESLETTER

PUB QUIZ

Play the Black Sheep Pub Quiz. Pit your wits against Cecil The Sheep and test your general knowledge.



The brewing copper, mash tun and hop-back came as a matched set from the old Hartley's Brewery, in Ulverston, in the Lake District.

Our first three Yorkshire Stone Square fermenting vessels were refugees from a Hardy Ltd of Nottingham modernisation programme. The next three were literally snatched from under the ball of the demolition contractor who was levelling Darley's Brewery at Thorne, near Doncaster to make way for a supermarket.



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BLACK SHEEP HISTORY...page three

So it went throughout the summer of 1992, the two Pauls ingeniously stringing together all of the bits to create the brewery.

Meanwhile all thoughts of reviving the Lightfoot's Brewery name were thwarted when (coincidentally!) Scottish & Newcastle applied to register the name.

A name was needed to reflect the area and history of the place.



Use of the Theakston name was irretrievably linked with the "old" company and anyway, we wanted to ensure that there was no confusion in the minds of the drinking public

.Also, there was trouble brewing over using the name of our hometown, Masham. Yes, you've guessed it, all of a sudden another brewery wanted to make it its own.

So we were back to thinking about what the area is known for...



SIGN UP! 4 N' EWESLETTER

Sheep have always figured largely in the history of the area. Masham was once an important centre for sheep trading and famous for its sheep fair.

However, Sheep Brewery seemed a bit tame. In a timely stroke of inspiration Sue, Paul's wife, coined the name **Black Sheep Brewery**.

Now we had a name that sat well with the area, spoke volumes about our maverick attitude to the multi-nationals seeking to dominate the brewing industry and captured the essence of the family struggle that led to our birth.



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BLACK SHEEP HISTORY...page four



Giving tourists a taste of our beers was also high in our minds when putting the brewery together. Although we were working with a Victorian building and antique it was assembled in such a way as to provide access for the Visitor Centre that was to follow when funds allowed.

This is now a major, year-round attraction in the Yorkshire Dales and is run by Paul's wife Sue, further reinforcing the family feel of the company.



Here we are over 10 years on, having survived probably the most tumultuous time in British brewing history. Many famous, long-established brewers have ceased brewing or gone out of business completely; Bass, Whitbread, Vaux, Wards, Mansfield and Morrells' to name but a few.

Pub companies with thousands of outlets now dominate the industry and in the bottled beer sector the giant supermarket groups call the tune, but the Black Sheep Brewery has prospered, overtaking many famous old names.

In the words of well-respected beer writer, Roger Protz, *"Black Sheep Brewery is a modern day miracle."*

...we can't argue with that.

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Wensleydale Dairy Products Ltd.,
Gayle Lane, Hawes,
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200g Wallace & Gromit Wensleydale

Real Traditional Wensleydale from Hawes (for children great and small). Children have sensitive taste buds, and they will love this delicious cheese in preference to strong, acidic varieties. It is extremely nutritious, rich in vitamins, and suitable for snacks encouraging healthy teeth and bones. Suitable for vegetarians. 200g mini cheese finished in red wax.

Please ensure that if you order any cheese, you elect the "First Class" delivery.

Price including delivery:

500g Wallace & Gromit Wensleydale

Real Traditional Wensleydale from Hawes (for children great and small). Children have sensitive taste buds, and they will love this delicious cheese in preference to strong, acidic varieties. It is extremely nutritious, rich in vitamins, and suitable for snacks encouraging healthy teeth and bones. Suitable for vegetarians.

Please ensure that if you order any cheese, you elect the "First Class" delivery.



Price including delivery:

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Cheeses

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White Wensleydale cheese has a mild, slightly sweet flavour with a honey aftertaste, whereas blue Wensleydale is robust in flavour

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


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Ribblehead Viaduct

The famous Ribblehead Viaduct and it's magnificent 24 Arches. Standing some 100' above the floor of the Pennines, it carries the Settle to Carlisle railway. Built between 1870-5 it runs for some 440 yards above the valley floor.

To move around in the image, hold down your left mouse button and drag, or use cursor keys. Use "A" to zoom in and "Z" to zoom out. Please be patient while the image loads.

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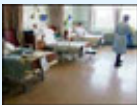
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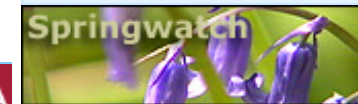
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Great Ale, Good pub food, Bed and Breakfast, Bunk House facilities, the Station Inn is a great place to get away from it all.

The Station Inn is situated in an imposingly rural position in the heart of the Yorkshire Dales, six miles east of Ingleton, twelve miles west of Hawes and twelve miles north of Settle.

The Station Inn offers an excellent base for outdoor activity with a range of [bunk house accommodation](#) that suits both the individual traveller and larger group as well as an inviting [bed and breakfast](#), whilst being mindful of its responsibility to provide a traditional Inn for the thriving local community.



Ideally situated for anyone visiting the Yorkshire Dales, the Station Inn provides a perfect base for a host of outdoor activities, for potholers, walkers, mountain bikers and rail enthusiasts. [Click here to discover more about the local attractions.](#)

The Station Inn offers a rich variety of ways to make your stay or visit a memorable pleasure, accompanied by one of the best views in Britain. [Discover exactly what we have to offer by clicking here.](#)



All the latest things to do and see at The Station Inn. Updated frequently. Tell us about your local event to us and we will include it.

Through this web site you can also [discover more about us](#), and you can even arrange your travel plans with the help of our [online booking form](#). Click on many of the pictures throughout the site for a zoom view.

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Settle Carlisle Railway

'Ribblehead Station'

Grid Ref 98: [SD 766790](#)





[More information](#)

The Northbound platform was removed in 1974. A new northbound staggered platform was built in 1993 [*lower picture*].

Since Thursday 22nd April 2004, there has been a weather station situated in the grounds of Ribblehead Railway Station. The system includes a data logger which records all the readings and stores them until they are downloaded to the website www.ribblehead.org.

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Friday, 17 June 2005 Ribblehead Viaduct, Yorkshire to Keswick, Cumbria (Lake District)

I was going to say that Friday dawned at the Ribblehead Viaduct, but it was more like it got a bit lighter than night. The weather did not improve. It was still raining sideways with perhaps a half mile visibility. First we drove about a half mile east (toward Hawes) and caught this northbound 2-car multiple unit passenger train heading out onto the viaduct. This the only frame that I have with our trusty bright blue Ford Focus rental car. The inn where stayed is out of the picture to the left where the road dives through the embankment,



Wiping the camera and the eyeglasses and driving past the Station Inn, we stopped just west of the viaduct to catch this three-car train heading southbound. There were also freight trains, always unit trains of coal or ore hoppers as I remember, but I didn't have a schedule of freight movements as I did for the passenger trains and thus do not have pictures. But we could see them and hear them from our room in the inn. Beth will attest that each one caused me to leap up and look from the window. Our family has seen me do this behavior before, and daughter Stephanie stayed up all night with me in 1989 to watch freight trains roll by in Flagstaff, Arizona. It's in the blood, you know.



We drove about a half dozen miles down this road to [White Scar Cave](#). We didn't actually go in (though it was recommended), but it was an agreed upon location to meet Phil Watson, one of the four original members of the Global British Comedy Collaborative. I don't know where my mind was, but the camera stayed in the car, so I don't have a picture of Phil and me. We spent a pleasant hour with Phil over coffee (much needed considering the weather outside). Phil said it was sunny in Blackpool when he left and was surprised at the weather up on the moors along the Lancashire/Yorkshire border. We really appreciated Phil driving up for our brief visit, though we would have been willing to divert a bit south to see him if necessary.

From White Scar Cave, we drove to [Kirkby Lonsdale](#) to see another Devil's Bridge. Unlike the one in west central Wales, this medieval bridge over the River Lune has not been built over. You can see the yellowish modern one beyond the old one in this first picture.





It wasn't actually raining in Kirkby Lonsdale which made a change! But then we were already in Cumbria and not Yorkshire at this point. Note the kayaking class under and about the bridge in the first picture. There was also a snorkeling class going on with students in wetsuits but they aren't visible in the pictures. At least the local school has interesting athletics classes.

From Kirby Lonsdale, we drove into the Lake District, another relatively short drive. The weather was getting better despite the hilly terrain. We ate lunch in a restaurant overlooking Lake Windermere.



And here is the town of Windermere, looking something like a picture for a jigsaw puzzle, I think.



[Windermere](#) has historical ties to William Wordsworth and Beatrix Potter, though we didn't stop to visit the museums and displays. On to [Keswick](#) (and [webcam](#)), at the head of Derwentwater, where we were staying the night. There was still some glimmer of sunlight though some of the hills were "missing" their summits from time to time. In the months before our trip we looked at the Keswick webcam almost daily. The conditions we encountered seem to be fairly typical. There was time for the last boat trip around the lake (it is mostly used to drop off and pick up hikers at three or four landings), so we did that for an hour or so before searching for a place for dinner.





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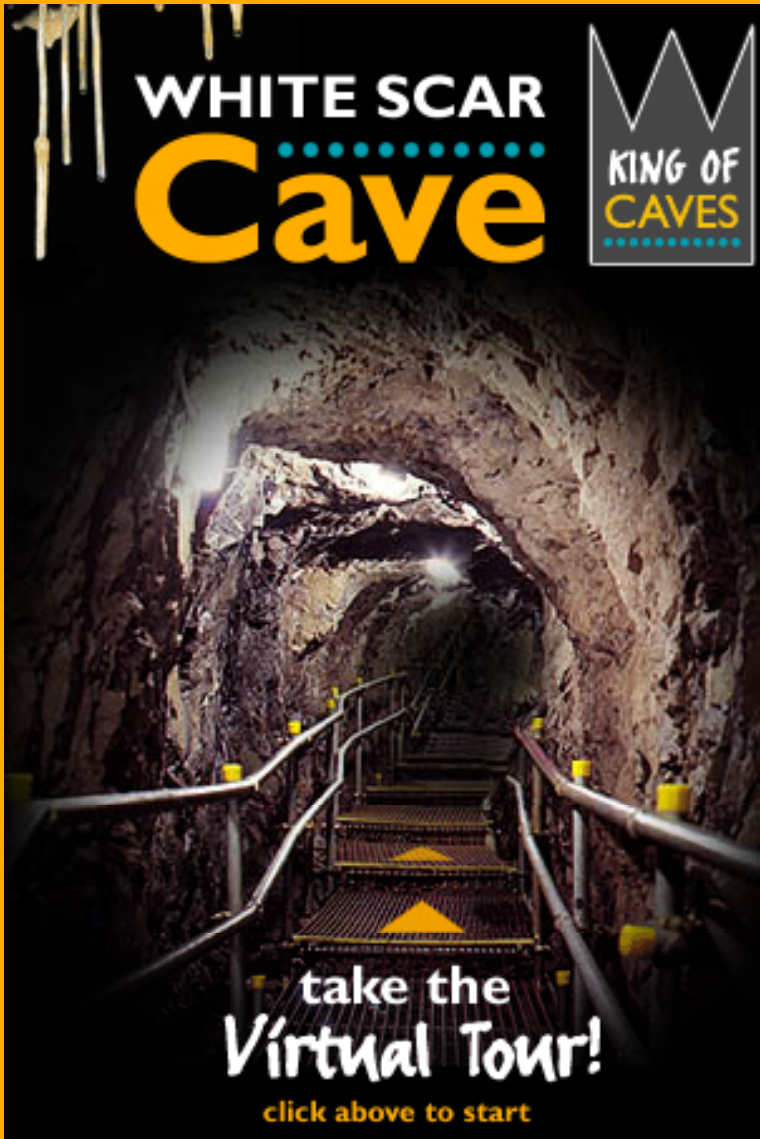
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The History



In August 1923 two young men, Christopher Francis Drake Long and J.H. Churchill, were spending a holiday together in the Yorkshire Dales. They were both students at Cambridge University, where both had taken up the study of geology as a hobby. Their enthusiasm for this science prompted them to follow up a discovery they made of a slight fissure on the slopes of Ingleborough. This, they reasoned, might be a former outlet of the underground stream that supplied the nearby village of Ingleton with water.

Christopher Long decided to investigate. Wearing only his summer walking clothes of shirt and shorts, and lighting his way with candles stuck in the brim of his hat, he crawled into the low passage. Spurred on by the distant roar of water, he struggled over jagged rocks and through pools, until eventually he found himself at the foot of a waterfall. [White Scar Cave had been discovered](#). He continued along a stream passage to a cascade and then returned to the surface to announce his find.

On subsequent expeditions, Long explored as far as the subterranean lakes (now bypassed by Bagshaw Tunnel). Undeterred by the cold water, he swam across them. A massive boulder, subsequently nicknamed 'Big Bertha', lay wedged in the passage beyond. He squeezed past, only to find his path blocked by a boulder choke (a jumbled mass of rocks). Long intended to open the cave to visitors, but in a fit of depression in September 1924 he committed suicide.

The first manager of the cave, Tom Greenwood, found many further galleries and passages in the 1930s. In 1971, cavers led by John Russom literally dug their way upwards through the treacherously slippery and unstable boulder choke, and found themselves in a massive cavern. It was so vast that their helmet lamps could not penetrate the gloom to the far walls. The roof had great voids, or avens, which soared into mysterious darkness. Thousands of delicate straw stalactites hung in great curtains. They hurried back to the surface to break the news of this major discovery. Subsequent visits established that the cavern was over ninety metres long, and hence [one of the largest known cave chambers in Britain](#). It was called the 'Battlefield Cavern' because the cavers, on seeing its boulder-strewn floor, imagined giants fighting there in prehistoric times. The name has stuck.

Welcome to Kirkby Lonsdale

The historic market town of Kirkby Lonsdale sits in the South Eastern corner of the County of Cumbria. Set in a superb location of enchanting natural beauty, the town is a great tourist attraction, famous for Devil's Bridge, and Ruskin's View.

Major Events

A Victorian Fair is held each year on the first weekend in September. In period dress, the people of Kirkby Lonsdale turn the clocks back to create a lively Victorian street atmosphere with entertainment, demonstrations, and vendors.

Use the navigation to the left to browse through the site, to find information on **What to See and Do**, or for further information:

[Visit Kirkby Lonsdale Tourist Information Centre](#)

Upcoming Events

GUIDED TOWN WALK

24th June 2006,
Walks start at Tourist Informati

Tickets £3.00

GUIDED TOWN WALK

29th June 2006,
Walks start at Tourist Informati

Tickets £3.00

Childrens Sports Day & Fancy Dress

25th June 2006,
Kirkby Lonsdale Play Park

Parade through Market Street to include the Brass Band & Fancy Dress competition entrants. Judging of Fancy Dress at 2.30 pm Races begin at 2.45 pm. Picnic tea for under 12's (free) etc etc

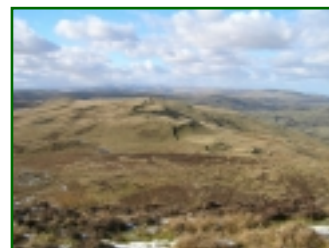
A MIDSUMMER EVENING

30th June 2006,
Sellet Hall, Kirkby Lonsdale

A Savoury supper with wine in the magnificent surroundings of the Hall and gardens By courtesy of Colin & Marjorie Hall Tickets £6.50 EARLY BOOKING RECOMMENDED

Kirkby Lonsdale Gallery

Click images to view more



**Bronte Weekend & 4th
Pilgrimage**

30th June 2006,
Tunstall & Leck Churches

Celebration of Leck, Cowan Bridge
and Tunstall's connections with the
Bronte family

SUMMER FAIR

1st July 2006,
Queen Elizabeth School, K.I.

[Click here for more events](#)

Website designed & maintained by [Freshspace](#) on behalf of Kirkby Lonsdale Chamber of Trade & Commerce.

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Windermere

Location : [Ambleside Waterhead](#) / [Bowness-on-Windermere](#) / [Lakeside](#)
[Map - Ordnance Survey - SD 395960](#)



Windermere and Waterhead, from Loughrigg. Photo by [Ann Bowker](#)

Windermere, at 12 miles long, one mile wide and 220 feet deep, is the largest natural lake in England, and is fed by numerous rivers. The Romans built their fort of [GALAVA](#) at its northern end ([Waterhead](#)), and it has always been an important waterway for movement of heavy materials.

[Bowness-on-Windermere](#) - Lakeland's most popular holiday resort - is an excellent centre for boating activities, with over 10,000 boats registered. Until March 2005 Windermere was the only lake without a speed limit, but a 10 mph limit has now been imposed. [Steamers and launches](#) operate from Bowness Bay to Waterhead at Ambleside, and Lakeside at the southern end.

At the southern end is [Lakeside Pier](#), and Lakeside Station of the [Lakeside and Haverthwaite Railway](#), and also the [Aquarium of the Lakes](#).



In the late 19th century, wealthy businessmen from Lancashire built [grand mansions](#) overlooking the lake, and many of these have now been converted to hotels, such as the [Langdale Chase Hotel](#), and the Belsfield Hotel. Others houses include The National Park Visitor Centre at [Brockhole](#), between Ambleside and Bowness, and [Wray Castle](#) almost opposite Brockhole, and the first Lake District holiday home of [Beatrix Potter](#).

All of the west shoreline, but very little of the east, is owned by the [National Trust](#). The Trust also owns [Fellfoot Park](#) at the southern end of the lake.



Looking towards Waterhead and Wansfell from Wray Castle



Looking to Windermere and the Langdale Pikes from the Miller Howe Hotel



Aerial photo by Jonathan Webb, www.webbaviation.co.uk



Windermere looking north from Bowness.
Aerial photo by [Roger Savage](#), ABIPP, Greystoke, Penrith



Windermere looking north from Newby Bridge.
Aerial photo by [Roger Savage](#), ABIPP, Greystoke, Penrith

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Page last changed 16 June 2006.

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'Keswick'

[Map - Google](#)[Map - Ordnance Survey - NY 268235](#)

Looking towards Catbells

Situated between the huge bulk of Skiddaw and the gentle beauty of [Derwentwater](#), Keswick has become the major centre for tourism in the north lakes. This pretty market town offer a wide range of attractions for visitors, from shops and restaurants to museums with a difference, and boating trips around lake Derwentwater. In 1276 Edward I granted the town its market charter, and the Saturday market continues to this day.

The original settlement was at Crosthwaite, on the Western side of the town. The first Church at [Crosthwaite](#) was built in 553 AD, and named St Kentigern. [Canon Rawnsley](#), served the church as vicar from 1883-1917. He was one of the co-founders of the [National Trust](#), which owns much land in the area.



Looking towards the Keswick [Moot Hall](#), home to the tourist information centre.

Photo by [Tony Richards](#), 06-Mar-05

The rural economy was transformed in the reign of Elizabeth I, when minerals, copper in particular, were discovered in Newlands and Borrowdale. The discovery of black lead at Seathwaite in the 16th century sparked off pencil making which is still the major industry in the town. The [Pencil Museum](#) tells the story of pencil making in Keswick.

Visitors arrived in increasing numbers from the 1700's, many of them literary pilgrims attracted by Keswick's close association with the Romantic poets - Southey, Coleridge and [Wordsworth](#).

Between 1885, when she was 19, and 1907, [Beatrix Potter](#) spent summer holidays at [Lingholm](#) and Fawe Park, the two stately homes whose estates now occupy most of the north western side of Derwentwater. The two houses, their gardens and the surrounding landscape provided material for several of her books.

The [Museum & Art Gallery](#) is a purpose built Victorian museum, hardly changed today since it was created, with a local history collection, and original manuscripts from the Lake Poets.



Hope Park

At [Friars Crag](#) is a [memorial](#), unveiled in 1900, to [John Ruskin](#), who had many associations with Keswick. He once said Keswick was a place almost too beautiful to live in. There is also a memorial to Canon Rawnsley.

The new [Theatre by the Lake](#) has just been completed between the lakeside car-park and Derwentwater. This is a new purpose built theatre to replace the 'Century Theatre' - a chaotic collection of blue portacabins which used to occupy the site.

The Victorian church of [St John](#) was designed by [Anthony Salvin](#) for the founder, John Marshall, who lived on nearby [Derwent Isle](#). In the grounds is the grave of the author [Hugh Walpole](#), who lived at Brackenburn, Keswick, from 1924 until his death in 1941.

George Bott, a local historian, has written the book 'Keswick - The Story of a Lake District Town', published 1994 by Cumbria County Council/Chaplins Booksellers. He has also written the booklet 'Keswick Town Trail', which describes two walks around the town and highlights places of historical interest. This is published by the Keswick Civic Society, and is available at the Tourist Information Centre.

At the southern end of Derwentwater is the valley of [Borrowdale](#), leading to the Honister Pass, and on to the smaller lakes of Buttermere, Crummock Water, and Loweswater.



Derwentwater and Keswick from Latrigg.
The Theatre by the Lake is upper centre.
Photo by [Tony Richards](#).



Keswick and Derwentwater.



Derwentwater, Keswick and Skiddaw.

Aerial photos by [Simon Ledingham](#).

For more information about Keswick - see www.keswick.org and www.keswickplus.co.uk

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Keswick Webcam



The Keswick Webcam

Keswick is situated on the edge of Derwent Water, on the south side of Skiddaw. Almost all of the town is Victorian and was built on the former railway line from Penrith.

Copper was one of the chief minerals mined in the neighbourhood, largely by German miners and is also famed for its 'wad' or 'black-lead' mines. The town's pencil industry survives from this time however, the graphite is now imported.

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Coronary care unit facing closure

A consultation is launched into plans to close a coronary care unit and shake-up health services in South Cumbria.



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Saturday, 18 June 2005 Keswick to Castlerigg to Carlisle

After checking out of our hotel on another typically Keswickian day, our first stop was the [Cumberland Pencil Museum](#), still in Keswick. It may sound like an eccentric thing to visit but it was interesting and, like almost everything else on our tour, known to us when we planned the trip. The Keswick area contained the highest grade graphite deposit in Europe until it was depleted. This led to a number of graphite-using industries of which the Cumberland Pencil Company is a remnant. It still makes pencils. We were oh so tempted to buy a set, but couldn't figure what on earth we'd do with them and restrained ourselves.

A couple of miles out of Keswick and steeply uphill is the [Castlerigg Stone Circle](#). The stones are smaller than Stonehenge or Avebury and the circle's diameter is far smaller than Avebury, but the *location* is superb. Castlerigg sits on a flat platform, projecting like a stage into the valley and backed all around by high hills. Stonehenge, Avebury and many other circles are on plains, but Castlerigg is dramatic. This panorama is about 180 degrees or a bit more.



This isn't quite the tallest of the stones, but it serves to show the scale as well as stage-like setting above the valley.



Two more shots for the general setting of the place. Well worth the stop!





From Keswick and Castlerigg, it was only an hour or so of driving to Carlisle, still in Cumbria. We parked the car and made sure of our accommodations, then walked into the town across the bridge and river. Carlisle is an interesting mix of medieval, Victorian, and modern. As the picture shows, the rural is not all that far out of town. Our inn for the night was on the road that goes over the bridge, perhaps three blocks to right of the picture's edge. The castle is beyond the river and tucked behind the tree at the right edge. The cathedral is visible in the center of the picture.



Carlisle lies just south of the border with Scotland, commanding a river crossing and astride several ancient routes funneled by the river and ranges of hills. The situation is similar to that of Stirling and both places have seen battles and sieges as a result. I found [Carlisle Castle](#) a bit disappointing. It's complete, but dour. It lacks the romanticism of a moated castle like Leeds or Bodiam and the dramatic placement of Carreg Cennen. But there's no doubting it's historical importance which was well detailed by exhibits in the tower.

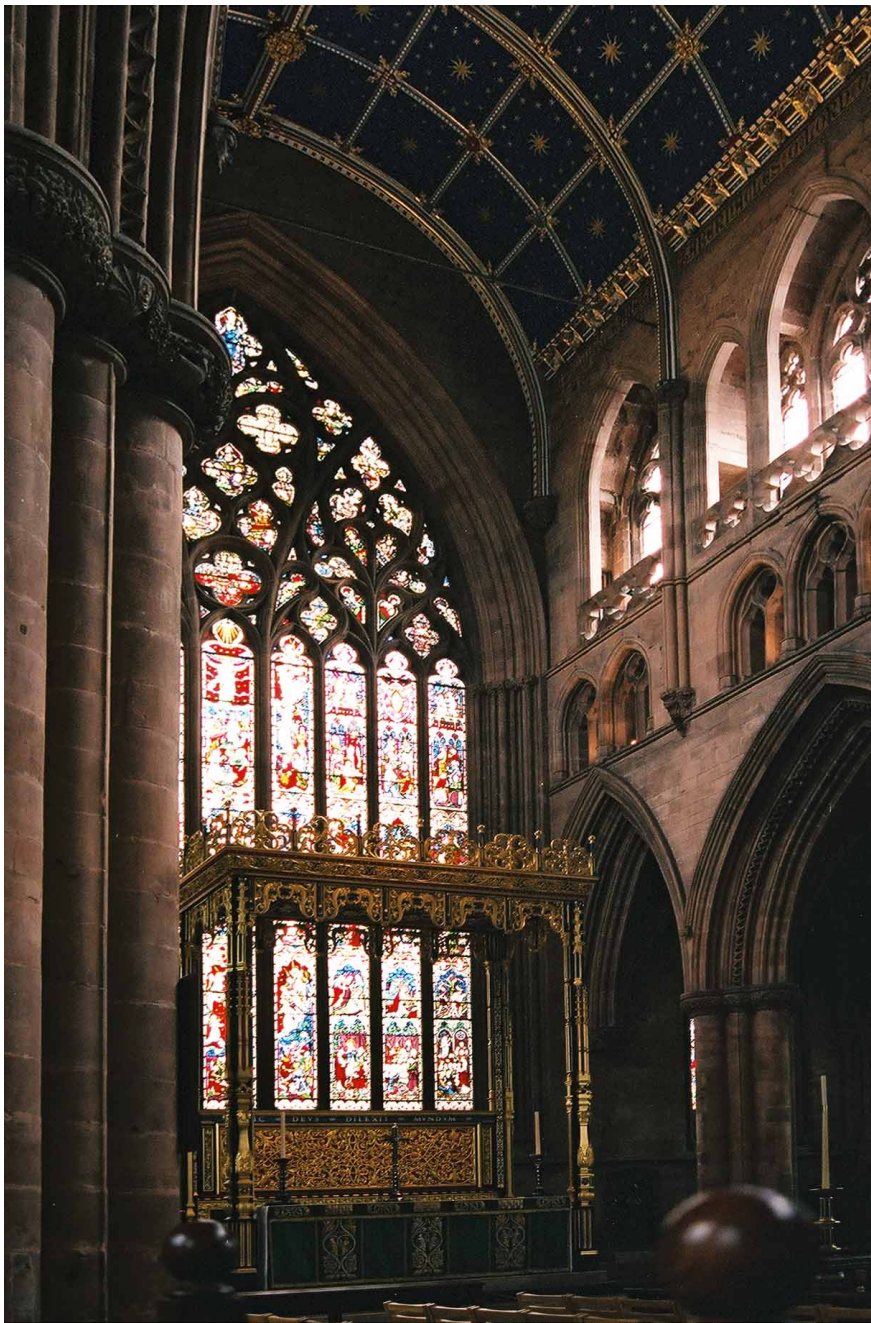




We then walked to the [cathedral](#), one of the oldest and smallest of the cathedrals in the UK.



As the pictures show, it was an overcast but dry day and the light was really not good for capturing the beauty of the interior, especially the ceiling. (See the web link, for professional renderings as usual on ideal days.)



We wandered through Carlisle on this Saturday afternoon, stopping briefly to listen to a brass band playing in the market area before trudging back across the bridge to our inn and dinner.

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WWW.VISITCUMBRIA.COM

'Keswick - Castlerigg Stone Circle'

Location : [Keswick](#)

[Map - Ordnance Survey - NY 293236](#)



Castlerigg Stone Circle is one of the most visually impressive prehistoric monuments in Britain, and is the most visited stone circle in Cumbria. Every year thousands of people visit it to look, photograph, draw and wonder why and when and by whom it was built. The stone circle is on the level top of a low hill with views across to Skiddaw, Blencathra and Lonscale Fell.



There are 38 stones in a circle approximately 30 metres in diameter. Within the ring is a rectangle of a further 10 standing stones. The tallest stone is 2.3 metres high. It was probably built around 3000 BC - the beginning of the later Neolithic Period - one of the earliest stone circles in Britain. It is important in terms of megalithic astronomy and geometry, as the construction contains significant astronomical alignments.

Although it's origins are unknown it is believed that it was used for ceremonial or religious purposes.

Castlerigg Stone Circle was bought in 1913 by [Canon Hardwicke Rawnsley](#), co-founder of the National Trust, and

others.



Castlerigg Stone Circle with Blencathra



and from above





Looking to Helvellyn. Photo by [Ann Bowker](#) 16 Nov 05

Aerial photos by [Simon Ledingham](#).

The stone circle is on land owned by the [National Trust](#), and maintained by [English Heritage](#).

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[WWW.VISITCUMBRIA.COM](http://www.visitcumbria.com)

'Carlisle Castle'

Carlisle, CA3 8UR. Tel 01228 591922.

Location : [Carlisle](#)

[Map - Ordnance Survey - NY 397562](#)





Carlisle Castle is a great medieval fortress that has watched over the City of [Carlisle](#) for over nine centuries. Visitors can explore fascinating and ancient chambers, stairways and dungeons and find the legendary 'licking stones'.

Here, parched Jacobite prisoners found enough moisture to stay alive, only to be brutally executed on Gallows Hill.

Uncover a fascinating history through lively exhibitions, offering an insight into William Rufus, Mary Queen of Scots and Bonnie Prince Charlie.

You may take a guided tour of the Castle. There is a gift shop with a range of souvenirs with a medieval theme.

The Castle is also home to the [Border Regiment Museum](#) which relates the history of Cumbria's County Infantry Regiment, the Border Regiment and the King's Own Royal Border Regiment and local Militia.



Historical re-enactments at the Castle

The castle is in the care of [English Heritage](#)





Aerial photos by [Simon Ledingham](#).

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WWW.VISITCUMBRIA.COM

'Carlisle Cathedral'

Castle St, Carlisle, CA3 8TZ. Tel 01228 548151.

Email: office@carlislecathedral.org.uk

Location : [Carlisle](#)

[Map - Ordnance Survey - NY 399559](#)





Carlisle Priory was founded in 1122, by King Henry I, replacing earlier buildings on the site. Ten years later, he created the diocese of Carlisle, and the priory church became the Cathedral. The building is constructed of red sandstone. Large scale restoration was carried out in 1853-7. The present structure has lost the greater part of its original nave, destroyed by the Scots in the 17th century.

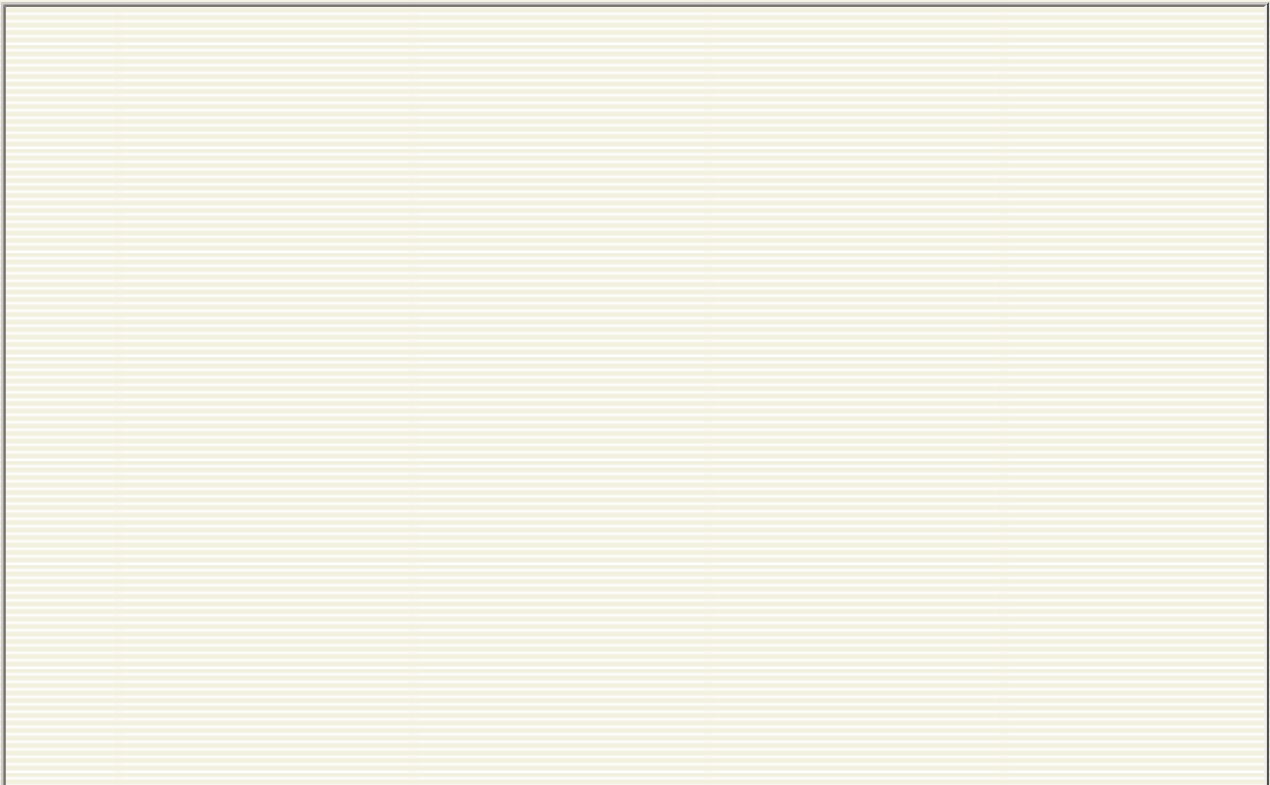
The great East Window is one of the most distinctive features, and dominates the Choir and timber barrel vault. The intricate masonry was designed by Ivo de Raughton - the leading architect of decorative tracery in the North of England, who lived a few miles south of Carlisle. The upper windows are 14th Century. The lower nine lights which replace the medieval windows removed at the time of the Civil War, are by John Hardman of Birmingham. They date from 1861, and represent scenes from the life of Christ. Several other windows are also by Hardman, including the West window, and the North window in St Wilfred's Chapel.

Many other things in the Cathedral are well worth studying, all described in a colour guide booklet. These include the carved oak misericords underneath the seats in the choir stalls, the decorative carved woodwork, the Bishop's Throne by George Street (1880), the stone carvings on the capitals around the Choir which depict the Labours of the Month, the Brougham Triptych carved in Antwerp in 1510, the ceiling by Owen Jones (1856), a sculpture of the 'Blessed Virgin and Child' by [Josefina de Vasconcellos](#) (1990) in the nave, and an underground exhibition in the treasury. There are three other sculptures by Josefina de Vasconcellos in the frater.



Misericords in the choir stalls.

Within the Cathedral grounds are various other buildings of interest, including the Deanery, with its 14th century [Prior's Tower](#), which contains a fine painted 16th Century heraldic ceiling.





There is a gift shop in the Cathedral, which is a member of the 'Made in Cumbria' scheme. In an adjoining building, the undercroft of the friary, is the 'Prior's Kitchen' serving teas, coffee and hot and cold lunches.

For information about the Cathedral see www.carlislecathedral.org.uk.



The [Prior's Tower](#) (centre left), the Fraternity, and Carlisle Cathedral.
Bottom right is [St Cuthbert's Church](#).

Aerial photo by [Simon Ledingham](#).

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Sunday, 19 June 2005 Carlisle to Edinburgh by way of Hadrian's Wall and Jedburgh

After a week of overcast skies and occasionally *very* damp weather, Sunday was clear with blazing sun (almost the solstice!) and *hot!*

[Hadrian's Wall](#) was a major objective of mine on this trip. There are a lot of photos, though you're seeing only a fraction of the ones we took. We traversed the middle third of the wall following the B6318 from Birdoswald to Chesters. This [site](#) clearly describes the structure of the wall and the relationships among the wall, its forts, milecastles and turrets and the *vallum*.

The wall was 15-20 feet high. Where it remains at all, it is typically a third of that height. One only need look at the buildings in the landscape today to see where all the rest of it went. At least one part of the wall was destroyed as the escarpment continued to be quarried.

The Romans built their roads, walls and aqueducts straight when they could. As we'll see, the more famous parts of the wall follow the terrain, twisting and dipping with the contours. This segment of the wall is at Birdoswald, facing east. The Hadrian's Wall Path can be seen faintly in the grass to the right of the wall. Here and at other sites, we saw people walking *on* the wall, callous behavior that's hard to understand.



Birdoswald was a major fort and so was home to 500-1000 soldiers. As with most Roman sites in Britain, foundations are all that remain. This was the area of the west gate (behind the wall), facing east with the bulk of the fort area spread over several acres beyond and to the right of the trees.



Birdoswald is somewhat unusually situated. There is an escarpment *behind* the wall and facing *south*. It is steep enough that the *vallum* was interrupted for a mile or so centered on the fort. There is a small river at the foot of the slope, easily traces by the trees at the field's edge.



Eastward we went to the Walltown Crag area. This is a fairly obscure stop along the wall, though there is a car park. It is overshadowed by the Carvoran Army Museum which you have to drive by. We chose "the road less traveled". Walltown Crag is the site for Turret 45A, a sentry station rather than a garrison point. It lies between Carvoran on the immediate west and the milecastle at Cawfields on the east. It wasn't obvious if there were an "official" path from the car park to the wall -- just a sheep meadow and the usual lot of disinterested sheep. So we just struck out directly uphill to the wall. It was the "right" place as there were the usual explanatory signs, but it was early enough in the season that the meadow did not yet have a beaten path. This first view is looking east toward the crags. Below the edge is a quarry which has made inroads into the wall at this point.



This is looking west towards Birdoswald on the horizon.



Beth is snapping a Roman salute. Smartly done! (Silly, but irresistible, we *had* to do it. Besides, no one but the sheep were watching as the car park was empty!)



Down the hill and back to the car. It suddenly dawned on me that the car park was literally in the *vallum*. This is the northern mound and the wall is uphill about 500 feet to the right, we're looking west. In its day, the *vallum* and its mounds were steeply sided and provided a realistic impediment to travel. Today, where it is visible at all, it's more like an interesting bit of topography like an abandoned railroad right of way.



From here we drove less than a mile further east (a crag or two) to Cawfields, site of a milecastle on the wall. Milecastles were small garrisons, every mile or so on the wall, served by a century. Here are two almost contiguous panoramas. The first looks from south-east to east and is notable for showing the remains of the *vallum* (that railroad track like pair of ditches) passing through open land.



This panorama stretches from east northeast around to west southwest and is assembled from ten frames. (You may want save this and expand it in a viewer to scroll through. I've keep these panoramas small to fit many browsers and typical screen settings.) It's doubtful that the landscape was quite so open in Roman times, though it's probably a mistake to assume that it was the forest primaeval either.



We bypassed Vindolanda Fort (a commercial enterprise like the Roman Army Museum) and Housesteads Fort (which would have been worth a visit, but we couldn't stop everywhere). We *did* stop at another of those less visited ones, Carrawburgh, site of a modest fort (not a milecastle) but much more importantly, the site of a *mithraeum* or temple to Mithras. A *mithraeum* is ideally in a cave but that wasn't possible here. This is located downhill between the wall (to the right) and the *vallum* to the left. Current theories suggest that it was covered over with earth and turf to make a synthetic cave. Certainly, they were moving enough earth in the area that piling a bit of it on top of a basic structure would have been no problem at all. This is a fairly rare find, though [Mithraism](#) was widespread among soldiers and sailors in the Empire. (I defer to my son Alex who wrote a treatise on Mithraism and Empire in university.)



Here is a close up of three stones currently placed in the temple. These are castings, the originals moved to safekeeping away from the elements and potential vandals or thieves. It's not clear to me whether these are placed where they were found or conjectured to have been placed, or even whether they are actually Mithraic in content.



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Welcome to Hadrian's Wall Country

Welcome to the website for Hadrian's Wall Country. We hope that the information within the website will give you a flavour of the range of activities, attractions, accommodation and events in this unique part of England. We hope that by using the website we will look forward to welcoming you soon to the area. After your visit, why not feedback your comments to help us improve the information provided and actual experience for future visitors.

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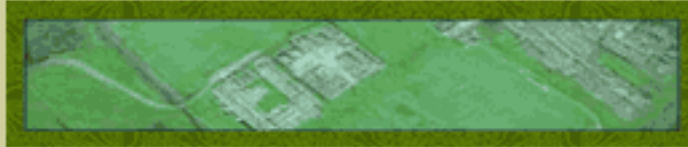
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Roman Attractions Interactive Map



Roman Attractions Interactive Map

The Macromedia flash player plug-in is required to play this game.

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Just as Hadrian's Wall Country divides naturally into four sections so does the Roman attractions listing, making it easier for all visitors to find a place to visit that best suits their requirements.

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Hadrian's Wall

Above: A Hadrian's Wall scene **Picture David Simpson**

WHY THE WALL WAS BUILT

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"Just when you think you are at the world's end, you see smoke rising from East to West as far as the eye can turn, and then under it, also as far as the eye can stretch, houses, temples, shops and theatres, barracks and granaries, trickling along like dice behind.... one, long, low, rising and falling, and hiding and showing line of towers... that is the wall.
" Rudyard Kipling From `Puck of Pook's Hill'

[55 B.C.](#), is the year in which the Romans first invaded Britain under Julius Caesar but it was not until almost a century later in [43 A.D.](#), during the reign of the Emperor Claudius that the full scale Roman conquest and occupation of Britain really began.

By [A.D 70](#) a powerful army led by the Roman Governor of Britain Julius Agricola, had captured most of southern Britain and advanced into the northern part of our country. Here they defeated two great Celtic tribes, the Brigantes at Scotch Corner to the south of the Tees and the Picts at the Battle of Mons Grapius in Caledonia.

Victory over the Picts was not difficult for the might of the Roman army, but the wild mountainous terrain of Caledonia made the total subjugation of this remote Highland people a formidable and rather unprofitable task. When the Roman Emperor Hadrian visited Britain in [122 A.D](#) he recognised the difficulties in establishing control in Caledonia and saw that it would be impossible to introduce the Picts to the Roman way of life. The Emperor therefore ordered the construction of a great defensive wall which would mark the northern limits of his empire and consolidate the hold on those parts of Britain already subdued. Hadrian's empire would not include Caledonia.

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ROMANS AND `BARBARIANS'

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A biographer of Hadrian's time summed up the purpose of the Emperor's great wall when he recorded

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that its construction would 'Separate the Romans from the Barbarians'. The 'Barbarians' in question were of course the Caledonian Picts and the great local tribe called the Brigantes, whose territory lay on both sides of Hadrian's Wall.

It is worth noting that when Hadrian's Wall was first built, many of its forts actually faced south into the heart of the Brigantian territory. This suggests that initially it was not the Picts who were the greatest threat to the Roman occupation of northern Britain.

The Picts and the Brigantes were neither English or Scottish by origin, but were tribal descendants of earlier inhabitants of Britain. When Hadrian's Wall was built neither the English nor the Scots had yet settled our country, England or Scotland simply did not exist in Roman times.

One thing should therefore be made absolutely clear about Hadrian's Wall- it did NOT act as a boundary between England and Scotland. The English and the Scots, did not settle in Britain until three centuries after Hadrian's Wall was built. In Hadrian's time the ancient race called the Scots inhabited Hibernia (now called Ireland), while the English, or more accurately the Anglo-Saxons, were a Germanic race who inhabited the central mainland of northern Europe.

It is an even greater mistake to think that Hadrian's Wall forms a boundary between England and Scotland today, for the simple reason that most of [Northumberland](#), England's northernmost and very Anglo-Saxon county, actually lies to the north of the Wall.

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A MULTI-CULTURAL ZONE

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Hadrian's Wall was eighty miles long, six metres high, three metres wide and built of stone, (though the Cumbrian sections were originally built of turf). Its defences were supplemented by a northern DITCH, a MILITARY ROAD and an earthwork called the 'VALLUM'. Together these features formed a 'MILITARY ZONE' which restricted the movement of people to the north and south of the wall. This military zone was a 'No Go' area for armed 'Barbarians'.

The defences of the Military Zone were supplemented by MILECASTLES which housed garrisons of up to sixty men. These were built at intervals of one Roman mile and between each of these stood two smaller defensive towers called TURRETS which held small garrisons of four men.

Most important of the military garrisons along the wall were of course the great FORTS, of which there were sixteen, each housing between five hundred and one thousand men. The men who occupied these forts and the other Wall defences were sometimes recruited locally, but more often than not they were brought in from some distant corner of the Roman Empire.

Soldiers garrisoned on the wall, thus came from as far away as Spain, Switzerland, Hungary, Germania, Romania and even North Africa. Surprisingly very few of the Roman soldiers originated from Rome or Italy. Instead the wall was a Multi-National Military Zone whose people had brought with them many different customs, languages and religions.

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CIVILIAN TOWNS

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The 'Multi-Cultural Society' was further developed by small Civilian towns called VICUS which grew up around the Roman forts. These were inhabited by women, children, craftsmen, traders and retired soldiers who brought the wall to life in the way that Kipling superbly describes in 'Puck of Pook's Hill'.

It can therefore be seen that Hadrian's frontier was not just a dull and simple stone wall - far from it! - Hadrian's wall was an active military zone, a customs barrier, a line of defence and above all 'a way of life'.

Towns stood upon my length, where garrisons were laid.

Their limits to defend and; for my greater aid

With turrets I was built where sentinels were placed

To watch upon the Pict; so me my makers graced.

Michael Drayton `Poly Oblion' (1613)

Hadrian's Wall was occupied for almost three centuries and at the height of its importance had been the home to thousands of men, women and children. Today, at eighteen hundred years old, Hadrian's Wall may be a mere relic of its magnificent past, but it is still nevertheless the most impressive monument to the Roman occupation of Britain, as well as being a very important feature of the heritage of North Eastern England.

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THE END OF ROMAN OCCUPATION

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From the middle of the third century A.D, the Empire of Rome came increasingly under threat from raiding Vandals and Goths on its eastern frontiers in continental Europe. This resulted in heavy demand for Roman troops in Europe and caused a gradual depletion in the number of Roman soldiers stationed in Britain.

The movement of troops from Britain was bad news for the native Welsh speaking Britons of the Wall Country as the presence of the Roman army provided them with much needed protection from raiding Picts. By [367 A.D](#) the number of Roman troops on Hadrian's Wall had reached an all time low and pre-empted the so called `Barbarian Conspiracy' in which the Picts overran Hadrian's Wall in conjunction with the Scots (from Ireland) who invaded western Britain and the Saxons (from Germany), who invaded the south and east.

For a short period following the Barbarian Conspiracy the Romans managed to restore law and order to the Wall Country but by the year [399 A.D](#) the Roman Empire was crumbling with further trouble in Europe. The full scale evacuation of Roman troops from Roman Britain began.

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www.thenortheast.fsnet.co.uk

David.Simpson@thenortheast.fsnet.co.uk

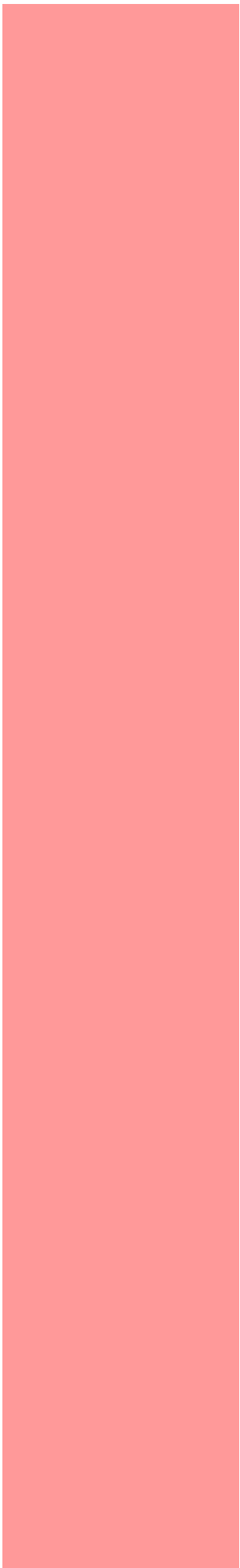
[North East Map](#)

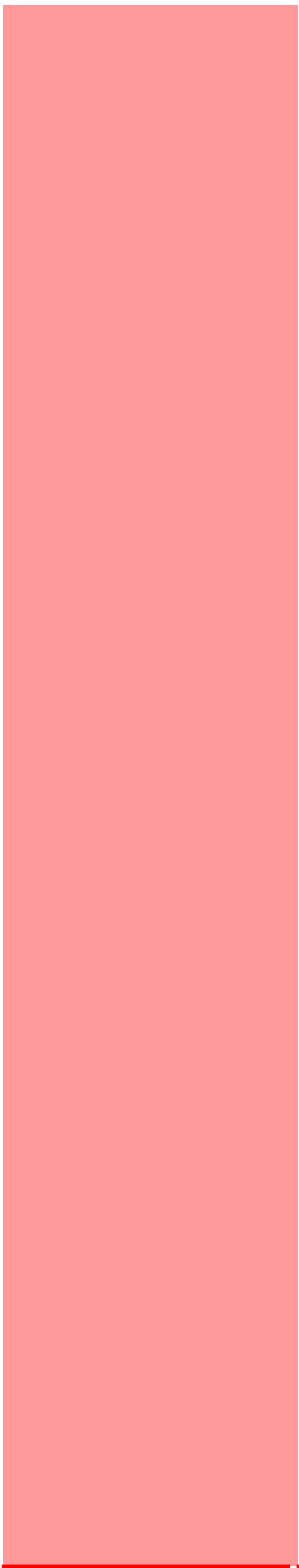
[Yorkshire Map](#)

[Roots of the Region](#)

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Sunday, 19 June 2005 Carlisle to Edinburgh by way of Hadrian's Wall and Jedburgh (continued)

The *final* stop on our eastward traverse of Hadrian's Wall was at Chesters, a large fort placed where the wall crossed the River Tyne on a bridge (no trace of which remains).



This was the barracks area, better preserved and more extensive than at the other sites we visited.



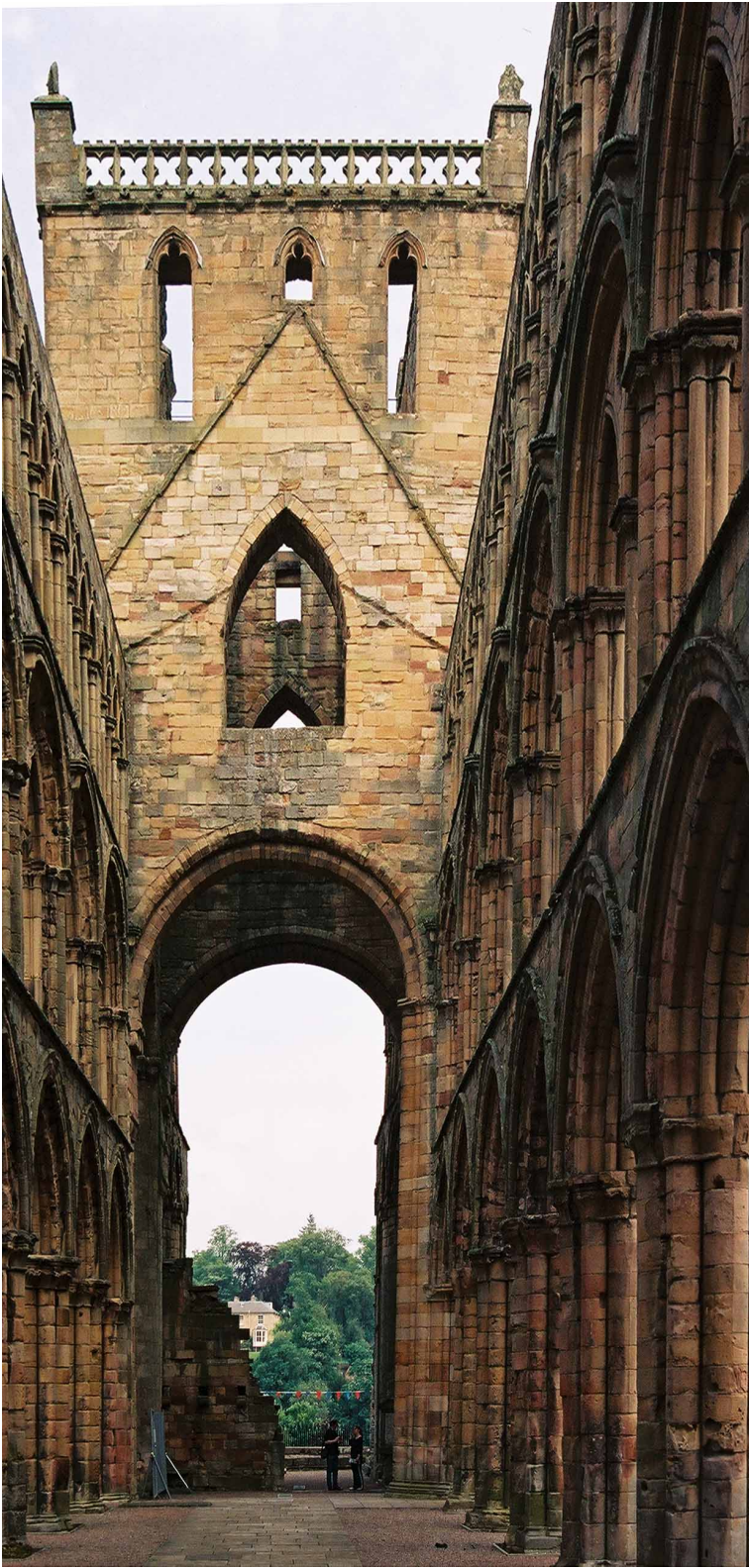
Chesters had a bath house along the river. The wall crossed the River Tyne just beyond the trees in the center of the frame and there is a fragment of the wall on the far bank but out of the picture behind the trees at the right edge.



We made the left turn onto the A68 to head toward Edinburgh. It's not many miles to the Scottish border and Jedburgh is about 10 miles north of that. We planned to stop there to see [Jedburgh Abbey](#). Just as you've seen the last of the Roman ruins, this is the last of the ruined abbeys. Finding Jedburgh Abbey was easy -- it's half a block off the A68 and plainly visible as you come into the town from the south. Jedburgh and neighboring abbeys suffered repeatedly during the border wars. Despite its state of preservation, a portion of the nave was used as a parish church well into the 19th century. Those "modern" traces have been removed.









The A68 is a modern echo of the Roman road called [Dere Street](#) which ran from the York area to what is now Edinburgh. We tried to find the site mentioned by the web link at Soutra Pass or Soutra Hill but failed to locate it. I think we simply stopped too soon when we were heading west on the B6368. We were reluctant to get too far astray as we still needed to

1. get to Edinburgh,
2. find the hotel and leave the luggage,

3. drive to the airport and drop the car, and then
4. make our way back from the airport.

We managed to do this, not without incident or wrong turns but more or less as planned.

I must say I was relieved to turn in the car. After more than 1500 miles, there were no accidents or scratches or mechanical problems. There were some close calls in a couple of congested roundabouts where my "choice" of lane differed from what some locals preferred or assumed. In defense of the roundabout concept, I will concede that we *did* encounter some very well designed roundabouts, typically at motorway interchanges, where

- the lanes entering the roundabout were clearly marked by overhead signage and
- the lanes spiraled outward to deposit in the appropriate exit.

Unfortunately many urban roundabouts aren't marked that way and if you don't know which lane to be in *before* you get to the roundabout, it's sometimes too late in heavy traffic. If you're a local, of course you *know* which lane to be in from previous experience.

Driving through Edinburgh's Old and New Towns was something of a last straw. We had not driven through a city before. The practice of changing the name of a street every two or three blocks drove us crazy late in a long day and our downtown and hotel maps didn't quite overlap. There were road detours on the way to the airport, too, so it was a major relief to turn in the car and leave remaining transport to others.

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Jedburgh Abbey



Abbey Bridge End
[Jedburgh](#)
Scottish Borders
TD8 6JQ

Tel: +44 (0)1835 863 925

<http://www.historic-scotland.gov.uk/>

Web: [properties_sites_detail.htm?
propertyID=PL_163](http://www.historic-scotland.gov.uk/properties_sites_detail.htm?propertyID=PL_163)

The Abbey

[Jedburgh](#) Abbey's remarkably complete Romanesque and early Gothic buildings have a tranquil stillness which belies their turbulent history.

The Abbey's grand design was inspired by Europe's magnificent churches, and was founded in 1138 by David I. For the abbey's community of Augustinian canons, its location frequently landed them amid conflict. When Anglo-Scottish relations deteriorated after 1296, Jedburgh became a frontline target for English armies. The Reformation heralded the abbey's final decline. Despite this, it was used as the local church up to 1875, after which it became disused.

The Cloister Garden

Through the middle ages, religious houses led the way in nurturing garden plants for eating and medicinal use. The present cloister garden was planted in 1986 and is designed to show a typical Scottish monastery garden of about 1500. The courtyard garden echoes the extent of the first cloister laid out in the early 12th century. A juniper centrepiece is surrounded by beds of plants from early times and a further range of pot herbs and medicinal herbs, together with "plants for a purpose" are planted nearby.

The Visitor Centre

The visitor centre contains 8th century carvings and artefacts excavated from the abbey grounds. Visitors can also enjoy the interactive play area within the carved stone display.

This property is managed by Historic Scotland.

Opening Times

(2006 times)

1st April to 30th September:

Daily 9:30am - 6:30pm.

1st October to 31st March:

Daily 9:30am - 4:30pm.

Last ticket sold 30 minutes before closing.

Closed 25th & 26th December and 1st & 2nd January.

Admission Charges

(2006 prices)

Adult £4.50; Child £2.00; Concessions £3.50.

Directions

In Jedburgh on the A68.

[Show map of Jedburgh Abbey...](#)

Nearby Attractions

[Mary Queen of Scots Visitor Centre](#) (< 1 Mile)*

This impressive 16th century house, set in a garden of pear trees, interprets the tragic life and times of Mary Queen of Scots.

[Jedforest Deer & Farm Park](#) (4 Miles)*

For a great family day out that's really different, why not explore the farm with a difference? Admire our magnificent herds of deer and find out more about farming today.

[Dryburgh Abbey](#) (8 Miles)*

Both beautifully situated and of intrinsic quality, the ruins of the Premonstratensian abbey at Dryburgh are remarkably complete.

[more nearby attractions...](#)

* Distances shown are in a direct line. Distances by road will be longer.

Nearby Hotels



[Peebles Hotel Hydro](#) (27 Miles)*

Situated in the heart of the beautiful Scottish Borders, Peebles Hotel Hydro is a complete resort in its own right. All bedrooms have private facilities, hairdryer, trouser press, TV and tea and coffee making facilities.



[Marshall Meadows Country House Hotel](#) (28 Miles)*

Marshall Meadows Country House Hotel is a Georgian mansion and is England's most northerly hotel providing a relaxed and tranquil setting in its own woodland gardens just 400 metres from the Scottish Border.



[Travelodge \(Travel Lodge\) Berwick Upon Tweed](#) (28 Miles)*

Situated in Berwick only 8 miles from Holy Island this Travelodge is ideally situated as a base for exploring Border Country.

[more nearby hotels...](#)

* Distances shown are in a direct line. Distances by road will be longer.

Nearby Self Catering



[Smailholm Mains Farm Cottages](#) (9 Miles)*

These are cosy, comfortable farm cottages with central heating and log fires. They are situated on a working farm which produces beef, lamb, barley and swedes.



[Plum Braes Barn and Edmonston House](#) (12 Miles)*

All of the properties have panoramic views, log or wood burners, sky TV, laundry and river walks.



[Tithe Hill Holiday Cottages](#) (16 Miles)*

Tithe Hill Farm is 2.5 miles from the village of Cornhill-on-Tweed in the border country of England and Scotland. This idyllic location provides the backdrop to two self catering cottages throughout the year.



[Your property could be here](#)

Advertising your self catering property or holiday cottage on AboutBritain.com will get you noticed by thousands of potential guests every day.

[more nearby self catering...](#)

* Distances shown are in a direct line. Distances by road will be longer.

Popular Pages

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Scottish Borders Heritage

Dere Street

The earthen mound and ditches associated with the Roman road Dere Street are clearly defined on Soutra Hill.

Theme: [Early Settlers](#)

Area zone:  [Lauderdale](#)

Town: [Lauder](#)

Distance from town: 16.8km/ 10.5 miles

Grid ref: NT 4526 5826 to NT 4712 5536


History of site: A well preserved section of the strategic Roman road, Dere Street can be reached from the B6368 road on Soutra Hill. Dere Street was constructed in the late 1st century AD to link the legionary fortress of York (Eburacum) and Inchtuthil, near Perth. Long after the Romans had withdrawn from Britain, this remained the principal north-south route for medieval armies, such as the 6th century warriors of the Gododdin and the armies of Edward I in the Wars of Independence. It was used more generally by travellers and pilgrims, to whom the Soutra Hospital (no.9) provided shelter.

Admission charge: No

Opening hours: Unrestricted Access

Owner: Privately Owned

Publications:

Location reference:  2

Visitor comments:

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Monday, 20 June 2005 Edinburgh

Monday was a day to see Edinburgh without any travel other than by city busses. After consulting the weather forecast for Scotland for the next few days, we took the bus into Waverly Station, the main railway station for Edinburgh and purchased:

- return tickets for Tuesday to Stirling
- return tickets for Wednesday to Oban by way of Glasgow
- sightseeing bus tickets for Monday (Old Town and New Town loop)
- city bus passes for Monday through Thursday

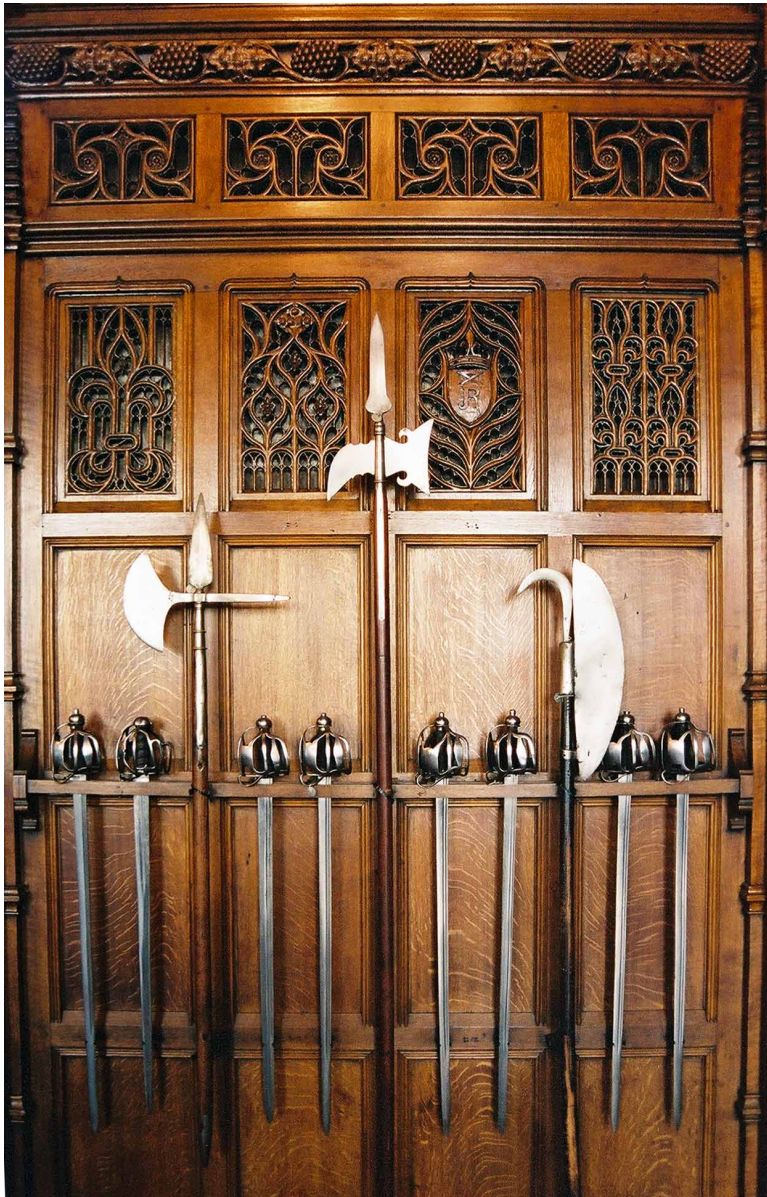
We then hopped aboard the next sightseeing bus and took it up the hill to the first stop, [Edinburgh Castle](#).



The first photograph is looking up at the castle on the road up from the New Town. And here is what you can see from that topmost parapet at the left edge of the first photo. This is about 140 degrees from northeast to almost west. If you enlarge the view of this, Waverly Station and the Scott Monument (as in Sir Walter Scott) are on the right. The Firth of Forth is in the distance to the north and the famous bridges across it are hidden by the hill toward the left side of the panorama. Our hotel was located about mid picture, about halfway to the Firth and across the street from the Botanical Gardens.



Once again I tried to take pictures of stained glass here, with somewhat better success but still not great. Why not settle for a bit of medieval cutlery instead?



Immediately adjacent to the castle at the head of the Royal Mile (the principal shopping street) sits another important attraction, the [Scotch Whiskey Heritage Centre](#)! Admission includes a lecture and a ride, not to mention a dram of the national product. We also stayed for lunch in the Amber Restaurant and although the service was a bit slow, Beth and I both had excellent lunches. Mine was superb smoked salmon and I think Beth had trout. Of course we also stopped in the shop before leaving and purchased a couple of "souvenirs", bottles of 14- and 16-year single malts, one from the Highlands and one from the Islands.

Considerably refreshed (!), we boarded the loop bus again and rode it through the remainder of its journey without disembarking. Down the Royal Mile to [Holyroodhouse](#) which was closed due the royals visiting Scotland for Prince William's graduation from Saint Andrew's University. Around the palace and in front of [Arthur's Seat](#), an extinct volcano.



I think that Beth was up for an ascent -- the path is visible along the base of the cliffs -- but I was getting pretty footsore by this point in the trip and declined the opportunity. It didn't look particularly difficult to do, just longer than I felt like at the time.

We also passed the recently constructed [Scottish Parliament building](#), with Holyroodhouse, at the foot of the Royal Mile. The building is something of a joke and a scandal for the Scots, over budget and controversially ugly. (As an outsider, the same sort of reaction as that for the Millennium Dome in Greenwich) The tour guide referred to the wall details as "hairdryers".



Other parts of it remind me of a correctional institution. But the building has been short-listed for a prestigious award as the best building in Scotland.



We switched to city bus and took our trophies (and the whiskey!) back to the hotel. A few minutes for the feet up, and then it was off to find the entrance to the [Royal Botanic Gardens](#). (The gardens *were* across the street, but not the entrance.)



There were interesting collections of maples and birches (including of course some very familiar to us as these two genera are among the native forest species where we live). There were some exotic specimen plants, of course. I particularly liked the rock gardens of which this last picture is but a sample.



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Edinburgh Castle

A majestic landmark which dominates the capital city's skyline just as it has dominated Scotland's long and colourful history Edinburgh Castle is the best known and most visited of our historic buildings.

Perched on an extinct volcano and offering stunning views, this instantly recognisable fortress is a powerful national symbol, and part of Edinburgh's World Heritage site.



Collections

Discover the artefacts associated with this site. [Historic Scotland's Collections](#)

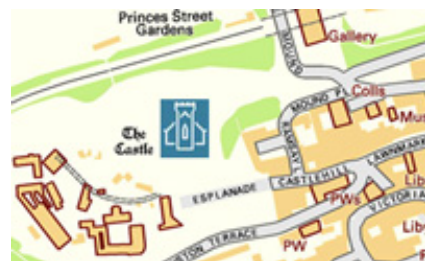
Cafés

Enjoy contemporary and traditional meals at Queen Anne café and fantastic views across Edinburgh from the Redcoat café. [Cafés at the castle](#)

Location

In Edinburgh.

Region - Edinburgh and the Lothians. Grid reference NT252734.



[Location map \(pdf, 136k\)](#)

Cycle Routes - [Site on the National Cycle Network](#)

Contact

Tel 0131 225 9846

Opening times

Buy a membership now and gain free entry into all our properties.



Properties Nearby

We would like to recommend the following properties:



[Trinity House](#)
Trinity House is the home of the Incorporation of Shipowners and Shipmasters.



[Linlithgow Palace](#)
The magnificent ruins of Linlithgow Palace are set in a park beside a loch.

Related Events

For a full list of events at this property over the next twelve months, [click here](#).

[Costumed Performances at The Castle](#)

Come face to face with history with our costumed characters

Open all year.

Summer

1 April to 31 October

Monday to Sunday 9.30am to 6.00pm. Last entry at 5.15 pm.

Winter

1 November to 31 March

Monday to Sunday 9.30am to 5.00pm. Last entry at 4.15 pm.

Christmas and New Year Period

Closed 25 and 26 December.

Open on 1 January and 2 January - please call for opening hours.

Museums at the Castle

The opening times for independent museums may vary.

Please telephone to check opening times prior to visit.

2006 Admission prices

Adult £10.30 Child £4.50 Concessions £8.50

Last tickets sold at 5.15pm (4.15pm in winter).

Child (ages 5 - 15); Concession (60 years and over and the unemployed).

Children under 16 must be accompanied by an adult.

What to see and do

A rich mix of architectural styles reflects the castle's complex history and role as both stronghold and seat of kings. Key features of the castle include

- St Margaret's Chapel - Edinburgh's oldest building which dates from the 1100s
- Crown Square - the principal courtyard which was developed in the 15th century
- The Great Hall with its impressive hammerbeam roof built by James IV
- The Half Moon Battery created in the late 16th century
- The Scottish National War Memorial added after the First World War.

Prisoners of War exhibition

Edinburgh Castle was a prison for sailors from many countries in the 18th and 19th centuries, including crewmen who sailed with John Paul Jones, founder of the American Navy. Their graffiti, handmade ships and other items are on display in the Prisoners of War exhibition.

Other attractions include:

- The **Honours of the Kingdom** exhibition - tells the story of Scotland's Crown Jewels saved from Cromwell to become some of the oldest surviving regalia in Europe
- The famous **Stone of Destiny** - taken to Westminster Abbey in 1296 and returned to Scotland 700 years later.
- Listen out for or watch the **One O'Clock Gun** and see a fascinating display on the history of time guns and timekeeping.
- The giant medieval siege cannon **Mons Meg** once again standing proudly on the castle ramparts
- The magnificent Laich Hall
- The National War Museum of Scotland.

throughout the month
[Edinburgh Castle Fringe](#)

On the Fringe's 60th anniversary, Scotland's No. 1 visitor attraction becomes part of the Fringe for one night only.
[Living history](#)

Come face to face with history with our costumed characters.

Admission Tickets

Buy your admission tickets online now!



**Edinburgh Castle
Admission Ticket -
Adult**



**Edinburgh Castle
Admission Ticket -
Child**



**Edinburgh Castle
Admission Ticket -
Concession**

More on [what to see at the Castle](#)

Parking

Parking unavailable at the Castle. Nearest city parking zones are Castle Terrace and Johnstone Terrace.

Accessibility

There is good access around a number of major sights within the castle including: Mons Meg, the Great Hall, St Margaret's Chapel viewpoint, the National War Museum of Scotland, the Scots Dragoon Guards Museum, Crown Square, the Crown Room, Scottish National War Memorial, restaurant and shop.

Due to width restrictions, some areas are unsuitable for wheelchair access. These are: the military prisons, St Margaret's Chapel, Queen Mary's Room, King's Dining Room and Crown Jewels exhibition although most of these are accessible for more mobile visitors.

From Crown Square visitors with disabilities can gain access to the Crown Jewels. There is a ramp over the four steps into the Great Hall and at St Margaret's Chapel.

Wheelchairs are available from the castle but steep, cobbled roadways make pushing hard work.

The Crown Jewels exhibition has hands-on models of the Scottish Regalia and a Braille interpretation of their history.

Courtesy vehicle

A courtesy vehicle sponsored by The Bank of Scotland is available to take visitors with disabilities from the esplanade to Crown Square. If the courtesy vehicle is not available you may take your own car up to Crown Square. Please contact the castle in advance to discuss your requirements.

STB Categories

Toilets and Catering - STB Category 1

Shop - STB Category 2

Facilities

Guided tours

Castle stewards provide guided tours and you can also hire an audio guide - available in six languages. Trails for children are also available.

Costs:

£3 adult £2 concession (for the over 60 and the unemployed) £1 child (for those aged between 5 and 15 years).

Shops

As well as gift and book shops, the Crown Jewel shop offers exclusive, specially designed jewellery and other unique products for sale.

Cafés

Relax at the [Queen Anne and Redcoat Cafés](#) and enjoy unique views of the City of Edinburgh.



Map Index
(Feature Level)

Scottish Parliament

Undiscovered Scotland: The Ultimate Online Guide

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[Edinburgh Area Connections \(Feature Level\)](#)

The Parliament Building lies near the east end of Edinburgh's Royal Mile, close to the Palace of Holyroodhouse.

[Scottish Parliament website](#)

Public Information service,
The Scottish Parliament,
Edinburgh EH99 1SP.
Tel: 0131 348 5000.
or 0845 278 1999.

sp.info@scottish.parliament.uk

Opening Hours: Open to the public daily except 25 & 26 December and 1 & 2 January.

Weekdays, Business Days: (Normally Tuesday-Thursday) 9.00am to 7.00pm.

Weekdays, Non-Business Days: (Normally Mondays & Fridays, plus every weekday when Parliament is in recess): April to October 10.00am to 6.00pm; November to March 10.00 to 4.00pm.

Weekends: All year 10.00am to 4.00pm.

Last admission 45 minutes before closing; last orders in the café 30 minutes before closing.

Admission to the Parliament Building is Free. This includes the main hall, shop, café, and, on non-business days, the public gallery. Admission to the public gallery on business days is by (free) ticket: check at the Visitor Information Desk.

On non-business days including all recess days and weekends guided tours are available at a cost of £3.50 per person.

Left Index (Feature Level)



Exterior of the Debating Chamber

"There shall be a Scottish Parliament." This was the opening clause of the Scotland Act 1998 which led the following year to the establishment of the first Scottish Parliament since 1707 (see our [Historical Timeline](#)). These are also the words inscribed on the head of the Mace of the Scottish Parliament, handed to the Parliament by the Queen at the official opening of its first session on 1 July 1999.



Queensberry House

For the first four years of its new life the Scottish Parliament usually met in the Assembly Hall of the Church of Scotland on The Mound in [Edinburgh](#), while Members of the Scottish Parliament (MSPs) had their offices in a nearby office building borrowed from Edinburgh City Council.

Meanwhile a new Scottish Parliament Building was being built near the foot of the Royal Mile on a site previously occupied by a brewery. The design and construction of the new building was - and remains - the subject of huge controversy in Scotland. Initially thought likely to cost around £50m, it ended up costing £431m.

The Scottish Parliament Building opened for business, and to the public, in Autumn 2004. Was it worth £431m? Opinions inevitably differ wildly: but it seems clear that had it been managed differently, the same building could have been constructed for less.

But is the Scottish Parliament Building a fitting home for the Scottish Parliament? Again, not all would agree. But for us the Scottish Parliament represents the rebirth of a nation that for over 290 years merged its concerns and interests with the often different priorities of a much larger



The MSP Building



The Tower Buildings



Reid's Close and MSP Building

neighbour. We're obviously biased, but for us the best nation in the world deserves the best parliament building in the world. And we believe we now have it.

All that now remains is for the Scottish Parliament, the members themselves, to "raise our game" in the words of the First Minister during the first debate in the new chamber. Many MSPs came to the Scottish Parliament from a background in local politics, and all too often it has shown.

Perhaps this magnificent new building will allow them to broaden their horizons to encompass the whole of this nation of ours. If so we will emerge with not just a Parliament Building worthy of Scotland, but a Parliament worthy of Scotland as well. And that really would be £431m well spent!

The Scottish Parliament Building is open to visitors almost all year round (see details on right), and admission is free. What you can see depends on whether it is a business day or not (i.e. whether the Parliament is sitting that day).

On business days admission to the public gallery of the debating chamber is by (free) ticket. Visitors also have access to the Main Hall on the lower level of the Debating Chamber Building, and to the shop and café there. On non-business days it is also possible to visit the public gallery of the Debating Chamber for a short free talk by a member of staff.

On non-business days including all recess days and all weekends it is also possible to take a fuller guided tour of Parliament Building at a cost of £3.50 per person. Advance booking is advisable: contact information is on the right.

And a visit the Scottish Parliament Building really should now form part of any visit to [Edinburgh](#). When we first saw the [Great Hall](#) at [Stirling Castle](#) we wondered how amazing its vast space must have seemed to the average early 1500s visitor. Your first experience of the Debating Chamber at the Scottish Parliament Building must give much the same feeling of awe and wonder.



Main Hall Beneath the Chamber

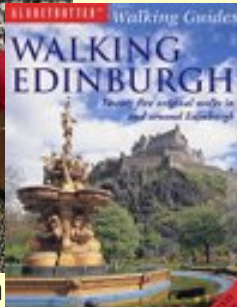
Over time the controversy surrounding the Scottish Parliament Building will fade: but we hope the magnificence of the building

Bookshop

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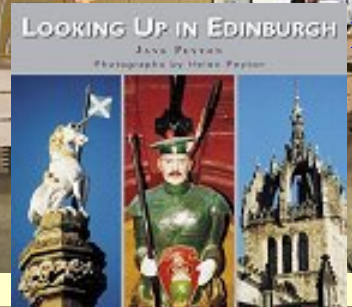
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[Walking](#)



[Lonely Planet](#)



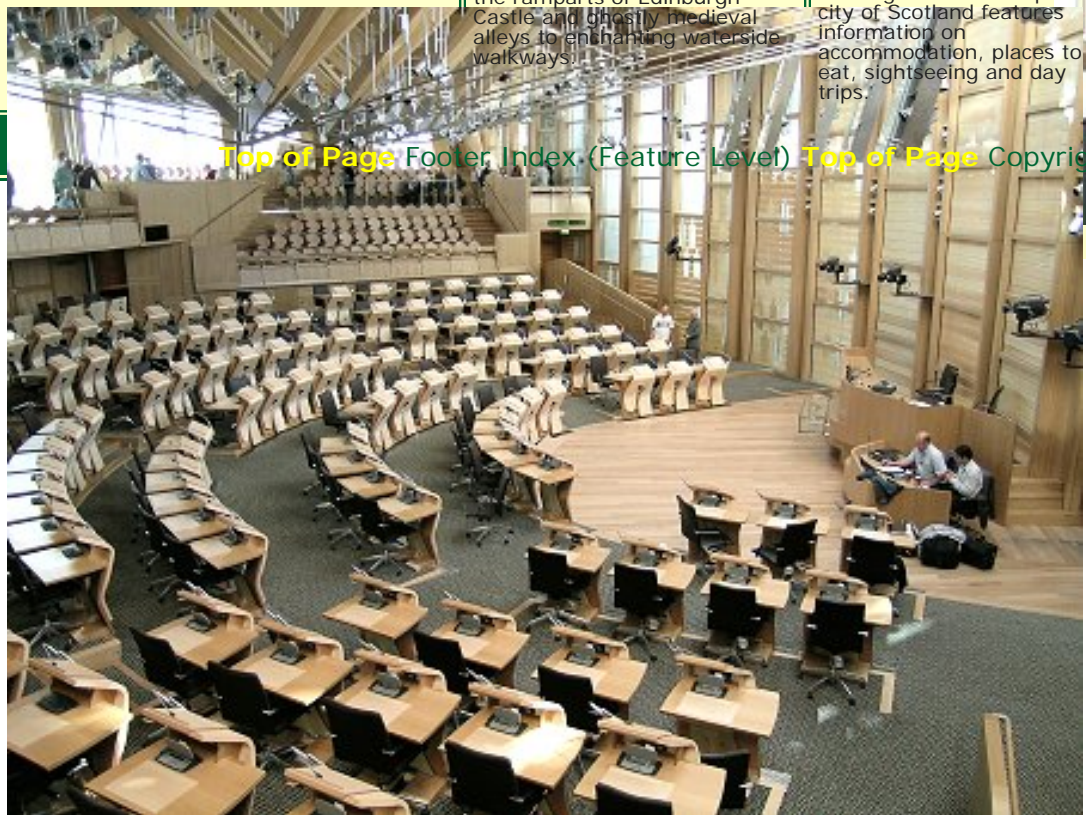
[Looking Up in](#)

Architecture: John Rodger (June 2001). A concise and critical pocket-sized guide to the history of Edinburgh, it focuses on significant projects built since 1990 as well as at the time of the author's visit.

Edinburgh (Globetrotter Walking Guides): Robert Gibb (June 2002). Edinburgh in all its glory through 25 carefully chosen walks (with route maps). From the ramparts of Edinburgh Castle and ghostly medieval alleys to enchanting waterside walkways.

Planet Edinburgh: Neil Wilson (June 2007). The heritage of the Edinburgh International Festival, the Fringe Festival and the Military Tattoo, this travel guide to the capital city of Scotland features information on accommodation, places to eat, sightseeing and day trips.

Edinburgh: Jane Peyton (June 2004). Whether you're enjoying your first visit or your tenth, you'll find something new and wonderful in Edinburgh with this gem of a guide in hand.



The Debating Chamber

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The Scotch Whisky Heritage Centre has teamed up with hotels in Edinburgh, to offer Whisky Breaks. [Details of Whisky hotel breaks in Edinburgh](#)



The tour is available in **eight language** versions and takes about 1 hour.

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THE PALACE OF HOLYROODHOUSE

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Andrew Holt, *The Royal Collection* © 2006, Her Majesty Queen Elizabeth II

Founded as a monastery in 1128, the Palace of Holyroodhouse in Edinburgh is The Queen's official residence in Scotland. Situated at the end of the Royal Mile, the Palace of Holyroodhouse is closely associated with Scotland's turbulent past, including Mary, Queen of Scots, who lived here between 1561 and 1567. Successive kings and queens have made the Palace of Holyroodhouse the premier royal residence in Scotland. Today, the Palace is the setting for State ceremonies and official entertaining.

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Holyrood Park and Arthur's Seat

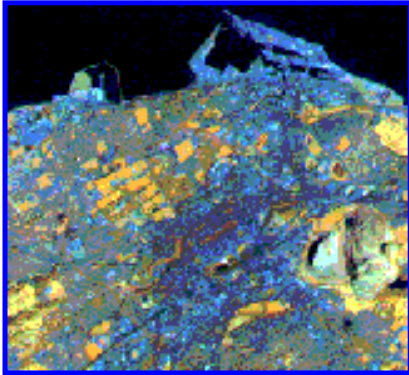
A Multi-Media Experience

Bruce M. Gittings, Department of Geography, University of Edinburgh



This page is part of the [Edinburgh Tour](#) provided by the [Department of Geography](#) at the University of Edinburgh

To the east of the Castle, the large hill which resembles a crouching lion is Arthur's Seat, situated within Holyrood Park. Arthur's Seat is an extinct volcano - the largest of a number which gave this region its shape.



Holyrood Park, extending to about 650 acres, must be the largest area of charmingly unmanicured wildscape at the centre of any European city. This satellite image shows the City of Edinburgh, surrounding the park, which is the lime-green area on the right of the image. Holyrood park is also known as the Queen's Park, because it is owned by the monarch, although almost always open for the public to enjoy. It is well worth a visit; although entirely surrounded by the city, the park offers solitude and stimulating walking.



These two aerial photographs show the extent of Holyrood Park. Notable are Salisbury Crags, the arc-shaped feature central to the left-hand photograph, and Arthur's Seat is in the lower right of the same photograph. The right-hand photograph shows several of the ancient lava flows which have come from the volcano. Encircling the main features of the park is the road known as the Queen's Drive.



Alongside Arthur's Seat are the Salisbury Crags, which rise majestically from the Queen's Drive.



The view from the summit of Arthur's Seat (giving the impression of a mountain, towering over the city, yet only 823 feet above sea level) is Olympian; the top is not as inaccessible as one might think, particularly if the climb is tackled from Dunsapie Loch on its eastern flank.



The area around Dunsapie Loch (a loch is the scottish name for a lake) gives the impression of remote countryside well away from busy city life. Sitting by its shore, along with swans and ducks, will easily convince tourist and Edinburgher alike that the city is a mirage far distant from this peaceful solitude.



Dunsapie is but one of three lochs within the Holyrood Park. To the north of Arthur's Seat is St Margaret's Loch, shown on this photograph, looking north towards Meadowbank sports stadium (built for the Commonwealth Games in 1970) and the River Forth with Inchkeith Island.

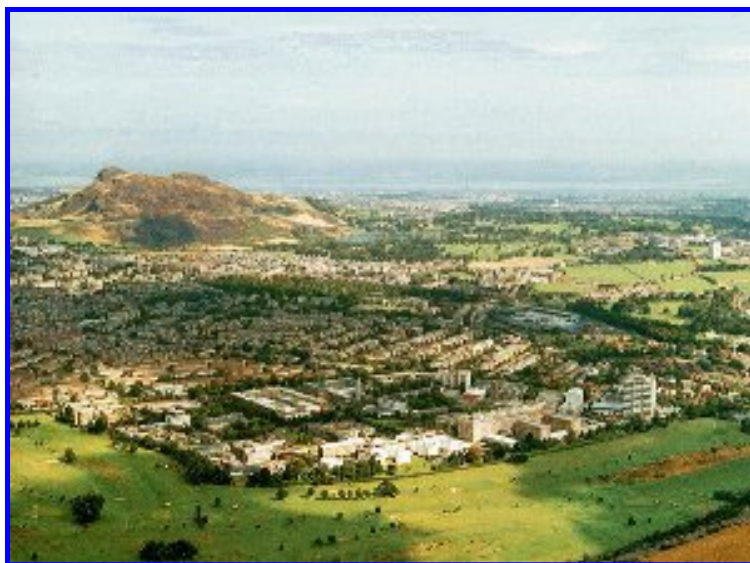




Close by is St. Anthony's Chapel, an ancient ruin perched on the side of the ancient lava flows which descend from the volcanic heart of Arthur's Seat.

More information on Arthur's Seat and Holyrood Park:

- The [Geology](#) of Holyrood Park **NEW**
- Arthur's Seat and Salisbury Crags in the context of the [Geology of Edinburgh and the Lothians](#) **NEW**
- A [3D computer-generated view](#) of Holyrood Park
- A computer-generated [fly-through](#) of Arthur's Seat and Salisbury Crags
- [Designing](#) a Three Dimensional Visualisation of Arthur's Seat
- [Climbing in Holyrood Park](#)



Photograph © K. Roy Gill



These pages are provided by the [Department of Geography](#), University of Edinburgh as part of [Scottish Geology Week](#). Scottish Geology Week is coordinated by Scottish Natural Heritage.



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Tuesday, 21 June 2005 Stirling (out and back)

We took the train from Edinburgh's Waverly Station to Stirling. The Stirling tourist bus stops at the station so there is ready access to most of the nearby sites. Unfortunately it does *not* include stops at Bannockburn or the other nearby battle sites, nor at the ruins of Cambuskenneth Abbey.

The centerpiece of Stirling is [Stirling Castle](#). Unlike many castles, this one has all the history that one would want. It's been attacked or besieged at least 16 times. It has six major historical battlefields within visual range (if the atmosphere is clear and you know where to look!). Murder has been done *by* royalty and *to* royalty in the neighbourhood. Stirling Castle's importance was two fold:

1. It sits on a cliff nearly as prominent as that of Edinburgh's castle.
2. It overlooks a critical strategic crossing of the Forth River -- except in recent times, much of the surrounding area was marshland, crossed by a single causeway and bridge over the Forth (which is still tidal at Stirling). Surrounded by ranges of hills that also tended to funnel traffic north and south of the river, Stirling commanded both east-west and north-south travel in Scotland.



From the Outer Defences, you can overlook the Church of the Holy Rude and into the old town of Stirling.



Turning around, you can see the Bowling Green Gardens and the Palace of James V.



This is the Inner Close, with the King's Old Building on the left and the Chapel Royal on the right. The Close is really sloped like this as the posture of the nearest woman shows.



The following picture is in "Earl Douglas' Garden", a restful triangular green area behind the King's Old Building. It's not "Earl Douglas' Garden" because he liked it, it's called that because legend has it that his body was thrown thrown out of the window *into* it after he was murdered by James II.



From the parapet bordering the garden, you can look over the Nether Bailey and magazines to the Trossachs Range in the distance. The leftmost of these low buildings houses a team of weavers who are knot-by-knot weaving reproductions of the Unicorn tapestries with authentic materials and techniques. I've seen the originals in The Cloisters, a branch of the Metropolitan Museum of Art in New York City. The goal is to hang the reproductions where the originals once hung, an amazing effort that will take years to complete but will be magnificent when done.



Here are two pictures from Stirling Castle across the valley to the Wallace Monument on another rocky outcrop. The first shows the Stirling Bridge over the Forth (one of those six historic battlefields). The second shows the statue of Robert the Bruce before the entrance to the castle.





Here's a closer view of the older Stirling Bridge as we whiz across the modern one on the tour bus. The Battle of Stirling Bridge was fought in 1297. This bridge dates from the sixteenth century. Like 1066 Stamford Bridge outside of York, no trace of the wooden 1297 Stirling Bridge can be seen. The tide has turned and is starting to ebb.



We crossed the valley on the tour bus to the Wallace Monument. Although you *can* ride up the hill, most people don't and we didn't. It's a fairly steep climb but certainly doable. Beth was undaunted and also climbed the tower. I didn't. I might have early in the trip, but I was footsore and tired of spiral staircases by this point.



Here are two "takes" of William Wallace. The first is the older one on the [Wallace Monument](#). The second is at the Visitor Centre at the base of the hill and is obviously post-Mel Gibson.





This is looking back from the Wallace Monument to Stirling Castle. The Forth crosses the scene where the line of trees form a horizontal line in the middle distance in front of the castle.



We headed home back to Edinburgh for dinner and tomorrow's longer train journey to Oban and back.

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Stirling Castle

Undiscovered Scotland: The Ultimate Online Guide

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Visitor Information:

Stirling Castle is open all year seven days a week except Christmas Day and Boxing Day. Tel: 01786 450000.
 Opening hours: April to September 9.30am to 6.00pm and October to March 9.30am to 5.00pm. Last ticket sold 45 minutes before closing.
 Admission: Adult £8.50, Child £3.50, Concession £6.50. Last ticket sold 45 minutes before closing. Stirling Castle tickets include admission to [Argyll's Lodging](#).
 Car Parking £2.00 for 2 hours.
 Visit [Historic Scotland's](#) own web site.

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Stirling Castle from the West

A visit to Stirling Castle is an essential part of any visit to central Scotland. Its location rivals even [Edinburgh Castle's](#) for sheer magnificence as it sits on its high volcanic rock, visible for many miles in every direction.

The Castle is in the care of Historic Scotland and is open to the public all year round and

seven days a week. This page provides a brief glimpse of what the castle has to offer; you can find out more about particular parts of it via the clickable map to the right.



Seen from the East

A site as important as the castle rock at Stirling, guarding as it does the lowest crossing point of the River Forth, would have been of strategic interest to anyone wanting to control central Scotland.

There is no actual evidence that the Romans or the Votadini or the Picts who fought over this ground in the first millennium A.D. fortified the rock: it simply seems highly likely that they would have done. And it is sadly only an attractive theory that the legend of Camelot is based on a castle here during King Arthur's conquest of parts of Scotland in the 6th Century.



The Great Hall

During a long and bloody history Stirling Castle has been attacked or besieged at least 16 times. Three battles have been fought in its immediate vicinity, two of which were turning points in Scottish history: and a fourth equally important battle took place just a few miles to the north.

A number of Scottish Kings and Queens have been baptised, or crowned, or died within or near Stirling Castle. At least one King was murdered nearby: while another committed murder within its walls.



The Palace

See our [Stirling Castle Timeline](#) for a detailed history of the castle, or our [Historical Timeline](#) for the wider picture across Scotland.

With the exception of the [Outer Defences](#), most of Stirling Castle dates back to the 100 year period between 1496 and 1583, and to the efforts of three Kings, [James IV](#), [V](#) and [VI](#) and one of their Queens, Mary of Guise. But the Castle provided a home for Scottish Kings and Queens from the days of [Alexander I](#) (and probably earlier) until the Union of the Scottish and English Crowns under [James VI](#).



The Forework Gatehouse

The clickable map on the right links to nine further pages covering:

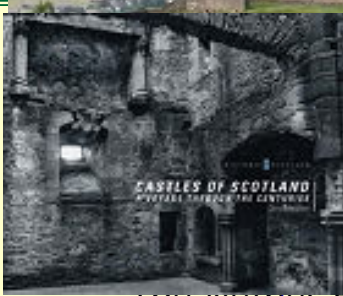
[The Outer Defences](#), largely built between 1711 and 1714, but based on work by Mary of Guise from 1559.

[The Forework](#), [James IV's](#) imposing defensive works built around 1503.

[The Outer Close](#), the area stretching from the Forework Gatehouse to the North Gate and including the Grand Battery and Great Kitchens.

Bookshop

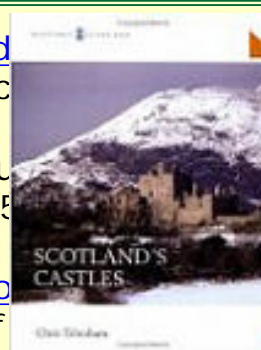
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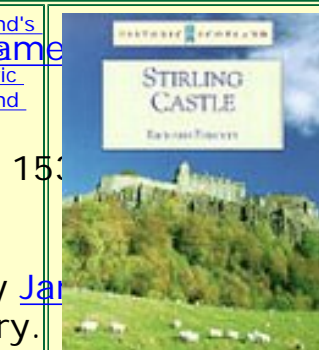
Castles of Scotland



Castles and Tower Houses of the Scottish Clans 1450-1650



Scotland's Castles



Stirling Castle

Scotland: Chris Toivonen (August 2005). This book is a must for all those fascinated by Scotland's culture, history and heritage. Scotland's breathtaking countryside is studded with ancient castles, and many have stood strong for more than a millennium, each bearing witness to the rich and often bloody history of the nation. The castle occupying the northern part of the castle rock.

[Houses of the Scottish Clans 1450-1650 \(Fortress S.\): Stuart Reid, Graham Turner \(Illustrator\) \(March 28, 2006\).](#) Scottish castles and Tower Houses evolved as fortified dwellings that were erected in an environment of weak royal authority and feuding between rival clans. They demonstrated a strong and highly successful design that formed the core of many larger structures.

[Tabraham \(January 11, 2005\).](#) The authoritative and engaging story of Scotland's castles from the 12th to the 16th centuries, from mighty castles royal to tall storeys and spooky dwellings. Despite their grand associations, Scottish castles were central to the lives of many Scots, of all social stations.

[Scotland: Stirling Castle: Richard Fawcett \(February 1996\).](#)

Stirling Castle with a tower of the castle and human dramas. It is a survey of a site which, strategically, was perhaps the most important in the whole of Scotland.

[The Cafe and Shops](#) available for visitors to the castle.

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The Chapel Royal



The Great Hall from the Gallery

And, finally, don't think that Stirling Castle is all that Stirling has to offer the visitor. Once you've toured the castle, try to make time to take a look at some of [Stirling's other attractions.](#)

Places to Visit around the Town of Stirling



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The Wallace Monument

Leave M9 at junction 10 by Stirling

Abbey Craig, 1 mile North East of Stirling town centre, via Causewayhead

Tel: 01786 472140

Building the Monument

New Exhibition

The Wallace Monument was completed in 1869 on the back of a wave of nationalism then sweeping Europe, with expatriate Scots and international figures contributing towards its construction.

A new exhibition tells the fascinating story behind the building of the monument, including the fund-raising campaign, the design competition, and the building and opening of what has become a national landmark.

220 feet (67m) high, this Victorian Gothic tower was opened in 1869 to commemorate Scotland's greatest freedom fighter, Sir William Wallace (1267-1305). It was funded by public subscription, and donations poured in from expatriate Scots around the world. Support came from many European leaders, including the Italian patriot, Garibaldi.



In 1296, Edward I of England invaded Scotland and the Scottish Wars of Independence began. William Wallace began a guerrilla campaign against the English and became known as the hammer and scourge of the English. On 11th September, 1297, the Scots defeated the English army at the Battle of Stirling Bridge.

After defeat at the Battle of Falkirk in 1298, Wallace was betrayed and captured. He was hanged, drawn and quartered in London in 1305, and has since become a symbol for Scotland and Freedom.

The monument is on the Abbey Craig, a rocky crag from which Wallace watched the English army gather on the South side of Stirling Bridge.



246 steps take you to the top of the tower and there are three chambers where you can stop off during your climb. Take your time and catch your breath while you look at Wallace's famous double-handed broadsword, meet Wallace and learn of his struggle to free Scotland from English rule.

In the Scottish Hall of Heroes you will meet other great Scots sculpted in marble. Writers, explorers, inventors and statesmen including, Robert the Bruce, Sir Walter Scott, David

Livingstone, Robert Burns and James Watt.

The third floor of the Wallace Monument contains a

360° diorama where you will learn about the history of the surrounding landscape. On the viewing platform above you will witness one of the finest views in Scotland, over the town of Stirling and the carseland of the Forth Valley, as far as the Forth bridges in the East and Ben Lomond in the West.

There is a



shuttle bus which runs from the visitor centre car park beside the Sword Hotel, to the top of the Abbey Craig. The statue of William Wallace beside the visitor centre caused some controversy when it was unveiled as many thought that it bore an uncanny resemblance to Mel Gibson.

Or you could walk the tarmac path up the hill and through the woods which surrounds the monument. If you decide not to climb the Wallace Monument, you will still be rewarded with a panoramic view from the base but the view from the top is breathtaking.

While you are up on the Abbey Craig, it's worth taking time to explore the semi-natural woodlands. Keep to the footpaths and do not venture near the edge of the cliffs.

Getting there

There is a frequent bus service connecting Causewayhead to Stirling town centre - inquire at the bus station. In the Summer months, the Wallace Monument can be reached on the green and cream, open-top Stirling Tour buses, which run between Stirling Castle and the monument every half hour

If you are on foot, the monument can be reached by walking over Stirling Old Bridge and heading straight out on the Causewayhead Road. Cross over at the Causewayhead roundabout to the William Wallace pub. Walk up Logie Road to the Hillfoots Road and straight on to the visitor centre. The walk will take you about 30 minutes.

Open

Daily All year weather permitting

January - February 10.30 - 16.00

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July - August 09.30 - 18.30

September 09.30 - 17.00

October 10.00 - 17.00

November - December 10.30 - 16.00

- Closed 25th, 26th December and 1st January

Admission

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Child/Senior £4.00

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Family £16.00 (2 adults and 2 children)

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Picnic area.

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Wednesday, 22 June 2005 Oban (out and back)

Once we decided to extend the trip north into Scotland, the next inevitable question was "Can we do the Highlands?" The answer, sadly, was no. At least not an extended overnight or longer trip. BUT, there is rail service from Edinburgh to Oban and the schedules do permit this to be done as a day trip.

This was the first time I've received a "codger fare". When we booked out tickets, the ticketing clerk in Edinburgh pointed out that ScotRail currently had a special for people over 55 traveling in the Highlands. 55 fell between Beth's and my ages so I got to travel all day for £11 while Beth had to pay three times as much. Nyah nyah! It was a glorious trip, absolutely worth the time.

The first leg was by mainline corridor train to Glasgow where we switched to a multiunit "local" to Oban. Beth was concerned about the time between trains but Glasgow Station isn't all that big and we had no trouble at all in either direction. The line *out* of Glasgow is definitely *not* mainline. It goes up hill and down glen, sometimes at water level and sometimes up on the ridges. Tree limbs frequently brush the cars, held at bay more by the trains' frequent passages than by right of way clearance activities.

I took many pictures but a lot of them are blurred, or have trees at inopportune times or window reflections. I saw hundreds of classic photo opportunities which went uncaptured as I couldn't just stop the train and ask it to wait! This first picture is west of Glasgow at sea level. The morning clouds had been threatening but the day improved as we traveled.



Here is [Kilchurn Castle](#), a few miles east of Oban. It is not the superfamous castle that everyone is familiar with -- that's [Castle Stalker](#) about 25 miles *north* of Oban. Without a car and time, we didn't get a chance to see it.



Our trusty multiunit train in Oban. The trip must have been spectacular behind steam power. You can't really talk about huffing and puffing with diesels.



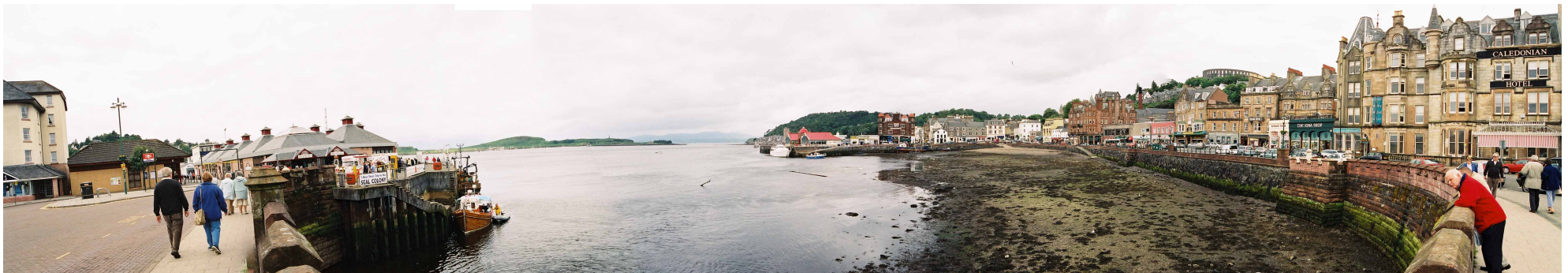
We walked through the town of [Oban](#) a bit and then went to the Waterfront Restaurant for lunch, it's the squarish building right at the left edge of this photograph.



And this is what we saw while we ate. I had a mixed seafood plate of smoked and baked fish which was really great.



We then walked back around town and played the game of "spot the webcam". We'd been watching the [webcam](#) for months so matching up the views allowed us to finally figure just where on the buildings the thing was attached. Here is a 10-frame panorama -- like the ones in Lower Slaughter or at Castlerigg, you need to imagine this on the *inside* of a cylinder. The wall visible to right and left is the same gently curving one and the harbour is much more spacious than this would lead you to believe.



If we had opted for the six-hour stay rather than the shorter one, we would have taken time to tour the Oban Distillery. We did buy a bottle of Oban 14-year single malt at the Whiskey Heritage Centre in Edinburgh.

Back on the train and return through the dappled sunlight on the Highlands. It was another day better than we could have expected.



Here are the "bonny banks" of Loch Lomond. Having just been at loch side the train is labouring to climb to the pass to cross over into salt water country and the approach to Glasgow.



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Kilchurn Castle

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Access to the castle from Loch Awe: park by the railway station below the hotel.
Tel: 01838 200440/200449.

Please note the comments about access problems, left.
Visit [Historic Scotland's](#) own Web site.

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Kilchurn Castle from Lochawe in Early Morning Haze

Many Scottish castles tell the story of the changing times they lived through. It is quite common to find a castle that started life as a stronghold before being converted over the years to first a comfortable, then a showcase, home: or which was abandoned in favour of a nearby fine house when the struggle of conversion became too much trouble, and defence was no longer a priority. **There has for some time been a problem with the long established access to Kilchurn Castle from the east: [find out more.](#)**



Seen from the Headland

Kilchurn Castle evolved in a slightly different way. It was built in about 1450 by Sir Colin Campbell, first Lord of Glenorchy, and it started life as a five storey tower house with a courtyard defended by an outer wall. By about 1500 an additional range and a hall had been added to the south side of the castle. Further buildings



Attacker's Eye View



Kilchurn Castle from the East



...And from the South

went up during the 1500s and 1600s.

Not often appreciated today is that when built, Kilchurn was on a small island in Loch Awe scarcely larger than the castle itself: you can see this on part of a map drawn by Timothy Pont in the late 1500s [here](#). Most sources suggest it was accessed via an underwater or low lying causeway: you only have to look at the castle today to see that when water levels were lowered by clearance of the loch's outflow in 1817, they didn't drop by far.

Kilchurn's development started to take an unusual turn in 1681. In that year, Sir John Campbell of Glenorchy was made first Earl of Breadalbane. His aim by 1689 was to take advantage of the

turbulence that saw William and Mary become joint sovereigns (see our [Historical Timeline](#)). To this end he spent much of the 1690s converting Kilchurn Castle into a modern barracks capable of housing 200 troops. This saw the addition of a three storey L-shaped block along the north side of the castle.

By 1698 the Government had begun to convert Fort William into a stone fort from the wooden structure that had been placed at the head of Loch Linnhe in 1690. Whatever Sir John Campbell's real intentions in converting Kilchurn Castle, they were overtaken by the establishment of [Fort William](#).

The Castle was used as a Government garrison during the 1715 and 1745 Jacobite Rebellions: but the family's efforts to sell it to the Government were unsuccessful. They left in 1740 and moved to Taymouth Castle in eastern Scotland, to spend

Bookshop

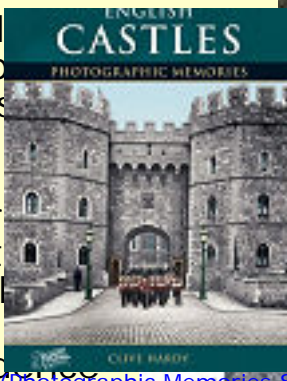
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The castle was built by the English in the 12th century. It was the first of a new type of castle, the tower castle, which was built in the 12th and 13th centuries. The castle was built on a hill and was surrounded by a moat. It was the first of a new type of castle, the tower castle, which was built in the 12th and 13th centuries.

[English Castle - An Account of Its Development as a Military Structure](#) by Hamilton Thompson (August 26, 2005). A

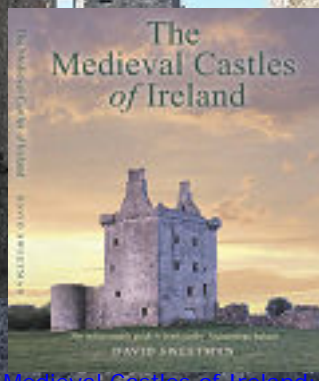
Most of the guide books tell you that you can get to Kilchurn Castle by boat from Lochawe during the summer months. You can, and contact information is on the right. The boat leaves from a landing by the Railway Station and good parking is available at the bottom of a steep track that descends from the main road a little west of the Lochawe Hotel.



[English Castles - Photographic Memories](#) by Clive Hardy, Francis Frith (March 15, 2005). Approximately 100 photographs from the Francis Frith Collection of a selection of castles spanning over 100 years.



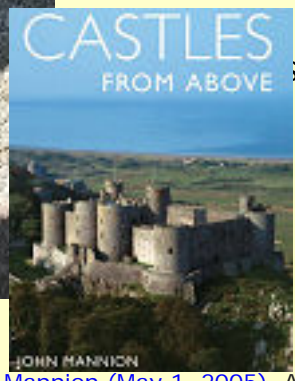
[Francis Frith's English Castles](#)



[The Medieval Castles of Ireland](#) by David Sweetman (June 2005). This is the most up-to-date study on Irish castles. The book traces the development of the Irish medieval castle from the drawing on the research and records of the Archaeological Survey. It begins with the Anglo-Norman invasion and works through to the strong houses and fortified houses of the sixteenth and seventeenth centuries.



[Castles From Above \(From Above S.\)](#) by John Mannion (May 1, 2005). All of the UK's best-known castles are shown here in dramatic aerial photographs which capture the majestic beauty of these imposing structures. Photographs include Bodiam, Leeds, Arundel, Orford, Pendennis, Beaumaris, Conwy, Caernarfon, Harlech, Lindisfarne, Bamburgh, Durham, Glamis and Cawdor.



[Castles From Above \(From Above S.\)](#) by John Mannion

Remains of Captured Tower

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Until 2003 it was possible to reach Kilchurn Castle on days when the boat wasn't running via a track from the east shown on the Ordnance Survey map. But Network Rail have locked and secured the gates on the level crossing a short distance along this track. You can find out more about the problem, and what you can help do about it, [here](#).

Kilchurn is possibly best appreciated by walking around the headland on which it stands. It looks very different from different angles, and the barracks are in stark contrast to the medieval feel of the tower on the south side. Internally you can appreciate some parts of the castle, but access to others can depend on whether the castle is manned at the time or not.

Possibly most spectacular are the remains of the tower struck by lightning in 1760. Unless you know what you are looking at this can be mistaken for a stepped circular podium in the courtyard: an odd feature but not a remarkable one. What is remarkable is the power that caused this much stone to end up lying here.

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THE CHATELAINE'S SCOTTISH CASTLES

Castle Stalker

near Oban



Photo © [Highland Photographic](#)

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Castle Stalker is located 25 miles north of [Oban](#) on the west coast of Scotland.

Built around 1540 by Duncan Stewart of Appin, this much-photographed castle was gifted by him to James IV for use as a hunting lodge. In fact, its Gaelic name *Caisteal Stalcair* translates literally as 'Castle of the Hunter'. It sits at the mouth of Loch Laich (by Loch Linnhe) on a rocky islet known as the Rock of the Cormorants which is also the battle cry

of the Stewarts of Appin.

The castle, like so many in Scotland, has had a turbulent history. One 17th century Stewart gambled it away to a Campbell for an eight-oared galley. During the 1745 Jacobite Rising it was used as a garrison for troops.

Abandoned around 1780, it lost its roof shortly before 1831 and was restored from its ruinous state in the late 1960s by the late Lt. Col. Stewart Allward whose family still owns the castle.

It is open in on certain days (May - September) by appointment only - telephone 01631 730 234 or email: visits@castlestalker.com. There is a charge of 6 UK pounds per adult and 3 pounds per child (including the trip over to the castle which I believe is by amphibious car!).

For further information, visit the official site at castlestalker.com

[Castle Stalker View Cafe & Gift Shop](#) is open all year except January. Located on the main A828 overlooking Loch Linnhe.

Travel Info

- [The Internet Guide to Oban](#) and [Fort William](#): accommodation, sightseeing, transport, tours, etc.
- Nearby [Dunstaffnage Castle](#), [Dunollie Castle](#) and [Barcaldine Castle](#).
- Scotland's Best B&Bs (4 and 5 star accommodation) have members in [Oban](#) and [Fort William](#).
- [The Stewart Hotel](#): Glen Duror, Appin.
- [Scotland Made Easy](#): customised self-drive tours
- [Clans & Castle Tours](#): guided tours or self-drive tours in Scotland.

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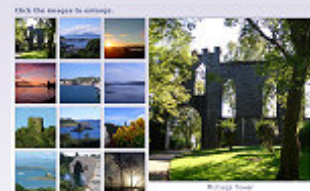
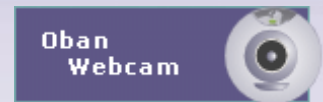
Welcome to Oban & Lorn

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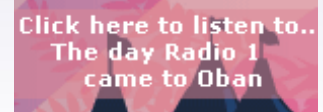
If you want information on Oban - 'Gateway to the Isles' - this is the site for you. The Oban and Lorn Tourism Association has put together information on the scenery, landscapes and seascapes and the numerous activities that can be enjoyed in the ancient district of Lorn.

There are also accommodation lists for hotels, guesthouses, b&bs and self catering properties in the area as well as a wealth of information on places to eat, attractions, nightlife and local businesses and services.

If you are interested in obtaining more information on Oban & Lorn, please contact the Oban Tourist Information Centre.



[View the Oban Gallery](#)



A multi-lingual welcome to Oban and Lorn

Oban Tourist Information Centre, Argyll Square, Oban, Argyll, SCOTLAND
Tel: +44 (0)1631 563122, Fax: +44 (0)1631 564273, Email: info@oban.org.uk

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Welcome to Oban & Lorn

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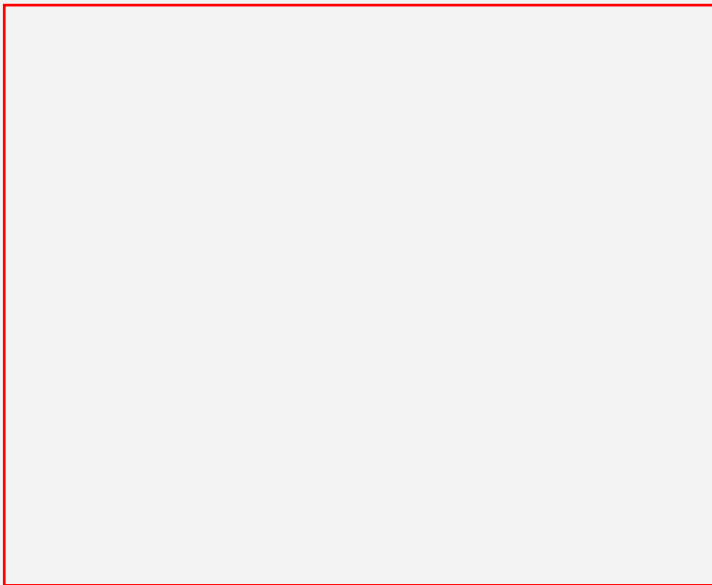
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The webcam is located in the upstairs restaurant of [McTavish's Kitchens](#), Oban

Oban Gallery



North Pier with the Island of Mull in the background



South Pier with the Lightship Pier in the background



South Pier - ferry terminal



Yachts lying at anchor - Isle of Kerrera



Web visitor 'hello' point on George Street



Oban Bay and Kerrera in the background



North Pier with Oban Cathedral in the background



Oban Bay



Obay Bay - wide



North Pier with Hutchesons' Memorial in the background

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A Diary of Our 2005 UK Journey (page 28)

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Thursday, 23 June 2005 Edinburgh

One full day left in the UK. We had set this aside for rest (if needed), a few last bits of sightseeing, and a modicum of shopping for ourselves and family back home. As usual, we took "our" neighbourhood bus into Waverly Station and then walked along the gardens between the upper, Old Town and the lower, New Town.

This is the [Ross Fountain](#), below Edinburgh Castle. The tour bus guide claimed that it was placed in the sunken gardens rather than at street level because the nymphs were too scantily clad for the time and place.



In Victorian times, Edinburgh's closes were dingy alleyways that lead to mazes of squalid tenements. Gone are the days of the McLevy stories by David Ashton on BBC Radio Four and Seven. Today, the surviving Old Town closes lead to attractive and very pricey flats and offices.



The building in the center is the John Knox house, for a time the home of the leading figure of the Scottish Reformation and one of the reasons for Mary Queen of Scots fleeing Scotland.



And one final picture of the entrance to the Palace of Holyroodhouse (and a mini roundabout in remembrance of the many we experienced great and small).



Before heading back to the hotel we explored the [Museum of Scotland](#) and the [Royal Museum](#). They're side-by-side on Chambers Street. Indeed, they're interconnected on many floors. Of the two, I much preferred the Museum of Scotland which focuses on the archaeology and history of Scotland. I thought it particularly well designed and labeled. One progresses up the floors like archaeological strata. The Royal Museum is something of a generalist by contrast -- decorative arts, science and industry, natural history. A nice museum but I'm spoiled by the Smithsonian Institution where there are separate huge buildings on each subject around the Mall in Washington.

Beth the indefatigable went for another lap around the botanical gardens after we got back to the hotel, but I'd had enough. It was time to go home.

Friday, 24 June 2005 through Monday 27 June 2005 -- The Journey Home (The Search for Spock's Luggage)

If you want to leave this narrative on a happy, upbeat note, stop reading now for it is downhill from here.

We did get a good taxi driver to take to the airport, pleasantly and efficiently. BUT... the weather which had been good to us for most of our trip was worsening all over the UK. Particularly severe storms were

passing through Heathrow in the morning and continued off and on during the afternoon. UK readers may remember the news of the flooding at the Glastonbury Festival (pictures of tents and bags floating in huge mud puddles, etc.). These were the same storms.

We'd always been nervous about the 90 minutes between our Edinburgh-Heathrow flight and take off for the US. No, we could not check in early. No, we could not book an earlier flight. All flights were being delayed. And so on. Lunch in the airport. Spend our last local currency and coins. Onto the flight perhaps 40 minutes late. Maybe, just maybe, the US-bound flight would be delayed getting *into* Heathrow. No such luck. It was boarding as we were landing, and had already taken off by the time we got through the terminals. Oh boy!

Back through Customs (Yes, we're re-entering the UK but we never left. No we're not crazy. Thank you.) Go to the service counter. No more flights to anywhere close in North America today (or at least none with any seats left). Into an airport hotel at BA's expense (or perhaps American Airlines' after they argued about it) with meal vouchers, but NO LUGGAGE.

After dinner, wash out our clothes and dry them (mostly) with the iron and board in the room. What fun after a miserable day! I did get to watch a bit more cricket on the telly at least although all the news was about Wimbledon at this point.

Saturday afternoon.

Should have been home but still in Heathrow. We're queued up to board at last and they're changing our seats. Oh no! (But I did end up with a seat that had no seat immediately in front of it because of a window exit in that row.) The flight across the Atlantic was fine and I spotted Newfoundland and most of the Nova Scotia coast before we started to descend.

In final approach to Logan Airport. Flaps down, landing gear down. Roar! Engines to full thrust and gear up into a steep climb! Turns out there had been another plane on the runway that had failed to clear in time and air traffic control put us into evasive maneuver to go around and retry. I've never had that happen to me, but it appears that several of these near misses occurred at Logan around late Spring and early Summer.

Down on solid ground. I didn't quite do the Pope thing and kiss the ground (mostly because we were twenty feet in the air in a jetway) but it was becoming more likely. Heat and humidity like a wall. 3H weather (hazy, hot and humid). On to Customs. No bags (except our carryons). What a surprise. Another visit to another harassed customer service agent. Are we sure we didn't miss our bags? (No, ma'am, we kinda like our clothes and souvenirs (and Scotch!!), three bags full but invisible). "One is coming in tonight," she says. "And where, pray, are the other two?" we say. "What other two?" she says. And on and on.

Drag ourselves to the shuttle van (we'd called from London to tell them we were going to be a day late). Home safe and sound, if tired and cranky and without most of our worldies. But at least at home where

there WERE some clothes that we didn't take.

Saturday night-Sunday morning.

As we'd given permission previously, one bag (Poppa Bear) arrived on our porch in the middle of the night.

Unpack it and wonder when Momma Bear and Baby Bear would show up.

Sunday night-Monday morning.

Another midnight delivery and we had the rest of our belongings. Nothing broken and nothing missing.

Monday, 27 June 2005

Stay home and recover. Download all accumulated BBC recordings for the last week and let all and sundry know that we've arrived. I make the **BIG** mistake of logging into work and the first message that I see says, "So who are you working for now?" (several expletives deleted).

When I get to work on Tuesday, I find that I've lost two levels of management, not to be replaced, including my co-lead and supervisor. We have a new CIO as well as a new CEO. I.T. is going to be cut by 33% more or less. Project priorities are completely shuffled. Servers must be reduced. Data centers are going to be closed. And so on. It's like I never left.

We really loved our stay in the UK. Great food, great friends new and old, lots of wonderful places visited. But all the relaxation, change of pace, stress redirection and the like were completely wasted by our return. We'd go again in a heartbeat and maybe never come back. (Though not literally for a lot of very mundane reasons like family and jobs, health insurance and pensions.)

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Edinburgh Photo Library - Ross Fountain



The Ross Fountain is a French sculpture which was made near Paris in the 1860s. The elaborately modelled, gold coloured, iron structure was displayed at the Great Exhibition in London and was bought by an Edinburgh gun maker, Daniel Ross. It came to Edinburgh in 1869 - in 122 pieces - and became a landmark in Princes Street Gardens.

Broken pipework meant that it did not flow in recent years but a joint project involving Edinburgh City Council and East of Scotland Water

has got it going again - with the water being recycled as required by current environmental regulations.

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Some of the Royal Museum's Natural World galleries will be closed from December 2004 onwards.

[The Royal Museum Redevelopment](#)

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