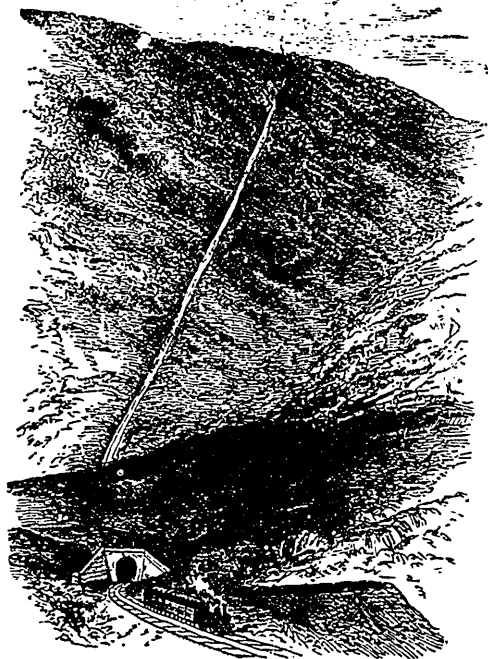


locomotives that had "gone cold"—the trains of which had already been removed by fresh engines—was dug out of a drift 30 or 40 feet deep and drawn away.

Arten Gill Viaduct is 660 feet long, and the rails are 117 feet above the water. We soon reach Dent Head Viaduct, 200 yards long, of ten semicircular arches, rising 100 feet above the public road, and also over a little mountain torrent that falls into the Dee, which runs hard by. The Dee here flows over a bed of black marble. From

Dent Station the beautiful valley of the Dent may be explored. Dent was the birthplace of Professor Sedgwick, the geologist; and is the scene of Southey's story of "The Terrible Knitters of Dent."

We are now at the entrance of the southern end of Blea Moor Tunnel, which is about the summit level of the line, 1,150 feet above the sea level, a greater elevation than any other railway in England, except the North Eastern railway at Stainmoor. From here the gradient begins to



BLEA MOOR TUNNEL, NORTH ENTRANCE.

fall towards Carlisle. The engineering works connected with the Blea Moor Tunnel, and with the line further forward, by Batty Moss Viaduct—which from foundations to rails is no less than 165 feet high—are full of the deepest interest.

Mr. Sharland, at the commencement of engineering operations in this district, was destined to learn a lesson of the severity of the climate. When he was engaged in staking out the centre line of the then intended Settle and Carlisle on Blea Moor, he was snowed up. For three weeks it snowed continuously. The tops of the walls round the little inn wherein he lodged were hidden. The snow lay eighteen inches above the lintel of the front door—