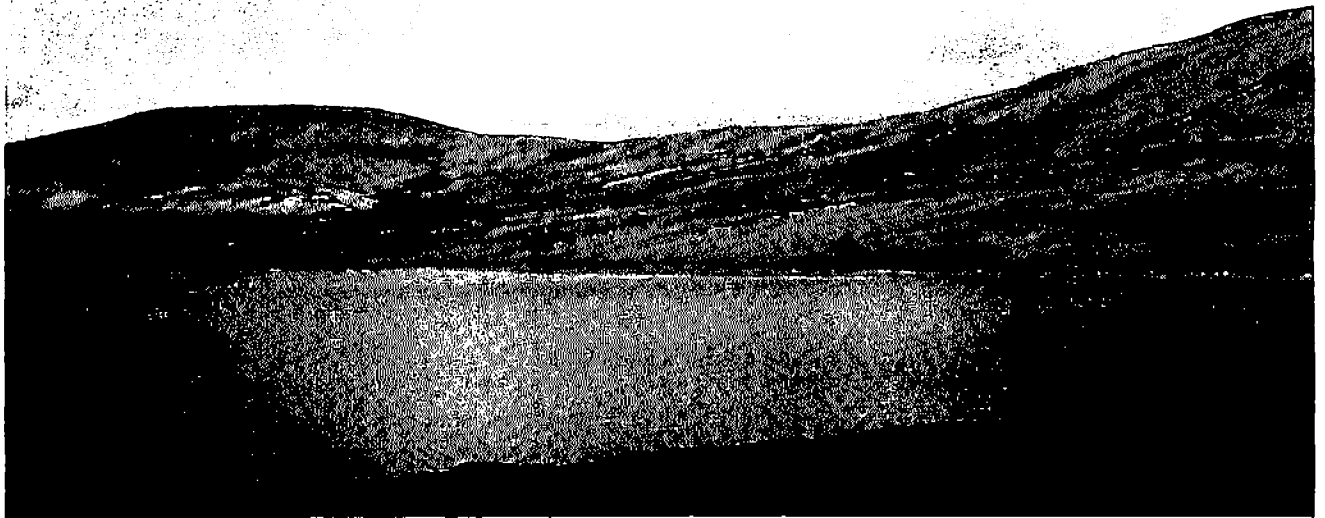


Ancient Road Conservation Volunteers

Issue 1 March 2000



SCAR HOUSE PROJECT 2000



Report by Paul Sinkinson
DALETRAX LIMITED
01423-322011

The Future of Yorkshire's Ancient Roads starts Here!

Following on from the Group Meeting at NYCC Offices and an on site meeting, it was decided to commence work on the road to the North side of Scar House Reservoir on the weekend of March 25th/26th, which co-incided with the National "Green Lane" weekend, where interested Groups throughout the Country carried out Route repairs.

This initial work was to drain off and repair the East/West access road to a condition suitable for Contractor's traffic to reach the severely eroded section known as "Deadman's Hill".

Brian Lewis of AWDC arranged suitable insurance through the BTCV and the new working group was created, namely the "Ancient Road Conservation Volunteers".

Brian, along with other members of the Project Team from the TRF and LARA organised volunteers to join the new group.

Saturday saw volunteers arriving from all parts of the Country and, under the directions of Paul Sinkinson of Daletrax, they were organised into working teams and distributed along the length of the road.

The majority had their own equipment and this was complimented by tools and equipment supplied by the NYCC who also supplied the "Men at Work" and "Road Closed" signs.

Following the Daletrax Survey, each team located the drainage problems on their



section and drained the water from the potholes while at the same time cleaning out the existing drainage ditches.

The teams located as many of the existing blocked cross over drains as possible and cleared them fully so that there was free running water.

At the Western end of the road, the JCB provided by Yorkshire Water was directed to clear and enlarge the existing drainage ditch and install a new, large cross drain with the outfall into the existing watercourse. This will eventually take surface water from the "Deadman's Hill" route.

During the weekend, other cross drains were installed with the JCB and by hand, replacing the original broken steel pipes or collapsed stone drains. All the new pipes were supplied by Bob Baxter of Yorkshire Water.





The dry stone wall running North/South up the side of "Deadman's Hill" was repaired where possible, to stop vehicles crossing the wall line and gaining illegal access onto adjacent farmland while avoiding the eroded route. This work was undertaken by members of the TRF, and was a magnificent effort.

Once the main cross drains were in place or allocated, the JCB was engaged on more ditching work and, in locating one or two more collapsed drains. These were either repaired or replaced.

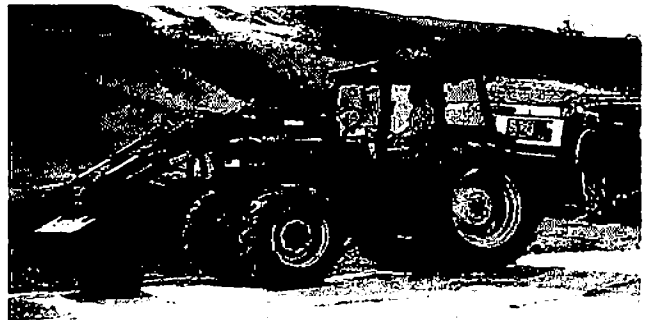
The teams installed stone protection grates to all the drainage grips to ensure that walkers and animals did not fall in, this also offered protection from vehicular damage.

With the major drainage work being completed on day one, this allowed three teams from the TRF and 4 x 4 drivers to inspect the problems on "Deadman's Hill" on day two.

The teams found various areas where temporary drainage grips would reduce the water erosion and they proceeded successfully to cut these and diverted volumes of surface water away from the road.

Landrovers were used to carry useful amounts of waste stone onto the hill to block access onto the moorland where in the past vehicles have attempted to make new illegal routes.

Robert Dent using his tractor and the Yorkshire Water tipping trailer, along with Brian Lewis's Landrover, plus numerous other Landrover pickups and a Range Rover and trailer, transported the roadstone kindly donated by the local quarry at Greenhow, over the Dam and up onto the road. A local tractor assisted with loading.



This stone was used to fill in the badly eroded holes along the route and it was spread with "team" muscle power very effectively. The smaller stone was used to bed in the cross drain pipes.

The weekend work party finally "clocked off" towards nightfall.

The East/West access route would benefit from further drainage by the JCB, now that the brunt of the cross drain clearance has been completed and with the assistance of Yorkshire Water, this is to be put in hand shortly.

A small working party will be arranged when this work is carried out, to attend to infilling of the smaller holes on the road that were left.

Work on the road was inspected the week following to see how the drains were working and all seems satisfactory.

Personnel and Acknowledgements ARCV Project 2000

During the weekend, some 78 people joined the ARCV from the TRF, LARA, Local 4 x 4 Companies, Off Road Clubs, Motor Cycle and Off Road Magazines Subscribers etc.

These volunteers came from all parts of the Country and the Team Spirit that evolved was exceptional.

What was more exceptional was the unanimous request for details of the next organised working weekend, and, we hope to put this in hand as soon as possible.

It would also appear that we had higher authorities looking after us as, despite the poor weather forecast, the weather was almost perfect on both days, with just a minute or two of drizzle or a flurry of light hail.

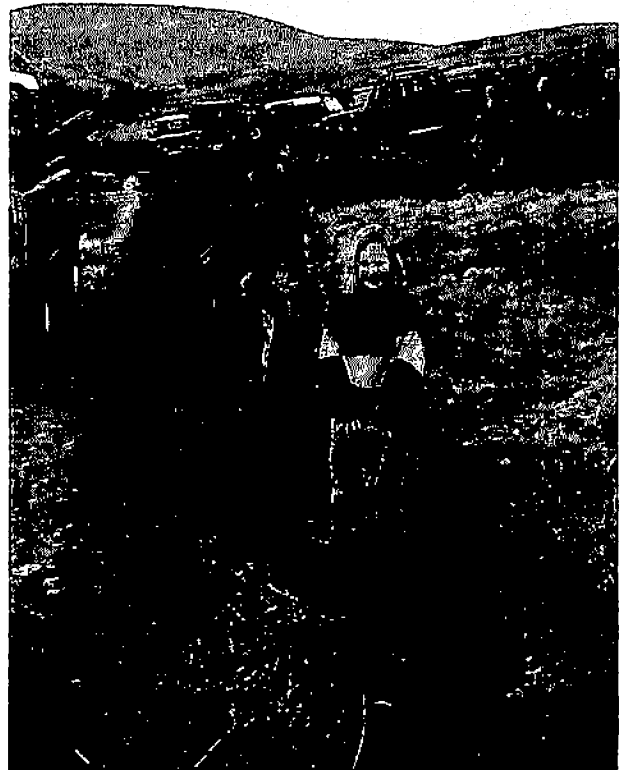
Thanks must go to all those volunteers who attended and especially the wives, girlfriends and mothers who let them come out for the day!

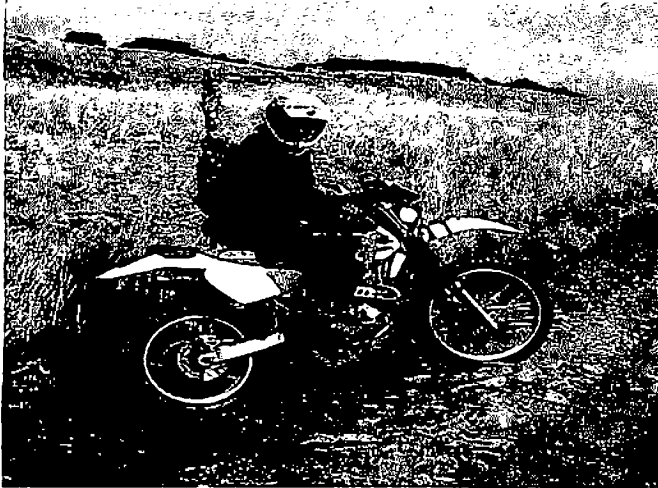
Special thanks from the organising team must go to the following (and I apologise beforehand if I have missed anyone out).

**Neil Menzies of Menzies Planthire
Local Driver & Loading Tractor
Pioneer Aggregates for the Gravel
Bob Baxter & Yorkshire Water for JCB,
Pipes, Tipping Trailer and loan of Bunk
House etc.
NYCC for Signs and Tools**

**Simon Twaits & Vauxhall Off-Road Club.
Mr. & Mrs. Tim Stevens, LARA.
Robert McConnell & Stuart Jerram of
The Trail Riders Fellowship.
Brian Lewis & The All Wheel Drive Club.
British Trust for Conservation Volunteers.
Daletrax Limited.**

also the youngsters who lent us a hand





Have Shovel with bike - will travel!



Have Bike with Shovel -will travel!



*When you get in a deep hole
STOP DIGGING!*



*I wish they would bring that JCB down here
My Back's killing Me!*

Lewismobile delivering Gravel



Local Car Boot Sale?



Follow up Report 30/03/00 to check drainage on East/West Route

There is still work to do on the East/West Route following on from the recent weekend. Some of this is purely cosmetic, filling in the smaller potholes with gravel etc. On one or two sections, longer areas still require topping off with gravel and the larger hollows require infilling.

The JCB is due back shortly and will continue to ditch along the roadside and hopefully install one or two smaller cross drains where the requirement is evident from the recent works.

The whole East/West route was inspected on Thursday 30th March to check how the drainage was working and the following observations were made. *(Although these appear lengthy, the information is detailed mainly for Contractor and ARCV Volunteers).*

**This Information starts from the Western End of the Road at the "T" Junction.
SE04736/77364.**

More Gravel is required over the newly installed drain and up the Eastern slope of the road. There is slight seepage at this point from the ditch onto the roadway. The new drain is working well.

SE04793/77377 Grid Ref of Side Gate onto Farmland

SE04873/77381

Hollow area just before Trees may require Gravel.

SE04931/77357

Roadway in area where new drain replaced the old steel drain requires gravel. Drain working well. The road to the East of this which was running in water, is now dry. The potholes further to the East require filling with gravel.

.2 Miles.

SE05009/77365

Stone required for holes from cross drain to gateway.

Vodafone Mobile Phone works at this point!

SE05106/77310

Water still on road at this point next to JCB Ditch, needs deepening to stop seepage and continuing to top of hill.

SE05203/77399

New drain working well. Stone required on road at this point.

**There are odd potholes on the route Eastwards to the next wall at SE05273/77308
The drain here is work well.**

.4 Miles.

SE05335/77308

There are a few potholes Eastwards to the next drain which need stone and the side drain needs ditching on the Northern side.

SE05388/77286

Ditching required next to the wall and it may be necessary to install a small cross drain at this point and gravel the road afterwards. The next section to the East is good to the next hollow at SE05467/77248 this area should be re-checked for a cross drain.

.5 Miles.

SE05493/77223

Hollow area requires stoning/gravelling and JCB ditching along to the wall at SE0552/77205 The drain appears ok.

SE05598/77211

Odd potholes up to this hollow. Dig side ditch and check for a cross drain at this point.

.6 Miles.

SE05688/77196

Ditch along this section as required to cross drain at SE05719/77174

Drain ok. (Wall)

From the wall, ditch along road side and fill potholes as required up to site of possible cross drain at SE05774/77170. Large hollow in road to stone up at SE05880/77181.

.7 Miles

SE05897/77224

More stone/gravel required over cross drain at this point. The next section along to the East is rough underfoot and requires gravelling up to the next wall/gate at SE05940/77301 and also the side ditch needs enlarging.

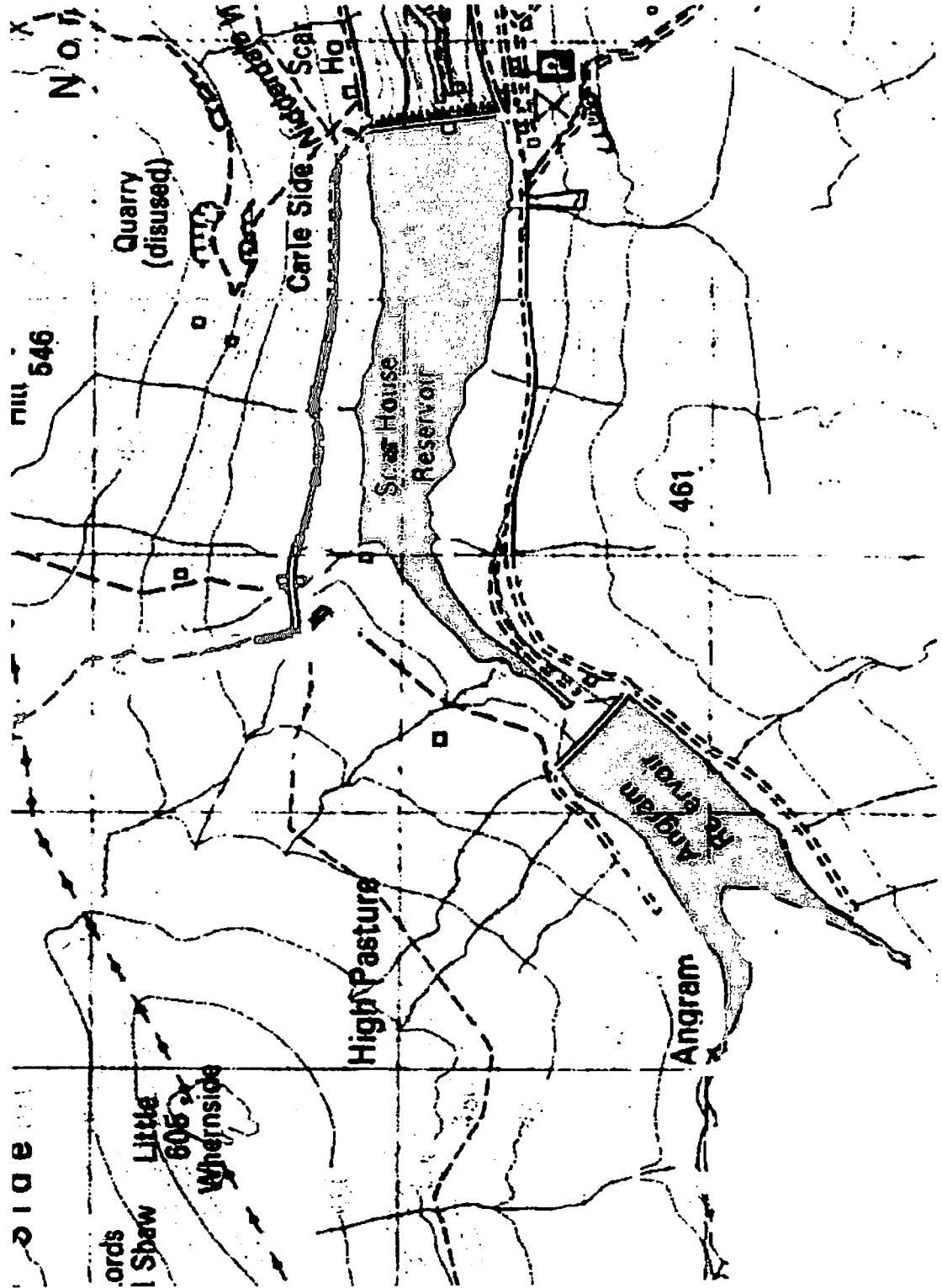
.8 Miles.

Continue to side ditch and stone road as required up to SE05986/77304 and side ditch up the hill to SE06147/77230

.9 Miles Odd potholes to end of road. 1.0 Miles @ SE06387/77224, Junction to Nidderdale Way @ SE06497/77233. Route ends just after Hut at SE06536/77210. Just before the end of the DAM.

RED ROUTE - EAST/WEST ROUTE REPAIRED AND DRAINED MARCH 2000

GREEN ROUTE - "DEADMAN'S HILL" TEMPORARY DRAINAGE MARCH 2000
PLANNING CURRENTLY IN HAND TO RE-CONSTRUCT
THIS ROUTE MARCH/APRIL/MAY 2000



STAGE TWO - "DEADMAN'S HILL"

The next stage of the work project is to plan the strategy to re-construct the road up "Deadman's Hill".

The recommended procedure would be to use a 360 degree excavator of suitable size to construct the road base, side drainage ditch to the East, and landscape the damaged Western side of the road while working its way up or down the intended route.

At the zig zag junction where the road turns East the machine would install a large cross drain to take water from the existing drain out to the West into the watercourse.

The middle part of the road is in fair condition through the zig zag and up to the brow of the Hill, although water erosion has lowered the roadway which now runs in a gully on the steepest climb.

At this point the machine could reduce the eroded batters taking off the overhangs and on the Eastern side could clean out the existing ditches. This would ensure that water is kept off the roadway as originally intended.



The Hillside "Gully"



Constructing Temporary Cross Drain at the junction before the zig zag



Large Cross Drain will be installed at the Junction

At the top of the Hill, lies the main, most serious erosion. There are a number of boggy holes.

The smaller ones require cleaning out by the excavator and refilling with stone over a suitable membrane.

The two large holes, the larger of which looks as though it was machine made, require draining by pump and then cleaning out with the excavator. Once again they will require filling with stone over a suitable membrane.

The holes can then be dressed over with roadstone.

At the zig zag junction some vehicles in the past have driven off the official road and created ruts which have eroded with water. Large Stones have been placed on this area to divert vehicles onto the correct route.

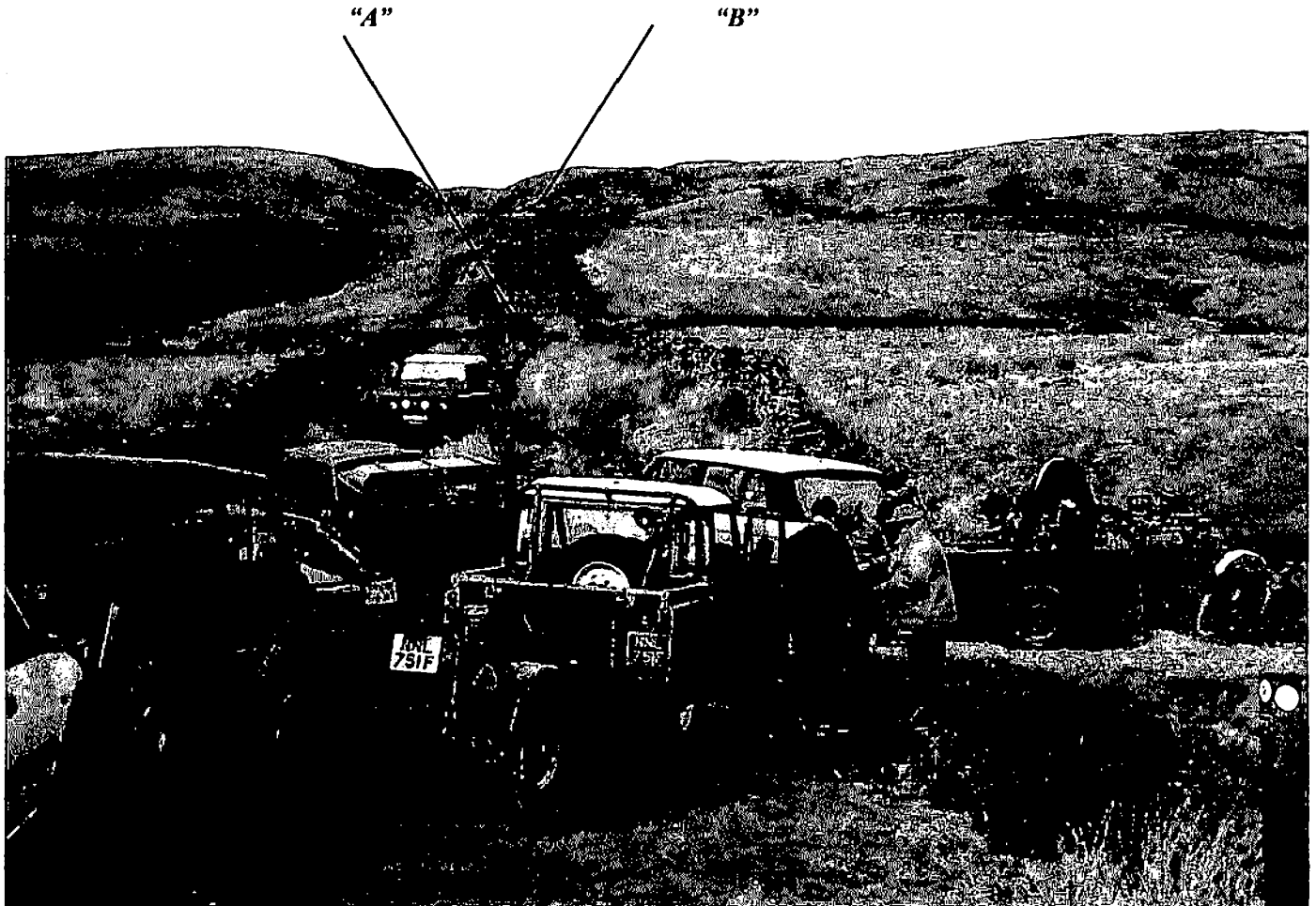


There are two large holes at the top of "Deadman's Hill" one of which appears to have been mechanically dug at some point. These holes require draining and filling with stone and a suitable membrane, prior to topping in roadstone.



"DEADMAN'S HILL"

The erosion can be seen here to the left of the centre dry stone walling. The main re-construction work on this part of the hill is from the low gate "A" up to the end of the wall "B"



Plant & Machinery required for Re-Construction on “Deadman’s Hill” Route

At this stage, it is envisaged that the following plant and machinery will be required to carry out this work.

One 360 degree tracked excavator, 7 to 15 ton model

This machine will be the main piece of equipment for constructing the road and for ditching and laying cross drains. The majority of this work is a one man/machine operation.

One JCB 4 x 4 Loader/excavator.

This machine will be used as a loading shovel for the loading of the 4 x 4 dumpers. Subject to availability, it would be advantageous for the driver of this machine to double up as a dumper driver rather than stand idle waiting for the dumpers to run up and down the hill.

Two 4 x 4 Dumpers will be required to run in stone and infill material and roadstone up to the 360 machine once the basic roadway has been constructed.

As well as the JCB/Dumper driver, one other dumper driver will be required.

One small suction pump with hose and strum box for draining the larger boggy holes.

Various lengths of suitable diameter plastic pipes for cross drains.

Suitable amount of Membrane Material (Terram or similar).

Roadstone top dressing 2” to dust.

OPERATIONS - TIME SCALE & FUNDING

Before the work is started, ARCV will supply teams of volunteers to mark out the route and work required and be on hand as required to assist the Contractor.

The work can be carried out in the near future by the Contractor working in conjunction with Yorkshire Water and the ARCV and, should not be weather dependent.

FUNDING:

Funding is always a delicate matter and at present I understand that willing Contributors will be:

**Yorkshire Water
The Trail Riders Fellowship
Vauxhall Off Road Club
Daletrax Limited**

**and hopefully
North Yorkshire County Council**

The initial work carried out by Members of ARCV, Commercial Interests and the Authorities, show what can be achieved quickly and, at Minimal Cost and I would respectfully request that this momentum be encouraged by each organisation's contribution towards the Project, matching their obligations and abilities in line with their operational size.