

The Pest from the West - Yad Moss 2018/19

Sadly no repeat this year of the long fetch easterly which deposited huge amounts of snow in the Pennines during 2018. Winter was dominated by a milder, more westerly flow although at times we were close to getting an easterly outbreak.

Opening day was the 29th of January which is rather late by Pennine standards. The weather was clear and cold and the skiing was 'good' in that slightly challenging grassy-Yad Moss sort of way.



The weekend of the 2nd and 3rd of February provided more sunny conditions with the Saturday being a particularly fine day. The queue for the tow was mostly short or ski straight on and the Facebook page records some good pictures and videos.

The tow ran again on the 9th February but with heavy snow falling and a strengthening westerly wind blowing up the hill, gravity was overcome by the afternoon and we called it a day at 2:30pm.



The 4th of April was the last day of the lift served season at Yad Moss. Just a handful of skiers and boarders enjoyed a good day with plenty of sun and snow.

The east of Scotland fared only slightly better and it was a particularly poor year at Glenshee. Over on Cairngorm the Funicular was out of action all winter and is likely to remain so until at least summer 2020.

The Lake District Ski Club and Glencoe in the West Highlands had a better season. Glencoe ran until late April but even that was an early finish by their standards.

The Alps had a slow start but then in early January a huge 'stau' from the north piled snow into Austria and Switzerland setting up a massive base for the rest of their season.

Thinking about the new season at Yad Moss (which is going to be really good by the way!) the Committee has decided to keep Season Tickets prices unchanged at £55 with

returning season ticket holders paying only £40 as a reward for your support. Season tickets are now on sale until 31st October 2019. Alternatively day tickets will normally be available on the hill priced £20 for adults and £10 for juniors.

Irrespective of how much skiing we do the equipment still requires maintenance. Our



Poma G50 'Tubulaire' was fabricated in France in the 1960s and requires our continuing love in the harsh climate of the high Pennines. Over the last 10 years we have dismantled pretty much every wheel, arm, nut and bolt. Worn or corroded parts have been replaced or refurbished. Both the drive wheel and the bull wheel, significant and heavy components, have been replaced as have all the original poma hangers. The tow is probably now only 70% original but is running more reliably than ever. We have gradually managed to get everything aligned properly and get ahead of all the major maintenance, before it became essential. This has required a lot of work from just a few Members but the result is quicker start ups, fewer breakdowns and more skiing.

This summer saw the removal of the drive wheel and poma storage rack from the base station. The drive wheel has been grit blasted and coated with a two part resin paint, the same as that used on the fourth rail bridge. Its apparently guaranteed for 25 years. We'll find out! After 50 years the poma rack had become worn but a simple re-weld should hopefully mean the Pomas 'stick' less often.

Other jobs have included replacing the tow track fencing with new chestnut paling. To keep the cost down and reduce the effort of moving new materials up the hill we are recycling the rails and the oak posts, some of which date from 1980 and have already

been used in at least three different locations. We still have more work to do with the fencing so look out for any additional working party requests before December.

Unfortunately we had an attempted break in during the summer. The alarms went off and we were immediately notified but before we got someone up there a certain amount of damage had been caused to the buildings and the perpetrators got away.



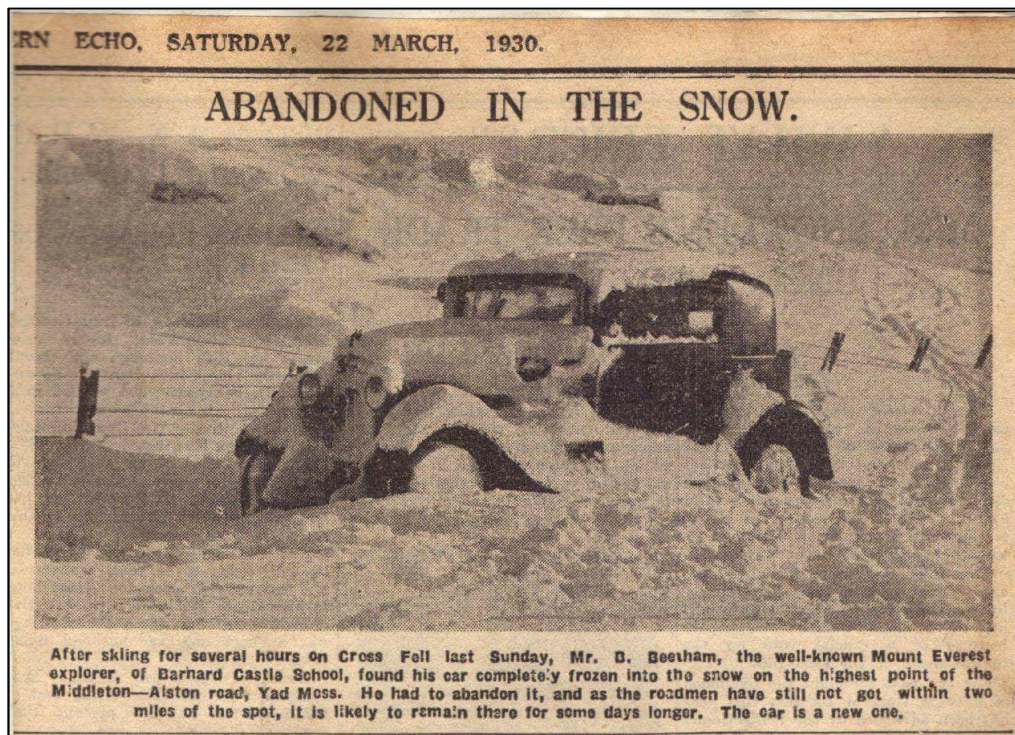
The July workparty was spent fixing the damage which was a bit annoying and a diversion from the jobs we had planned to do. Anyway, they didn't get in and we are almost back to where we were. For information, we never leave any money or decent tools in any of the huts. Yes, we do have hundreds of feet of old rope, a wide selection of rusty nuts and bolts, some incredibly oily high viz jackets and an assortment of ancient shovels, but definitely no treasure.

Earlier this year the Club Secretary had the brilliant idea of combining the Annual General Meeting with a work meet and BBQ. So we contacted all the season ticket holders and at the end of August we held a party up at Yad Moss. It was a big success with a well attended work meet and a bearable AGM followed by a good feast. We even had a forecast for the Northern Lights and whilst we didn't see it this time, keep looking, Yad Moss is a designated dark sky reserve and a ski day followed by the Aurora Borealis would be amazing!



You may of noticed that the webcam has been down this summer. We think it may have been hit by lightening but have now replaced the router and its working again. Hooray.

During the year the club was reconstituted from the 'Carlisle Ski Centre Ltd' to the rather more accurate 'Yad Moss Ski Club Ltd'. We meant to do that 10 years ago! It is now officially a Community Amateur Sports Club run by a Committee of volunteer members who do it just for the love of Pennine skiing. We are always looking for new enthusiastic and friendly people to join us. As we get older we need new energy and new ideas. In particular we need further **specialist skills in electrical work, accounts and engineering**. Running your own mini ski area is unusual but great fun and can even get a bit addictive. If you would like to help out please contact: secretary@yadmoss.co.uk



And finally, one of our keener Members spotted this item in the Northern Echo from 1930(!). Whether your car is new or old, Yad Moss still has a reputation for difficult winter driving. Don't forget your spade!

Peter Stockton
Yad Moss Ski Club Ltd

A watershed moment.

- Did you know, the snow that melts at Yad Moss flows into the river south Tyne and out to the Sea at Tynemouth. Walk a couple of hundred metres up to the summit of Burnhope Seat and the melt water there runs into the river Wear and on past Sunderland. Across the valley the long lasting snows on the eastern flank of Cross Fell finally melt in May and run into the embryonic River Tees. From there it travels 85 miles to the North Sea at Redcar. Meanwhile on the western side of Great Dun Fell the dead snow there flows down into the Eden Valley and out into the Irish sea through the Solway Firth.