

THE EDEN VALLEY RAILWAY - PART III. WARCOP & APPLEBY.

On leaving Musgrave, the Railway, the River Eden and the A66 Trunk Road follow the valley for the next few miles and after $1\frac{1}{2}$ miles we reach Warcop. Though quite a small village, the nearby MoD Camp and ranges caused this Station's importance to be much higher than the casual observer would have at first thought.

WARCOP.

The station itself was within easy walking distance of the village and closer still to the camp. The Station Building was classic EVR Architecture and a small Signal Cabin was situated at the eastern end of the platform. As will be seen by the accompanying diagram, besides a passing loop, the station area had a couple of sidings and a shunting neck, all of which, at least in August 1992 were still in situ. The loading dock (which also contained the weigh-hut) is quite a large affair, no doubt to handle the Army's heavy equipment which was used by the soldiers who used the camp and ranges.

As was mentioned in a previous article, this part of the EVR remained open long after the general closure in 1962. Initially the track continued through Warcop in order to reach the quarries south of Kirkby Stephen but even after this traffic ceased, the Appleby-Warcop section remained open until 1989 not only for the occasional goods train but also to disgorge troops who arrived either for weekend TA camps or fortnightly training.

Although the Station Building had been occupied for many years after closure by a family, the platform was chained off (and still is) from the house area.

Of all the smaller stations on the line, perhaps Warcop retains the most interesting features. Besides the track, redundant signal-cabin and weigh-house, the station clock still works (albeit 15 minutes fast!) and the old weighing machine is still on the platform, never again to be used for weighing passenger's suitcases etc. There has been no positive news of the rumoured attempts to keep the line open on a preservation basis but as long as the track remains, there must be hope.

APPLEBY.

Five and a half miles further along the Valley, the principal town of Appleby was reached. The North Eastern station is about 300 yards above the still open Midland station and for a short distance, the two railways ran parallel to each other before the Midland Crossed the North Eastern and headed off in a more north-westerly route whilst the EVR continued westwards.

The Midland Junction.

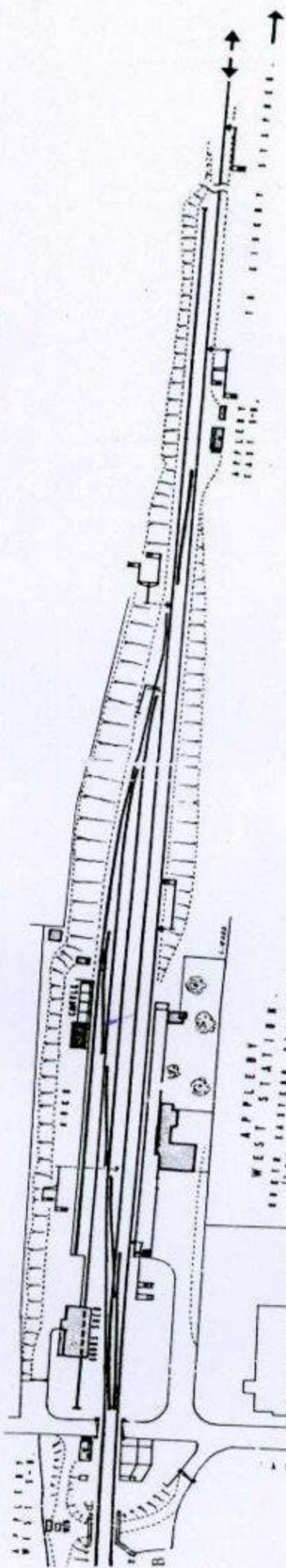
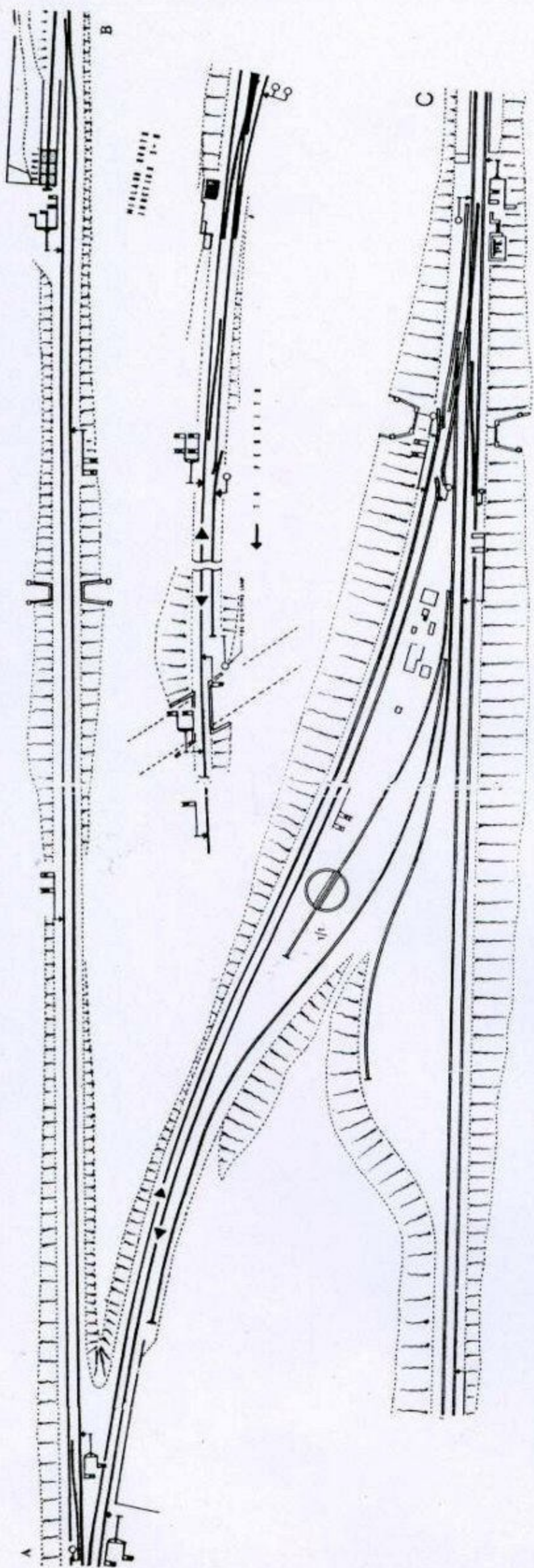
At the western end and about half a mile from Appleby (NER's) platform, the

Midland made a junction with the North Eastern - details are shown in the diagram. It was at this junction that the occasional goods and troop specials left the Midland main line and continued their journey to Warcop. There is talk that for a short while, the Midland obtained running powers over NER metals and ran its own service on a twice or thrice a day basis. I have yet to have had this confirmed but it would appear to be unusual to say the least as this would be in direct competition with the NER itself!

Appleby Station.

Although the station had only one platform face (no doubt due to the steep incline directly to the north of the line), the layout of the area was quite comprehensive. Besides the station building and the stationmaster's house, there was a fair sized goods shed, cattle dock and a small loco-shed. A loop was provided but as all trains stopped at Appleby, the only possible use for this could have been for a passing goods-train.

After closure, the goods shed and yard were used by the local coal-merchants and by Ribble Omnibus Co. for garaging a vehicle overnight. Today, the whole area is used by a local scrap-metal dealer and such is the extent of the piles of the scrap which has been accumulated, should preservation ever go ahead, it will take quite some time to clear the permanent way. The station building itself is in a good state of repair and is occupied by the scrap-metal dealer and his family. It has to be mentioned that bearing in mind the fact that these buildings were erected some 130+ years ago, they have certainly stood the test of time. As can be seen by the accompanying photographs, the station building especially appears to be in its original condition, perfectly slated and well maintained. Similarly, the stationmaster's house, although now split into two residences and 'Sandtexed' is a beautifully kept building.



APPLEBY.

N.E.R. & M.R. STATIONS.



APPLEBY STATION
(N.E.R. & M.R. STATIONS).

