

Y The Yorkshire Dales Review

NO.6
SPRING 1984



**THE DALES IN SPRINGTIME
MALHAM TARN - FOCUS FOR CONSERVATION
THE WENSLEYDALE LINE
DEATH OF A DALESMAN**

30p.

THE YORKSHIRE DALES REVIEW is the quarterly journal of the Yorkshire Dales Society, and is published by the Society with the help and financial support of the Countryside Commission, who contribute support to the development and work of the Society. Views expressed in the REVIEW are those of individual contributors and do not necessarily reflect those of the Society.

An Endangered Species?

Most people who live in the Dales, or who visit the Dales, would find it unthinkable to be without a car. Distance is no longer measured in miles but in minutes - to the supermarket, to or from the nearby town or city.

But what of those of us who because of youth or age, infirmity or slenderness of income, or sex (most women don't have immediate access to a car even in rural areas) are dependent upon increasingly expensive country bus and rail services? Or even, by choice, prefer not to drive? Or, as country dwellers, have to make considerable financial sacrifices, perhaps beyond their means, to keep an old banger, perhaps even a second car, on the road?

For these people, as the recent meeting organised jointly by the Yorkshire Dales Society and by the Yorkshire Rural Community Council in Leyburn established, the outlook is bleak.

To be fair to the bus companies and the County Councils, valiant efforts have been made in the Dales to maintain some kind of basic rural network, even though passengers, on some services, can be counted on the fingers of one hand.

The motorist trying to overtake a large red single decker or even double decker bus on a narrow Dales lane shakes his head with disbelief over a passenger loading that wouldn't half fill a minibus. But this may reflect not waste, but a careful use of resources, as buses packed to capacity with children going to school at 8 o'clock are made available, at marginal cost, for both local community needs and to provide access to the countryside. In the south eastern Dales in particular, West Yorkshire Road Car Co. provide an excellent weekend DalesBus network in Nidderdale and Wharfedale, which is also available for local people, whilst the exciting new DalesWayfarer bus and rail ticket will make travel to the Dales very much cheaper and easier for city dwellers as well as let Dalesfolk visit the cities at reduced cost. Ribbles Motors' excellent Dales Weekender scheme will also make the Dales available for those without cars. Details of the schemes are on page 11.

But the situation remains gloomy. You can no longer, for example, get to or from Malham on a Sunday morning, and most of Wensleydale and Swaledale is without Sunday bus services - an astonishing situation in a popular area of the National Park. Evidence at Leyburn suggested that local trade may be suffering because of lack of transport facilities for young people in particular. The threatened closure of the Settle-Carlisle line, in spite of over 2,000 objections, could end the successful summer seasonal Dales Rail services which benefit visitors and local people from the higher Dales.

Solutions lie partially in changes of attitude by central and local government. Resources must be made available to keep our local bus and train networks, and evidence from other parts of the country proves that vigorous marketing and sensible fares that local people can afford will bring back passengers in large numbers for both essential and leisure travel. The National Park Committee, too, pays lip service to public transport, but apart from Dales Rail, support for actual services is minimal.

At the end of the day, the answer lies with communities themselves. Whether we're local residents or visitors, if we want to keep our buses we should take every opportunity to use them, as fare paying passengers. Get a timetable and leave the car at home - it's often less strain. Where and when services no longer run community services of various kinds - minibuses, shared taxis, shared lifts, schemes like the YDS's own successful Opera Bus from Wharfedale and Skipton, can fill the gap.

Informal committees are being established in Wharfedale and Wensleydale to examine opportunities. For as the Bus and Coach Council has warned, without such action at local, regional and national level, the Country Bus is, as a species, more endangered than any orchid or butterfly. And as we began to learn at Leyburn, its disappearance could affect us all more than we can imagine.

COLIN SPEAKMAN

Cover Picture: Lambing time in Dentdale (Eliza Forder)

Death of a Dalesman

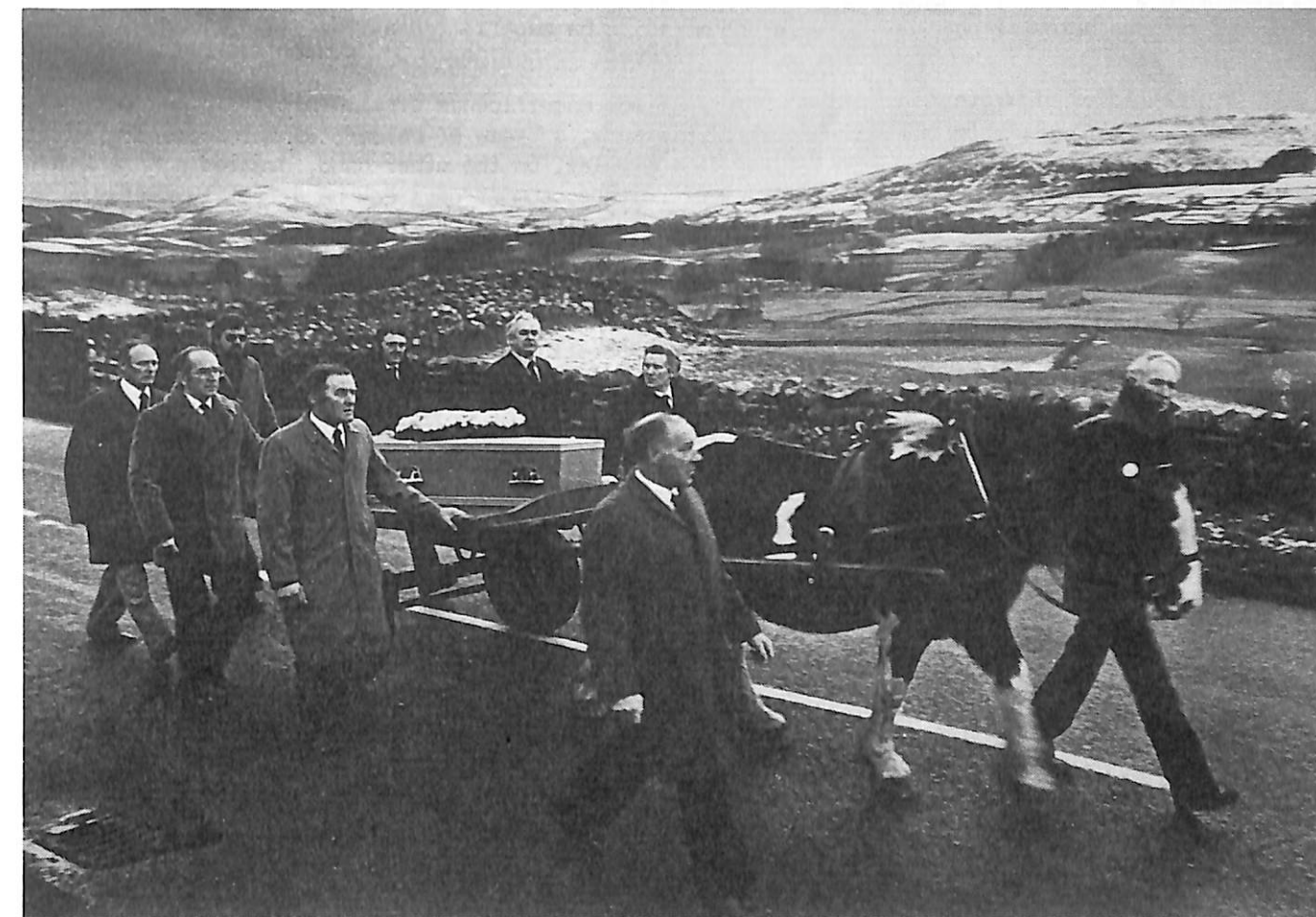


Photo: Northallerton, Thirsk & Bedale Times

Kit Calvert of Hawes, who died in January at the age of 80, was a great Dalesman. It was his vision and energy, more than of any other man, that saved and revived the fortunes of Wensleydale cheesemaking. His love and commitment to his native dale took many forms - generosity in many forms to many local people. He was also a considerable scholar, a leading authority on Wensleydale dialect - his Biblical translations into dialect are considered masterly, whilst his own writings and editing of other Dales writers, most notably Hawes poet John Thwaite, will make a permanent contribution to the literature of our region. His autobiography Kit Calvert of Wensleydale was published in 1981 by Dalesman, and gives some insight into the life of this remarkable man.

Trevor Sharpe, who knew Kit for many years, writes: Kit was a man with feet planted in two centuries. For me he was a man who wished the children of his home town could feel the pull and strength of those old ways and who at the same time had a video recorder under his coloured television set. Over some fifteen years of gentle contact I came to love this man. We became friends, and as friends do we were glad when time allowed and we could meet, ride round the dale and swith on a tape recorder. Through his eyes and memories he allowed me into his life. Late he welcomed nine of us into his home as we explored and produced a book about T'Haas folk. They also became our friends. What better way to learn of the Dales. He will always be part of those who were somehow fortunate enough to share their lives with Kit Calvert.

"Stretching from times far dawn, to times far dusk
We share the work of them that came before
Who carved these steep small meadows from the hills
Who walled the pasture, shepherded the moor,
And farmed this land as one day others will,
This is our harvest - " (Chris Clarke)



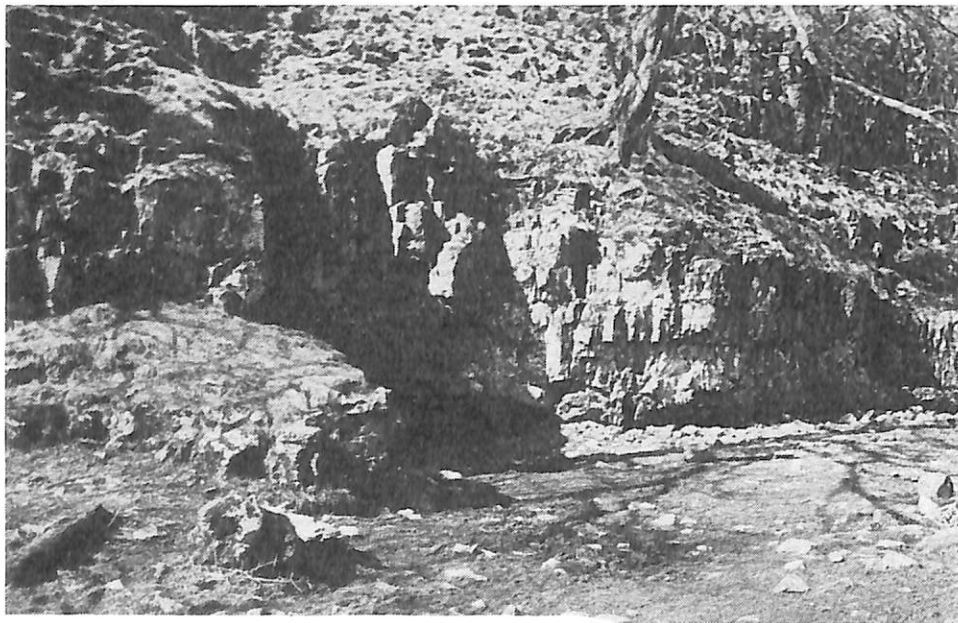
Kit in 1978 - Photo: Trevor Sharpe

Potholes and Primroses - The Dales in Springtime

Yorkshire Dales Society member Helen Egan lives in Sheffield, but is a frequent visitor to the Dales. She records here the special pleasure and magic to be experienced as the year unfolds

I am not a great lover of winter. Whilst I appreciate the magnificence of wild hills clothed in pristine, crystal snow, I prefer to see a touch of greenery, a trace of colour; winter seems a dead and sterile season. A perfect summer's day in the Dales, on the other hand, creates a haze which mars the open vistas all around and, as I know by experience, summer days can be extremely wet! Autumn, I am ashamed to say, is a season with which I have little acquaintance in this area. Although I am extremely fond of autumn - its vivid oranges and reds, its fruits and berries, its melancholy aura of death and decay - the large tracts of grassland with their scarcity of trees, do not appear to be an ideal stage upon which to admire autumn's rich colours. Spring, though, is my favourite, the time I love most - its fragile flowers, its streams bursting with snowmelt, its larks soaring high in an air which is fresh and clear.

The Dales are a shy and secretive area, slow to reveal their hidden charms; you cannot view them through a car window - to do so you must go on foot.



Yordas Cave

Entrance

Kingsdale

(Photo: Geoffrey
N. Wright)

One of the most fascinating pursuits at any time of the year, is to search for the potholes which are such a distinctive feature of the Dales landscape. These can be huge, gaping maws or narrow, evil slits; they can be dry or wet, absolutely sheer or marginally less sheer - they are, however, always impressive (unless filled with rubbish!). In Spring the grandeur of such pots and caves as Rowten, Great Douk, Hull, Calf Holes and Yordas is considerably enhanced by the greatly increased torrents of cascading water. I remember visiting Yordas Cave one Easter, when the large volume of water thundering down the fall seemed to echo and roar throughout the cavern, and the Chapter House had become a mass of seething liquid, a real "witches' brew", foaming and bubbling in its cauldron.

Frequently, at this time of the year, one has a double "find". Approaching a hidden pothole, one will hear a harsh "chack-chack" and a Ring Ouzel will fly from its rocky depths, usually to be followed, a few moments later, by its mate. I recall that one time, when my husband and I were exploring a certain fell, a pair of Ring Ouzels issued from every pothole we approached. Needless to say, we had a swift glance at the place, and then went quickly on our way, but I could not help wondering how much unintentional disturbance is caused to these fascinating and shy birds by potholers and climbers, and by casual visitors such as ourselves.

One of my chief delights when exploring potholes in Spring, however, is to peer into their depths and spy a primrose - that pale and unassuming herald of Spring - nestling happily amidst the grassy ledges, its bright and smiling face giving colour to the harsh, cold stone, its grace and delicacy contrasting sharply with the bleak austerity of its surroundings.

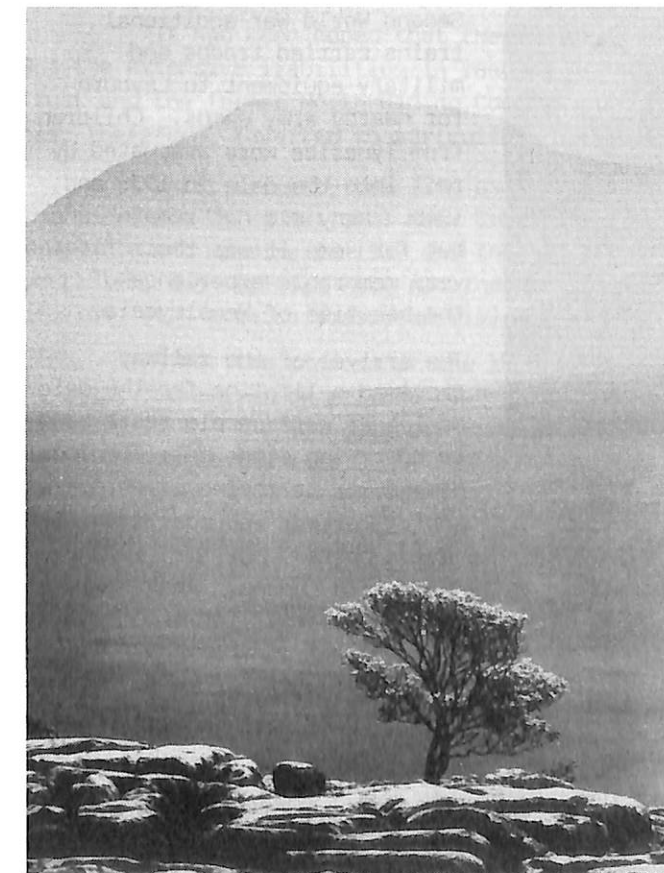
When thinking of the Dales in Springtime, two places immediately come to mind. The first is White Scars under Ingleborough, the second the River Ribble between Langcliffe and Stainforth.

The first of these is wild and bleak, but it can be exceedingly lovely on a perfect Spring day. There is something exhilarating about walking along this plateau on a day of blue skies and clear crystal air. Limestone glistens whitely, while to one side Ingleborough presents its steepest aspect - black and forbidding, feathered with snow, a huge and sleepy hulk of a monster, slowly stirring and stretching itself, basking in its new-found warmth. Wide vistas open out all around, hill and yet more hills, seeming to stretch into Eternity, their whitened summits picked out by a waking sun. Meregill rings to the call of its freed waters and primroses star a nearby pot. High overhead, larks call rejoicingly, and, on the plateau, the abandoned remains of Harry Hallam's Fold stare out blankly over Harry Hallam's Moss. Who was this man, one wonders, to bequeath his name to such a small and lonely corner of the world?

The path by the Ribble is very different; it is a lowland path, much used by visitors from the nearby caravan and camp site. In Spring it is beautiful. Primroses caress the steep banksides, and violets and primroses are seen together - a soft blend of yellow and purple hues. Dippers bob busily and the Yellow Wagtail displays its brightness, making the Grey appear dull by comparison. Nearer the campsite, a tree dons its bridal robes of foaming blossom, and Stainforth Forth rushes noisily into its dark and sinister pool. To finish on a high note the path ends at the mellow loveliness of Stainforth Bridge, now secure in the caring hands of the National Trust.

And so, when days begin to shorten, and greenery begins to fade and die, I recall Shelley's famous words: "If Winter comes, can Spring be far behind?" and know that it will not be long before I can once again sample the delights of a Dales' Spring.

HELEN EGAN



Ingleborough in Spring

This evocative photograph of Ingleborough, from Twistelton Scar End, is by Mike Williams, and comes from Wildest Britain by Roland Smith, photography by Mike Williams (Blandford £10.95), which includes essays on the Yorkshire Dales and the nine other National Parks in England and Wales - see YDS Review Issue 5.

The Wensleydale Line

Settle-Carlisle isn't the only railway in the Yorkshire Dales. Wensleydale historian Christine Hallas describes the impact the now truncated Northallerton-Leyburn-Hawes-Garsdale railway made on the dale.

Almost 140 years ago the peace of Wensleydale was shattered by the arrival of droves of railway promoters. During the railway mania of the 1840s no fewer than nine schemes were presented which affected Wensleydale and Swaledale. Eventually two Acts were passed for railways in Wensleydale. These Acts were later abandoned when the mania collapsed at the end of the 1840s. Further attempts were made in the 1860s and finally, on 4th July 1870, the North Eastern Railway Company (N.E.R.) was authorised to build a railway between Leyburn and Hawes. This line was to connect at Hawes with the proposed six mile Midland Railway branch from the Settle-Carlisle railway at Garsdale Head.

The sixteen mile N.E.R. railway between Leyburn and Hawes followed a picturesque route through Wensleydale. Five stations at Leyburn, Wensley, Aysgarth, Askrigg and Hawes served the line. Hawes was to be a joint station built by the Midland Company but manned by the N.E.R. A sixth station, Hawes Junction (later Garsdale), was situated at the junction of the Wensleydale line with the Settle-Carlisle. This short Midland branch required several minor engineering feats including two viaducts and a 245 yard tunnel. The line climbed from 750 feet at Hawes to over 1,000 feet at Hawes Junction. The railway took several years to build and was not finally opened until October 1st 1878.

The new mode of transport proved immediately popular, in 1880 over 85,000 tickets were issued at the new stations. The numbers increased until in the early 1920s over 89,000 tickets per annum were sold. However, by the late 1920s the increased popularity of motor transport provided competition and numbers of tickets fell dramatically until the closure of the passenger service in 1954.

The two railway companies attempted to attract visitors to Wensleydale by advertising the possibilities of walking and cycling and by offering circular tours commencing from Newcastle, York and Leeds. Special excursions were frequently available. For example, in August 1879, the Midland Company ran one train from Bradford with 600 people and one from Leeds with 400 people to Hawes.



A J21 locomotive prepares to depart from Hawes with the branch train for Leyburn and Northallerton about 1951 (Photo: J.W.Armstrong)

it was no longer necessary for farmers to convert their milk into cheese and butter, now the railway could transport fresh liquid milk to city dwellers as far afield as Tyneside and London. The railway not only facilitated the export of commodities from the dale, it also proved essential for bringing into the area vital products such as provisions and coal.

Livestock movement increased rapidly after the opening of the railway and by the early twentieth century an average of 43,000 sheep and 9,000 cattle were sent forward annually by the N.E.R. from Wensleydale.

Occasionally, unusual visitors arrived. In 1927 hundreds of people, wishing to view the total eclipse of the sun, travelled to Leyburn which was on the totality line. During the Second World War additional trains carried troops and military equipment to Leyburn for nearby army camps. Children from Tyneside were evacuated by rail into the dale in 1939 and 1940. Many did not remain long but for some it was their first and very memorable experience of the beauties of Wensleydale.

The arrival of the railway provided a lifeline for the dale. No longer were people restricted to quarrying stone only for local demand, or to moving livestock on the hoof. Further and most importantly,

The move into liquid milk due to the arrival of a rapid transport system proved extremely successful. In 1905 the Wensleydale Pure Milk Society was established and a bottling depot built at Northallerton to handle Wensleydale milk until 1932, when the milk from the upper dale was transferred by road, first to the Express Dairy at Appleby and later, in 1937, to the cooling dairy at Leyburn. The cooled milk was forwarded by rail from Leyburn until 1954 when it was transferred to road transport.

The railway directly influenced the development of stone quarrying in the dale.

A Sentinel shunting locomotive busy at work at Leyburn in 1949.

(Photo: W.A.Camwell)

In the late-nineteenth century several quarries were opened in the neighbourhood of Hawes and good quality building stone, flags and slated were exported, predominantly westwards over the Midland network. This industry died in the early twentieth century. In the lower dale between Redmire and Leyburn a series of limestone quarries was developed and intermittently enjoyed high output according to demand. However, progressively from the 1950s all these quarries closed with the exception of Redmire Quarry which is owned by the British Steel Corporation. Approximately 800 tons of ground stone is still forwarded daily from the quarry by rail to the steelworks on Teeside.

By the early 1950s the Wensleydale line was reputedly losing £14,000 per annum and on 24th April 1954 the Northallerton-Leyburn passenger service was closed. Occasionally the line was reopened for special excursions. In 1964 the decision was taken to close the stations west of Redmire to goods and to remove the track.

It had been hoped that the disused line would be converted into a recreational footpath. But the extensive liabilities in respect of bridges, fence, culverts etc., deterred both the National Trust and the former North Riding County Council from acquiring the line. Most of the disused railway has, therefore, reverted to agricultural use.

Until recently the line as far as Redmire has been occasionally used for passenger traffic. The Yorkshire Dales National Park Committee ran its first experimental Dales Rail train between Newcastle and Redmire in 1977 and the service (which also ran from York and Leeds) was continued until 1981 when British Rail declined to run any further trains. Since 1981 dales people have been provided with a twice yearly special bus to connect with trains at Northallerton.

After the closure of the passenger service the stations buildings were adapted to a variety of uses. Some are now private houses, one is a Scout centre, another is the office of a local building firm. Two (at Aysgarth and Hawes) are National Park Centres and the Hawes Goods Warehouse now accommodates the excellent Upper Dales Folk Museum.

All the station buildings, with the exception of Redmire, retain their original appearance, providing a timely reminder of the days when Wensleydale was well served by a railway.

C.S.HALLAS

(The Wensleydale Railway by C.S.Hallas is due to be published by Dalesman at the end of March.)

FOUNTAINS ABBEY PILGRIMAGE - Walk from Malham to Fountains Abbey (monastic route) in aid of National Trust Appeal. May 26th-28th (Spring holiday). Details from David Ryott, Appeal Director, Fountains Hall, Ripon, North Yorkshire tel 076 586 337 or watch the local press.

Dr. Henry Disney is the Warden of Malham Tarn Field Centre. In this article, he introduces the work of the Centre and outlines a little of its scientific importance.

A detailed black and white line drawing of a large, multi-story house, likely a manor or estate. The house features a prominent covered porch on the right side, multiple chimneys, and numerous windows. It is surrounded by trees and shrubbery. In the foreground, there is a field of tall grass or reeds. The drawing is signed 'CHART DAVIES' in the bottom left corner.

the Council changed its name to the Field Studies Council. It remains an independant charity without any government subsidy. It also remains the front runner in the Field Centre movement. It has an unrivalled reputation for its teaching, a tradition of sound scholarship, and a commitment to conservation based on evaluation of the facts rather than the emotional espousal of the latest "econut" slogan.

The richness of the landscape setting of the Centre is associated with a long tradition of investigation by leading men of science. This goes back to 1671 when the great John Ray, in the company of Martin Lister, discovered the relict species of tundra plants on the wetlands. It is continued in our day with, for example, the immense contribution of an early friend of the Centre - Dr. Arthur Raistrick. The establishment of the Centre, however, caused an explosion of publications about the Malham Tarn area so that it is now one of the best documented landscapes in the world across a broad spectrum of environmental science. The first Warden of the Centre, Paul Holmes, was quick to realise the key role the Centre could play in this encouragement of high quality scientific documentation and investigation. He was also keen to ensure that the fruits of such studies should be made accessible to the layman. He was enthusiastic in his support of the journal Field Studies. This journal, published by the Field Studies Council, aims to provide an outlet for papers which are both scientifically excellent and yet intelligible to the non-specialist. Furthermore, offprints of the papers are produced in large numbers and are sold at the Centres at reasonable prices. Malham Tarn Field Centre has been the most regular contributor of papers to this journal, which have been written by staff of the Centre, by specialists based elsewhere, or by the two in combination. Where staff have been involved it has not only been the designated academic staff. For example, the first edition of Jean Shaw's paper on the geology of the area was written when she was Centre Secretary.

particularly Sixth Form biology and geography students; undergraduates; adult amateur and professional groups such as Nature Conservancy Council staff. Recently there has been a deliberate attempt to encourage more adults who are novices in the various fields of natural history, and these holiday courses are becoming increasingly popular. Others graduate to the special courses that don't reflect a belief that the pursuit of natural history need be a spectator sport. These courses aim to involve participants with their subject, so that by the end of the week they emerge with a gratifying competence in the identification of bird songs, insects or grasses; a real feel for the ecology of wetlands, or the geomorphology of glaciated limestone scenery; or a series of excellent landscape paintings. Visitors are constantly surprised by what they can achieve in a week. Frequently they have been launched upon a creative leisure-time interest for life. Where the Centre staff lack experience specialists from outside are invited to run courses.

HENRY DISNEY

Malham Tarn

- from Nappa Cross

(photo: Colin Speakman)



The Swaledale Festival will run for two weeks from Spring Bank holiday weekend, Saturday May 26th. As in previous years, there will be an attractive mixture of amateur and professional performers, with events centered on the beautiful villages of the Upper Dale. Folk dancers, brass bands, young Dales musicians, string and wind players, singers and traditional village entertainers will all be there, together with lecturers on the Dales and exhibitors of Dales arts and crafts.

New this year are visits from the Teesdale Players, presenting plays of the lead-mining era, and the Sheffield Youth Band, conducted by Stan Roodcroft; there will be welcome return visits from the Yorkshire Baroque soloists and the Yorkshire Bach Choir to Grinton Church, and that internationally renowned concertina and Nortumbrian pipes player, Alistair Anderson, will bring friends on pipes and fiddles to perform at Reeth Memorial Hall. His colourful programme of traditional Northern tunes and some compositions of his own in similar style packed the Hall to capacity last year.

Further information from Emma Woolston, East Mill House, Grinton, Richmond, North Yorkshire - SAE appreciated - or telephone Richmond 84519.

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Back Numbers of the Yorkshire Dales Review If you'd like to complete your collection of the YDS Review limited numbers of back numbers 1 - 5 are available from the Secretary, 3 Hardy Grange, Grassington, Nr Skipton, Yorkshire BD23 5AJ price 20p each. Please add 20p for postage/packing.

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## A Letter from Dentdale

It does seem unfortunately to be true that a Conservation Area and the twentieth century are too frequently at loggerheads. Modern holiday makers can derive great pleasure from the natural beauty of the Dales and most local folk a secretly proud of their green acres. But they are also concerned with the land and the stock it can carry. And there are late twentieth century opportunities for the improvement of farming that they wish to use.

Deepdale is a narrow valley off upper Dentdale. The road through it leads by Kingsdale to Ingletton. A Deepdale farmer wished to have some of his land drained, so he got in touch with a contractor.

A Massey Ferguson digger was sent, mounted on a low-loader. It managed to negotiate Millthrop Bridge at the foot of Dentdale, but it ground to a halt when it reached the narrow cobbled streets of Dent Town.

"You can't go that way," said the Police. "You will have to go back."

"But," said the Driver, "I can't get back over Millthrop Bridge."

"Then," said the Police, "you will have to go by Barbon."

That is what long lorries and coaches have to do. The sharp corner on the Dent side of that bridge only permits entry into the valley.

So the low-loader with the digger still on board, and a Police escort, struggled up Gawthrop Hill. At the corner where the road rises steeply for Barbon there is a hump backed bridge. The low-loader, loaded, was too low. It sliced pieces out of the road surface and stopped, effectively blocking three busy routes. Tractors and Land-rovers queued up. Their drivers got together making appropriate comments. Fortunately nobody was in a hurry.

The digger was unloaded and parked by the roadside. Then it was possible



Gawthrop - cut off from the twentieth century ?

(Photo: Geoffrey N. Wright)

to manoeuvre the empty transporter round the corner and it set off for Barbon and home, still with its Police escort.

Next morning the digger was moved under its own power into the nearest convenient field. That was just before Christmas. It is still there.

Most of us in Dentdale feel that the corner by Millthrop Bridge could be widened without detriment to the amenities of the valley, but there would still be parts of Dentdale the twentieth century could not reach. Conservation is expensive, but perhaps the wrong people are having to pay the bill !

G. THOMPSON, Gawthrop, Dent

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Rooting for the Grass Roots is the title of a talk to be given by Christopher Hall, Editor of The Countryman and former Director of the Council for the Protection of Rural England on Friday May 4th in the Town Hall, Grassington. Chris believes that country people can and should do far more to get a better deal for the countryside - not only through such organisations as the Yorkshire Rural Community Council (with whom the Yorkshire Dales Society has close contacts) and Rural Voice an affiliation of national organisations, but by pressure on politicians of all political persuasions. Here what he has to say about making the rural voice felt at the YDS meeting in Grassington on May 4th at 8pm - everyone is welcome.

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## Be Our Guest

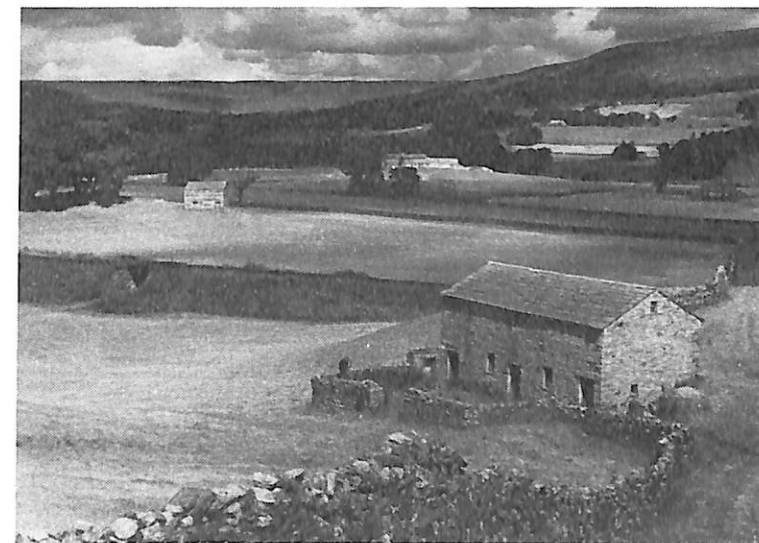
1984 sees the launch of an experimental Yorkshire Dales Society Guest Card. Free to Society members, it will offer useful discounts at a number of Dales establishments - show caves, museums, outdoor shops, a famous country house on the edge of the Dales, to make it easily possible to save the cost of Yorkshire Dales Society membership. Based on similar schemes which operate in Austrian Alpine resorts, it is hoped to offer the cards on a temporary basis to long-stay visitors to the Dales, not only to encourage people to come to and stay in the Dales, but to help local tourist enterprises generate income the local economy needs. After all, we have to concede that it does occasionally rain in the Dales, and a few wet weather attractions can help make a holiday more enjoyable. Please make full use of the Guest Card which, if you are a fully paid up 1984 member, you will have received with this Review. If you aren't yet a member or have not yet renewed your subscription, the Guest Card is an extra incentive to do so - right away.

If the scheme proves popular, we'd like to extend it for 1985. Naturally we'd be delighted to receive suggestions or to hear from anyone wanting to take part in the scheme.

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## Dales Weekender, Dales Wayfarer, Dales Rail, Opera Bus

One of the most imaginative schemes for years for getting people out and about in the Dales without the need for a car is Ribble Motors Dales Weekender scheme. For a mere £6 (children £3) you can travel by Ribble from Greater Manchester or Lancashire on a Friday or Saturday, then enjoy a total of three days unlimited travel in the Yorkshire Dales on Ribble/Pennine/West Yorkshire RCC services in an area from Harrogate to Ingletton, Earby to Hawes and Keld. They even supply an excellent, modestly priced Bed and Breakfast list of good Dales accommodation. Full details from any Ribble office or by post from Central Area Office, Ribble Motor Service Ltd., Foundry Hill, Blackburn, BB1 1HE.



Railway in a landscape: Wensleydale line near Hawes in 1961 - what future for Dales transport ? (Photo G.N. Wright)

Dales Rail over the celebrated Settle-Carlisle line, now the focus of so much public attention, promises to enjoy its busiest season ever. Service from Liverpool/Preston/Blackburn, from Carlisle and from Leeds and Skipton will commence on Saturday May 5th, and operate on the first weekend of every month calling at specially reopened stations in the Dales and Eden Valley, with a full programme of connecting buses, guided walks, farm visits etc. Advance booking strongly advised for '84 - details from Yorkshire Dales National Park, Hebden Road, Grassington, Skipton, Yorkshire (Lancashire or Cumbria originating services) of WYPTE, Metro House, West Parade, Wakefield, WF1 1NS (West Yorkshire originating services). Or why not join the YDS trip to Kirkby Stephen on Sunday May 12th - see overleaf for details.

Opera Bus is the YDS's own regular opera, theatre and ballet bus from Upper Wharfedale, Skipton and Ilkley which runs for members and local people, offering cut price tickets and travel without parking problems. Next event is a bus to the ballet Giselle at Leeds Grand Theatre on Friday April 27th. SAE to Secretary as soon as possible for details of this and other events - booking closes a month in advance. A similar scheme operates in the Settle area, and a Wensleydale service is being considered.

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## Events for Spring

- March 3rd - 18th The Three Peaks. Photographic exhibition by Caroline Forbes from book with Harry Ree. Linton Court Gallery, Settle
- Sat March 10th Great Little Museums of the Dales workshop (full details from Secretary). Afternoon lecture by Professor Bernard Jennings: Writing a local history in the Dales - in Nidderdale Museum, Pateley Bridge, 2pm. Admission 50p. YDS event.
- Tues March 13th Poetry reading - Peter Redgrove, Penelope Shuttle. Linton Court Gallery, Settle 7.30pm
- Wed March 14th The Enchanting Dales illustrated lecture by YDS Secretary Colin Speakman. Pudsey Civic Centre, Dawson's Corner (junction A6120/A647) at 7.30pm. YDS event.
- March 24th - April 8th The Settle-Carlisle Railway. An exhibition mounted by the North Craven Heritage Trust - Linton Court Gallery, Settle.
- Sat April 14th The Grassington Moor Mines An afternoon with Pete Dawson and members of the Earby Mines Research Group. Meet Yarnbury, above Grassington (GR SE015 658) at 2pm. YDS event.
- Fri May 4th Rooting for the Grass Roots Lecture by Christopher Hall, Editor of The Countryman on mobilising rural opinion. Grassington Town Hall, 8pm. Admission 50p. YDS event.
- Sun May 6th Pendragon, Wharton Hall and Bowberhead. A day with farmer, landowner and vernacular architecture expert Raven Frankland looking at an early medieval castle, a medieval fortified farmhouse and a Pennine hillfarm. Travel there by Dales Rail - full details from Secretary (SAE please). A YDS event.
- Sat May 12th A Walk around the Ingleborough Estate Dr John Farrer of Clapham will take Society members around the Ingleborough Estate to look at some rural problems - conservation, recreation, forestry, estate management. Bring old clothes boots/wellies. LandRovers useful! Meet Clapham Car Park 2pm YDS event.
- May 26th-June 9th Swaledale Festival - see page 9
- Sat June 16th Wildflowers at the Tarn Delwyn Bushell and Paul Wilkinson will show YDS members a little of the botanic riches of Malham Tarn. Meet at Malham Tarn Field Centre at 2pm. Boots advised. YDS event
- Fri June 22nd Buttered Peas Trevor Sharpe, assisted by his colleagues, presents an evening of Dales poetry, music and tales. (Opening night of the 1984 Grassington Festival). Grassington Town Hall 8pm.
- June 22nd - July 7th Grassington Festival Details (SAE please) from Fleur Speakman, 3 Hardy Grange Grassington Nr Skipton, Yorkshire BD23 5AJ.



Miss Elizabeth Middleton of Dent

(Drawing by G. Thompson)

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