

# Y The Yorkshire Dales Review

No.11  
Summer 1985



**The A684 Scandal  
Open Fell Hidden Dale  
Into Gaping Gill  
Buses at Risk?**

**30p.**

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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 the views of the Society.

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## The A684 Scandal

Revelations in the press that the North Yorkshire County Council Surveyor, in order to attract higher grants for its maintenance, plans to have the main road through Wensleydale upgraded to a "Primary Route", have caused an uproar in Wensleydale. The thought of a huge sign on the M6 at junction 37 directing juggernauts to "Teeside" has, not suprisingly, enraged Dalesfolk who have been quick to spot a steady increase in heavy vehicles through Dales villages.

Full credit, therefore, to the Yorkshire Dales National Park Committee and to Richard Harvey, National Park Officer, for opposing these moves, and for bringing the matter into the open, even if it meant taking a stand against powerful lobbies within County Hall.

The Yorkshire Dales Society is proud to add its weight to those many individuals and organisations in Wensleydale who have expressed their opposition to anything which is going to increase the amount of long distance, heavy goods traffic travelling through the Yorkshire Dales. We support efforts by Aysgarth and West Witton Parish Councils, by Wensleydale CPRE, by many locally elected representatives, and representatives of all three major political parties, and above all by local MP Leon Brittain (who also happen to be Home Secretary) to have the proposal rejected. We cannot do better than echo Mr Brittain's words to The Wensleydale Advertiser: "Designation is bound to cause more traffic which could only do immense damage to Wensleydale. That is why I think designation would be a grave error and I hope it will be scotched at the first opportunity."

The Yorkshire Dales Society isn't necessarily opposed to all road improvements within a National Park. There may well be occasions when on grounds of safety and practical convenience, roads have to be improved. This isn't the issue. The real issue is the backdoor method of piecemeal improvement to create a major industrial highway through the heartland of the Yorkshire Dales, and the Yorkshire Dales Society, which has members from throughout the UK and from overseas, believe this is a national issue.

On page 4 we explain why - and suggest some alternative solutions.

In the Spring Review we carried a plea for financial support from our members. The response so far has been quite splendid, with well over £100 flooding in, some of it in £10 or £20 donations, but most in small sums in the form of an extra £1 on a membership renewal or book or map order. Sales of maps and badges have also been a valuable source of extra revenue. Thank you for your generosity.

Though we're by no means out of the wood yet, a small reserve fund is being built up, and you can help further by filling in a Deed of Covenant or indeed subscribing by Bankers' Order on the form enclosed with this Review - we always lose vital members each year because even quite keen members forget to put the cheque in an envelope.

In the last issue too, we asked for helpers for our Addingham office. Again, the response has been quite tremendous, and a whole small team of YDS members have emerged, giving up part or whole of the day, painting the office, typing adress label masters, membership records, stuffing envelopes. Unless you've been along to help, you've little idea how much work 600 members can generate. We'll be glad to see you any Wednesday, from 10am - though preferably give us a ring first so we know you're coming, and can have a few jobs and a cup of tea organised. Ilkley 607868's the number.

Finally, a heartfelt thank you on a personal level. It happens to all organisations from time to time, but in March the YDS suffered some pretty bad press. Harmful things were said, mostly without a grain of truth behind them, and damage was done. We know one or two members resigned, and others did not renew membership because of what they read. The Society, at its most vulnerable time, suffered. Yet for every negative comment, there have been at least ten letters, phone calls or words of support. Thank you is an inadequate response. Let's try to heal the wounds and hit four-figure membership before '85 is out. We're well on the way!

Cover photo: Arncliffe, Littondale (Geoffrey N. Wright)  
(From The Stone Villages of Britain)

Colin Speakman

## A Difficult and Troubled Period

Presiding at the Second Annual Meeting of the Yorkshire Dales Society at Leyburn on May 18th, Chairman Ken Willson spoke of the "difficult and troubled period" the Society had come through.

Not one but three crises had faced the Society. In the autumn there had been a crisis of accommodation when plans to use Hebden School on a short lease had been frustrated by an outside individual anxious to acquire the property for a commercial purpose. Owing to the Secretary's house move, the Society had literally operated out of packing cases over the winter months and for a time was barely able to function. The crisis has only been resolved in February through the kindness of Mr David Harrison of The Fleece, Addingham, allowing the use of old shop premises, rent free. The Society was enormously grateful to Mr Harrison and the brewery for this facility, and now enjoyed excellent facilities where several members were able to give their time to the Society.

The second crisis concerned the Secretary. Though the principal of having a paid Company Secretary had been agreed by the Committee as long ago as 1982, and a rate of remuneration agreed by the Countryside Commission as a basis for grant aid, inability to agree payment had led to the Secretary's resignation. Following an emergency meeting of Council the Secretary was offered a contract for six months, which was subsequently accepted. But as a result of the decision Keith Lockyer had resigned. This had a sad decision, and the subsequent press publicity particularly regrettable. Mr Lockyer had recently been elected to the mid-Craven Ward of North Yorkshire County Council and the Society could only wish him every success in his new role.

The third and related crisis was one of finance. To survive the Society must recruit more members, broaden its base, and succeed in attracting more funds, by sponsorship or grant aid.



Peter Dawson, of Earby Mines Research Group explains aspects of leadmining during a well supported visit to Cononley Mine in March (Photo:Chris J.Wright) aspects had been, in other ways the Society had continued to flourish, with some excellent meetings and positive achievement in many fields including improvements to rural transport, co-operation with the National Park on the Sedgwick Trail, further excellent issues of the Review and an expanded Guest Card. Membership had increased well, excellent exhibitions in Bingley and Keighley with good press coverage had helped. Ian Hartley, Treasurer, presented a detailed statement of the Society's finances, re-inforcing what the Chairman had said. Membership subscription alone was insufficient to finance the Society's activities. He emphasised that though the position would have to be reviewed in August, resources existed to complete the Secretary's 6 month contract with the Society.

Donald Heffer of Pateley Bridge, a member of Council asked the Meeting to note that he had disassociated himself from the decision to appoint a paid Secretary on the grounds that such payment would absorb a disproportionate amount of the Society's income. This was noted.

The Secretary, asked to respond, explained that notwithstanding the difficulty of his position, in his experience the amount of work now required by the Society, the skills and the commitment required were beyond what volunteers could reasonably expected to give. His role was to act as a catalyst, to help release the energies of volunteers. But this could only be achieved, as it was now being achieved, from a small, professionally staffed office. The active help of all members would always be warmly welcomed.

At the subsequent election of officers and Council, Mr Heffer asked that his election be taken as a separate item, members knowing his views. He was subsequent elected by a majority of those present. A full list of officers and members of Council for 1985/6 is on page 11.

## A684 - The Rational Alternative

The A684 is a particularly beautiful road. It runs from Kendal across Junction 37 of the M6 motorway, through Sedbergh, winding through Garsdale to Hawes, and then along Wensleydale, through Bainbridge with its beautiful village green, Aysgarth, West Witton and Leyburn before continuing to Bedale and the A1(M).

Immediately west of Hawes another important Dales road, the former Lancaster-Richmond turnpike, feeds into the A684 from Ingleton and Ribblesdale, crossing underneath Ribblesdale viaduct and down Widdale.

These roads have been busy, important roads in the Yorkshire Dales for centuries, important for Dalesfolk as lines of communication, particularly to and from Wensleydale, important for visitors to the Dales by coach and car, their winding beauty and scenic views part of the reason for coming to the Dales.

As traffic has increased, and lorries and waggons have got larger, so has the pressure to widen and improve many of the roads through the Dales, including the A684.

Many people who love and care for the Dales, both within and outside the area, have looked upon these developments with concern. After all, if the beauty and character of Dales road are part of the Dales heritage, clumsy road improvements, complete with concrete kerbstones, quickly destroy that

character. Already many Dales roads have been improved to 70mph standard, a fact that doesn't make for safe driving when the same road suddenly squeezes into the bottleneck of a village. The A684 west of Bainbridge is an example, or the B6479 south of Horton-in-Ribblesdale.

Concern about such developments by amenity groups during the 1970s led to the Yorkshire Dales National Park Committee, in response to Government Circular 4/76, producing a "Road Hierarchy" for the Yorkshire Dales. This document was produced in close consultation with the County Surveyors of North Yorkshire and Cumbria County Council as well as a wide range of user, amenity, transport and commercial groups.

In essence, the "Road hierarchy for the Yorkshire Dales" is a compromise. It recognises the need to have road improvements in the



Hawes town centre, on the A684

A Suitable place for juggernauts? (Geoffrey N. Wright)

Yorkshire Dales. Dales people, like people living anywhere else in Britain, need roads which are safe, easy to keep open during the winter months and able to provide them with the goods and services required for modern day living at economic cost. At the same time special attention has to be paid to an environment of national importance, to take every care to ensure, wherever possible, that road improvements are achieved sensibly and aesthetically.

The principle behind the Road hierarchy is this. It was agreed as a fundamental point of principle that long distance, through traffic has no place in the National Park except, indeed, for a tiny corner of the south west where the A59(T) cuts by Beamsley. Such traffic should be encouraged, by mandatory measures if necessary, to use the "motorway box" around the National Park. This is formed by the M6 in the west, the A1(M) in the east, the A65(T) and A59(T) in the south and the A659 (Tebay-Brough) and the A66(T) in the north. It was accepted, as part of the overall strategy, that massive road improvements and the building of by-passes (for example as recently completed around Skipton and planned for Settle and Addingham on the A65) would be required to bring these routes to dual carriageway standard.

Having got rid of the major through traffic, therefore, the remaining important "A" roads and certain of the "B" roads in the National Park including the A684 and the B6255 would indeed require some improvement as Category Two roads required to take a major share of the goods and passenger traffic of the Dales, again with safety and ease of access as criteria. Lower Category roads, Category Three and Four, should only receive either minimal or minor improvement only when overwhelming matters of safety were apparent.

The document, which was agreed by North Yorkshire County Council's Highways and Transportation Committee as an advisory document, was published by the Yorkshire Dales National Park Committee and can be purchased from the National Park Office or National Park Centres.

So far, so good.

But in 1984 observant Wensleydale local residents began to notice a sudden increase in very heavy goods vehicles on the A684 through Wensleydale. These weren't local vehicles, but juggernauts en route

from Lancashire to Teeside. One YDS member in Leyburn was actually stopped by the driver of a very large wagon and asked how to get to Bradford from Teeside - he had been directed via Hawes and Ingleton!

The suspicion that this sudden increase in vehicles was no coincidence came to a head when the National Park Officer, Richard Harvey, discovered that the County Surveyor was actually attempting to get the A684 designated a "primary route" from the M6 to the A1 in order to secure increased government funds for road improvements.

To add insult to injury, huge articulated lorries from the Ribblesdale quarries, where sidings onto the under-used Settle-Carlisle railway lie rusting away, are now finding their way along the recently improved sections of the B6479 and the B6255 into Wensleydale to grind their way through Hawes' narrow main street, by Bainbridge's famous green, Leyburn's busy market place.

It is difficult for Dalesfolk to avoid the conclusion that here are powerful commercial interests and lobbies working closely together, to create a need, create a problem and justify it by building a "motorway by stealth" through the heartland of the Yorkshire Dales National Park.

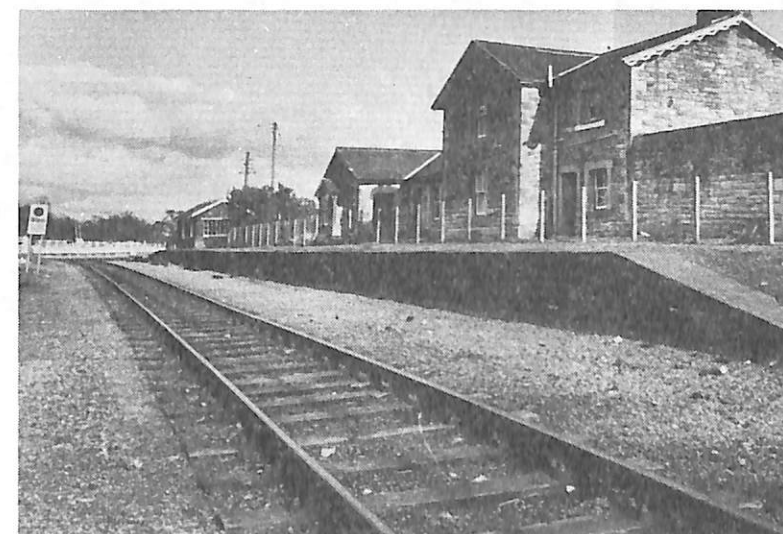
Such developments will not benefit Dales communities, rather destroy the peace, quiet and glorious beauty which itself has an economic value in a frenzied age. Not only would conservation suffer as the juggernauts come, but so would the tourist industry.

There are alternatives to this nightmare. Scrap all plans, secret or public, to turn the A684 into a "primary route". Reinforce the road hierarchy by advisory information - many responsible road hauliers already use the "motorway box" - and by imposing mandatory restrictions, well policed, through sensitive points like Hawes. And put heavy, long distance freight traffic where it belongs - onto Britain's scandalously under-used railways. The Settle-Carlisle line was built for such a purpose.

Colin Speakman

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## Put It Back on the Wensleydale Line



The next train to? Wensley Station on the Redmire branch  
(Geoffrey N. Wright)

YDS member Frank Cawkhill, who lives at Finghall, near Leyburn, is the Secretary of the YDS/Yorkshire Rural Community Council Wensleydale & Swaledale Transport Users' Group. He writes:

With imagination and careful planning the Wensleydale Railway line, which still exists maintained to high standard between Northallerton, Bedale, Leyburn and Redmire could solve many Yorkshire Dales transport problems, both freight and passenger.

Modern research has shown that rural railways can now be operated at a fraction the cost until recently thought essential. New simplified signalling, radio controlled, automatic passing loops, simplified but safe level crossings with early warning systems,

simpler and cheap ticket issuing systems, lightweight railbuses that don't require expensive platforms, are in use throughout Europe, especially Holland, Austria and Switzerland, and are now being tried out in Britain, especially in Scotland.

Rather than major road improvements through Wensleydale, a new single track railway could be laid on the original trackbed at a fraction of the cost - perhaps even using rails from the Settle-Carlisle itself if, as some experts have suggested, the line be singled. Restoration of the Garsdale-Redmire spur would take heavy articulated quarry traffic off the A684 onto rail, and the line could also take long distance container traffic on a more direct route to Teeside and Tyneside.

Once restored, using modern light railcars, the line would have considerable value to local people at a time when our local buses are under serious threat, being faster and more comfortable than buses. It would also have considerable tourist potential, as a way of reaching and seeing the Dales, and increase the potential of Settle-Carlisle, giving greater flexibility, and helping the local economy. Even in its truncated form, to Redmire, the line has a potential yet to be fulfilled.

Frank Cawkhill

## Open Fell Hidden Dale

In what must surely prove to be the major Dales publishing event of 1985, two gifted young Dales photographers join forces with the greatest living scholar of the Yorkshire Dales - Dr. Arthur Raistrick - to produce a book of evocative power and beauty. This is a fresh look at the Yorkshire Dales, not as in the work of so many photographers, an empty if exquisite landscape, but one in which ordinary Dales people play a major part. The portraits have humour, sensitivity, empathy; the landscapes whether above or below ground a majesty we have come to recognise; the prose a rare authority and wisdom. All link the

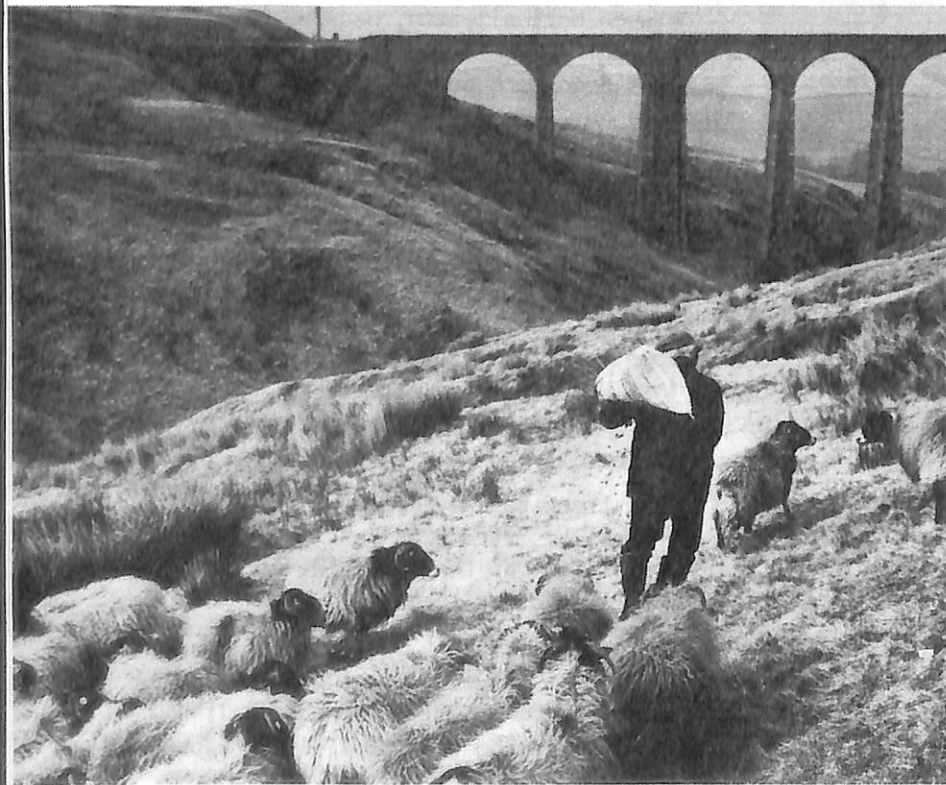
landscape to the community and vice versa. Some of the 93 finely printed, large format black-and-white photographs will be familiar the YDS members as Review covers. A book to treasure.

Published by Frank Peters Publishing of Kendal, price £12.50, Open Fell Hidden Dale will soon be in local bookshops, or from John & Eliza Forder, Sedgwick Cottage Dent, Cumbria. 10% discount for YDS members/ Guestcard holders - personal callers only.



Jim and Ivy Mason from Barras House, Gawthrop

Feeding Swaledale sheep above Artengill Viaduct



"The physical Dales may be scarred by quarries and blanketed in parts by monotonous plantations of conifers, made noisy by busy roads and crowded car parks, but they are large enough to bear these scars even as they regret them. Some of the Dalesfolk both young and old will still look to and go to the hills. They will seek rest and quiet contemplation, as they absorb the broad

## John & Eliza Forder, Arthur Raistrick

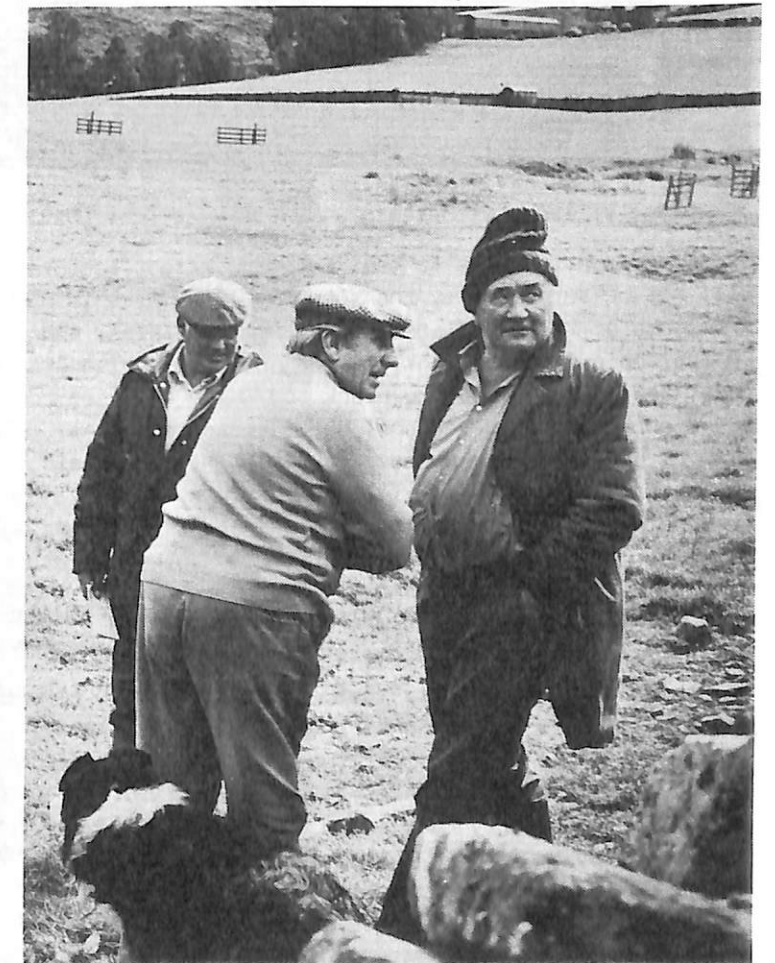
One idea of producing Open Fell Hidden Dale was to portray through a series of photographs the nature of the Yorkshire Dales landscape and the people who make their way of life here. Having lived in Dentdale for 10 years or so, we have grown to greatly respect Dalesfolk - their steadfastness and independence, their shyness and natural suspicion of outsiders. John's caving interests have also given us plenty of opportunity not just to appreciate the "tops" and village life, but also to admire the splendid scenery that lies beneath the surface limestone.

We approached Arthur Raistrick a year and a half ago to write accompanying text for the photographs, and he has described for use concisely the history of the Dales from the first settlers to the present day, and also the structuring of the landscape into the patterns it forms today. It has been a great privilege to work with him for while he has described the Dales story factually, we have recorded it visually. The black and white format seemed to suit the subject. We hope this book reaches out to people all over Britain to help increase understanding of the uniqueness of this area and its inhabitants. We also hope it gives Dalesfolk the encouragement to carry on protecting it and calling it their own.

John and Eliza Forder

Billy Mason, Colin Greenwood and Clarence Storey  
"having a crack" at the sheep dog trials.

Main Stream passage, Lancaster Hole.



spread of the country they love. They will gather peace and refreshment of body, mind and spirit. This section of the "native" Dalesfolk will meet all the challenges and changes that are bound to come, and there is increasing evidence that their love of the Dales is as great as that which Dalesmen have held in the past.

They will, like their forbears, hesitate to speak and define the Spirit of the Dales, but they will live in it and it will be preserved to serve and inspire future generations, as it has been the inspiring force in the past. May it be so."

Arthur Raistrick

Open Fell  
Hidden Dale

1985

## Summer Reading



Bainbridge, Wensleydale

- one of the Stone Villages of Britain from Geoffrey Wright's new book

(The A684 road runs across the mid foreground)

The Stone Villages of Britain - Geoffrey Wright (David & Charles, £15.00)

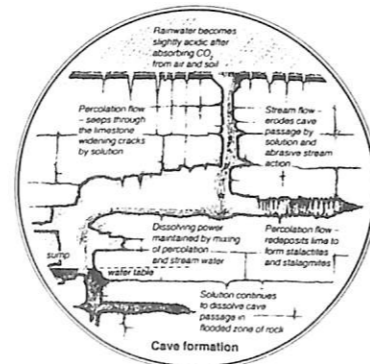
Those of us privileged to hear Geoffrey Wright lecture or have been guided by him around a Dales village will not be surprised by the superb quality of this book, both its text, which reveals an encyclopaedic knowledge of the villages of the British Isles, and the sharpness, subtlety and range of the photographic illustrations, by the author, supplemented by line drawings by Dales artist and illustrator Janet Rawlins. Colour and black and white are used to great effect, and the book is organised not, as you might expect, in regions, but in terms of stone. Everything from granite to chalk is represented, with of course generous space devoted to the Mountain Limestones and the Oldest Sandstones which make up Dales rocks and Dales villages. A book for continuous reading or for invaluable reference, exploring as it does materials, techniques and purposes of vernacular building, and helping to put the magnificent heritage of the built environment of the Yorkshire Dales into a wider, national context.

Speak to the Hills - An Anthology of Twentieth Century British and Irish Mountain Poetry edited by Hamish Brown and Martyn Berry (Aberdeen University Press, £14.50).

Mountains and fell country have, since Wordsworth and fellow Romantics, long been an inspiration to writers. Indeed our response to the hills is largely conditioned by writers, artists, poets, photographers who see, in wild places, spiritual truth or reflections of the human condition. This magnificent, 500 page collection contains the names of many of the greatest of modern poets who have responded to the upland landscape, names such as Edward Thomas, AE Housman, Rudyard Kipling, Louis Macneice, R S Thomas, George Mackay Brown, Ted Hughes. But it also has the names of others who are primarily walkers, climbers or outdoor people whose love on the outdoors has been crafted into verse. The Yorkshire Dales, quite naturally, attract a few poets and a few names that will be familiar to YDS members - A.J. Brown, Anna Adams, Jane Wilson, Kenneth Oldham, Dick French, Bill Cowley, Colin Speakman, Roy Brown, Michael Finch,

Limestone Scenery; Malham and Malham Tarn - Yorkshire Dales National Park Conservation Series 40p each

Two smartly produced, full colour pamphlets looking at aspects of limestone scenery, both generally and in a particular location combine quality of production and scholarly, but highly readable information in ways that open a new era in National Park interpretation in the Dales. Did you know that the Yorkshire Dales has some of the finest glaciokarst in the world? Do you know what glaciokarst is? Do you know how dry valleys were formed. Information is, quite properly, linked to the over-riding conservation theme - understanding means concern which in turn means protection. An excellent new series.



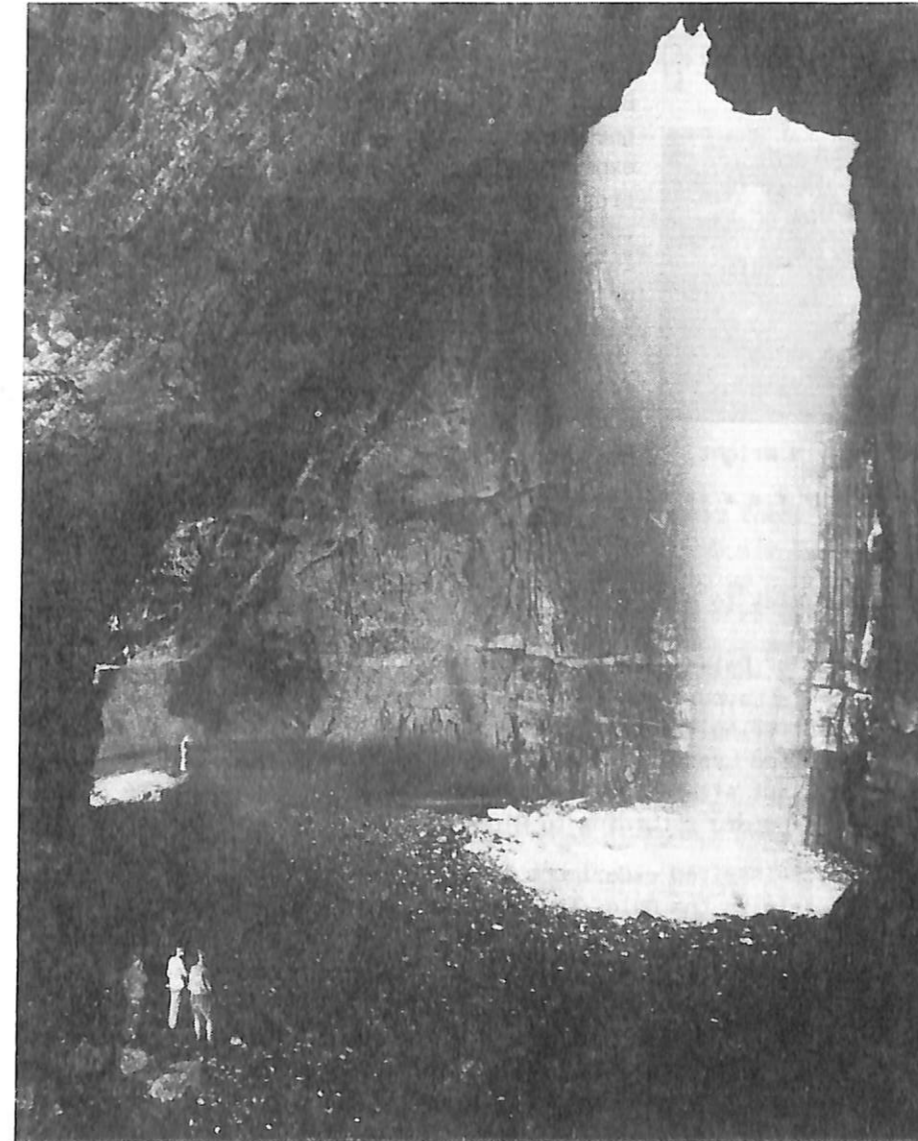
An illustration from Limestone Scenery.

## Into the Depths of Gaping Gill

You are motioned to the brink of the abyss, fastened into a frail-looking bosun's chair by an assistant and draped with a waterproof oilskin. Apprehensively you take heed of his warnings to keep your legs tucked under your elbows in - a knowing grin from the winch driver and then he moves a lever. The descent commences.

Moss and lichen covered rock walls glide by, passing quicker by the second as the noisy beat of the diesel engine gradually dies away, to be replaced by the unmistakable sounds of falling water filtering up from somewhere below - a long way below. As the daylight melts away into darkness, all plant life, starved of the sustaining rays of the sun, disappears, leaving only cold, uncompromising limestone dripping wet in the stygian gloom.

The rate of descent continues to increase when suddenly you become aware of the thin steel cable on the end of which you are hanging, acutely conscious of the tenuous link with the world above. Glancing upwards a small patch of sky can be seen shrinking into insignificance. Some heavy spray showers upon you jolting your attention back to the immediate surroundings, then quite without warning the walls up until then close by, suddenly recede into fathomless blackness. To the left at this point the ghostly outline of a waterfall may be seen descending irresistibly under the pull of gravity. Following the wraith-like ribbons downwards, your eyes are drawn to a circle of spray-lashed cobbles dimly revealed on the floor by the sickly grey light streaming down from the surface. The bottom now seems to be rushing upwards to meet you at an alarming rate and you begin to worry a little. However, at that very moment unseen hands, over 300 feet above apply the brakes, the descent slows and eventually the chair comes to rest a few feet from the rocks comprising the floor.



Deafened by the noise of the cataract falling over twice the height of Niagara, you fiddle for the safety harness, but someone barely glimpsed in the dark releases you from its reassuring grasp. With eyes not yet accustomed to the darkness, you can only stumble upon the uneven floor of the great cavern, oblivious to its immense size and great age; your face lashed with a cool spray borne upon a dozen conflicting winds, and your mind numbed in wonder and still reeling from the long descent.

In perhaps 11 seconds you have just completed a descent, by winch and bosun's chair, one of Yorkshire's great classic potholes, at 340 feet the deepest natural shaft in Britain and without any doubt the most awe-inspiring.

Howard Beck

Howard Beck, author of the history of Gaping Gill, is giving members of YDS the opportunity this summer of making a similar descent as guests of The Craven Pothole Club at their annual winch meet.

This will take place on Saturday August 24th and the cost per person will be £5.50 and will include being met in Clapham village car park, a guided tour of surface features en route to the Gill and the loan of safety helmet.

Lamps, where necessary, will be provided for, although anyone wishing to bring along their own is perfectly welcome to do so.

Howard Beck will arrange the descents and meet everyone below in the magnificent "Hall of Winds", the main chamber of Gaping Gill, where he will take the party on a guided tour of this impressive feature. Those wishing to take advantage of this special meet are advised to wear stout footwear, fell shoes are suitable but boots or wellingtons would be better. A waterproof anorak might be an advantage since despite efficient water diversions, some heavy splashes are sometimes encountered during the descent. The weather too, can be a trifle capricious!

There are two restrictions only. The party will be limited to 20 and the minimum age is 14. All descents subject to weather .

Any members interested in making this chance-of-a-lifetime trip down Yorkshire's most famous pothole should contact Howard Beck direct, including with their booking remittance of £5.50 per person, payable to Howard Beck, 1 Hothfield Terrace, Skipton, North Yorkshire BD23 2AX no later than July 31st. Places will be reserved strictly on a first come first served basis. Autographed copies of Mr Beck's book Gaping Gill 150 years of Exploration can also be obtained from the above address. Price £9.95; add £1 post and packing.

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### Spot the Endangered Species



photo: Geoffrey N.Wright

Ribble 565, the popular market day bus between Hawes, Garsdale, Sedbergh and Kendal leaves its passengers in Hawes Market Place. This is exactly the kind of service most at risk if the Government's highly controversial Transport Bill, now being debated in the House of Lords, goes through unchanged. Big companies are expected to pull out of remoter rural routes as cross-subsidisation becomes illegal and private companies become quickly disenchanted with the low economic return on rural stage carriage operation. In particular the concept of a network with discount tickets will be lost (see below). The legislation has met with widespread opposition from transport and user groups, womens' organisations countryside and amenity groups - and even within some Government circles !

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### Dalesbus '85

Alan J. Sutcliffe introduces some opportunities to explore the Dales in '85 without your own transport.

The highlight of West Yorkshire Road Car Co's DalesBus service in '85 is the new Sunday and Bank Holiday from Leeds & Harrogate to Hawes via Leyburn continuing to Swaledale via Buttertubs Pass. The bus, 803, leaves Harrogate at 1.03pm, arriving Hawes 3.55pm, returning as the well established 801 bus to Harrogate via Bishopdale, Wharfedale and Leeds. The popular 801 bus from Harrogate to Hawes no leaves at 12.35 via Leeds as previously, but after arrival at Hawes at 4.27 it leaves on the 803 route via Buttertubs, Swaledale and Leyburn before returning to Ripon and Harrogate and Leeds.

This new service, introduced following a YDS-inspired experiment in 1984, provides a wealth of new opportunities for an excellent half day's trip to the Dales for those without cars, including a visit to Jervaulx Abbey, Middleham Castle or Leyburn, permitting 4 hours stay, or 3 hours in the heart of "Herriot" country at Reeth - time for a short walk. Or you can stay on the bus through Wensleydale to Hawes to return the same way or a choice of bus back via scenic Wharfedale. A full day in the Dales is possible by using the morning (9.15am) DalesBus from Leeds, whilst the Sunday afternoon service back from Swaledale is excellent for anyone staying in the Dales for a weekend, perhaps hostelling or walking the Swaledale sections of the Pennine Way or Coast to Coast route..

Other DalesBus services available in 1985 include DalesBus 800 from Leeds to Hawes and Keld on Saturday, to Ingleton via Hawes on Sundays, 804 from Harrogate to Grassington (runs all year), 806 from Leeds and Harrogate to Fountains Abbey, Brimham Rocks, Pateley Bridge and Washburndale, whilst the X99 operates also on Sundays from Bradford and Leeds to Richmond and affords nearly three hours in the capital of Swaledale. Details of all these services is contained in the DalesBus leaflet available from Bus company Offices or by post (SAE please) WYRCC, PO Box 24, East Parade, Harrogate.

During the school summer holidays in late July and all August, the popular mid-week services from Skipton Station (meeting trains) for Hawes (Tuesdays) and Leyburn (Fridays) operate, as well as a Tuesday 800 service to Bolton Abbey and Grassington and Harrogate to Fountains Abbey.

Once again most DalesBus Saturday, Sunday and Bank Holiday services run until September 29th, except X99 which runs to 26th August only.

However, in 1985, Explorer Tickets have replaced Dayrider tickets for a full day's travel on West Yorkshire buses to the Dales, and are a bargain at £3 adult, £1.50 child, £6 family or £2 OAP. All tickets are purchasable on the bus, except the OAP ticket which must be bought in advance. Also available during 1985 is the excellent Dales Wayfarer ticket. This must be purchased in advance at rail stations and bus stations in West Yorkshire, Skipton and Harrogate (MetroBus or NBC) at a price of £4 per adult, £2 per child, MetroPermit or Senior Citizen railcard holder, £8 per family and is available on all MetroTrain and MetroBus services in West Yorkshire, on all West Yorkshire Road Car services in Wharfedale, Wensleydale/Swaledale, Nidderdale and Harrogate areas, and on British Rail to or from Skipton, Settle and Giggleswick, Harrogate and Knaresborough. Not only is this excellent for visitors, but Dalesfolk with a Senior Citizen railcard can now travel into Leeds or as far as Harrogate, Ripon, Bradford, Wakefield, Huddersfield, Howarth or Hebden Bridge on bus or rail for £2 ! Bargain Day Out return fares are also available from Leeds and Harrogate to Pateley Bridge.

Once again, may I appeal to YDS members to use these services (and tell their friends); use them before we lose them !

Alan J. Sutcliffe

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### Yorkshire Dales Society Council of Management 1985/6

Chairman: Ken Willson, (Addingham)  
Vice Chairman: Philip Helliwell, (Keighley)  
Hon. Treasurer: Ian Hartley, (Cononley)

Council: Tim Boothman (Threshfield); David Boulton (Dent); Delwyn Bushell (Malham); Eliza Forder (Dent) Laurie Fallows (Bowness); Donald Heffer (Pateley Bridge); Unity Kelly (Clapham); Jerry Pearlman (Leeds); Margaret Rooker (Elland); Trevor Sharpe (Bradford); Joyce Sugden (Dewsbury); Lesley Todd (Austwick); Geoffrey Wright (Askrigg)

Company Secretary: Colin Speakman Hon. Auditor: Richard Beale FRICS

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### Society Topics

Included with this copy of The Review is a membership form. Please pass it on to an interested friend. The Society needs every member we can get to build up its resources to tackle the problems of the Yorkshire Dales. Already, before the end of May, we passed last year's record total of 604 but recruiting needs to continue at a high level to meet targets. The Secretary is willing to lecture to groups or organisations in the region where we can recruit members. Let us know when or where and it will be arranged.

Response to our appeal for donations for the Foundation Fund and the General Fund was excellent, but further support still badly needed. All contributions of £5 or more will be personally acknowledged.

Remember, membership now runs for 12 months from date of joining. Why not give YDS membership to a friend or relative as a way of helping that person to enjoy the countryside as well as helping YDS.

The YDS "Guest Card" giving discount to many attractions is a valuable asset of membership. You can easily save your subscription in a year, and in so doing help those Dales-based organisations who have given the facility. We'd like to expand the card for 1986. If you've a Dales-based business that might benefit from the scheme, with goods, service, or accommodation, or suggestions to make, let us know. We want to improve the service our members receive. Ideas and suggestions always welcome.

When in the Dales "shop local". Many small businesses in the Dales, including post offices, garages, village shops, craft workshops, depend on summer trade to survive. Local residents, too, instead of driving to distant supermarkets, might also help local shops with patronage. Fill your petrol tank at the local garage rather than the motorway service station. Buy locally made goods and use local services. This is one way Society members can make a positive and worthwhile contribution to the maintainance of Dales life. And why not make a point of catching a local bus, especially useful if you're planning a valley walk. By using local service we're helping to keep the infrastructure locals use.

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BADGES!! The beautiful YDS badge with birds' eye primrose logo in embossed leather - a badge to wear with pride. Available NOW from the Secretary 80p (add 20p post & packing).

## Events for a Dales Summer

Saturday June 15th    Flowers at the Tarn    Members of Malham Tarn field staff will meet YDS members and share with them some of the beauty and botanic richness of this nationally important wildlife reserve.    Meet at Malham Tarn Field Centre (allow 20 minutes from Malham !) at 2pm.

Saturday June 22nd    Ramblers' Golden Jubilee    The Pennine Way Council invite YDS members to join nonagenarian Tom Stephenson and RA President Mike Harding at a rally at Street Gate, Malham at 2.30pm to mark the 50th anniversary of the publication, in The Daily Herald (22nd June 1935) of Tom Stephenson's article "a long green trail" which inspired the concept of The Pennine Way and Long Distance Footpaths in Britain.    A series of walks will be organised in the morning leaving Malham car park at 10.15am

June 29th - July 13th    Grassington Festival    Concerts, recitals, lectures every evening in this beautiful Dales village. For details SAE to Festival Administrator, 24 Woodside, Wood Lane, Grassington, via Skipton, North Yorkshire

Tuesday July 16th    Saving the Dales Barn Heritage    Ian Tod, of the Society for the Protection of Ancient Building, is leading the SPA3's major survey, in the Dales area, of threatened Barns (see Geoffrey Wright's article in Spring Review). He will introduce YDS members and friends to the Survey and its purpose, with a view to getting active support from members in this vital work. The meeting will take place in Grassington Town Hall (Dressing room at rear of Hall) at 7.30pm

Saturday July 20th    Discovering old Muker    Geoffrey Wright, author of Stone Villages of Britain, will take YDS members of this most protogenic and historic of Dales villages, looking at some of its interesting buildings and its history. Meet outside the Farmers' Arms, Muker at 2.30pm

Wednesday August 7th    Open Fell, Hidden Dale    An evening with John and Eliza Forder, using slides to illustrate some of the major themes developed in their new book (see pages 6 and 7) Hawes, Market Hall, 8.pm    Admission £1 (YDS members 70p)

Saturday August 24th    Gaping Gill Visit    - pre-booking essential. See page 9 and 10

August 9th - 24th    Dent Festival    A wide variety of events in this community which, during 1985, celebrates the bi-centenary of its most famous son, Adam Sedgwick. Highlights include lecture Dentdale to Dyak Country, Ben Lyon (August 12th), Poetry of Cumbria - Norman Nicholson, Michael Ffinch (August 14th), The Haunting of a Dales House - Kim Lyon, An evening with Mike Harding etc. For details of time and place ring 0204 81273 or 058 75 321.

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The Yorkshire Dales Society  
152 Main Street  
Addingham  
West Yorkshire  
LS29 0LY    (0943) 607868 -evenings

