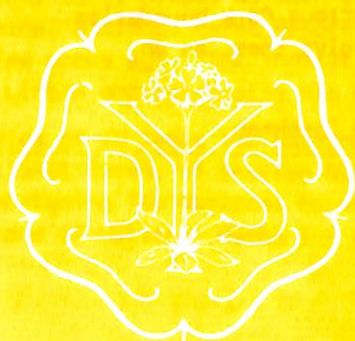


# **Y** The **Yorkshire Dales** **Review**

**No.15**  
**Summer 1986**



**National Parks - Fifty Years Campaigning**  
**Settle — Carlisle: Local Considerations**  
**The Three Peaks Footpaths**  
**Coolscar Quarry Decision**  
**The Low Flying Menace**

**30p.**

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## Working Together

The launch of the National Park "Awareness" Campaign - "Watch over National Parks" - this Spring marks a major watershed in the development of National Parks in the United Kingdom. Up till very recently indeed, the prevailing view within National Parks was that it wasn't up to National Park Authorities to do anything to encourage people to come. The fact that they did come, and in very large numbers indeed, was somehow considered to be coincidental.

But gradually a realisation has emerged that unless National Parks have a really broad base of support from throughout the whole community, and not just the traditional small band of country-lovers and country-goers, they are not going to get the resources they need to do the job Parliament intended. Conservation is an attitude of mind, and unless the community is prepared to place the highest value on its finest landscapes, we can expect more quarries, more large roads, more commercial afforestation schemes more unsightly development to inevitably occur.

Already powerful and persuasive voices are trying to persuade the Government to dismantle Britain's elaborate system of planning controls, to go back to the kind of "free-for-all" of the pre-war years before National Parks were created.

Only when politicians, of all political colour and persuasion, both national and local, realise the large number of votes in conservation and countryside protection that are there to be won, will Britain and her National Parks get the kind of policies, and the kind of resources needed.

So the Countryside Commission and the National Parks are absolutely right to leave their quiet retreats to try and meet the people, to communicate - through the Press, on television, with leaflets, exhibitions and posters - what National Parks are all about. Once ordinary people are able to articulate their genuine feelings for the countryside they love, the politicians have no option but to listen.

Now this cannot be done by either the Commission or the Parks alone. Their resources are limited, their voice small. But given the support of the major voluntary organisations in the Countryside, then a very different picture emerges. A whole network of different organisations and bodies is brought into operation, all able to influence not only their own members, but a sizeable part of the community.

In the Yorkshire Dales, the Yorkshire Dales National Park Committee and the Countryside Commission are joined by the Yorkshire Dales Society and the Council for National Parks in a regional awareness campaign which will offer a lecture service for any interested group or organisation. We shall work with the National Parks on a series of exhibitions in the big towns of our region in autumn and winter. We shall co-operate closely with the Yorkshire Dales National Park Committee on one specific and tangible symbol of the need to conserve the heartland of the National Parks - the Three Peaks which, as Chris Wood argues on page 6, are in a perilous state because of their very attractiveness to us all.

Of course the Yorkshire Dales Society, as an independent Society, isn't in business to offer either the Countryside Commission or the Yorkshire Dales National Park uncritical support. Far from it. Our members have often argued for tougher, more independent minded National Parks, free from the pervasive political control of local government, adequately resourced. We are also deeply concerned with wider social and economic issues, and for areas of the Dales outside those mysterious Park boundaries. But when, as now, the Committee are moving firmly in the right direction, let's give them, as an organisation and as individuals, every possible help and support.

Colin Speakman

Cover: Going for Upland Hay, Dentdale - Geoffrey Wright

- a farming scene typical of 1955 when this picture was taken.

## Fifty Years Campaigning

If anyone still has the naive view that National Parks were created by good and enlightened Governments for the benefit and well-being of their citizens, such a cosy view may be a little shaken by reading the excellent new history of the Council for National Parks: 50 Years for National Parks.

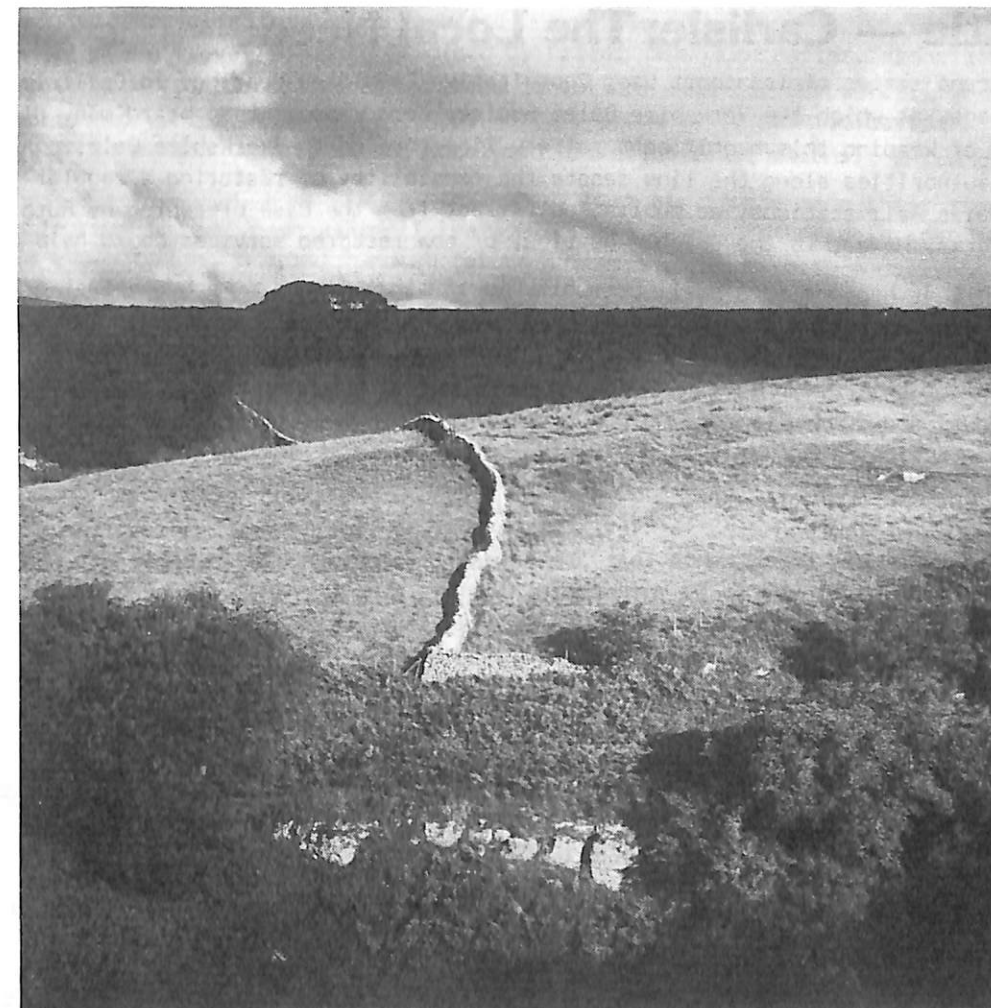
For, as this booklet reveals, we owe our National Parks to decades of lobbying, campaigning, protesting, organising, persuading, by a handful of dedicated individuals and committed organisations.

In his excellent Preface, Lord Hunt, Everest veteran, expresses the reasoning behind that struggle: "History has shown that nothing worth persevering for is gained without vision, struggle, determination and courage. The National Parks are worth fighting for . . ." But as the history demonstrates, even at the end of decades of campaigning, when the 1949 Act with all-party support, finally got on the statute book, that dedication was as necessary as ever, as first central government and then local government sought to weaken the impact of the legislation, first of all by letting Committees rather than independent Boards be established in everywhere except the Peak District and Lake District, and secondly by a long history of under-financing of the Parks, and public Inquiry decisions which have desecrated the very concept of National Parks - most recently in the astonishing decision of Government in the face of opposition from the entire amenity world and indeed many of its own members to drive the Oakhamton by-pass through Dartmoor National Park. As Lady Sylvia Sayer, in a letter to the Yorkshire Dales Society thanking members for their support, wrote: "if the southern bypass is ever built, it will be constructed on a foundation of dishonesty and injustice, never to be forgotten or forgiven . . ."

Of course there have been major victories. In recent years Government Ministers threw out such schemes as the afforestation of the slopes of Ingleborough, and prevailed upon North Yorkshire County Council to reject the designation of the A684 as a "primary" route and industrial highway through Wensleydale. There can be little doubt that both these decisions owed a great deal to the formal and informal lobbying by CNP, and the support of people of reason and influence willing to listen to a well argued case.

But opportunity to recall some of those men and women of character and drive to whom we in the Yorkshire Dales, local people as much as visitors, owe so much - people like John Dower who actually wrote his seminal National Parks Report in Kirkby Malham, his brother Arthur Dower, of Countersett, who died only a few weeks ago, the indefatigable Tom Stephenson, creator of the Pennine Way, and Dr. Arthur Raistrick of Linton who celebrates his ninetieth birthday this summer.

Copies of 50 Years for National Parks can be obtained price £1.50p, post free, from the Council for National Parks, 45 Shelton Street, London WC2H 9HJ. And why not support the Council's current work campaigning for National Parks in the most effective way possible by enrolling at the same time as a Friend of National Parks for a minimum annual subscription of £5.



Above Ling Gill, in The Three Peaks (Caroline Forbes)

## Settle — Carlisle: The Local Need

The recent series of Transport User Consultative Committee hearings in Carlisle, Appleby, Settle, Skipton and Leeds, at which the Yorkshire Dales Society were represented, heard many different arguments in favour of keeping this magnificent railway line through the Yorkshire Dales. As British Rail and the local authorities along the line debate the feasibility of restoring a regular stopping paytrain service from Dales Rail stations, we publish an extract from the case presented by Ruth Annison, of Douthwaite's Rope Works, Hawes, to the Skipton hearing, of how restored services could help upper Dales communities:

So much that happens in a small community is of significance. Each job lost or gained, each extra family to use local shops, every individual child in school, affects the prosperity or the quality of life of people in the community. Improvement in any one sphere of rural life encourages and sustains the survival of that community; withdrawal of any useful facility is yet another nail in the coffin of individual and community well-being. This interdependence of individuals and families is not unique to the countryside; it is just more visible in villages. It also gives us a longer perspective because we know the children who have to live as adults with the results of our choices and decisions.

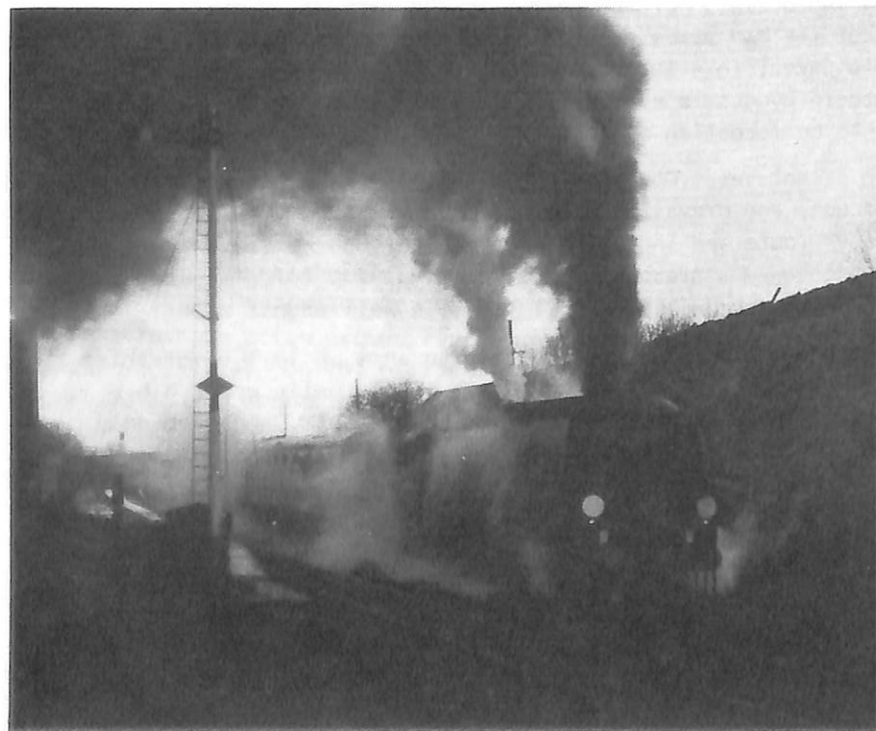
The proposed closure of the Settle-Carlisle railway line is very serious for Upper Wensleydale, not only for the cases of hardship that are already known to British Rail, but for the loss of a facility that could be developed to be more useful than it ever has been in the past. If "hardship" can be taken to include loss of potential benefits, as well as the loss of the present meagre service, we shall certainly suffer great hardship by closure.

One cannot separate road and rail travel inconsidering transport here. The Wensleydale line is long closed and so we have to use roads to reach any railway line at all, which nowadays means using a private car as bus services are vestigial. Most cars that travel out of the dale to reach a distant railway line - at Settle, Oxenholme, Lancaster or Darlington - leave other members of the family carless.

In our small Dales business, there are two reasons for wishing to see the Settle-Carlisle railway survive and develop. One is for outward travel, for example to business exhibitions which are almost always in Birmingham or London. A station and Red Star Parcel Service at Garsdale Head would be especially useful. Currently we use road carriers for despatch. There is no reason why our bulky goods should not go by rail if the service were available - a single order going out may be as much as a tonne. As a business in a rural area we have special problems of communication with customers and suppliers. Almost every telephone call, for example, we make is long distance. Any facility that assists our work is welcome and an adequate and nearby railway service would help us, closure would not.

I should like to quibble gently with British Rail on its definition of a "regular user" as a person travelling of a daily (or almost daily) basis between two set stations." So far as we are concerned in Upper Wensleydale, this omits an important group of people who are already train users and, most importantly, who might be more frequent train passengers if there was a regular service from Garsdale Station, only 6 miles from the market town of Hawes.

I refer to the people who professional interests and commitments outside the dale require regular travel. For example, those attending meetings of educational bodies and those with consultancy work or other business activities. My own case as the regional co-ordinator for a national examinations board from 1978-1983 was fairly typical in that it required extensive regional travel all over the north of England. Upper Wensleydale, being mid-way between the A1 and M6 is well-situated for such journeys - but how much easier such journeys would have been if they could have started by rail from Garsdale Station.



Local Service ? The Cumbrian Mountain Express leaves Horton-in-Ribblesdale (Howard Beck)

This view is confirmed by three other people to whom I have spoken in the past week. A businessman told me: If there was a regular service from Garsdale to Leeds and Bradford it would be feasible to use this for some of my journeys, instead of the car, and avoid all the problems of city centre parking that I have now."

A post-graduate student who last year travelled weekly to Bradford University and came home for the weekends was taken by car to Skipton and travelled on to Bradford by train. How much easier, especially in winter, this journey would have been from Garsdale Head. And a consultant told me: "Recently I've been travelling by air from Teeside to my destinations. I would welcome a chance to park at Garsdale and travel from there by train." This person travels almost weekly to different destinations.

I would stress that none of these three people, known to me previously, have previously made their views known to the TUCC as local people have not yet been asked if they would use a re-opened Garsdale station. My own estimate is that, of people known to me - several hundred return journeys would be made annually by people with professional activities and meetings outside the dale.

But some people in our community neither own nor drive a car. And anyone who is now a motorist may some day, for financial or health reasons, not be able to drive or have the use of a car. So everyone has an interest in the provision of good public transport, whether for present or future use. Private motorists are already filling the gaps - gaping holes - in the public transport network in our area. Any further reduction, including closure of the Settle-Carlisle line, will further emphasise the existing restrictions on travel and increase dependence on the goodwill of colleagues and neighbours who drive. There is also the possibility of developing the line as a tourist attraction.

Properly developed and marketed - and I would pay a great deal more attention to marketing than BR have done - it could stimulate economic activity right along the railway as visitors paid to travel on it or stay near it. It is important that tourism is not allowed to destroy the attractions that bring people to the area - the scenery and the host communities. This railway line is a splendid example of potential development that could be of benefit to tourists and residents alike in the areas adjoining its full length between Settle and Carlisle. As the Chairman of the Wensleydale Tourist Association has recently said: "One would like to see BR take the initiative in encouraging other services to meet the trains and alleviate the hardship. Indeed, the WTA would go further than that and re-open the line from Redmire to Bedale and Northallerton, with appropriate bus links. There are all sorts of possibilities, including calling on the new joint MSC and Ministry of Agriculture "Farming and the Countryside Initiative" and the EEC for funding."

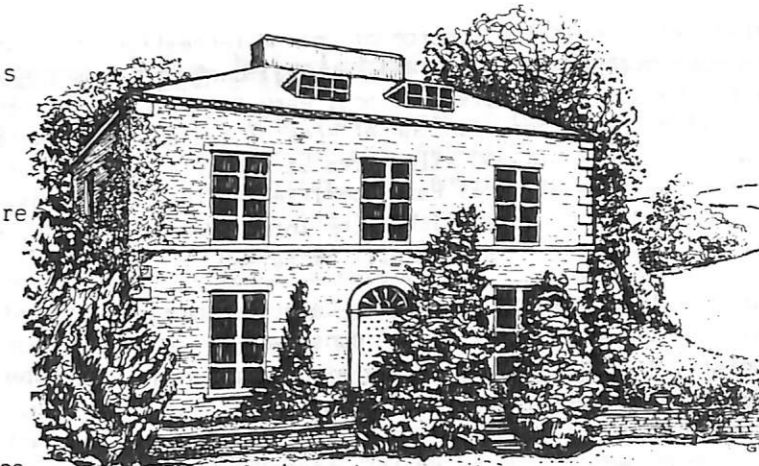
Ruth Annison

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## Discovery Camp '86

A new venture aimed at increasing young people's understanding of the countryside and National Parks in particular, takes off in the Yorkshire Dales this year.

Discovery '86, organised jointly by the Yorkshire Dales National Park and WATCH, the national environmental club for young people, aims to show that National Parks and conservation can be fun. The activities planned for the week include helping a National Park Warden with conservation projects, nature walks, wildlife studies and lending a hand on a farm, as well as exciting opportunities for exploring the dales, fells and limestone caves to discover why the area is so special.



Based at Wharfedale Centre, the National Park Outdoor Recreation and Study Centre in Dentdale, Discovery Camp '86 is open to two age groups: Age 9 - 12 2nd August - 9th August 1986  
Age 12 - 15 9th - 16th August 1986.

Cost: £120 plus VAT, with special 10% discount for WATCH members. Further details are available from the Centre Manager, Wharfedale Centre, Dent, Sedburgh, Cumbria, LA10 5RE (tel 05875 213)

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## "Watch Over National Parks" - YDS Lecture Service

As part of its contribution to the "Watch over National Parks" Campaign, the Yorkshire Dales Society has a panel of speakers and a standard lecture on the origin and purpose of National Park in the UK, with, of course, special reference to the Dales. If you are a member of a group or organisation that would like to have this talk, which will be free of charge except for the speakers' expenses, please let us know, giving details of place, organisation, and a choice of dates, and arrangements will be made for venues in an area in approximately 50 miles radius of Addingham, assuming lecturers are available.

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# The Three Peaks — Time for Action

Upland paradise or ecological disaster ? What is happening to Yorkshire's famous Three Peaks as tens of thousands of boots carve their way through soft peat ? What can be done about it ? Here Chris Wood of the Yorkshire Dales National Park Department poses outlines the scale of the problem



photo: Yorkshire Dales National Park

Footpath erosion is the scourge of upland recreation areas and it is now so serious in the Three Peaks area as to make much of this internationally important landscape a virtual disaster area. Surveys completed last year by the Yorkshire Dales National Park Authority showed that the enormous popularity of the Three Peaks for creation, together with the effects of two extremely wet Spring, have produced an almost irretrievable situation, with nearly 50 kilometres of the 63 kilometres of paths surveyed being "very badly eroded". So concerned was the National Park Committee at these findings, that it decided to launch an immediate £500,000 project to rehabilitate the Three Peaks footpaths, even though it is not certain at this stage if or how money for this work will be raised.

Before reaching this decision, the Committee had established an informal "Three Peaks Working Group" in 1983, consisting of representatives of conservation, rambling, outdoor, farming and local groups, statutory and voluntary, together with local farming representatives. The Group initially identified a number of problems to be tackled, but by far the largest was footpath erosion. The Park's surveys showed that at least 20kms of footpath had reached "crisis point" and needed urgent action, whilst another 30kms, although not yet at crisis point would soon be so if remedial work was not undertaken on them in the very near future.

Not suprisingly, the worst erosion had taken place along the Three Peaks Challenge Walk, though not exclusively so. No surprise indeed seeing that as many as 15,000 people, at a conservative estimate, undertake the Walk each year, and the route suffers additionally from an annual fell-race and cyclo-cross race. Add to this that as many as 150,000 people climb Ingleborough each year, and 50,000 Whernside and 50,000 Pen y Ghent, all along established, traditional routes, much of which coincides with the Three Peaks Walk itself, and you begin to see the scale of the problem.

Once broken down by the pounding of hundreds of thousands of boots, the fragile upland soils become very susceptible to natural erosive forces, particularly if Winter and Spring are exceptionally wet as they were in 1985-6. The results are plain to see on each of the Peaks. On the south side of Pen y Ghent surface peat is slipping inexorably into a newly formed gully which slashes the side of the summit plateau. On Ingleborough the footpath leading onto Simon Fell Breast is a veritable quagmire 40 metres wide. On Whernside the direct path up the steep eastern flank of the fell is so badly scarred that it can be readily identified from Pen y Ghent summit.

Not only is such erosion unsightly, unpleasant and potentially dangerous, it reduces the area available for livestock grazing and harms the sensitive ecology of the area. It must be remembered that 50% of the Three Peaks Area has been designated a Site of Special Scientific Interest (SSSI). The area is outstanding for its geological and geomorphological features, particularly its glacio-karst phenomena, and for its botanic riches, particularly areas of upland bog and limestone pavement, each with their associated

insect, small mammal and bird communities, all particularly vulnerable to the spread of footpath erosion. Something had to be done, and quickly. In the autumn of last year, Richard Havey, Yorkshire Dales National Park Officer, in close consultation with the Three Peaks Working Group, devised and costed a full restoration scheme. But the project, to have any impact, would have to be larger and more technically advanced than anything the National Park Authority had attempted before. What was needed was not just another footpath reconstruction project using standard highway engineering techniques, which might prove highly inappropriate, but a full rehabilitation scheme in which construction methods would be devised which were appropriate for the setting, and native plant species encouraged to re-colonise eroded sections. Such an "ecological" approach has never been attempted on such a scale in this country.

Undaunted by the enormity of the problems and the technical difficulties to be overcome, the National Park Committee has given its unanimous approval to the Three Peaks Project. The Committee's attitude was that whilst its staff and financial resources were extremely limited, the Three Peaks was a national problem, and it would look to the Government through the Department of Environment and the Countryside Commission for special funding for the Project. If that was not or only partially forthcoming, then the National Park Committee would not rule out the possibility of working with an appropriate body to launch a National Appeal.

So a new era in landscape restoration is unfolding in the Yorkshire Dales. Already the National Park Committee has appointed a consultant ecologist to investigate methods of recolonising eroded areas with indigenous species, whilst National Park Wardens and Field Staff are testing various path construction techniques, and making a careful study of the all-important drainage problem.

Yorkshire Dales Society members can help in various ways. When in the Three Peaks area see for yourself the severity of the problem - hopefully without adding to it. See what you think can, should and could be done. Let us know your views. And when the Project gets under way, there will be many other ways to help safeguard this wonderful heritage landscape, including, if necessary, responding to the call for an Appeal.

Chris Wood

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## STOP PRESS — Coolscar Quarry, The Minister Decides

At a one-day conference held in London on May 20th to celebrate the 50th Anniversary of the founding of the Standing Committee on National Parks (forerunner of the Council for National Parks), Ken Willson, Chairman of the Yorkshire Dales Society, drew the attention of the Minister, Mrs. Angela Rumbold, to the appalling state of affairs existing at Coolscar Quarry, Kilnsey, in the Yorkshire Dales where, in spite of two Ministerial Inquiries, a decision was still awaited on the application to extend the workings first submitted in 1981. As reported in the Winter 1985 issue of this Review, in the first 8 months of last year, 159,000 tonnes of limestone had been removed by the operators without the benefit of planning permission, and Lord Hunt was to raise the matter in the House of Lords. His starred question led, as was expected, to a lively debate, but the only tangible result was a Government announcement that a decision was "imminent".

Ken Willson pointed out that a further six months had elapsed, and asked the Minister if she would agree that 1) the whole matter made a mockery of the planning system, 2) it betokened scant regard for the environment by the Government and 3) it reflected the greatest possible discredit on Mrs. Rumbold's own Department.

Cheery Chairman Brian Redhead commented before the minister's non-committal reply - "Well you don't really expect the Minister to agree all three, do you ?" and of course she didn't.

But the next day, Lord Elton announced in the Lords that planning permission would be granted for the smaller area of 8 acres for ten years and subject to an annual production limit of 175,000 tonnes.

Bearing in mind that Coolscar is situated in one of the most sensitive areas of the Yorkshire Dales National Park and that the primary duty of a National Park Authority is to "preserve and enhance" natural beauty, we leave it to our readers to decide how justified was our Chairman's question.

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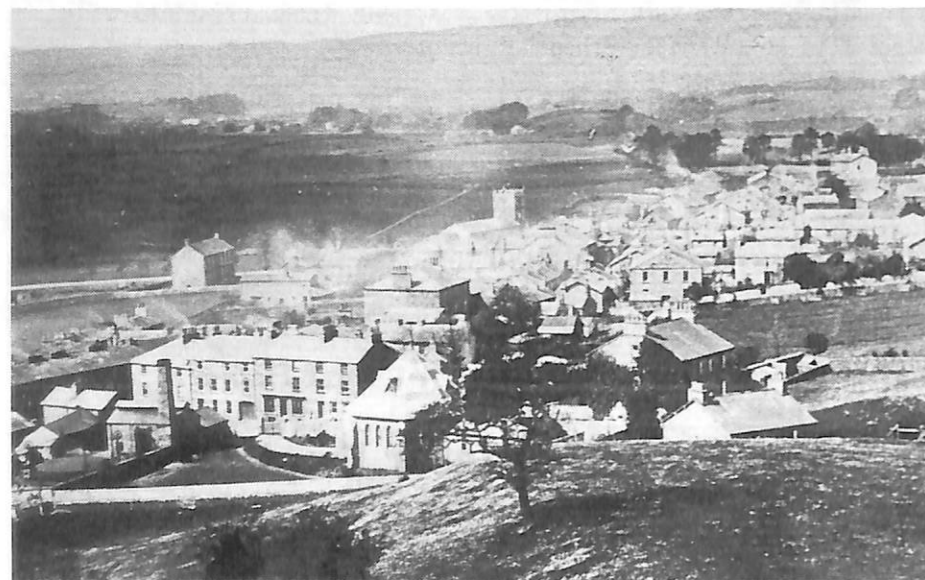
## Sedbergh, Civilisation's Centre

Sedbergh, that compact town lying under the Howgill Fells' ever-dominant presence, is geologically and politically of the Lake District, yet emotionally and historically of the Yorkshire Dales - hence the recent vigorous campaign by a number of Sedbergh people to see Sedbergh "come back into" Yorkshire. But the little township is distinguished for other things apart from its breathtakingly lovely scenery - the excellent Sedbergh and District History Society, whose members and influence stretch far beyond the extensive parish boundaries. Its Secretary, Chris Hollett, explains why.

Sedbergh may seem to be ignored or forgotten by the rest of the world, but if the Sedbergh and District History Society is a barometer of activity in the town, then the area is due for a welcome revival. Since its inception five years ago, this active group has increased its membership to over 250. Local membership is particularly strong - due no doubt to the emphasis rightly placed on the social importance of such a society in an area of scattered population - but at least half the membership lives outside the "home" parishes on Sedbergh and Dent, and relies on regular meetings to keep in touch.

The Society's main organ is the annual "Sedbergh Historian", an illustrated journal which blends lighter pieces on group activities and events with articles of serious scholarship, all contributed by members, on many aspects of local history. Regular news-sheets, programmes and circulars also ensure that no member is left out in the cold.

Activities are many and frequent - something will be happening at least once a fortnight throughout the year - and attendances are high. Over 50 members turned out recently to visit Barbondale and Manor on a bitterly cold and grey April evening. Among other events either recent or planned for this summer are a weekend in Shropshire, helicopter rides over the western dales, coach trips to Raby Castle and to Rievaulx and Byland Abbeys, and a host of local walks and outings. Parties are a prominent feature in the Sedbergh historian's year and well over 100 members and friends regularly



Sedbergh from the north-east (taken from top of Castlehow Tower the motte and bailey castle) 1870. Note the octagonal Methodist Chapel and gasworks in foreground. (S&DHS collection)

attend the midsummer barbecue in Killington

Research is by no means forgotten, however; several local graveyards have been recorded in detail, the Sedbergh Parish registers 1800-1900 have been transcribed and put onto microfiche with the aid of a computer, an archive of over 3,000 negatives of copies of historic photographs has been built up, and many individual members are actively carrying out their own researches on a wide front. Indeed the standing of the Society in academic circles is high, enhanced by the organisation of such prestigious events as last year's symposium "The World of Adam Sedgwick" which drew an enthusiastic international audience of nearly 200. Just recently, the Society elected its first President, the well known archaeologist and Director of the York Archaeological Trust, Dr. P.V. Addyman.

Remote and neglected by the outside world Sedbergh may be, but it was ever thus, and has only served to make those that live there, native and offcomer alike, fiercely independent, jealously guarding their heritage of beautiful and historic landscape and peaceful lifestyle. Many things need to be done, many situations need to be put right, but whilst groups like the S&DHS continue to flourish, then enthusiasm and commitment must surely be prevailing over apathy and indifference. There's life in the distant dales yet, and while there's life, there's hope!

Chris Hollett

(Membership of SDHS is only £3 per annum - for details, plus programme of events - YDS members always welcome - contact Chris Hollett, 6 Finkle Street Sedbergh tel sedbergh 20112)

## A Quiet Day on the Hills?

Philip Helliwell describes the frustrations of enjoying peace and quiet in the Yorkshire Dales.

I go into the hills for peace and quiet, for exercise and to see countryside. Usually I have no trouble in finding all three within three miles of my back door. I can usually satisfy these requirements in the Yorkshire Dales also, even on a summer Saturday - but I'm keeping these places to myself. Sometimes, however, the hills aren't quite as peaceful as I would like.

Imagine, if you will, Ribbleshead on a fine sunny day in late Spring. It is mid-week and mid-morning, so the roads are quiet and the fells are empty. You have just left the road at Winterscales and are resting after that first sharp pull up Whernside. The larks are high and the odd lapwing is swooping about.

Then suddenly you hear it. A faint, high-pitched noise, which, even though you know what it is, still comes as a shock in such a peaceful setting. You turn to locate the noise - and then you see it! An RAF fighter jet coming up the valley at what seems to be no more than 250 feet off the ground at over 500mph. As it passes overhead, you can see the pilot for a brief instant as you desperately try to protect your ears from the deafening roar. Then, just as quickly, it is gone with a sharp bank over Blea Moor and into Dentdale. You sink into the peat, affronted. The day resumes its tranquillity despite the faint smell of aviation fuel on the air. The birdlife seems quite unaffected by the whole affair.

A few years ago I was fortunate enough to be able to have a day during the week free to walk in the Dales. With luck I could be in the Dales and walking by 11am. But without fail if the weather was fine my day would be marred by such encounters. Often I could spot them from a distance; other times I was caught out. It was a long time before I learned that these aircraft hunt in pairs, so that when you think a jet is safely disappearing across the valley, another suddenly appears on your side of the dale. But the most awesome experience when you are alone high on a ridge. Once, walking on the ridge between Littondale and Upper Wharfedale, a huge fighter jet roared out of Littondale over my head and down into Wharfedale. No preparation is possible for that sort of encounter.

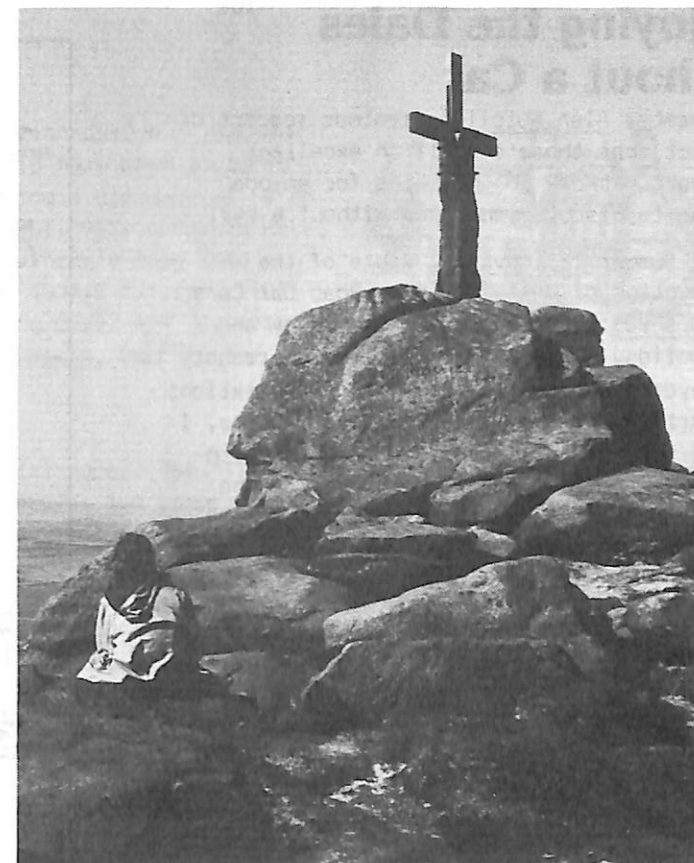
How, you may ask, can this be justified in a National Park? Well, the Ministry of Defence is a very powerful lobby. It is claimed that our pilots who form a vital part of NATO and the western alliance, must train over this kind of terrain. And they don't fly at weekends when the majority of people are out on the hills.

However, I feel that these arguments are not strong enough to justify present practices. The Yorkshire Dales are not some vast wilderness area. There are quite large centres of population where people live and work, towns such as Hawes, Settle, Grassington, as well as many villages and hundreds of farms whose occupants and livestock must suffer constant nuisance and perhaps even injury. Why should local people suffer in this way? Because there's less of them to complain, does that mean they don't matter?

Perhaps we should fight to keep the Yorkshire Dales aircraft-free as part of a more generalised campaign to reduce all environmental pollution, particularly noise pollution of all kinds. Of course we need a well-trained air force that, in the unlikely even of a conventional war, have the necessary experience, but even in these islands there are many truly remote and lightly populated areas quickly reached by high speed jet. At very least a code of conduct, which would include reasonable quotas, should be published and enforced. We are not, thankfully, living at a time of national emergency, and Dales people, as well as those of us who love quiet places, have a right to peace and tranquillity.

What do other members think?

Philip Helliwell



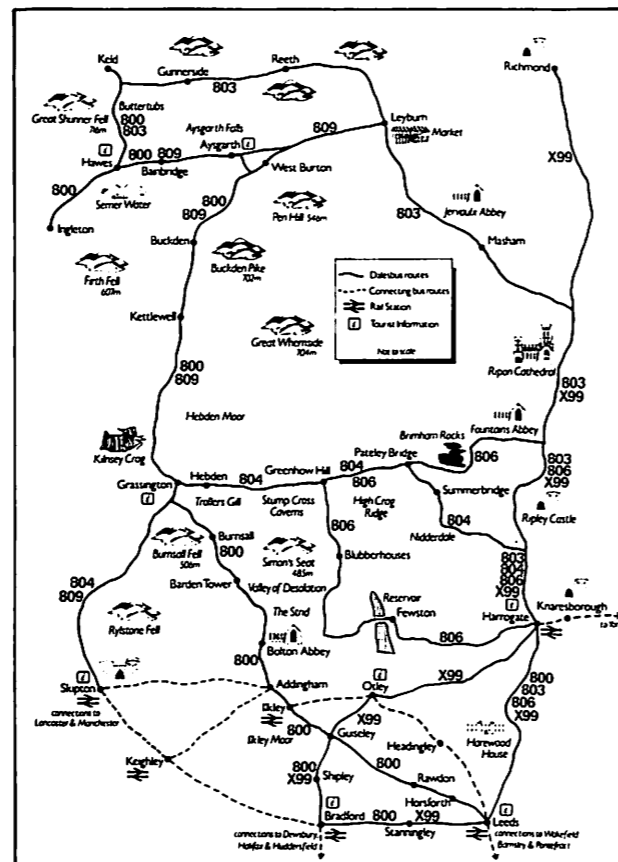
Rylstone Cross, Wharfedale Safe from an ear-splitting roar? (Colin Speakman)

# Enjoying the Dales without a Car

YDS member Alan Sutcliffe reminds readers of the fact that there's still an excellent transport network in the Dales for anyone wanting to discover the area without a car.

In the Summer '85 Review I wrote of the introduction of West Yorkshire Road Car Co's DalesBus 803 affording a Summer Sunday and Bank Holiday service from Leeds and Harrogate to Wensleydale and Swaledale. From conversations with Arthur and Brian, two regular drivers, I gather the new services are a success, with full buses on many occasions. Even on the wettest of Sundays last August I counted 35 passengers on board the 803 between Harrogate and Reeth.

Such has been the success of this service, originally suggested by YDS and backed by the National Park, that it runs again this year, together with an excellent network of other DalesBus services at weekends and holiday periods. Details are to be found in an attractive DalesBus leaflet obtainable by post from West Yorkshire RCC, PO Box 24, Harrogate HG1 5LS or from local bus offices.



There's also a wide range of bargain tickets, including the popular EXPLORER ticket valid for a day on all WYRCC services, and the excellent value DALES WAYFARER which covers the whole of West Yorkshire County rail and bus, and trains to Settle, Giggleswick, Harrogate and Knaresborough as well as all West Yorkshire RCC services in the Dales. There are also special Day Return tickets on some services. North Yorkshire County Council are supporting the new Ingfield Coaches service from Skipton to Grassington on Sundays; buses leave Skipton Bus Station at 1025 (connects with the train from Leeds at Skipton Station at 1023), 1325, 1525 and 1725, returning from Grassington (National Park Car Park) at 1053, 1353 1553 and 1753.

Much is happening in the bus industry at the present time as a result of the controversial "Buses Act". Whether we shall see any of the promised "much improved services in rural areas" remains to be seen - I have my doubts - but certainly the co-ordinated facilities described above seem very much at risk. I therefore appeal once again to YDS members and their friends to use DalesBus in 1986 whilst the services are there, and in so doing help to secure them, for visitors and local people alike, in the hope that all is not lost in future years.

Alan J. Sutcliffe

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THE VISITOR 1986 The 1986 edition of the annual guide to the Yorkshire Dales National Park is without doubt proving to be as popular as ever.

In this, the first year of the "Watch over the National Parks" campaign aimed at increasing public awareness and understanding and securing the future of National Parks, the newspaper has a special emphasis on the issues facing the National Park Authority here in the Dales. And in addition it contains all the regular features - details of the Park's extensive walks programme (now free to YDS members !) and a comprehensive diary of events in the area throughout the year - making it essential reading for all those with a love of the Yorkshire Dales.

Copies are available from National Park Centres or by post from the Yorkshire Dales National Park, Hebden Road, Grassington, Skipton, North Yorkshire BD23 5LB

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NEW USE FOR DALES BARNs. The Yorkshire Dales Society has received a warm "thank you" from two farming families, Mr and Mrs Heseltine from Hill Top Farm Malham (tel Airton 320) and Mr and Mrs Foster of Northcote Farm, Kilnsey (tel Grassington 752465) for our support for the principle of converting disused barns for bunkhouse accommodation. Whilst the Society cannot get involved in individual applications, small scale tourist developments to help family farming enterprises are welcome. The Malham Barn is already open, Kilnsey opens in mid July, and YDS members will be welcome to come along and sample the new facilities, especially designed for the needs of walkers.

# Society Affairs

## A WELCOME AT ROOKHURST

We owe an apology to YDS family members Susan and Brian Jutsum of ROOKHURST Georgian Country Hotel at Gayle, in Hawes, who should have been included in the YDS 1986 Guest Card. Susan and Brian are offering a discount of 5% on accommodation to YDS Guest Card holders in their beautifully situated hotel which dates back to 1734 with Victorian additions. There's even some four poster beds, but with every modern comfort and superb cuisine. YDS members and their families especially welcome. Ring 09697 454 or write to Brian and Susan Jutsum, Rookhurst, West End, Gayle, Hawes, DL8 3RT for information.



## OUR FOUNDATION FUND

Members will recall that last year we made an especial appeal for financial help, and received many generous donations. We have been particularly touched to receive two bequests from members who died during the year and chose to mark the pleasure they had received from a lifetime's love of the Dales with a bequest to the Society. Our Treasurer, Ian Hartley, has now opened a separate fund for these and other similar donations, an interest-earning account which, over the years will provide the Society with badly needed financial security. If you feel you'd like to help the Society with a donation, covenant or indeed eventually (and hopefully a long time in the future) a bequest, we'd be delighted to hear. As a charity any such gift is safeguarded both by our charitable status and our constitution.

## WORKERS PLEASE

Many members express the wish to "do something for the Society" which often doesn't come to anything because our tiny secretariat and small Council of Management (all overworked people) never get round to following up the offer. To try and get round this problem we're including a brief "Help Required" sheet, with spaces to tick if you feel you can give us help and time. In particular we are considering ways of overcoming our huge geographic spread of membership by thinkin of the possibility of organising activities and work on a more regional basis, with "focal points" of interest, for example, in the northern dales. Let us know if you can help or have any practical ideas; there's so much to be done.

## MEMBERSHIP RENEWALS

Most members are tremendously helpful at renewing promptly. Some even renew early to help us along. We now have a quarterly renewal system, so you should receive a renewal reminder with the Review at the end of the quarter in which your subscription is due. If things don't always work as perfectly as that, our apologies. 1,300+ members is quite a number to handle, and mistakes do creep in. Please don't delay renewal. For one thing we need your subscription, for another once the reminder is put behind the clock, it's easily forgotten. That's why Bankers' Orders are such a help to us, and best of all, Bankers' Orders with Deeds of Covenant, which makes maximum value from your subscription.

Though our membership is moving towards a record level of 1,400, we still need every member we can get. Nothing is more effective than word of mouth, and we'll be delighted to send a free back number of the YDS Review and an application form to any friend or relative if you let us have their address.

## POSTAL SALES

Many members have commented on the excellence of the YDS "primrose" badge in handsome embossed leather, pin fitting. These are available from the YDS Office, 152 Main Street, Addingham, via Ilkley, West Yorkshire price 80p plus 20p postage. Back numbers of the YDS Review, some of them now becoming collectors items, are also available, most numbers, price 20p. Add 20p postage per order. There's also supplies of the YDS greetings cards, with a handsome Charles Simpson drawing of Cotterdale, excellent for Christmas or any season. These are £1.80p for 10 with envelopes, again add 20p per order

## FREE NATIONAL PARK GUIDED WALKS AND CAR PARKS

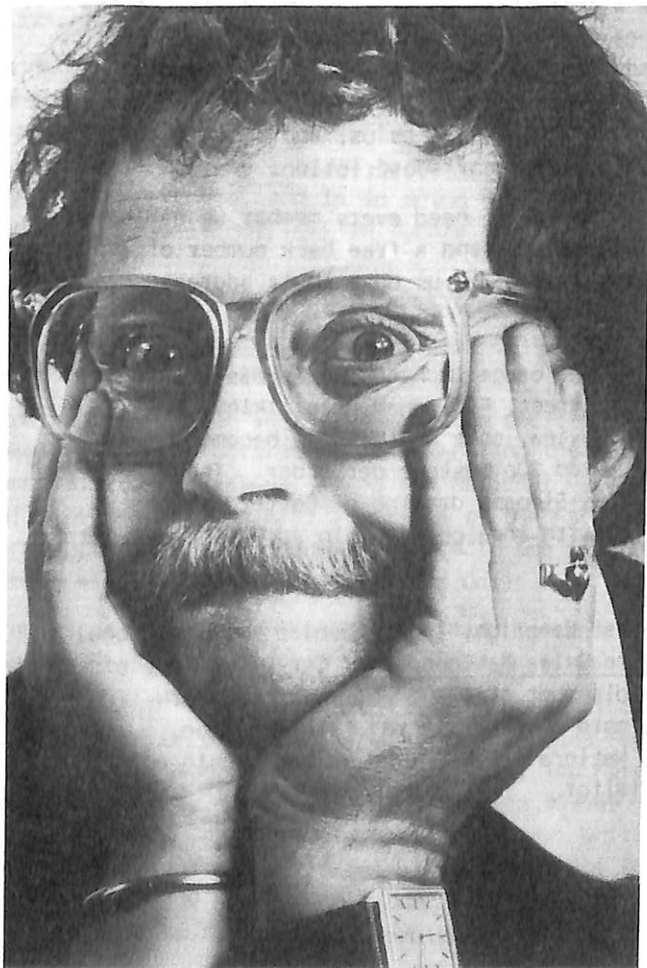
As a part of its contribution to the "Watch Over National Parks" Campaign, the Yorkshire Dales National Park Committee has agreed to allow YDS members to use Yorkshire Dales National Park Car Parks free of charge if a YDS membership card is displayed, and to offer a discount of 10% on all National Park publications and souvenirs on production of a YDS membership card at Park Centres. In addition, YDS members are entitled to come along free of charge on YDS National Park Guided walks - again on production of your membership cards. Full details in The Visitor.

## Yorkshire Dales Society Summer Events

Aspects of the Yorkshire Dales to enjoy with fellow members; come along and bring any family and friends with you who may be tempted to join the Society.

- Saturday June 21st      Wild Flowers at the Tarn. Our annual visit to Malham Tarn Field Centre to experience the beauty and interest of flowers on limestone and peat. Meet at Malham Tarn Field Centre at 2pm to join Malham Tarn Field Centre Staff
- Saturday July 12th      A look at Old Addingham Kate Mason, the Addingham historian, takes YDS members around this remarkable Wharfedale mill village, which has more listed buildings than almost any other in the Yorkshire Dales. Meet at the YDS Office, next to The Fleece, Main Street Addingham, at 2pm. (Do not park at Fleece; parking usually available at Memorial Hall opposite.
- Thursday July 24th      Mike Harding's Dales. Countryside Campaigner, author, entertainer and photographer Mike Harding presents a view of the Yorkshire Dales through the eyes of a photographer. An event not to be missed - at the Clark-Foley Centre, Ilkley, at 8pm. Priority will be given to YDS members if tickets (at £1) are booked in advance. Please send SAE to Addingham Office.
- Saturday August 9th      The Ingleton Waterfalls The Waterfalls at Ingleton are famous not only for their beauty, but their geological richness. YDS member Paul Davison takes members along the waterfall walk to look at some of the remarkable formations. Small entrance charge to falls. Meet outside Ingleton Community Centre (large free car park) at 2pm.
- Wednesday August 20th      Settle-Carlisle - has it a future ? As the TUCC prepares its report for the Government, Hawes author Stan Abbott, whose controversial book To Kill a Railway is fiercely critical of British Rail, presents a look at the line in a Dales landscape. Meet Crown Hotel, Hawes, 8pm
- Saturday August 23rd      The Middleham connection. Peter Hibbard, of the Old School Gallery, Middleham explains to members the links between this small Wensleydale town and a most maligned English King - Richard III. Meet outside Old School (opposite Castle) at 2pm. There will be a riverside walk to Middleham Castle starting from Jervaulx Abbey Car Park at 11am.

The Yorkshire Dales Society  
152 Main Street  
ADDINGHAM  
via Ilkley  
LS29 0LY  
tel (evenings) 0943 607868



MIKE HARDING

At Ilkley on July 24th