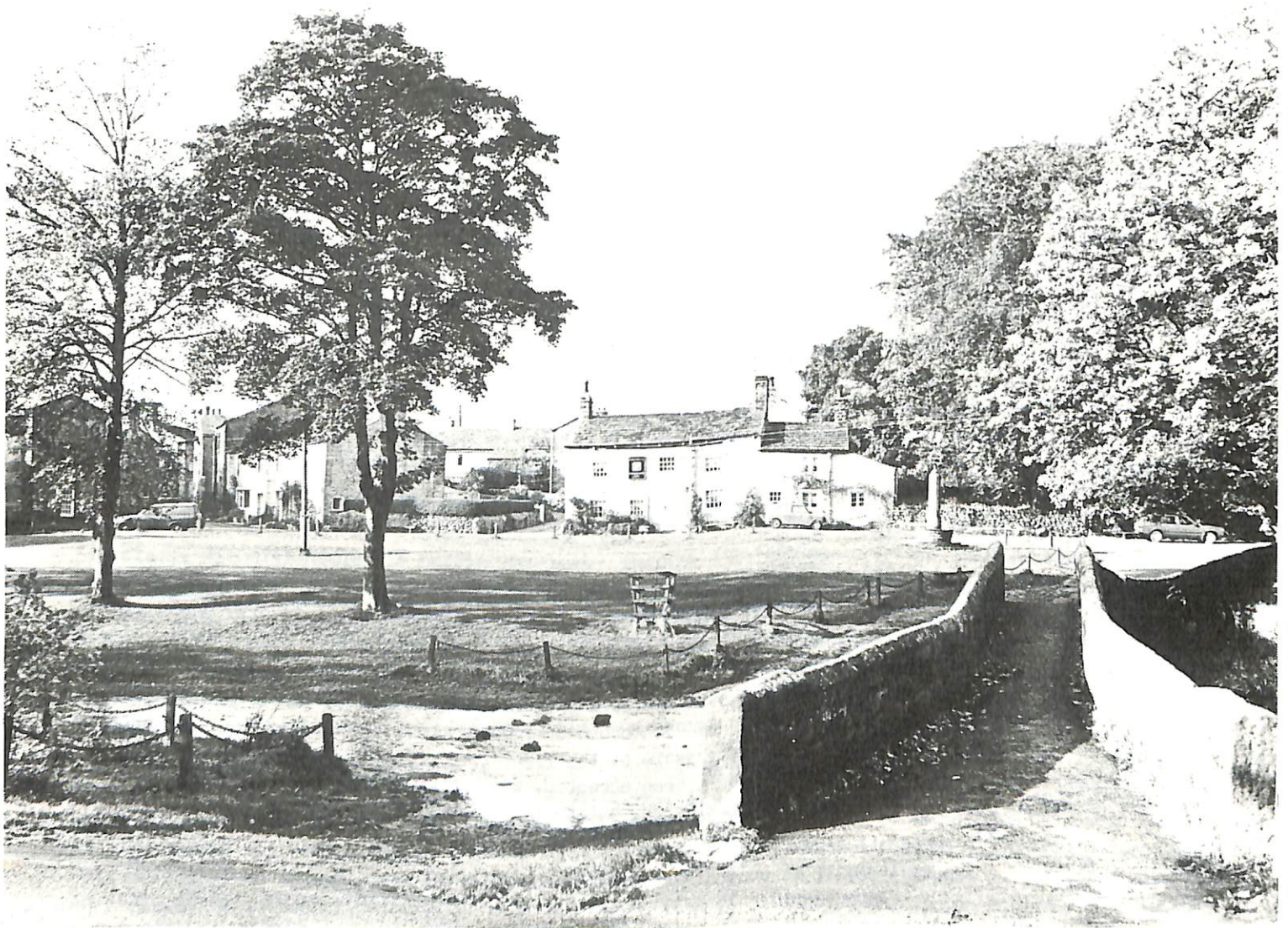


Y The **Yorkshire Dales** **Review**

No.23
Summer 1988



Forestry Breakthrough
A Railway for Sale
Holy Wells of the Yorkshire Dales
Conservation Policies for Tourism

50p.

 THE YORKSHIRE DALES REVIEW is the quarterly journal of the Yorkshire Dales Society and is published by the Society with the help and support of the Countryside Commission who contribute 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.

Forestry — A Breakthrough

Hard on the news that the proposals to plant conifers on the shoulders of Cam Fell, in the heart of the Yorkshire Dales National Park had been turned down, came the announcement in Mr Lawson's Budget that the generous tax concessions given to forestry investors and investment companies was to end. This was followed very shortly afterwards by an announcement by Mr Nicholas Ridley, Secretary of State for the Environment that from now on there would be a strong presumption against any new large scale conifer afforestation schemes in England.

But before the cheering had time to die down, it was also announced that there were to be massive increases in grants available for forestry schemes in the UK, increases big enough to more than wipe out the loss of tax concessions.

So what does it all mean? As far as we can understand, there seems to be every hope that the kind of large scale sitka spruce plantations which clothe much of Northumberland and the North York Moors will not appear in the Yorkshire Dales. Woodland planting there indeed will be, but it is much more likely to be the kind of small-scale amenity woodland, using native broadleaved trees, that the Yorkshire Dales National Park Committee has done much to encourage, with considerable success, in recent years. The right kind of trees in the right kind of place, properly maintained, is exactly the kind of investment in our landscape heritage the Yorkshire Dales Society would wish to see.

But what about Scotland and Wales? Will the removal of perhaps the greatest single threat to the traditional open landscapes of the Yorkshire Dales mean even more pressure on the unique environment of the Scottish flow country, on the Galloway hills, on the mountains of central Wales? No doubt at this very moment the pocket calculators are whirring as the forestry investment companies work out how to turn subsidies into comfortable profits. It would be a pyrrhic victory indeed if the price of keeping our northern hills free of the plantations and barbed wire was to make things even worse elsewhere.

On the other hand it was surely no coincidence that a more enlightened policy for England emerged so soon after the Cam Fell decision. Cam Fell brought amenity interests, both statutory and voluntary, together in an effective and co-ordinated partnership. The National Park Committee took a firm and unequivocal stand, supported by the Countryside Commission and the Nature Conservancy Council. The Yorkshire Dales Society was only one of several bodies who added their weight to the argument. We were supported, too, by Mr Leon Britton, MP for Richmond and Mr David Curry, MP for Skipton and Ripon who helped to put exactly the right kind of pressure at the right time not only, we suspect, to defeat the particular application which, had it been accepted, would have opened the floodgates to forestry on all marginal land in the Yorkshire Dales, but to secure vital policy changes.

So in recognising that there has indeed been a breakthrough in official attitudes towards commercial afforestation in the countryside, it is only a matter of time before the principle of publicly funded afforestation being used for public as well as private benefit is established for the whole of the United Kingdom.

It is also an object lesson on the effectiveness of united action by amenity interests. As other threats to our landscape, such as the expansion of large scale limestone quarrying or the attempts currently being made to de-register and enclose the ancient common lands of the Dales, begin to emerge; only by working closely in partnership, sharing information and knowledge, will destroyers and the exploiters be stopped before they start.

The Cam Fell Forestry issue is an object lesson. Once we get our act together, we are a powerful and an influential part of a democratic society. That's what it's all about.

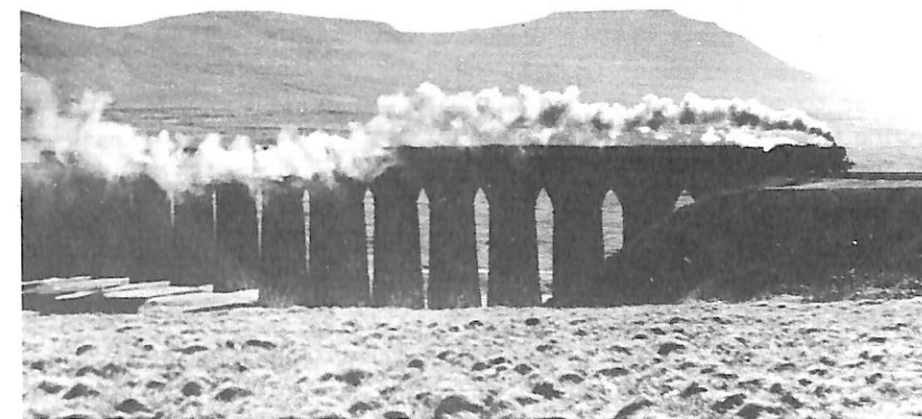
Colin Speakman

Cover: Linton-in-Craven, Upper Wharfedale (Photo: Christine Whitehead)

A Railway for Sale

"-little more than a blatant trailblazer for widespread railway privatisation" was how the Yorkshire Post described the shock announcement in Parliament on May 16th that British Rail would cease to operate rail services along the Settle-Carlisle line next Spring and unless a buyer from the private sector can be found, the line would be closed.

Yet, only weeks previously, Mr David Mitchell, Minister for Public Transport had finally secured a deal in which local authorities along



End of the line - or a new beginning? (photo: R.W.Chaney)

the line, including North Yorkshire County Council, had agreed to make a massive financial contribution towards the cost of Ribblesdale viaduct to keep the lifeline through the Yorkshire Dales open.

Mr. Mitchell's comment that the line was merely a "pleasure route for railway archaeologists" will anger many people who fought so long and hard to retain this main line route from Yorkshire to Scotland. Likewise many people will be surprised to learn that because it is (among other things) a tourist and recreational railway, running the line is a specialised task "for which, quite properly, British Rail is not particularly well qualified." Considering that tourism is now an estimated 40% of BR's business with traffic on many scenic lines now booming, it is difficult not to have a lot of sympathy for both Mr Ron Cotton, Settle-Carlisle's former Project Manager, and his successors in Provincial Sector, Eastern Region, who having filled the trains with imaginative promotional campaigns are to be told they are not qualified for the job.

But it is wrong to blame Mr Mitchell, who is a sincere man and a good Transport Minister. The fact that the deal he struck with local authorities was, at the end of the day, over-ruled by Environment Secretary, Nicholas Ridley is hardly his fault. Because far from being a lame duck railway, the very success of Settle-Carlisle Railway as one of Britain's top tourist attractions is its undoing. If, as press reports indicate, BR are prepared to offer the line with tracks and fittings to the highest bidder with an "endowment" to cover immediate maintenance problems, it'll also be offering quite a lot of land. It goes without saying that the "development" of that land will be the prerequisite of running the railway, and if the railway fails 72 miles of line is quite a bit of real estate. The National Park and other Planning Committees must be forewarned - and forearmed.

If, as now seems unlikely, the railway were to remain in BR ownership, as the Settle-Carlisle Joint Action Committee (of which the Yorkshire Dales Society is a member) have requested, modern "Sprinter" trains, and radio signalling would be installed. A privatised line on the other hand is likely to introduce regular steam workings, vintage diesel locomotives, traditional coaches. In some ways much more appealing to tourists perhaps. But what about local needs, and the winter months. Will a Settle-Carlisle Railway Company want to run trains for a handful of village people in November who need to get to shops, or schools? And can a private company maintain those vast viaducts?

The Government's view is quite simple. It doesn't believe in state industry. Private enterprise can do it better. The Settle-Carlisle is a victim of its own success. In some ways it is an ideal test case for the Government's philosophy of letting the private sector do it. It will undoubtedly, as the Yorkshire Post argues, be only the start of a programme, during the 1990s to denationalise British Rail. Inter-City and RailFreight won't be far behind.

Already, a number of merchant banks have indicated their interest in the opportunities the line represents. The recent Jarvis Report recommended major tourist development along the line, including Ribblesdale. A 72 mile "theme park" might bring high level interpretation, green tourism, rural jobs. It could also bring disbenefits of the kind outlined by John Ward overleaf.

Perhaps the real question is not "private" or "public" but how to achieve a balance of the two, ensuring wider social and environmental objectives are met. Yorkshire Dales Society members should make their views known to their MP and perhaps direct to the Minister of Transport. After all, final decisions have yet to be taken.

Conservation Policy for Tourism

YDS Council member John Ward argues the case for the Yorkshire Dales Society to have a clearer, and more conservation-conscious policy towards Tourism development in the Dales.

To see the Society charged by The Craven Herald of fence sitting about the proposed Linton School development was a salutary experience. Surely a clear view of our objectives, one of which is the conservation of the Dales, should have led us to a clear view of the proposals.

The trouble is, of course, is that conservation is not fossilisation. The Dales have always changed and they will always change. On the other hand, we have to remember that conservation of the Dales is not only for those who live and work in them or visit them but also because they constitute an area of outstanding beauty and importance. Both resident and visitor are aware of this and love the Dales because they are what they are; neither would like them changed in any significant way.

The problem is that visitors themselves change the Dales. They cannot help it. They are catalysts and they change what they love, often for the worse. To admit that is to face facts. To proceed from from there to the kind of statement which was contained in a recent newspaper article on footpaths: "If you wish to destroy something, open it to the general public" is arrant, and arrogant, nonsense.

The dilemma is acute. Are things so balanced that it is impossible to formulate a policy towards the tourist and others seeking leisure in the Dales? Perhaps. But let's have a brief look at some of the criteria we should have in mind when we consider potential developments.

Employment and the Economy This is extremely important. Indeed the economic health of the Dales is one of the objectives of the YDS. But not at all costs. For example none of us would welcome vast new limestone quarries. In any event, a large commercial enterprise may not help the place in which it exists. Would the proposed development of the Grassington Hospital site be like this? I cannot say, but it easy to imagine all its supplies coming from outside the area, most of the spending of its visitors being within its own boundaries and all of its profits leaving the area. Jobs too might be illusory. How many of the 200 new jobs claimed would be filled by people specially brought in from elsewhere (thus adding to housing pressures) or by people travelling from elsewhere (thus adding to traffic pressure).

It has to be remembered that a modest Bed and Breakfast might bring more wealth to Dales people than a rich visitor in a luxury leisure complex. It also has to be remembered that prosperity is best shared, spread over a large number of people rather than concentrated.

Traffic How much additional traffic will the new development create? On which roads? How easy is access to the site? Think of Malham now. Could a greater volume of traffic enter the village without destroying it or the lives of the inhabitants? Think of Grassington and its pre-Christmas Victorian weekends with cars parked for miles around. Could that kind of congestion be tolerated more frequently? Think of a large coach on any one of the minor roads in the Dales. Even a few such vehicles can cause chaos.

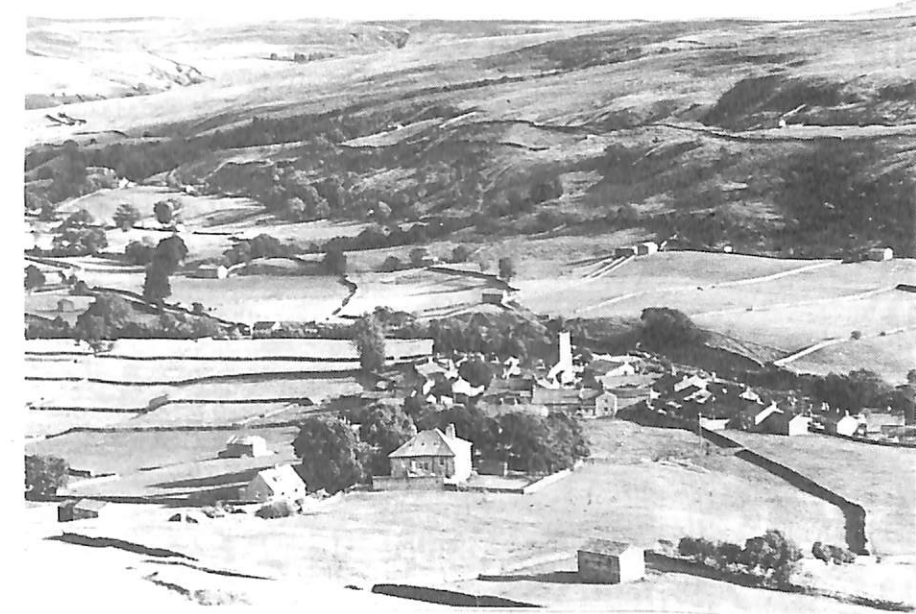
Pollution What kind of pollution might be created? Noise? Litter? Sewage? Chemical? The Dales already have enough of all kinds and it is difficult to say which is worst. Litter and noise seem the worst because they so easily impinge on our senses and because some of the visitors who say they love the peace and beauty of the Dales are the worst offenders. In considering new proposals for tourism we cannot guard

against the unthinking individual but we can try to guard against those activities which are pollutant by nature. Take-away food and drink establishments are probably the worst creators of litter. For me the most offensive noise is that of the motor cycle engine well away from a road. Still worse would be power boats on our waters. This may seem unlikely but the progression from sailing boat to powered rescue boat to water-skiing is an easy one. Visual impact can be yet another form of pollution.



Riverside Peace, Burnall (Photo: P.W.Chaney)

Size, colour and possibility of screening are all relevant matters. It is fortunate that for much of the Dales the Yorkshire Dales National Park Committee is concerned to avoid the discordant but elsewhere the concern is not so effective. Caravan camps are perhaps the worst offenders.



Looking down on Muker, Swaledale (photo: Margaret Smith)

Physical damage To some extent the damage that we see as being caused by tourists is caused by a minority of vandals. Other damage for example to walls may be caused by careless walkers or to village greens by frustrated, overcrowded motorists. But some damage is also the part of the nature of some activities. We hear of 4-wheel drive vehicles taken on tracks where damage to gates and walls is well nigh inevitable. Worse are the organised activities of groups of motorcyclists and perhaps worse still is the promotion of mountain bike riding holidays, guaranteed to reach parts of the Dales which others cannot reach. The other day I met two young cyclists on a path across a pasture. Only two, but their wheels had done more damage than the boots of many hikers and more damage than the broad tyres of a farm vehicle which had passed that way. The trend is a pernicious one which may not be easy to curb.

We could all add to the list. For me the effect on the flora and fauna of the Dales is of high importance. Others would see it as lesser importance and indeed we would find it difficult to agree on any kind of order of priority. What we can agree on is the need to have regard to a wide range of criteria. We might even agree on a series of propositions:

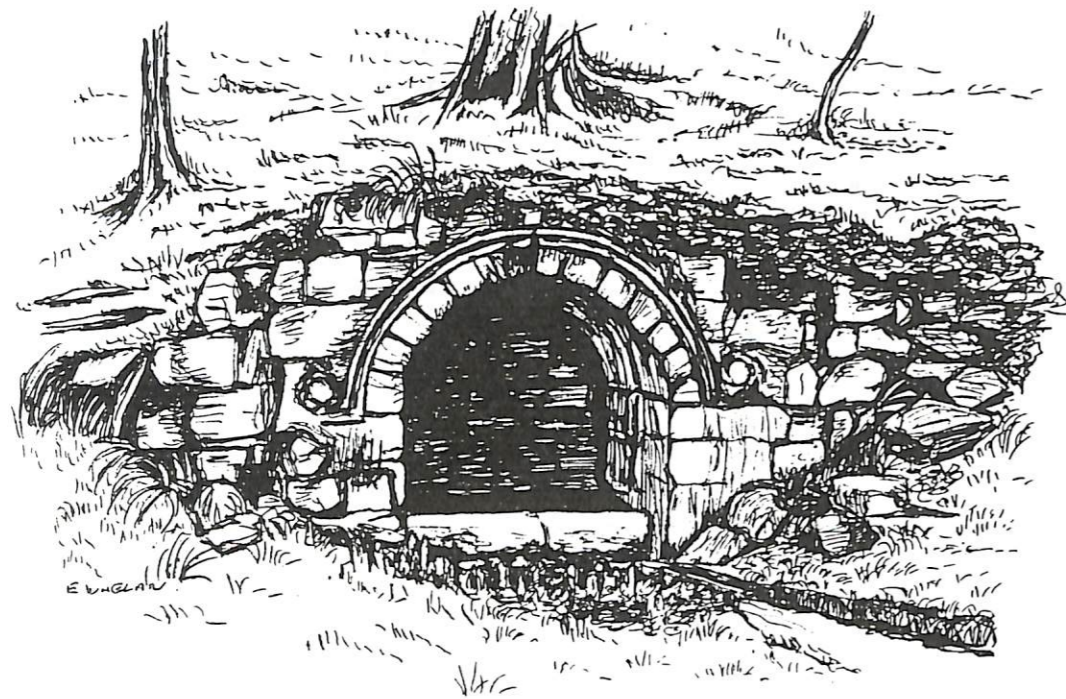
1. We should look for what is in harmony with the Dales, its colours, its textures, its people, and its traditions. The Dales is, for example, no place for 18 hole golf courses or motor car racing and it is no place for city pleasures or the pleasures of the sophisticated holiday resort. On the contrary, it is a place for simple pleasures and simple establishments catering for them. It is a place for walking, angling and wildlife.
2. Developments which are by their nature are damaging should be resisted.
3. We should look for the kind of touristic or leisure activity development which gives widespread support to the Dales resident and in particular to the farmer. Without the farmer and his sheep our limestone uplands would soon be very different places. The get-rich-quick merchant who makes his money and gets out taking his fortune with him will almost certainly do more harm than good.
4. Small is almost always beautiful in the context of the Dales. Brian Redhead said that National Parks were no places for instant villages. Clearly that is true in the Dales. Developments, whatever their nature, have to fit in, be unobtrusive.
5. We shall have to look very carefully at the traffic implications of leisure and tourism developments. It may be that the time has come for restrictions either banning certain types of vehicle from some roads or banning all vehicles except suitable service vehicles from some places. Such a change would be unwelcome but it has been necessary elsewhere and I suggest will soon be inevitable in parts of the Dales.

The best interests of the Dales may require other unpopular measures as well as restraints on visitor traffic but the Society should not be afraid of the unpopular. Above all, it should not fight shy of taking a firm stance.

JOHN WARD

Holy Wells of the Yorkshire Dales

Edna Whelan writes of the many fascinating Holy Wells to be discovered in the Yorkshire Dales.



Robin Hood's Well - Fountains Abbey (Edna Whelan)

Scattered through all the counties of the British Isles are many Holy Wells and the Yorkshire Dales have their full share of these sacred sites. The term "Holy Well" is difficult to define as most of these are not wells in the accepted sense of the word but are natural springs which usually flow into an artificially constructed stone basin. To call them Holy does not restrict their fame to Christianisation, as these water sources have been sacred sites as long as man has existed and ancient men regarded with reverence the places where the life-giving water emerged from the earth.

Christian missionaries, realising the importance of these sacred places to local communities, gave most of them names of Saints, and so we get St. Helen's Wells, St. Margaret Wells, St Cuthbert's Wells and many more. Not all of them have saints names and we find Diana's Well, Robin Hood's Well, Thruskeld Well among others.

The main characteristic of a Holy Well is that the water never runs dry even in the longest drought and seldom does it freeze over even in the coldest weather. The water is, or was, always pure and clear and had, in many cases, health-giving properties. People even bathed in the water and many wells have a stone-edged bath into which the water flows. There was also often a well-house or a small chapel nearby attended by a hermit or Keeper of the Well.

One of the most famous of the Holy Wells in the Dales is St. Helen's Well at Eshton, one of the many wells named after St. Helen. This is a listed monument and is sited besides the road which leads down to Nappa Bridge and over Winterburn Beck, the map reference being SD 932 570.

The well has a wide, semi-circular stone sill over which the water flows when the feeding spring is flooded, but under and around which the water normally flows. Looking down on the sill there appear to be three circular stones with hollowed-out cups in their centres, almost resembling small fonts. However, if you kneel on the sill and put your hand on the submerged stones you will find that they are carved stone heads, invisible beneath the water. Only in unusually long periods of drought, when the water level is low, can the heads be seen. Here is another tradition attached to Holy Wells; the presence at many of carved stone heads. At either end of the sill stand, plainly visible, although moss covered, two deeply carved stones of ancient design. There is a reference in an ancient commission relating to the Manor of Flasby, dated 1429, that there was a Chapel of Ease, at St. Helen's Well, Eshton. There was also a tradition of drinking the water of the well with sugar added on Sunday evenings, as late as the 19th century - which is another custom attached to many other Holy Wells.

Yet another tradition was to mix Holy Well water in a bottle with licorice, shaking the bottle vigorously to do so, and this custom was carried out at the Ebbing and Flowing Well at Giggleswick. This is situated alongside the main A65 west of Giggleswick, immediately below Buckhaw Brow - park in the laybye about 20 yards below the well and cross the road carefully.

This is another well, which, though not named after a Saint, is still a Holy Well, the water from here being taken to St. Alkelda's Church at Giggleswick for use at baptisms. The strange ebbing and flowing rhythm of the water here gave the Well and ancient mysticism and there are two legends attached to it. One is that the Spirit of the Well gave Ben Nevison, the 18th century Highwayman, a magic bridle which enabled him to escape his pursuers by performing extraordinary feats such as jumping on horseback across the chasm of Hell Gill. If you look into the water you will sometimes see a circle of bubbles which is the famed magic bridle and it is then propitious to make a wish before the bubbles disappear.

The other legend is that of a beautiful dryad who, being chased by a satyr up a steep hillside, made a prayer to her Gods to save her and they immediately changed her into the spring which in its ebbing and flowing copies the frantic breathing of the escaping dryad.

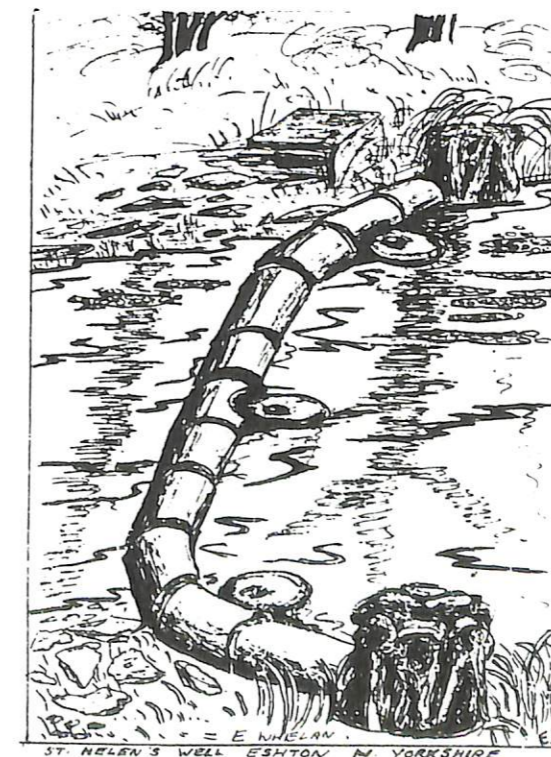
In the nearby church of St. Alkelda at Giggleswick is a stained glass window depicting possible symbolic sacrifices at the Well and in the fabric of the church is carved a stone head emerging from waves. What causes the ebbing and flowing of the waters of the well is a mystery, and although various people have put scientific theories forward, and the Well itself has been excavated, it is best to leave this phenomenon to its mystic origin and so maintain the reverence which has clung to the site for thousands of years.

There are so many charming, other-worldly Well sites in the Dales that it is difficult to single any particular one out from the rest. The Well of Our Lady at Threshfield through a stile in the roadside wall by Grassington Bridge and down an old flight of steps to the river, is very peaceful and secluded. Here is a legend of sanctuary from evil spirits. St. Simon's Well, in Coverdale, near the ruined St. Simon's Chapel is in a quiet green glade beside the river, miles from noise and bustle. Robin Hood's Well in the grounds of Fountains Abbey stands in a well preserved well-house. In a field not far from the Old Nunnery at Arthington is Nun's Well. At Harmby near Leyburn is Fairy Well, and on Witton Fell in Wensleydale is the Roman Diana's Well. On the slope of the hillside above Carperby again in Wensleydale, is Kendalacre Well, and in Wharfedale around Burnsall and Hetton are St. Margaret's Well, Routland Well and Tossit Well.

These are but a few; yet, in these old wells, lie our old traditions and customs, part of our heritage which should be preserved for future generations. It is good sometimes, nay oft-times, to sit by a spring of water at one of these ancient sacred places where men and women have gathered since prehistoric times and become steeped in the peace and serenity which surrounds a Holy well oblivious to the noise of "civilisation" rushing past. Try it sometime - and come away wondrously refreshed !

EDNA WHELAN

Edna Whelan is engaged in the formidable task of noting and listing all the Holy Wells in Yorkshire with the objective of publishing a book on this subject. As it is almost impossible for her to visit all the Holy Wells personally, she would appreciate any assistance in the form of reports on hitherto unknown Holy Wells, including photographs or sketches if at all possible. All correspondence and usable material will be acknowledged. Please write to her at 2 Common Road, Dunnington, YORK, YO1 5NG.



ST. HELEN'S WELL ESHTON N. YORKSHIRE

Prize-Winning Entry in Yorkshire Dales Society's First Photo Contest



OTO CONTEST
First prize of £100 in the Yorkshire Dales Society's first-ever photography competition was won by John Potter, of Acomb, York, with his atmospheric study of Aysgarth Falls. Sponsored by the Leeds photo processing company, Warren Jepson and Co., in association with the Yorkshire Dales National Park, the competition was for studies in black and white photography of life and landscape, work and leisure in the Yorkshire Dales during 1987. Entries were attracted from all over the UK.

Mr Potter, left, was presented with his cheque by Ian Riddell, Warren's Sales Director, at the company's head office. "Perhaps asking for black and white only was controversial - and attracted some criticism - when there is so much good colour photography today," said David Morgan Rees, Vice-Chairman, Yorkshire Dales Society. "But black and white is a demanding medium and we wanted the competition to be a real challenge to enthusiastic amateur photographers to interpret different aspects of the Dales. The splendid results have more than justified our decision in line with the Society's aims.

Second prize of £50 went to Tim Richardson of Anchorsholme, near Blackpool, for his study of an approaching storm at Thwaite, near Clapham, and third prize of £25 to Peter Akers of West Malling, Kent, for a portrait of three farmers at Kinlsey Show last September. Runners-up were Mrs Margaret Smith of Shipley, Mr R W. Chaney of Cheadle and Mr Ivan Heath of Baildon.

Watchdog Seeks "Eyes and Ears"

Daleswatch, an offshoot of the Yorkshire Dales Society, is hoping to enlist the active support of all YDS members willing to help it become effective in its stated aim of acting as a watchdog against unwelcome developments in the Dales.

As outlined by Colin Speakman in the last Yorkshire Dales Review, Daleswatch came into being owing to a feeling within the Society that there was a need for organised ways to keep an eye on amenity and environmental matters within the local area and to alert the YDS to undesirable planning applications so that it might lodge official protest.

Because of the sheer size of the area in question - the YDNP and wider area of the Yorkshire Dales - and because all planning applications pass through District Planning Offices, Daleswatch has organised itself on District lines - Craven, Harrogate, Richmondshire, South Lakeland and Bradford, and perhaps, when members are available, even Eden.

The main "Daleswatch" body meets twice a year to review and discuss general policy matters. District groups are to meet as and when necessary to discuss more local matters.

Which is where YOU as someone with concern for and interest in your local area can become involved. PLEASE.

Ideally, the "eyes and ears" work of Daleswatch would be done by someone getting wind of a proposed nuisance in the neighbourhood via the local "grapevine". They could then alert YDS to the problem. However, despite the reliable information which turns up informally, such a system is hardly a catch-all. A more methodical way of heading off unwanted developments is to catch them at the planning stage. One member of the district group visits the local Planning Office at 2 to 4 week intervals to look through the lists of forthcoming planning applications. It's at this point that Daleswatch need to broaden its network throughout the Districts, so that possible questionable applications can be checked out by contacts in the relevant parishes.

That is how you can use your "eyes & ears" to help keep the beauty of the Dales - by being a parish contact for Daleswatch. It won't take much of your time - just an occasional phone call asking for your opinion on a local development. If you think you can help us please contact me on Skipton (0756) 68746.

EARL SHEPHERD

Dalesbus and Rail News 1988

Regular YDS Review contributor Alan Sutcliffe explains how to explore the Dales by public transport during the summer of 1988.

When writing in earlier issues of The Review I did not anticipate reporting something new each time, but 1988 has seen many improvements in both bus and rail services in the Yorkshire Dales.

Whilst local services on the Settle-Carlsile railway are virtually unchanged since 1987/8, better timed Sunday trains now accommodate the Dales Rail programme with linking buses to Wensleydale, Swaledale, Sedbergh, the Howgills and Alston in 1988. There is also a new Sunday service from Manchester Victoria on four summer Sundays as well as the regular Lancashire Dales Rail service via Clitheroe. Details from BR, Tourist Information Centres or National Park offices.

There are also very much improved services on the Leeds-Skipton (Airedale) and Leeds-Ilkley (Wharfedale) lines, with all-the-year round Sunday services, and a new station at Cononley.

West Yorkshire Road Car's DalesBus network is in business again for the season, including Saturday and Sunday and Bank Holiday Service 800 from Leeds via Bolton Abbey and Grassington to Hawes, with connections to Keld on Saturdays and Ingleton on Sundays. Also running are the 806 from Leeds via Harrogate, Fountains Abbey, Pateley Bridge and Fewston, the X99 from Bradford via Leeds and Harrogate to Richmond and the 803 to Hawes via Jervaulx Abbey, Middleham, Leyburn, Reeth, Keld and over the Buttertubs Pass. During the summer school holidays there are mid week services from Leeds and Bradford to Bolton Abbey, Burnsall and Grassington (800) whilst the period of operation of the popular "Market Day" bus on Tuesdays from Keighley and Skipton to Hawes and Settle (Tuesdays) or to Leyburn and Richmond (Fridays), service 809 has again been extended until 23rd September this year. All these services are detailed in West Yorkshire Road Car's beautifully produced DalesBus guide available at TICs and enquiry offices or, in case of difficulty by post from WYRCC, East Parade, Harrogate.

YDS members living in the North East now have an excellent bus service to the northern Dales in the form of United's Coastlink express, service 495, which operates from Sunderland, Durham and Darlington (connections from Hartlepool and Middlesborough off 419) every Friday, Saturday, Sunday and Monday morning serving Richmond, Leyburn, Aysgarth, Hawes, Garsdale (linking with S&C) and Sedbergh offering day and weekend opportunities in the Dales. This runs until the end of September.

But further west there are also new things to report. Lancashire County Council as well as supporting the Lancashire DalesRail service have, in 1988, introduced their new "Leisurelink" service 749 from Preston, Blackburn, Accrington, Burnley, Nelson and Colne to Skipton and Upper Wharfedale, going as far as Grassington, Bolton Abbey and Ilkley but with connection to Kettlewell and Buckden - offering superb opportunities for anyone wanting to walk The Dales Way.

Nor are fares a problem. On West Yorkshire RCC services, Explorer tickets are again available, affording a day's unlimited travel on most services. This year's prices are adult £3.20, child £1.60, family £6.40, senior citizen £2, senior citizen bargain pack (10 tickets) £18. Bargain packs must be bought in advance but other tickets can be bought in advance or on the bus.

West Yorkshire RCC have also introduced Keycard offering unlimited travel after 0900 on several days - not necessarily consecutive - for bargain prices. Another welcome re-introduction in the British Rail/West Yorkshire RCC Parklink rail/bus ticket from Leeds and Bradford available by train to Skipton and then on linking buses to Upper Wharfedale and on the new Sunday services to Malham. These are available price £3.60 adult, £1.80 child, and is also available for local people from Upper Wharfedale travelling to Leeds - buy the ticket on the bus.

With YDS help, the National Park have issued a comprehensive bus timetable for the Park, available from Park Offices or by postal request.



Richmond - in 1988 served by a choice of buses and a Dales Rail Link Bus (photo: Lydia Speakman)

All in a Warden's Day . . .

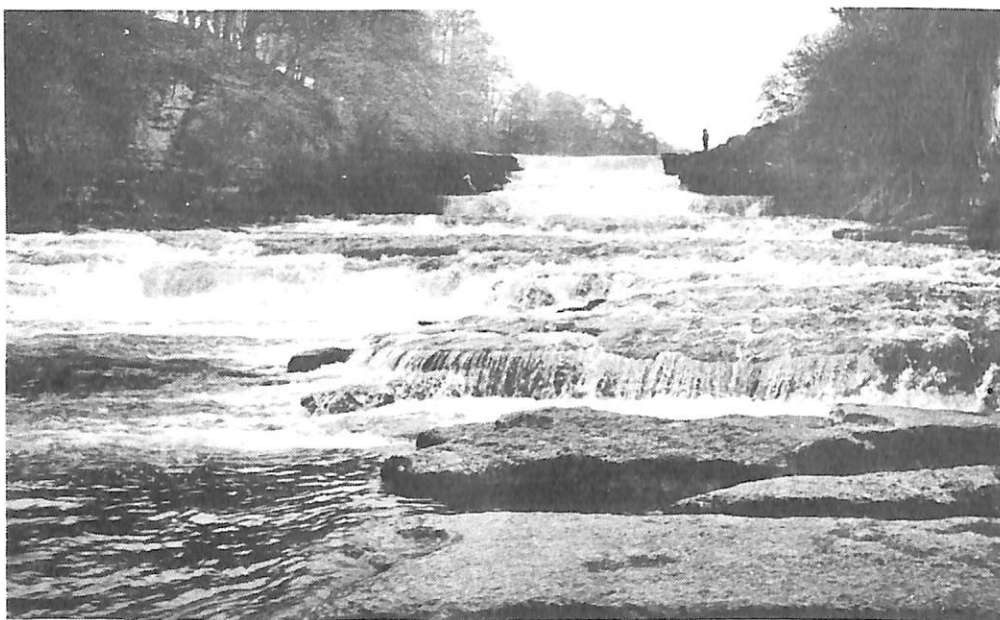
Chris Hartley is a YDS member who, as well as doing a great deal of work for the National Trust, has found time to do some work as a Voluntary Warden for the Yorkshire Dales National Park. Here he describes just some of the things he learned on part of a day out with the YDNP Warden Service.

On Sunday 27th March, being a member of the Yorkshire Dales National Park Voluntary Warden Service, I found myself at Aysgarth on a "preliminary induction day" before the start of the season. The Warden Service is divided into Area Teams, one for each of the Park's six Area Wardens. Each Area consists of a Senior Volunteer Warden plus a number of Volunteer Wardens and trainees. I am allocated to the Swaledale Team under the direction of Area Warden Lawrence Barker, and based at Aysgarth National Park Visitor Centre.

It was 10am in the morning that a number of us met with David Beale, the Senior Volunteer Warden, and discussed the day's programme. The first job was to re-surface Bellowfield Car Park; this would take up most of the morning. The Car Park is situated alongside the Carperby-Askrigg road under the shadow of Haw Bank and Lady Hill. The work involved moving gooey mud and some surface water and putting down a layer of waste brought from a quarry near Castle Bolton. Another part of the operation was to re-inforce an embankment in order to stop motorists driving onto the ground beyond. This area is

designated an SSSI because of the rare plants growing on it, and car drivers, who might otherwise go astray would be threatening their fragile existence.

As we worked, there was much chatting amongst us and one of our number, Brian Clement from Coverdale, who was to figure prominently in the afternoon, proved to be an extremely knowledgeable and fascinating person. Naturally,



Lower Falls, Aysgarth (Photo: R.W.Chaney)

the history behind the old Rabbit Warren came up, and Brian explained that the story went back a long way, and that the warren had been started for a breed of Black Rabbits whose fur turned grey in later life, and this was used for export, with the meat going into the pot. A high wall still surrounds the complex and apparently descendants of the Black Rabbits still survive there. On the other side of the road, Eller Beck on top of Haw Bank, there are the remains of lead mining fields, and it is also a great place for fossils, in particular "Producti" - large bi-valve shellfish of the Brachiopod group, common in the Yoredale Shales.

Towards the end of the morning, David Beale suggested that our party should split up, some finishing the work in the car park and others, including myself, should return to Aysgarth for lunch after which we should then reconnoitre one of the YDNP's "Walks with a Warden" - a service provided by the Volunteers.

Back at Aysgarth we had our lunch and then came an added bonus; a walk round Freeholders Wood and the Middle and Lower Falls. This was the part of the day when Brian Clement came into his own. He took us round the Wood explaining many fascinating facts about it. As most readers of The Review will know, the Wood has been owned by the National Park Authority for some years, being acquired by the Park from Castle Bolton Estates after lengthy negotiations, and the Park is carrying out a regular programme of re-coppicing. This has resulted in the opening of the wood, allowing wild flowers to grow, attracting insects and birds, and allowing much tree regeneration.

The Park and its volunteers have also put in footpaths and also a fine viewing platform by the Middle Falles with steps down and a firm handrail for the frail and elderly. We then followed the path, which is Permissive and not Definitive, through the kissing gate, which is the limit of Freeholders Wood, and into Rhyddings Fields. We walked to the Lower Falls where the Ure has cut through the Yoredale beds exposing Great Scar Limestone. Before actually climbing down to the Falls, Brian had a word or two to say about the footpath system, including the footpath to Carperby. Scrambling down to the waterside, we walked over the pebble scarred rocks whilst we were informed about rights of way here. We were told how the valley had been formed by glacial action and how the ice had come as far as the bridge leaving a terminal moraine, which held back the melt waters, as

the temperature rose, causing the ice to melt. As the pressure grew, so the dam made by the moraine burst, allowing a tremendous amount of water down the Dale, creating the present gorge by the Lower Falls where the Great Scar Limestone is exposed.

Here we were shown useful paths and signs put in by the Park to help the public find their way around, and also to discourage the more adventurous from charging up the embankments causing unnecessary wear and tear. Returning to Rhyddings Field we walked back, noting the natural features of the hill-like drumlins, more evidence of glacial activity, before returning to the National Park Centre.

CHRIS HARTLEY

Reviews — A YDS Lecture

On the evening of April 14th, we went to Grassington for an illustrated lecture on "The Building of the Nidd Valley reservoirs" - and what a delightful evening it was.

The talk was informative, very interesting and presented in a friendly, relaxed manner, whilst the slides were mainly old photographs showing various stages of the work, people involved, the machinery used and the affected countryside.

Interest in the subject was obvious from the large audience, and it drew together a wide range of people - those with a general curiosity, those of us who have come more recently to love the Nidd Valley from walking and/or riding in it, and a number of local residents. Many of this last group were older people who soon began to recall details of the Project. There were excited cries of "I remember seeing that !" and "Oh yes, that was how it looked." and one lady recognised the house where she was born and the chapel where her father preached. Afterwards, over tea and biscuits, there was much nostalgic reminiscing and interesting chat.

Altogether a very successful YDS venture, and our thanks are due to Dayne Swires of Nidderdale, the lecturer, and to the organisers. Let's have more !

JOAN PIPES

— and a Richard Muir Book

Richard Muir, also of Nidderdale, will be no stranger to YDS members after that brilliant and absorbing lecture on the Ancient Fields of Grassington last year. His newest book, The Countryside Encyclopaedia (Macmillan £14.95) is a superbly written and illustrated A-Z of countryside definitions. Do you really know what a Corpse Way, a Pele Tower or a Toft are ? Look them up and you'll find, not suprisingly for a Dalesman, fine Dales examples to illustrate the point, though this is a national book drawing examples from throughout the British Isles. It just happens, of course, that the Dales is unusually rich in material for the serious landscape historian and photographer. Because it helps to sharpen perceptions and understandings, it's an invaluable reference work, one that is likely to find its pages well-thumbed on this researcher's shelves.

CS

Membership Matters

If you are one of our many members who pay their subscription by Bankers' Order, please remember when you next call in your Bank to revise your subscription payment to the new 1988 Membership rates - Adult £6, Family £8, Retired £4 single, £6 retired couple. Some Bankers' Orders are still being paid to the Society's former account at Grassington Barclays. If you've been a Bankers' Order member for three or more years, please check with your bank that payments are being made to Barclays Bank, 9 Brook Street, Ilkley, Sort code 20-44-35 Account No.60993964.

YDS Birds' Eye Primrose Badges hand made in real leather are still available, though supplies limited, price £1.20p post free. Clear nail varnish is recommended if you want to make them weatherproof. Copies of back issues of the YDS Review are still available, price 20p per copy, though early issues are getting scarce. Please add 20p post and packing - any quantity.

We still need members to reach our 1988 target figure of 2,000. Any help you can give us will be appreciated. Nothing is more effective than personal recruitment. We'll be delighted to send a membership form and back number of The Review to a friend, or to supply membership forms for distribution. As our Countryside Commission support is phased out during the current financial year, we need every new member we can enrol and to ensure existing members renew promptly. The Yorkshire Dales deserve your support.

Just received - the superb new Settle-Carlisle "Ride Guide" that combines map, history, photographs of "that" railway in the form of a handsome two-sided place map. The ideal gift for any lover of the line. Published by Hawes Rope Works and available in Dales shop or post free from FoSCLA, Mrs Braid, The Sands, Appleby-in-Westmorland, CA16 6XN price £2.16p.

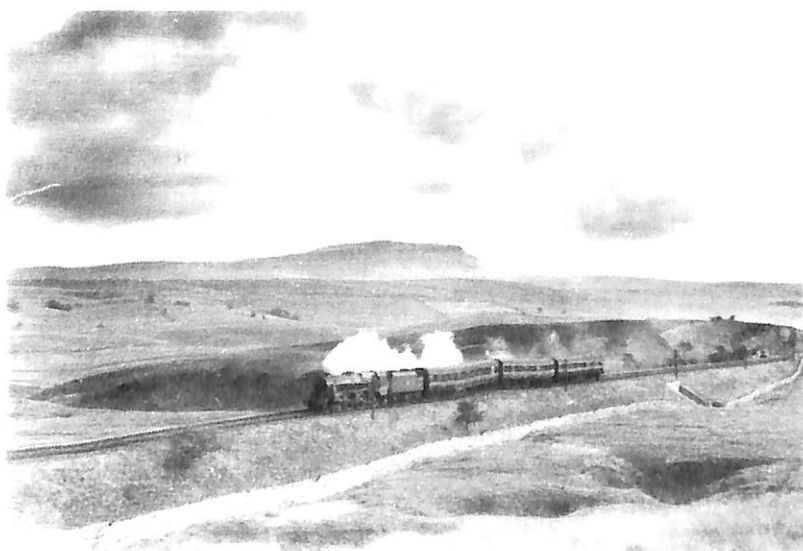
Events for a Dales Summer

The emphasis for our summer programme is on outdoor events - by the law of averages 1988 must surely be a good summer and the Dales will be looking their best. The emphasis will be on looking and talking rather than distances - come along if you can, and bring a friend along.

- Friday June 24th A City's Heritage Discover the ancient city of Ripon with local historian Maurice Taylor. Meet outside Ripon Town Hall (parking behind the Market Place) at 7.15pm - and back in time to hear the blowing of the ancient horn !
- Saturday July 9th/
Sunday July 10th Austwick's Open Garden Weekend An invitation from the people of Austwick to enjoy about 20 Dales gardens - including the gardens of Lawkland Hall. The gardens will be open from 1pm - 6pm on Saturday, 11am - 5pm on Sunday. Admission by programme £1 (accompanied children free). Ploughman's Lunch in Village Hall on Sunday, Cream Teas on Saturday and Sunday.
- Saturday July 30th Pateley Panoramas A ruined church, hilltop quarry, a long lost railway and old lead mine workings are just some of the things to be seen on this Upper Nidderdale ramble in the company of Chris Hartley. About 8 miles. Meet Pateley Bridge by the Bridge (car parks nearby) at 10.30am. Catch 9.05am bus service 804 (Skipton bus) from Harrogate Bus Station to Pateley.
- Sunday August 14th Mastiles Lane A chance to walk one of the most famous 18th century Drivers' Roads without the use of two cars. The route includes Malham Cove, Dry Valley, Malham Tarn, Mastiles Lane, Kilnsey Crag, Dibb Scar, Lea Green to Grassington. Distance about 10 miles. Park at Skipton and catch Dalesbus service 201 to Malham from Skipton Bus Station at 11.45am - return from Grassington at 5.55pm (or from Kilnsey at 5.25pm). A classic Dales walk. Public transport users have bus links from Lancashire, West Yorkshire (see page 9) and rail/bus connections at Skipton with "Parklink" tickets (train departs from Leeds at 10.34am.).
- Sunday September 18th Upper Ribblesdale A joint meeting with our sister organisation the North York Moors Association, to look at some of the typical splendours, problems and opportunities of our National Park. A 7 mile walk from Horton-in-Ribblesdale Station back to Settle - riverside scenery, limestone crags, the Three Peaks, but also quarries, footpath erosion, traffic and a railway line for sale; the route also passes the Hoffman Kiln, focal point of the Ribblesdale Project. Park in Settle to catch the train from Settle at 10.19am to Horton. Through train to Horton from Leeds leaves 9.15am, Skipton 9.54.

Please bring a packed lunch, strong footwear and rainwear on all three

Summer guided Walks



The Yorkshire Dales Society
152 Main Street
ADDINGHAM
West Yorkshire
LS29 0LY
Tel 0943 607868

Tail-piece: The Up Mid-day slow.

(Bob Cheney)