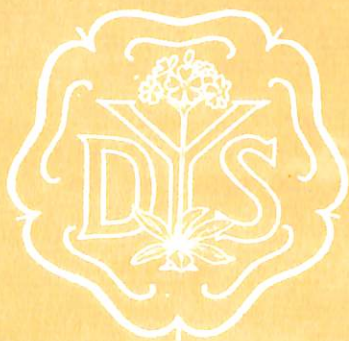


Y The Yorkshire Dales Review

No. 34
Spring 1991



New National Park Report
The Chelker Windfarm
A Blacksmith's Year
Dales Public Transport Year

50p

 THE YORKSHIRE DALES REVIEW is the quarterly journal of the Yorkshire Dales Society and is published by the Society. Views expressed in The Review are purely those of individual contributors and do not necessarily reflect those of the Society.

Fit For The Future?

The publication, in March, of the National Parks Review Panel's Report Fit for the Future is likely to prove a milestone in the history of National Parks in Britain. It could also have considerable implications for the Yorkshire Dales.

Under the Chairmanship of Professor Ron Edwards, the Panel have considered wide ranging evidence from a huge variety of bodies. The complete report is likely to be prohibitive in terms of cost (£20) and reading time for most people, but a lucid Executive Summary has been produced which distills the major findings.

None of these are revolutionary or entirely unexpected, but nevertheless endorse many things which informed opinion - including the Yorkshire Dales Society - have argued for years. The recommendations are balanced, sensible, rational. Welcome is the overwhelming emphasis on conservation, on quiet forms of recreation, on appropriate tourism, on social, economic and cultural values, on the need to have effective traffic management measures, to support hill farm incomes, stop monoculture afforestation. Welcome is a proposal to review quarry planning procedures, and military use of land, and to strengthen strategic planning in Parks.

A clear recommendation is also made to establish independent National Park authorities, with the method of appointment of Ministerial members made more open, and to establish a formal Association of National Parks. Education is also given priority, with a clear note of concern about the risk of deflection from prime purposes in order to generate income. Training of staff is also important, and it is pleasing to note the emphasis given to the voluntary sector, including the Council for National Parks and to bodies like our own. Research should be encouraged, and, most welcome, the Panel emphasise the significance of our greatest landscapes in a national, European and world context. Financial arrangements should be strengthened, with the principle of precepts from local authorities endorsed for their smaller percentage of costs. And new National Parks should be considered in England and Wales, with the New Forest an immediate priority.

Noble words indeed. But the Report remains but words on the page without direct Government action and it is too easy for there to be a ready excuse - financial or political expediency. Too often in the past, in the Yorkshire Dales and elsewhere, shabby compromise and wheeler-dealing have betrayed National Park ideals.

It is up to all of us, as individuals and as the Yorkshire Dales Society, to ensure that this doesn't happen to the Edwards Report. It is a splendid document. Get hold of at least the Executive Summary - Fit for the Future, available from the Countryside Commission Publications, Printworks Lane, Levenshulme, Manchester, M19 3JP price £3. Read it, and ensure that our democratic representatives, at the appropriate time, know that it has to be taken very seriously indeed.

PLEASE DON'T SHOOT THE TYPIST

Review readers will have noticed, sadly, the worsening standard of typing in the Review with the last two issues, produced against too-tight deadlines, especially bad. The Editor-typist now works exclusively with a word processor and can no longer achieve passable standards with a steam (electric) typewriter. Many apologies.

Our next issue will be a special Tenth Anniversary Issue with reports of the April Conference and special features by a number of top Dales writers. We shall use word processing techniques to achieve a better standard. In the meantime we hope this issue is just a little less problematic than the last !

Colin Speakman

Keeping Faith In The Countryside

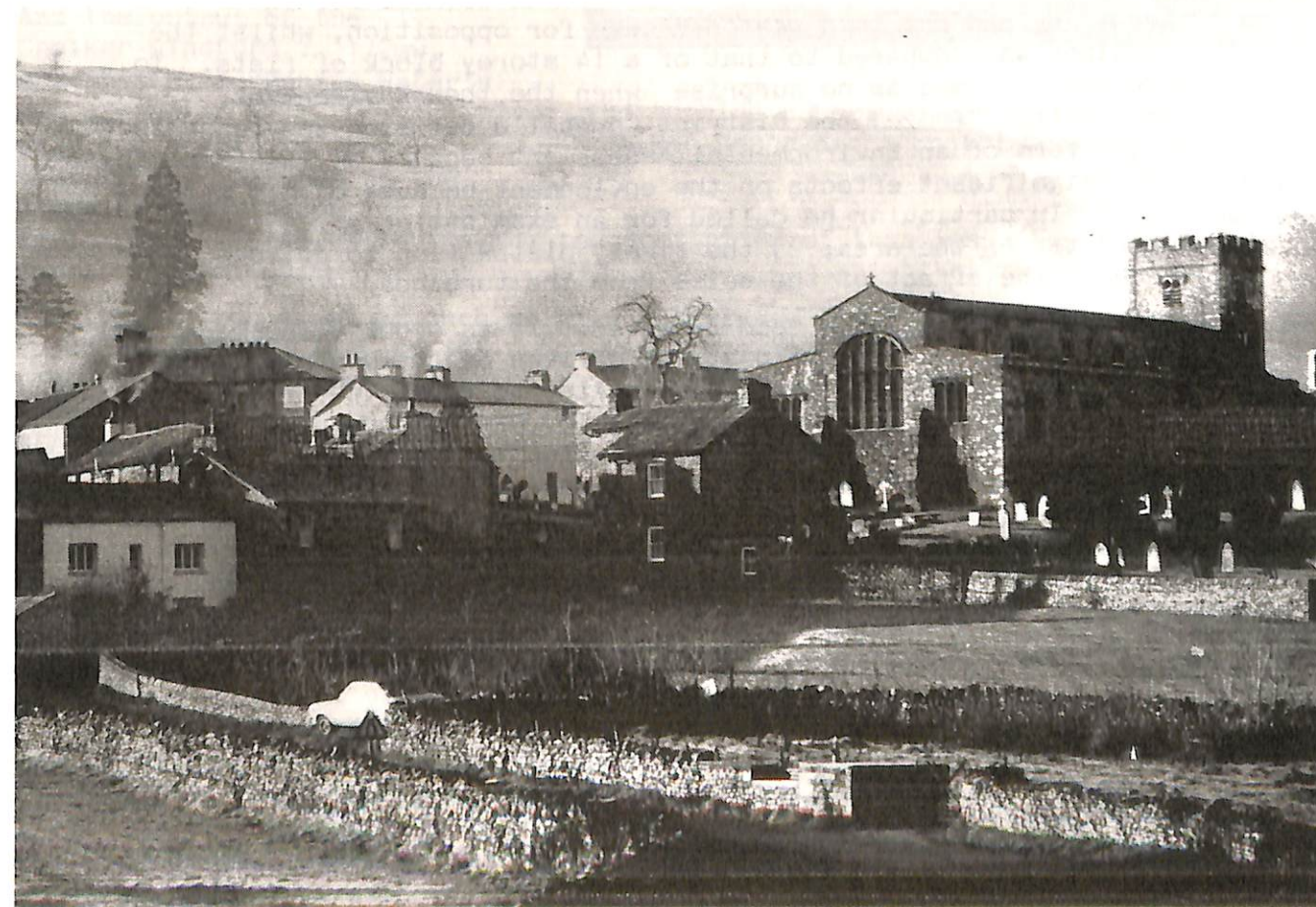
Thoughtful readers of Alison Ravetz's splendid review of Faith in the Countryside in the winter edition of the Yorkshire Dales Review will have realised that in the report of the Archbishop's Commission on Rural Areas (ACORA), there is a document which could, were its recommendations to be accepted, have a profound effect on life in the countryside today. Having regard to the fact that the huge list of contributors to the evidence received includes such kindred bodies of the Yorkshire Dales Society as the Council for the Protection of Rural England, the Ramblers' Association and the Rural Community Council (to name but a few), it is hardly surprising that this Society amongst many others, welcomes enthusiastically many of the Report's hundred recommendations.

This is a report which should not, like so many others, be pigeonholed and promptly forgotten. The Yorkshire Rural Community Council was one of the bodies which was involved in many aspects of the work of ACORA and is now planning a great deal of follow-up work in an effort to stimulate public awareness. The Yorkshire Dales Society has been involved in discussions from the early stages and has decided that one of our popular "walk and talk" days in 1991 shall be devoted to this purpose.

The event is planned for Saturday July 20th and the location is to be Grassington, Upper Wharfedale. The morning walk is to take a slightly different format to the usual countryside ramble, as Angela Fernyhough of the YRCC is to lead the party around Grassington, a township where many of the problems enumerated in the Report, are so evident. After a pub or sandwich lunch, a meeting will be held in the afternoon in that architectural gem - the Grassington Congregational Church. The principal speaker will be Jonathan Lumby who is, inter alia, the Rural Adviser to the Diocese of Bradford, and we hope that on this occasion the subsequent discussion will be even more lively and prolonged than usual.

Make a note in your diary of the date, and see the back of this Review for further details. Come along and show that we in the Yorkshire Dales Society really do care about rural problems.

Ken Willson



Dent Church (Photo: Geoffrey N. Wright)

The Chelker Windfarm

Concern to find new ways of power generation without the dangerous "greenhouse" effect of fossil fuel burning, or the risks of nuclear, have caused wind power to be a serious option for the future, and new forms of the traditional windmill - wind turbines - are likely to be an increasingly familiar sight in the British countryside. But such structures are not without their environmental disbenefits, and YDS Chairman Ken Willson examines some of the issues relating to the recent proposals for Chelker Reservoir on the edge of the Yorkshire Dales National Park.

Early last year, Yorkshire Water announced that it was proposing to put in a planning application for the erection of four wind turbines on the northern bank of Chelker Reservoir between Ilkley and Skipton. The turbines would be 25 metres high (about 80 feet) and the twin propeller-like blades would have a diameter of some 33 metres. The purpose was to provide electric power for the pumps at the nearby pumping station where, amongst other matters, water is pumped from the River Wharfe to the reservoir.

The site was claimed to be ideal for the purpose. Funnelled between low hills on either side, there was adequate wind power. There would be no need for overhead lines to connect the turbines to the pumps. Only a short access road was necessary and this could be grassed over when construction was completed. Agricultural disturbance would be minimal, and it was further claimed that there would be little effect on amenity. Yorkshire Water then embarked on a series of consultations with interested parties, as a result of which the scheme was widely welcomed. Indeed, so great was the enthusiasm that scarcely a dissenting voice was to be heard. When the application went before the Planning Committee at Craven District Council, only two members dared to vote against the proposal, despite the fact that the Council's Planning Officer had recommended refusal. It was, of course, anticipated that when the application went before the full Council, it would be overwhelmingly approved.

It was at this point, however, that events took a most interesting turn. It has already been pointed out that the District Council Planning Officer had recommended refusal, and it now appeared that the National Park Officer and the North Yorkshire County Planning Officer had similar misgivings. Individual voices were now beginning to be heard, and the Craven Branch of the Council for the Protection of Rural England put in a reasoned case for opposition, whilst the height of the turbines was compared to that of a 14 storey block of flats. To some people therefore, it came as no surprise when the then Environment Secretary Mr Chris Patten "froze" the District Council's decision and requested more details in the form of an Environmental Assessment because he said that the scheme would have "significant effects on the environment because of its nature, size and location." In particular he called for an examination of: 1] the effect on the character of the area; 2] the likely distraction to drivers using the nearby A65 and 3] the effect of the noise from the turbines.

The Environmental Assessment has now been received. It is a bulky document, and for those interested it may be inspected at the offices of the District Council in Skipton. All interested parties have been invited to submit their observations, which will be forwarded to the Secretary of State for him to consider. He then has the option of either returning the application to the District Council for its determination, or "calling it in" which means he will determine it himself. If he adopts the latter course, it would probably result in a Local Inquiry at which all views could be heard. This Society believes most strongly that on so important and controversial a matter, a Local Inquiry should be held and we have so indicated.

Since everyone realises the need for pollution-free energy sources, and windpower is undoubtedly such a source, many of our members may wonder why we have not wholeheartedly welcomed the proposal. We offer for their consideration a few of the thoughts which have guided our deliberations. Firstly, will it "spoil" the landscape? We believe that the area around Chelker is a beautiful landscape. The authors of the Environmental Assessment concluded that although the turbines would have a significant effect on short range views in the area, the effect on

the appearance of the landscape would be neither extensive nor damaging. Unfortunately the landscape assessment in the ultimate is a personal matter. How wonderful it would be if we could feed all the data into a computer and be told, once and for all, whether a landscape would be "spoiled" or "not spoiled". Until that day arrives, we all must try and be as objective as possible. We invite our members to examine in particular, Photomontage in the assessment. Our conclusion is that the turbines are a hideous intrusion into that beautiful landscape and to that conclusion we shall adhere.

Secondly, what kind of a contribution would the turbines make in terms of output? We understand that a large power-station such as Drax can produce some 4000 megawatts, whilst a nuclear power station 6500mw. Even a small station such as Elland was capable of some 120mw. And the output of the Chelker windfarm? 1.2mw, and this by Yorkshire Water's own admission will produce only one eighth of the electricity required by the pumps at Chelker Pumping Station. Is it really worth while risking the spoilation of this landscape for so small a contribution?

Finally, in the midst of such weighty material as is embodied in the Report, we found one bit of light relief. You will recollect that the Minister was concerned at the likely distractions of drivers using the A65 adjacent to the Reservoir. Picture if you will, a bright sunny day in summer with an endless stream of vehicles travelling up to Scotland or the Lakes. Suddenly drivers' attentions are rivetted to this new tourist attraction - the first Yorkshire windfarm. Feet down hard on the brakes and vehicles slithering to a halt. Enormous congestion - if not pile-ups. This reaction of the Department of Transport to this probability is given in a quoted letter in the report. "I now consider that the presence of the generators will create no greater distraction than that caused by other forms in the landscape that attract interest and of which no particular problems to highway users are attributable. On highway grounds therefore, the Department would not object to the generators."



A wind turbine of a type similar to that proposed at Chelker Reservoir (photo: Centre for Alternative Technology)

Ken Willson

A Blacksmith's Year - 1924/5

It is not long since every village had its blacksmith. A town, even a small one, would have several and Skipton was no exception. In 1923 when Jack Ward first came to Skipton as master farrier to take the business at the foot of Raikes Road, he was one of four. In addition, there were blacksmiths in Carleton, Cononley, Addingham, Emsay, Gargrave, Bolton Abbey and many other places in nearby Airedale and Wharfedale.

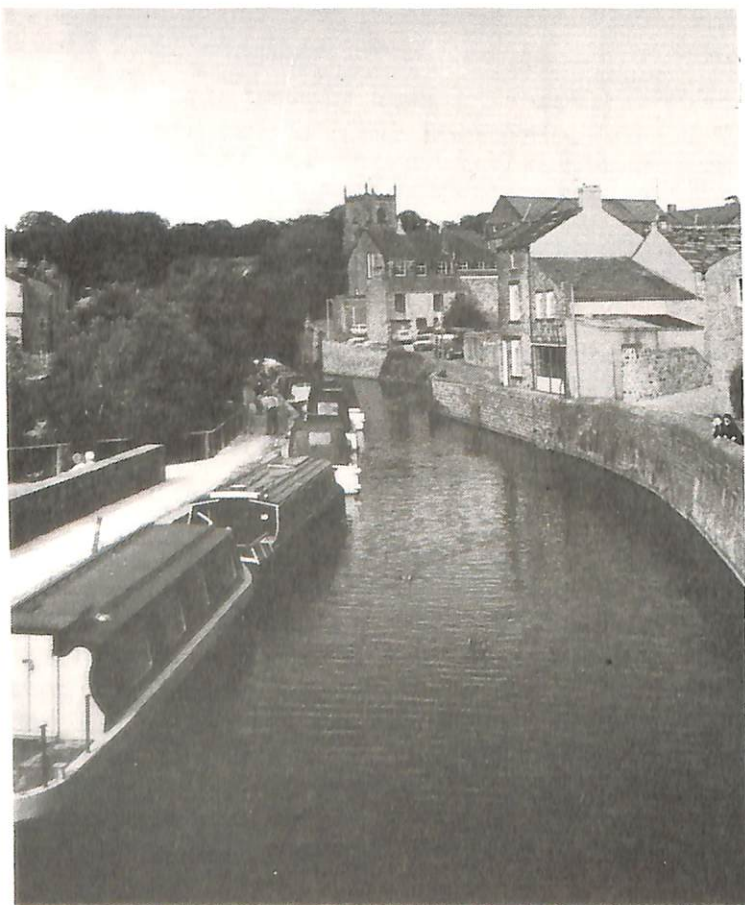
Of the four blacksmiths in Skipton, Bob Caddy, whose business was in the cattle Market (now the main car park) and Tyndalls, whose business was at Pinder Bridge were not full time, but Hardisty's whose business was at Belmont Bridge were, like Jack, full time Shoeing and General Smith and Wheelwrights. Hardisty's continued until the 1940s but Jack Ward carried on until 1975. For a while he had been taking things a little easier, hardly surprising for a man of 76; even so he kept on shoeing a few horses right up to his final retirement.

He first came to Skipton in 1912 to be apprenticed to his uncle Arthur Ellwood, and left in 1917 to join the Forces. Six years later whilst convalescing after a spell in hospital, he was browsing through newspapers in Wellingborough Public Library and by sheer chance saw in the Yorkshire Post an advertisement for the sale of his uncle's business. He resolved to buy it, begged and borrowed the available capital, and bought it. He had been engaged to be married for three years and came to Skipton on the understanding that he and his fiancée would be married in twelve months if the venture was successful. It was. Hilda and Jack were married in Bedfordshire on Monday June 9th 1924. He had been at work until Saturday June 7th and returned to Skipton with his new bride on Tuesday to start work again on Wednesday June 11th. From then on Hilda assumed responsibility for the bookkeeping. Among her first entries was:

"1 new pr. castrating irons..7/6d"

In the following year over 1,100 horses went through the door of his shop. Clearly, shoeing represented the major part of his business, very much more so than in later years when the number of horses dwindled to a low level. But blacksmiths were jacks of all trades and their skills were used by the community in a great variety of ways. Whilst the day book for 1924/5 shows no evidence of any ornamental wrought iron work which was, in later years, to become a large part of the trade of many smiths, there was much evidence of work which would be scarcely contemplated nowadays, used as we are to buying so much which is mass produced. Nails, bolts and staples were all, at times, made by the local blacksmith. Tools, too. For example, on December 8th we find Jack making for Bentley's Yorkshire Breweries: "1 new steel double ended spanner to fit 1¼" and 1" .

- and charging 4s. for the job.



Skipton Canal Basin. In 1924 this was still a freight carrying waterway (Photo: Howard Beck)

On February 1st he made for Skipton Castle a "New steel hammer with chisel end for joiner's shop." and charged 5/- for it. And tools had to be repaired. On 16th October we find the entries "laying in scythes 9d" and "4 shovels cutting - 6d". Throughout the year there are entries such as: "Kirk Ben - 36pts sharpend 2s 9d".

This is the sharpening of masons' chisels, charged by the point, a point being about one inch of cutting edge so that a 2" chisel cost twice as much as a 1" chisel. The mason would bring a bag full of chisels, dump them on the floor of the smithy and as likely as not say he wanted to pick them up in the morning. It seems that the work was often done late in the afternoon, perhaps as a welcome rest from the heavy work of the day. Over 5,000 points were sharpened in the year (almost 3,000 for Kirk, 400 for Daggett, 800 for Windles of Gargrave, nearly 1,000 for Lowe and Whittaker and 150 for Duckett), at first sight an immense job, but it was not one from which a fortune could be made. Altogether, they brought in only about £20.

The Castle with its large estates was one of Jack's best customers, and the work done for them was extremely varied. Iron work for doors and gates on the estate farms is one of the most frequently occurring items. For example, on 20th May we find "4 new heavy door bands, forging 4ft x 21/4" x 1/2" with 5 square bolt holes in each. The price was £1 16s. Ironwork for gutters and railings, for various customers, appears from time to time as does miscellaneous work for Manbys, the popular Skipton ironmonger's shop - eg. "3 sets of stove ironwork 4s 6d" and "4 pairs of hanges forging for butter boxes 5s"

Occasionally there is something purely domestic such as repairs to a fire guard (for Rev. Jackson), ironwork for a coatstand (for Lawsons) and even a new hoop for a poss tub, whilst for farmers and tradesmen everything from "forging a new axle for strowing machine 6s" to "overhauling a chain" (ie making and annealing new links) were all in a day's work. So was work on motor cars. There were not many in Skipton at that time and very few tradesmen had motor vehicles, but Nicholas Smith's Garage in Court Lane called for help from time to time. "Lamp bracket forging and fitting" is typical of such work but we also see "Shrinking end of car axle to fit pins 3s". What would Mr. Honda say to that ?

But it was the horse and horse drawn vehicles which were most important for Jack who was not only a blacksmith but a wheelwright as well. A selection from the many entries in the Day book will illustrate the kind of work which was done:

"1 new shaft to cart £1"; "1 new 4½ car wheel, 2 new nave hoops and bushing £5 10s"; "1 new 4½ and 5/8th" hoop making and putting on £2 10s"; "1 new fellow & 12 new spokes and new hoop £3"; "2 new oak brake blocks fitting 4s 6d"; "1 new cart tailboard complete and fitting £1"; and on 30th May, just in time for the holiday season, at a cost of £5 13s, he completed major repairs to Jimmy Simpson's Ice Cream Cart. Many old Skiptonians will no doubt remember it.

Wheelwrighting was very time consuming and had to be fitted in between work which was more urgent. Horse shoeing was the most urgent of all. It was not uncommon for a queue to be waiting on Mondays (Market Day), when Jack went to work at 6 o'clock in the morning. His Day book shows as many as 11 horses attended to on a Monday. The maximum for a week was 45 and the minimum was 12. How many individual horses this represents is impossible to say but when one remembers the other blacksmiths around Skipton and the fact that Hardisty's dealt with all the railway and canal horses (as well as others), it is clear that the horse population of Skipton was very high. Jack's best customers were the Co-op whose horses accounted for 54 "attendances", Chris (Kit) Spensely (68) and Smith & Son (105). Smiths and Spensleys were carting agents, Smith looking after all the work of Skipton Council, while Spensleys carted for a variety of customers including the Gas Works to which they carried coal.

Not all the horses went for a complete set of new shoes. Some had nothing more than a loose shoe fastened for which 4d was charged. Some had secondhand shoes. Others had shoes removed, that were taken off to be refitted and renailed after the feet had been trimmed. Those who wanted a full set of shoes had to pay between

8s and 18s depending on the size of horse, the type of shoe and whether or not studs were fitted.

As I have said, it was Jack's wife Hilda who kept the books of the business and it is difficult to believe that any other blacksmith in the country would have had his books kept so neatly and in such elegant copper plate manuscript. She had two breaks from her duties. One was for a week in March 1925 when their first child was born. Having summoned the midwife on March 11th, Jack went to work and celebrated with a very busy day. The Day book entries are worth quoting, being typical of the year as a whole:

"David Addyman 2 new stud shoes and 6 studs - 8s 6d; B. Kirk 48 points sp. 3s8d; Harper 2 new shoes & 2 removes 9s; Smith and Son 2 shoes removed & studs 4s; Co-op Soc. 1 gross 3/8" studs £2 8s; 1 new mistal door handle & latch and stud & revolving casting complete 5s; G.H.Mason, 4 new mails making 7" x 5/16th" 1s; F. Manby 6 dozen range holdfasts 7s 6d; J. Palmer 1 pair of new lorry shafts complete in ash with new cross pieces and new footboard £2 5s; 4 new strap bolts 1s 6d; 2 eye bolts screwing with new nuts a 1 new plate 9d",

He then went home to do the booking.

Later he had to do the booking again when Hilda took the new baby to see her parents in Bedfordshire. She returned to resume her duties 12 months to the day after she started them. Apart from Christmas Day and Boxing Day, Jack himself had had one day off on July 24th, in the middle of Skipton holiday week. It had been a busy and eventful year.

John Ward

Dales Public Transport News

Since writing my notes last year, further changes have taken place on the Settle-Carlisle line. New "Sprinter" type diesel trains were introduced in October 1990 with some improvement in journey times and an increase in service to six trains each way between Leeds and Carlisle all year on weekdays and a morning commuter train from Ribbleshead to Leeds returning to Horton in the evening. The Sunday service of three trains each way re-commences at Easter, and an additional train each way will run on Saturdays from July to September and on Mondays to Fridays in July and August. It is expected that the bus links with Hawes, Sedbergh, Alston, Penrith and Keswick will run again this year.

The position is less happy on the Leeds-Morecambe route however, where pressure for reduction in financial support has led to the service being cut, from July, to only four trains each way between Leeds and Lancaster only, with one train extended to Morecambe on Summer Saturdays. The reduced service does, nevertheless, enable day trips to be made from West Yorkshire to the western Dales. The Sunday service of three trains each way from 19th May will still run to Morecambe and the morning departure from Leeds will be at the more convenient time of 0919.

On the buses, Harrogate & District and Keighley and District DALESBUS services are running again. Service 800 to Grassington and Hawes commenced at Easter and will run on Saturdays, Sundays and Bank Holidays until the end of September, along with the popular 803 on Saturdays, Sundays and Bank Holidays to Hawes via Swaledale and the Buttertubs Pass. The May Day weekend sees re-commencement of the Lancashire County Council supported Leisurelink 749 from Preston and the East Lancashire towns to Skipton, Grassington, Burnsall, Bolton Abbey and Ilkley, whilst the weekend programme will be complete from Spring Holiday weekend with the X98 Lake Express from Leeds to Grasmere on Sundays serving Gargrave, Settle and Ingleton en route, and the 806 circular route from Leeds and Harrogate via Fountains Abbey, Pateley Bridge and Fewston. The Tuesday and Friday 809 from Keighley and Skipton to Hawes/Ingleton/Settle (Tuesday) and Leyburn/Richmond (Friday) will run in the summer school holidays, along with a Tuesday 800 service between Leeds and Grassington.

Day EXPLORER tickets are available on all Harrogate and District and Keighley and District buses to, from and within the Dales, but not beyond Settle on the X98.



"Heritage" dms at Hellifield Station in "Dales Rail" days.

But is the Leeds-Skipton-Lancaster-Morecambe line serving communities in the western Dales and providing access to the western Dales and forest of Bowland, now under threat ?

1991 prices are Adult £4.40, children under 14 £2.20, Family £8.80, Senior Citizen £3.60. Simply buy your ticket on the first bus you board.

The Yorkshire Dales Society have produced a folder suggesting no less than 15 suggested walks that can be done from Dalesbus services in the Yorkshire Dales. If you'd like a copy, please send a SAE to the YDS office.

Full details of bus times can be obtained from any Metro, Harrogate & District or Keighley and District Travel Office, whilst all bus and train services in the Dales (except Nidderdale) are included in the excellent Yorkshire Dales timetable booklet Dales Connections obtainable free of charge from National Park Information Centres, local TICs or by post (enclose a 6"x9" SAE) from Elmtree Publications, The Elms, Exelby, Bedale, North Yorkshire, DL8 2HB. The next edition in May will include all summer services.

Once again I am most grateful to Mary Welch of Harrogate & District and Geoff Lomax of Keighley & District for their assistance in supplying information about DALESBUS plans and for their companies' efforts in maintaining these services, mostly without any outside financial support. I commend all YDS members concerned with the environment to use both DALESBUS and other local rail and bus services at every opportunity rather than adding to congestion and pollution with a surfeit of car. The more energetic might partake of the walks in the YDS folder, and thus help to maintain these valuable routes. I also thank Paul Snowden of Regional Railways, York, for information on this year's train service plans.

Alan J. Sutcliffe

Milk Churn Stands

Dr Ted Connell of Harrogate writes to ask if the YDS might help to record milk churn stands at farm gates. "My reason being that they are the physical remains of a stage in the dairy industry. They relate to the period in the 1930s when the Milk Marketing Board started collecting churns by lorry, instead of the farmer taking them to the local station in the dog cart. They became obsolete when the MMB went over to bulk tankers for milk collection, so they relate to half a century of dairying practice.

"A survey on this subject has already been done in Hampshire and our area is probably of greater importance for milk production. All that would be needed would be a grid ref., simple description [railway sleepers, concrete blocks etc.], approx. size and an address "Glebe Farm Hampsthwaite". They could be plotted on a map and the cardex deposited in the archives."

Are any YDS members able to help with such a survey ?

Spring Reading

High Dales Country - W.R.Mitchell (Souvenir Press £14.99).

High Dales Country is vintage Bill Mitchell. This is an old-fashioned book in the very nicest sense of the phrase, with decent format print, a nice balance of colour and black and white photographs, comfortable to handle and a joy to read.

Bill brings to this, as to all his books, a lifetime's observation of the Dales and Dales people, with the journalist's eye for the telling detail, but a genuine Dales understatement. This is a book about the Dales by a Dalesman, a celebration of that rich, subtle, complex culture too easily missed by the outsider. There is affectionate humour on every page, a smile shared with the villager or farmer. If Bill does have a prejudice (and it's one this reviewer certainly shares) it is against what might be called the "car-park culture" or urban values which visitors bring with them: "The modern day trippers, with their smart cars, multi-coloured clothes, insatiable appetite for gift shops and ice cream, with toilets and tea, before their languid return home to watch their favourite television programmes"

"High Dales" are of course the Upper Dales, the top end of Bill's many favourite Dales which somehow seem more special and more typical in terms of landscape and life than the lower end of valleys. The notion of writing the book came to him when speaking at a Wensleydale and Swaledale WI meeting and learning of the decision of the Federation to call themselves "The High Dale Federation". The evocative phrase proved a real inspiration !

CS

William Mounsey and the "Jew Stone" - Charlie Emmett (Castlebergh Publications, Settle, £3.60)

Charlie Emmett's book represents an extraordinary feat of detective work surrounding a mysterious stone which for many years stood high on Black Fell Moss above Mallerstang overlooking Red Gill, the source of the River Eden. It was erected there, with a strange inscription by one William Mounsey (1808-77), of Rockcliffe, Carlisle, scholar, eccentric, walker.

Known as the "Jew of Carlisle" because of his enthusiastic espousement of the Jewish cause, Mounsey wore the dress and even the beard of a Jewish scholar, even though he wasn't himself Jewish. The seven foot high "Jew Stone" was just one of several inscriptions or monuments around the Eden Valley left by Mounsey. Charlie Emmett traces the biography of this remarkable man, and of the "Jew Stone" itself, which was placed there in 1850 to commemorate Mounsey's own walk from Carlisle to the source of the Eden along the riverside and through the Eden gorge. Sadly it was smashed by navvies building the Settle-Carlisle in the 1870s, and though the pieces were recovered, they were subsequently damaged. Thanks to the efforts of Charlie Emmett and a number of other Eden Valley people, as well as Shalom Hermon of Israel and Giles Mounsey-Heysham, William Mounsey's descendant, the stone has been re-erected in the form of a replica, placed in Outhgill village, Mallerstang, as a tribute both to Mounsey and to Anglo-Israeli understanding and co-operation. Available from Castlebergh Press, 18 Yealand Avenue, Giggleswick, Settle, BD24 0AY - add 60p for postage and packing.



CS

Our AGM

This year's Annual General Meeting of the Society will take place on Saturday May 18th at Otley Civic Centre at 2pm. An Agenda is being circulated with this Review. If any members have not received a copy, or would like an extra copy please let us know immediately.

Our guest speaker at the AGM is Gordon Kingston, Regional Rural Enterprise Adviser with ADAS (Ministry of Agric). Gordon has responsibility for the whole of the North of England for providing economic advice to colleagues in ADAS and to other agencies, and what he has to tell us about forthcoming changes in farming in the Yorkshire Dales is likely to prove of vital importance.

Please make a note in your diary and make every effort to attend.

YDS Logo Embroidered

Many people have said how attractive they find the Yorkshire Dales Society emblem or logo, symbolising as it does the white rose of Yorkshire, the Society's initials and, as a central focal point, the little bird's eye primrose, that distinctive little alpine flower of the higher Yorkshire Dales, which is so lovely, and abundant, in the limestone uplands in Spring.



Until recently, it has only been possible to offer our members the popular leather badge with the logo embossed on it. But now, thanks to the help of a specialist local company, M&B Embroidery of Keighley, we can now offer the Society's logo beautifully embroidered in full colour on a new attractive range of items - handkerchieves, ties, sweaters or handsome badges which can be used on anorak, rucksack or other item of clothing. An order form is enclosed with this Review which contains all relevant details. Each item you order gives the Society a useful donation from the manufacturers, as well as an attractive item for your own use or as a gift. Please support the Society's work in this way, as by wearing or using such items you help to promote the Society and hopefully help to get new members to equal and hopefully pass last year's record total of 2,200 members.

Our very popular range of sweat shirts and jogging suits are still available, and you can now order them without the slogan, just with the YDS logo - in response to several requests. Please send SAE for order form and details.

There is still a small supply of the embossed leather badges (hand made) available, with safety pin fitting. These are still only £1 plus 20p postage from the YDS office - Otley Civic Centre, Cross Green, Otley, West Yorkshire LS21 1HD.

Can You Help The YDS?

The YDS urgently needs more volunteers to make it an effective force. We need helpers for indoor events - to man stalls, sell tea tickets, help with refreshments etc. Daleswatch still needs more workers to help get more local groups in being. A Dentdale group is off the ground, but we are looking for members in Wensleydale/Swaledale, Ribblesdale, Upper Wharfedale, Nidderdale.

If you can help with events, with Daleswatch or indeed any other aspect of the Society's work, please give Fleur or Colin Speakman a ring on 0943 607868. We'll be extremely grateful !

Back Numbers Of The Review

Copies of almost all the back numbers of the Yorkshire Dales Society Review are available to members at less than half price - 20p. Please specify any copies you'd like by number, and add 30p to the total for postage.

Dales Digest the quarterly review of news and press coverage of the Dales is also available to YDS members for an annual £3 per annum subscription.

Spring Events

ANNIVERSARY FESTIVAL WEEK

- Saturday April 20th Old Dales Night A traditional Dales night of folk music and dancing with the fiddle and accordian of Tim and Rose Boothman, and supper. Details on separate booking form.
- Sunday April 21st Washburndale with Richard Musgrave who operates his own specialist guide company, Yorkshire Dales Enterprise. Meet at the Farnley end of Lindley Wood Bridge (GR 209 498) at 10am with a packed lunch. Public transport users should walk from Otley. About 9 miles.
- Monday April 22nd Malhamdale with John and Joan Pipes. Meet outside National Park Centre (car park) at 1.30pm. Pennine bus 1235 from Skipton. About 6 miles.
- Tuesday April 23rd Wensleydale with Desmond Todd; an eight mile walk via Danby Hall. Meet Middleham, lower Square at 10.30am.
- Wednesday April 24th Langstrothdale with Eric Jackson. Meet Yockenthwaite Bridge for four mile walk over Horse Head Pass at 1.30pm. Morning bus to Buckden (service 71). Park along riverside verge above Yockenthwaite.
- Thursday April 25th Crummackdale and the Norber erratics with Colin Speakman, walking from Horton in Ribblesdale on the Settle-Carlisle line to Clapham Station - about seven miles. Catch 0903 train from Leeds, Skipton d. 0948 (book Horton day return; motorists park Skipton or Settle). Bring packed lunch.
- Friday April 26th The Hill Shepherd A photographic lecture by award-winning Dentsdale photographers John and Eliza Forder. Clark-Foley Centre Ilkley (opposite central car park) 8pm MetroTrain services from Leeds & Bradford. Cost £1.50.
- Saturday April 27th The Yorkshire Dales Society Tenth Anniversary Conference
- Saturday May 11th Orchids and Romans A visit to Mr Metcalfe at Holme Farm, Sedbergh for a visit to the farm, picnic by the river, walk along the Roman road to see the orchids. Cost: Adults £1.50, children £1. Meet at Holme Farm (on A683 2 miles southwest of Sedbergh, signed off Kirkby Lonsdale road) 11am.
- Saturday May 18th Yorkshire Dales Society AGM Guest speaker: Gordon Kingston, Northern Region Adviser, ADAS. Otley Civic Centre, 2pm.
- Tuesday June 18th Parcevall Hall A tour of the house and gardens, followed by refreshments - £2.25 per person (please book in advance via YDS office as numbers are restricted).
- Saturday June 22nd Jervaulx Abbey and Braithwaite Hall A combined visit to two magnificent historic Wensleydale buildings. Meet Jervaulx Abbey Car Park on A6108. Cost: £3.50 to include both admissions and refreshments at Braithwaite Hall. Meet at 10.30am (2pm at Braithwaite).
- Saturday July 6th Aldborough. A visit to the great Romano-British settlement on the Ouse. Meet Mrs Maggié Winter outside the Roman Museum at 2.30pm. Cost: £1.50.
- Saturday July 20th Faith in the Countryside Meet at National Park Centre, Grassington (car park - Dalesbus 72 from Skipton) at 10.30am for walk with Angela Fernihough and at 2pm for discussion with Jonathon Lumby at the Congregational Church, Grassington. See page 3 for details.



THE YORKSHIRE DALES SOCIETY
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