

The Yorkshire Dales Review

No. 38 Spring 1992

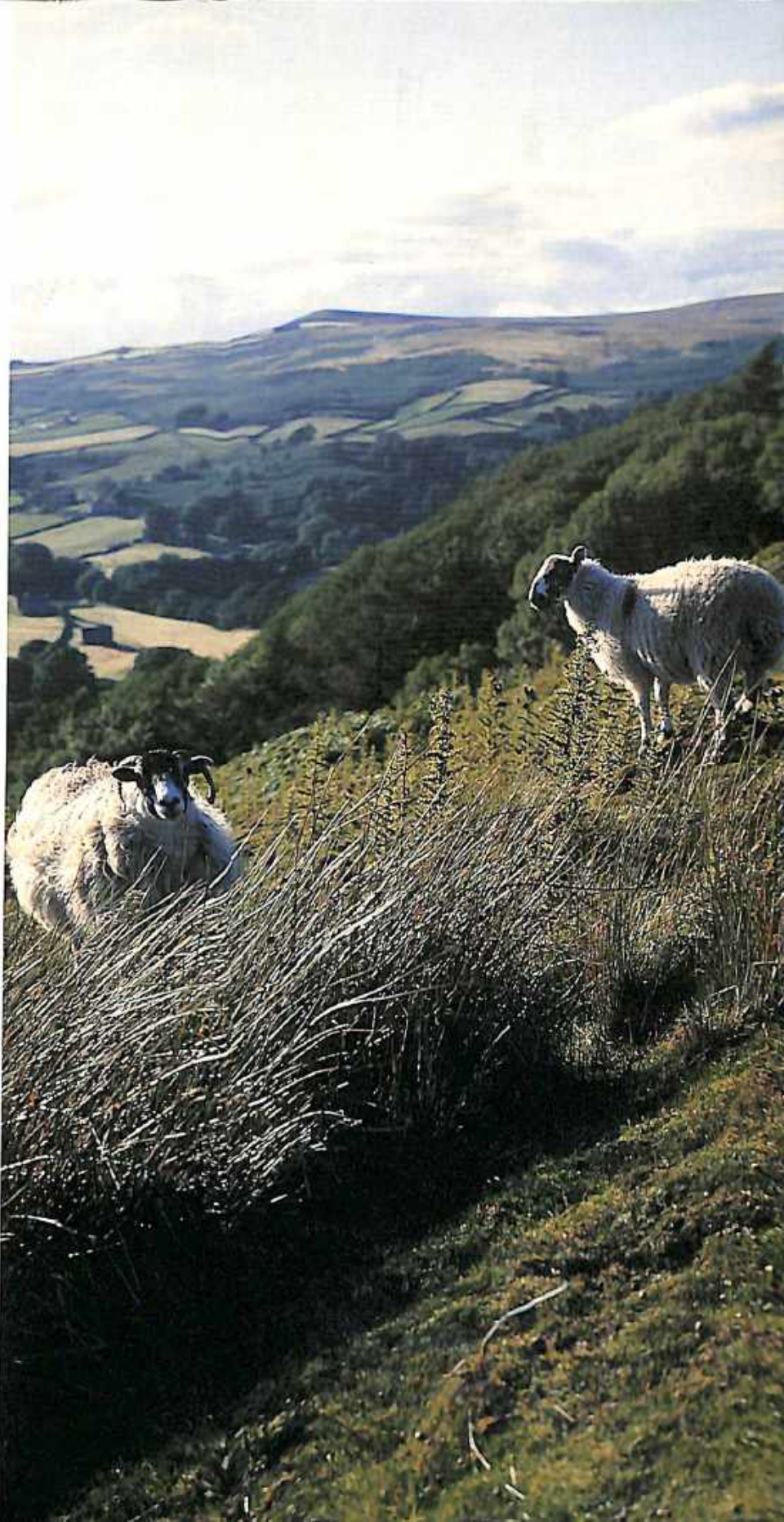
In this issue :

- Focus
- Peacock Feathers
and Angel Wings
- Barleybridge
- Place-names of the
Dales
- Horse Trainers of
Coverdale
- Inns and Pubs of the
Western Dales



THE YORKSHIRE
DALES SOCIETY

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The Yorkshire Dales Review

No. 38 Spring 1992



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contents



| | | |
|---|-------|----|
| Focus <i>Colin Speakman</i> | | 1 |
| Peacock Feathers and Angel Wings <i>Lynn F. Pearson</i> | | 5 |
| Barleybridge <i>Herbert Postlethwaite</i> | | 8 |
| Place-names of the Dales <i>Peter Metcalfe</i> | | 11 |
| Members' Section | | 15 |
| Horse Trainers of Coverdale <i>Jean Pollard</i> | | 24 |
| Inns and Pubs of the Western Dales <i>Barrie Pepper</i> | | 27 |

It is appropriate that the first contribution to our new 'Focus' feature should come from Colin Speakman who has, over the years, been a driving force behind not only The Review but also the Yorkshire Dales Society.

'Focus' will offer a platform for a wide range of differing views on topics that are relevant to the Dales, and therefore to Yorkshire Dales Society Members. We will seek to present, from time to time, comment from contributors whose opinions may not necessarily coincide with those of the majority of the membership.

Whilst we would certainly not offer space to individuals or bodies whose views are totally counter to the aims and philosophy of the Society, we believe that Members will welcome the opportunity to examine alternative viewpoints.

The 'Focus' feature will reflect the opinions of the writer - apart from technical editing no attempt will be made to alter or 'censor' the comments.



What Price Rails in Wensleydale ?

The news that the 22-mile-long, freight-only railway line from Northallerton to Redmire in Wensleydale was about to close landed in the Yorkshire Dales like a bombshell.

At a time when the Wensleydale Railway Association were confidently predicting that it would be possible not only to use the residual part of the line through the dale for occasional passenger trains, (as was done in the late 1970's with hugely successful "Dales Rail Wensleydale" service) but that relaying the tracks to Hawes would soon be a viable project, the news could not be blacker.

Since the Northallerton-Hawes railway line closed to passengers in 1954, the section to Redmire quarry has remained open. A single, daily freight train carrying up to 800 tons of ground limestone in twenty three purpose-built waggons on behalf of the British Steel Corporation from Redmire quarry to the British Steel works in Teesside was very much cheaper in terms of manpower and energy costs than the equivalent number of lorries. Even if, unlike the lorry operators, British Rail has to pay all the costs of maintaining track and level-crossings, it is normally assumed for this kind of centre-to-centre bulk-traffic that rail is overwhelmingly the cheapest, most efficient and most economic way of doing it - even ignoring the huge environmental benefits of keeping juggernauts off the road.

But from the beginning April, unless something dramatic happens, the 800 tons of limestone a day will no longer go by rail but up to 30 heavy waggons will start making two, 90-mile trips a day between Redmire and Teesside. The result is increased congestion, accident risk (according to the Department of Transport's official figures every single road accident now costs the community at least £20,000), pollution from a score of heavy diesel trucks as opposed to one train - including more "greenhouse" effect producing carbon dioxide - noise, vibration and increasing damage to road

surfaces (heavy waggons cause several thousand times more damage to the infrastructure of roads compared with private cars).

How has this crazy situation arisen ?

It would appear that BR, forced to run their residual trainload railfreight services at a profit, recently increased their rates sufficiently for British Steel, who are also anxious to cut their costs, to seek alternative quotations from road hauliers who, as work is light, offered very competitive rates.

So British Steel save money, British Rail close the branch railway, a few jobs are lost on the railway and quite a few lorry drivers get extra work, even if they are adding substantially to accident risk, delay, congestion and pollution on local roads.

But it is not what people inside or outside the Dales want. Already a six-thousand-signature appeal, jointly sponsored by the Wensleydale Railway Society and the Yorkshire Dales Society, has gone to Parliament. William Hague, MP for Richmond has added his voice to the cause. Scores of letters have been written. But Malcolm Rifkin, the Transport Secretary, whilst expressing sympathy, has indicated that there is nothing he can do. Market forces must reign supreme.

Such a response is inadequate. It does not take much insight to realise that the Redmire line is a classic case of British Rail letting their core business slip away because no one cared enough to ensure that the competition was kept at bay with some aggressive marketing policies and prices the road hauliers could not match. The road hauliers clearly knew exactly what they were about, having discovered British Rail's price and not only persuaded British Steel that they could undercut it, but felt it was worthwhile facing the inevitable public outcry that would follow when lorries took over.

Of course, true to good-old-fashioned competitive market economics, once the railway has closed and the rails permanently lifted, what is to stop the hauliers increasing their prices when their monopoly is secure?

Yet the Government, for praiseworthy reasons, has clearly stated that it wants to see more freight carried by rail. Mr. Rifkin himself, soon after taking office, talked of a major rail revival. Generous "Section 8" grants are offered to companies to put in new freight sidings if they can prove that by so doing they would remove a given number of heavy-waggon movements from Britain's roads.

So, in what kind of Alice-in-Wonderland world do we live when, on the one hand the Ministry for Transport will give company X public money to instal

a new rail siding (which implies a cash value on that public benefit,) yet not intervene when such facilities are taken out of use for a minor price differential? If it is right to grant-aid new sidings, logically this indicates a substantial monetary cost in terms of public disbenefit. British Steel gains (in short term); the public pays both ways.

It can only happen because, in the crazy, narrow cost-accountants way we disorganise our road and rail in 1990's Britain, the road hauliers can externalize all the costs they impose onto the rest of the community - the very real danger they impose on other road users (the only safe place to be in a road accident with a heavy waggon is driving it), the damage to roads and property, the noise, the delays caused by congestion. Independent economists have demonstrated that heavy lorries pay only a fraction of the costs they impose on the rest of society, for example for congestion. This means, in real terms, they receive substantial public subsidies.

Conspiracy theory would link the closure of the Redmire line to frustration, by the road lobby, at the recent failure of attempts to turn the main A684 through Wensleydale into a signed industrial trunk route from the M6 to Teesside. This would offer the long term possibility of more work for road hauliers, quarry owners and road construction companies to build new by-passes around Sedbergh, Garsdale, Hawes, Bainbridge, Leyburn until, as in central Wharfedale, they "accidentally" link up into a new high-speed industrial highway through the heart of the Dales. Plans by the Wensleydale Railway Association to get the line between Garsdale and Redmire restored for freight and passengers might further threaten such a vision, so that removal of the freight trains from Redmire was, for some people, a very timely development.

If you do not believe conspiracy theory, read David Henshaw's superb new study of what has happened to Britain's railway system over the last forty years - *The Great Railway Conspiracy* - not entirely co-incidentally published by Leading Edge Press of Hawes (£7.95 paperback).

Unemotional, factual, carefully researched, Henshaw's work is a grim portrayal of the forces only too self-evidently at work in Wensleydale. For the sake of our democracy as much as for our environment, the battle for the Wensleydale railway is a battle we must win.

Editor's Note:

This article was written before the recent announcement that a decision on the future of the railway line and the daily freight train was to be postponed until later in the year.

Lynn F. Pearson

PEACOCK FEATHERS AND ANGEL WINGS

The Church of St. Leonard, Chapel-le-Dale

The year 1869 was the beginning of a brief period of turbulence in the otherwise peaceful history of the little church of St. Leonard at Chapel-le-Dale, isolated high in the Doe valley above Ingleton. For in that year, not only was the church rebuilt but work began two miles to the north-east on the Batty Moss viaduct, grandest of all twenty-three on the Settle-Carlisle railway line and its Hawes branch. This huge project had already been under discussion in the boardroom of the Midland Railway for four years, and perhaps the Reverend Ebenezer Smith foresaw the changes that the coming of the railway and its thousands of workers would bring to his remote outpost. After eight years the line opened to passengers and the workmen moved on, but his church still bears witness to the human cost of the line's construction.



There are eighteenth-century gravestones in the churchyard of St. Leonard's and the first vicar was in place in the 1690s, but when the site began to be used as a place of worship is unknown. It was a chapel of ease for Ingleton Church, four miles down the valley, where the tower probably dates from the fourteenth or fifteenth century, so perhaps Chapel-le-Dale church originated in this same period of ecclesiastical expansion. St. Leonard's, its nave and chancel all one, is built of rough rubble-stone with a roof of hefty stone slates (recently renewed). There are a few touches of the seventeenth century, a pair of mullioned windows and the doorway, the latter now enclosed by an early-twentieth-century porch, but the church is really a timeless example of vernacular building. The only odd note is struck by the bell-turret, perched on the roof at the west end like a miniature classical garden pavilion.

Chapel-le-Dale Church



Chapel-le-Dale Church

The interior is bright, with white walls and massive stone slabs in the central aisle. The roof is supported by four mighty wooden king-posts and their tie-beams. The best of the stained glass windows is the double lancet on the south side to the east of the door. This dates from 1898 and shows a lifelike nativity scene with angels looking on; the colours range from rusty reds on an angel's wing to shades of blue in the mountainous background. It is the work of Kempe & Co, the prolific company founded by Charles Eamer Kempe in 1869. Kempe used a wheat sheaf as a trademark after 1900, but the Chapel-le-Dale window can be recognised as the work of Kempe & Co by another of his motifs, the peacock tail-feathers in the wings of the angels.

A small brass plate on the north wall of the chancel tells us that the church was "thoroughly restored and beautified at a cost of £500" in 1869. At the rear of the nave is a white marble plaque in the form of a castellated arch, perhaps symbolising the entrance to a tunnel, inscribed "To the memory of those who, through accidents, lost their lives in constructing the railway works between Settle and Dent Head". The memorial, dated 1869-76, was paid for by the Midland Railway and fellow workmen, and the graves of the hundred or so men who died during the construction work lie, unmarked, in the lower, eastern, part of the churchyard. The tomb of Joe Hirst, subcontractor on the Batty Moss viaduct, is marked by a substantial stone immediately to the east of the lychgate. He died in 1872, aged 57; perhaps his was a death by natural causes, more respectable for the Midland Railway than those resulting from accidents.



Railway Memorial Tablet

The Settle-Carlisle route was the product of railway company rivalry, enabling the Midland to compete with the London-Scotland routes of the LNER and LNWR. It was instigated by the Midland's General Manager, James Allport, who spent the autumn of 1865 exploring the prospective route on foot. Although many shareholders opposed the plan, surveying began in 1869 and by July 1870 an entire hatted village had been erected at Batty Green, between the site of the Batty Moss viaduct and what is now the B6255 Hawes-Ingleton road. It is only necessary to walk a few yards along the footpath connecting road and viaduct to see what appalling conditions the workers and their families had to endure, for the going underfoot is boggy. Batty Green had 2,000 residents at one time and a smallpox epidemic struck the village in 1871. The many deaths during the period of construction included those of women and children, as well as those of railway workers building the line with pick and shovel.

Engineer for the Settle-Carlisle line was John Crossley, the Midland's Chief Engineer from 1858 until his retirement in 1875. The seventy-two mile line was his greatest achievement but, although a tremendous feat of construction, it cost nearly £3.5 million to build and probably never paid its way. The twenty-four arch Batty Moss viaduct is a quarter mile long and its highest arch reaches 165 feet. The village of Batty Green, famed for brawling and drunkenness among the navvies, is long gone. The image of these boisterous railwaymen contrasts strongly with the stillness of Chapel-le-Dale churchyard today, where the only sound may be that of the stream which flows under the church. Idyllic in spring sunshine, with a perfect view of Ingleborough from beside the sundial on the south wall of the church, when the winter westerlies blast up the valley the church becomes a shelter again, as perhaps it began its existence.

(Chapel-le-Dale church is normally open during the day. The author wishes to thank members of the PCC for assistance with this article.)

YORKSHIRE DALES

Those of you that appreciate the splendours of nature will enjoy the company of Richard Musgrave - "A Dales Specialist". Richard has devoted his working life to the Dales, setting up YORKSHIRE DALES ENTERPRISE almost 3 years ago.

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BARLEYBRIDGE

Today I write from Barleybridge, where there is a distinct, if fragile, scent of spring in the air.

Since 1923 I have occupied the converted mastiff kennels on the former Hardcastle estate. (Nobody at Hardcastle Hall was unduly concerned about the disappearance of the odd poacher, but when sundry gamekeepers also vanished under mysterious circumstances, leaving only a few gnawed bones to mark their passing, then the decision was taken to dispense with the services of the previous occupants of these kennels).

Here I find myself surrounded by the memorabilia of a life of distinction. Ranged along the window-ledge there are the plastic replica of a Dalesbred tup, commemorating 39 years as Pitherdale correspondent for *'The Yorkshire Gazette'*; the bouquet of paper blooms donated in recognition of my vice-chairmanship of the Pitherdale Chrysanthemum Society; the tobacco jar with its inlaid square and compass motif, and a signed photograph of television's Ms Rice, who I rescued from farmer Amos Raw's midden under circumstances too delicate to relate.

Raising my gaze to the scene beyond, I see that the meadows bordering the River Pither are shedding the drab khaki garb of winter and assuming an emerald tinge. Rooks are wheeling, sparrows squabbling and the swifts and swallows may not be so very far away.

It is fascinating to ponder the intricate wanderings of the thought process, even in a mind like my own, finely honed by watching the Open University social science programmes. Strange to relate, my thoughts of spring were ignited by the rumble of a passing vehicle. At first I thought it must be the Rentokil people, coming yet again to attend to Mrs. Fawcett's wooden leg. In the event it proved to be Sam Pullan's van, which was being used to convey the cricket club mower for its annual service.

From cricket my thoughts then swung to haytime - for it was haytime which provided the circumstances for my own debut in the Barleybridge cricket team at the tender age of fourteen. There can be no denying that my selection owed something to the fact that nine members of the first team

and seven of the second team were unavailable due to the calls of haytiming. Even so, I still feel that my scores of 2 and 3 not-out and bowling figures of 1 for 47 against the, admittedly depleted, Holmesmead team merited further consideration.

Throughout the whole span of recorded history, haytime has been the controlling influence on Pitherdale life. Thus it was that when Hardrada and the traitorous Tostig landed their Viking army at Riccall in 1066, they found the Pitherdale men vexed by the question of whether to attempt taking a late hay crop. In consequence, the Yorkshire host of the Earls Edwin and Morcar was routed at Gate Fulford. But with the mowing and leading accomplished, Pitherdale made itself available to determine the destiny of the nation, and its men played a leading role in the defeat of the Vikings at Stamford Bridge. Sadly however, as the Pitherdale men were marching with King Harold's army to do battle with the Normans at Hastings a few days later, rumours spread that the fresh, damp hay was beginning to smoulder in the lofts. Home marched the heroes, and the rest is a matter of history. Yet to this day there is no sense of guilt in the dale, for what is the fate of a dynasty compared to the harvesting of hay?

Then my thoughts turned to the events of last year. The month was May, the weather still and the grass lush. But already talk in the Hardcastle Arms was turning to the prospects for the coming haytime. Sages reiterated the latest prophesies of Yorkshire celebrity, Owd Enoch Slaithwaite of Spofforth, whose weather predictions are based on an intensive study of the behaviour of the wood-lice which lurk under his doormat. Although Owd Enoch's forecasts have proved to be disastrously inaccurate for at least the last 13 years, they are still held in high regard by the farmers of Pitherdale. It was at the precise moment when Mr. Fred Tinkler of High Green Farm was advancing his theory that Owd Enoch's wood-lice might have been 'got at' by a rival seer that word arrived that weird circular formations had appeared in the hay meadow on Sam Pullan's smallholding.

To shorten a very long story, the mystery of these 'hay circles' was referred to our resident New Age representatives, Sid and Janice Tosh, offcomers who arrived in Pitherdale under something of a cloud following police investigations of their Wiltshire magic-mushroom collective. Sorry to be exiled in an area with so very little cereal (or fungal) cultivation, Mr. Tosh had nevertheless maintained active links with the corn-circle theorists of the southern counties. Consequently, his announcement that the hay circles in Sam Pullan's meadow were undoubtedly the work of an alien intergalactic intelligence was accepted with the same solemn reverence accorded to Owd Enoch's pronouncements.

No sooner had Mr. Tosh's diagnosis been published in the *'Cripplegate Announcer'* than strangers with camcorders and picnic baskets began to gather at the approaches to Sam's meadow. And no sooner had Sam

spotted them than a sign bearing the legend:

ENGLAND'S FIRST HAY CIRCLES, £5 A LOOK

was erected. It was then that the aliens' interest in the meadows of Pitherdale appeared to intensify. A flattened area in the shape of a Dairy Shorthorn cow appeared in a roadside meadow on Hag Wood Farm ('£10 A LOOK'), and the unmistakable outlines of a Ferguson tractor were spotted the very next day on Riddings Farm ('AS MUCH HAY AS YOU CAN CARRY FOR £20'). But the climax to the proceedings came a couple of days later, when the finely-crafted outlines of selected characters from 'Coronation Street' materialised at Hartstone Farm, where souvenir statuettes of Mr. Percy Sugden were offered at £25.

The Barleybridge hay circles remain a mystery. I could advance a theory, but the laws of libel argue otherwise. And so I will merely offer a few facts which may or may not prove relevant. Firstly, at the beginning of May last year an elderly and rather decrepit billy



"... is believed to have tethered it to pegs ..."

goat was delivered to Mr. Pullan's knacker's yard, there to receive the attention of the proprietor in his capacity as a terminator of livestock. Secondly, Mr. Pullan is known for his radical sentiments, and it is said that he felt unable to attend to the beast concerned owing to its heart-rending resemblance to a former leader of the Labour party. Thirdly, while trying to determine what to do with the goat, Mr. Pullan is believed to have tethered it to pegs in his little hay meadow, where it was seen to be grazing, moving in both clockwise and anti-clockwise directions. And finally, on the day that the discovery of the hay circles was announced to the press, the goat was furtively transferred to the Cripplegate Donkey, Goat and Ferret Sanctuary. I say no more.

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STOP PRESS

The Barleybridge W.I. competition for a turnip carved to resemble a well-known personality was won by Mrs Umpleby with her representation of the Secretary of State for Education.

Peter Metcalfe

PLACE-NAMES OF THE DALES

Wherever humans came to live and build settlements, they needed to identify the features of the land around them by applying a place-name. The names given by the early settlers had to be simple enough to be understood by all, yet precise enough to make identification certain. If we take the trouble to find out the original meaning of a name we can get a fascinating insight into the way of life of our ancestors. We can find out which natural features, animals and people were important to them, and see how they looked at life and the landscape. The vast majority of the names in the Yorkshire Dales came from Anglo-Saxon and Viking settlers, and long-lost words from the Old English and Old Norse languages are preserved forever in these names. Each time we open a map and read its place-names we are going back in time a thousand years.

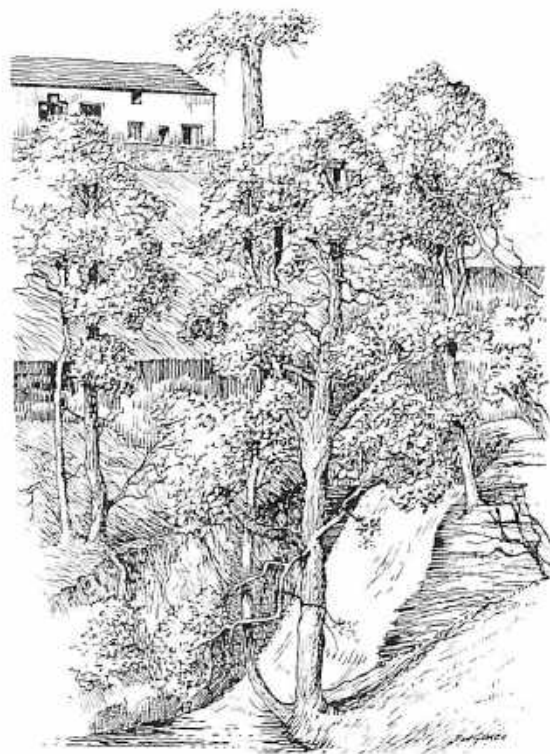
The first area we will study is Upper Wharfedale, but in this series we shall also look at other regions such as Wensleydale and Swaledale, Ribblesdale and Airedale, and Dentdale and Garsdale in order to see what their place-names can tell us about the earliest Yorkshire Dales people.

Upper Wharfedale Place-Names

The stretch of the River Wharfe from Burnsall up to Beckermonds reveals, through its place-names, the origins and languages of our early Dales ancestors. We know that there has been human habitation in the Yorkshire Dales since the end of the last Ice Age about 15,000 years ago, but evidence for the languages spoken by these earliest Stone Age people is impossible to find.

We do know that in Iron Age times the British-speaking Brigantes occupied the Dales as part of their vast Celtic kingdom stretching from Scotland to the Trent. They named the Wharfe itself (meaning "winding") and doubtless had names for other features and settlements, nearly all of which were lost as the next occupiers arrived. Celtic names which do survive tend to be for large natural features such as hills and rivers, so it is exceptional to find the hamlet of Cray still with its name taken from the British word for "fresh". It is not really known why the Roman occupation

did not lead to Latin being the predominant language in Britain as it was on the continent. The Romans also found it more practical to carry on using Celtic place-names, and recorded many of these in writing for the first time.



Langstrothdale Chase

The most significant period for language and place-names was during the time of the Anglo-Saxons from about the sixth century, and the Vikings from about three hundred years later. The Anglo-Saxons tended to live in small settlements lower down the valley, and their typical *-ton* names can be seen in Linton (flax farm), Grassington (grazing farm) and Conistone (the king's farm). Hebden (bramble valley) and Buckden (Buck valley) both contain the common old English word *denu* (valley). Upper Wharfedale has several places named after Anglo-Saxon people, for example Burnsall (Bryni's land), Oughtershaw (Uhtred's wood) and Hubberholme (Hunberg's home-stead). The last name is a very rare example of a woman's name being used.

The Viking invasion of the Dales came from the west, and brought with it the Old Norse language from the Norwegian homeland. It is this Norse element which makes the Dales so distinctive and gives such colour to its dialect and place-names. The Vikings tended to settle higher up the valley than the Anglo-Saxons, and it is significant that names like Starbotton (valley of the stakes), Yockenthwaite (Yoghan's clearing) and Beckermonds (meeting-place of the streams) are on higher land than the cluster of *-ton* names. The popular image of the Vikings as destructive marauders is not justified by what we see happening in Upper Wharfedale. While it is clear that there must have been some conflict, there is no doubt that there was early co-existence and integration between Norse- and English-speakers in this part of the country. There was space for the Vikings to develop their own settlements, and trading and intermarriage with the Anglo-Saxons will have followed.

The Vikings adopted the basics of the Old English language but kept many of their own words and pronunciation. This produced an Anglo-Scandinavian dialect from which the modern Yorkshire dialect has evolved. The importance of this early dialect is not restricted to the Dales, however. Many linguists believe that the language spoken in places like Upper Wharfedale at this time had a profound effect on the English language we all speak today, mainly in simplifying the complex Old English grammar. It is not too fanciful to imagine the descendants of the Viking Yoghan and the Anglo-Saxon Uhtred meeting somewhere between Yockenthwaite and Oughtershaw and setting in motion a vital part of the development of a language now spoken by 300 million people.



Yockenthwaite

The place-name story ends with the Norman Conquest. The Normans had an enormous influence on nearly every aspect of English society, but left surprisingly little place-name evidence. Virtually the only example in this area is Langstrothdale Chase, which refers to a Norman hunting forest - in fact the modern French word for the hunt is "la chasse". The overall picture of place-names in Upper Wharfedale is one of the few examples of British and Norman names at the beginning and end of the timescale respectively, with a large body of Anglo-Saxon and Norse names in the middle. It is these names which represent the area's essential character.

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Peter Metcalfe's book **'Place-names of the Yorkshire Dales'** will be published in April 1992, £5.95 paperback

Christine Boothroyd

FOUNTAINS ABBEY IN SPRING

At dawn clear skies
Replace winter clouds
Rolling over the ruins

In the transparent morning
Woods waiting for leaves
Shelter the primroses

Under the silent moving water
Embryo lilies
Start into growth

As ghosts of chanting monks
Slip from the still sharp frost
Into the Spring sunlight



YORKSHIRE DALES SOCIETY



Members Section

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News and Information

..... LEADER PAGE

Welcome to the new Yorkshire Dales Review.

This changed appearance is designed to do two things.

Firstly to open The Review to a far wider audience, helping more people to learn about the work of the Yorkshire Dales Society and to share our love, concern and hopefully understanding of the Dales.

Secondly, to create a bigger and better Review which we hope may not only help recruit more members to the Society, but eventually become more financially self supporting. After all, in a very real sense, the Review is the Society, the main means of communication between us as members, the place for shared insights, shared ideas and lots of enthusiasm for every aspect of Dales life, culture and natural beauty.

North Yorkshire Marketing have brought together a team of distinguished Dales writers and photographers - many of them existing Yorkshire Dales Society members - helping us to expand the Review to make membership of the Society even better value for money. It's being printed and published in Otley, Wharfedale, close to our own office, by a company with long established links with printing and publishing in the Dales, and of serving Dales businesses.

But it remains, and will always remain, the magazine of the Yorkshire Dales Society, your magazine. We want to know what you feel about the new format. It is still in a formative, perhaps even an experimental stage, and we don't pretend that in this first issue we've necessarily got it right. Let us know your views. It is the voice of the Society - and it's your voice too. So let us work together to make it even better and even more effective to get our views across to even more people.

Suggestions will always be welcome, as are well researched articles and photographs, colour or black and white - though of course we can't publish everything we receive, and as in any other publication, the editors' decision has to be final.

CS/RO
JOINT EDITORS

THE YORKSHIRE DALES SOCIETY

It is intended that as and when the new Yorkshire Dales Review is made available to a wider audience, there will always be a specific section of the new publication which is special to members. Not that we are ever likely to have secrets, but there are matters such as membership renewals, covenants and the like which need to be addressed to committed members rather than the world at large.

This section will be very Society members talking to Society members and it is quite likely that individual officers and members of the Society will want to take advantage of a more domestic platform when they are issues to bring to attention of members.

OUR AGM

For example, you will see on the back page of this section there is the official notice of our Annual General Meeting to be held at Addingham Memorial Hall on Saturday May 23rd at 2.15pm, to be followed by a talk by Amanda Nobbs, the Secretary of the Council for National Parks. CNP is a body supported by the Yorkshire Dales Society, and it provides both a link with other societies who have a National Park within their areas, and a national focal point for our concerns. CNP is the most effective way of ensuring our point of view is heard at national and Parliamentary level, and perhaps even international level, and it is important that we build on already good working relationships to ensure effective communication, so to speak, from the dalehead to the centre stage.

Come along and hear Amanda, who is nationally known for her work with CNP, and support the Society's AGM. We've chosen Addingham as a convenient location for many of our members - with good parking and (remembering our Green image) on excellent direct bus services from Leeds, Otley, Ilkley, Keighley and Skipton. And in case a Spring Saturday seems too good to miss indoors, our Chairman Ken Willson will be leading a short but guaranteed delightful walk in the morning in the Addingham area. We'd like to see as many people as possible both on the walk and at the AGM. Come along and enjoy some good company before the formal part of the day begins.

JIM BURTON JOINS THE NATIONAL PARK COMMITTEE

Dr Jim Burton, who lives in Ilkley, Wharfedale, and is a meteorologist from Leeds Weather Centre, has just been appointed by the Secretary of State for the Environment as a member of the Yorkshire Dales National Park Committee commencing from April 1992.

Jim was nominated by the Council for the Protection of Rural England, of which he is an active member. He is also a member of the Yorkshire Dales Society Council of Management. Though appointed members are beholden to no organisation or other body (unlike members of the main political parties who serve as elected members on the Committee), there is no doubt that Jim will be a strong, and independent voice not only for the amenity movement, but for Dales communities, sharing the YDS's prime concern for the well being of people who live and work in the Dales, and for hillfarming in particular.

The YDS welcome the appointment, and wishes him every success in making the National Park Committee an even more effective and influential body in the years ahead.

PARK COMMITTEE TO BE A BOARD ?

Jim's appointment could not come at a better time. The Government has just announced in its response to the Edwards Committee, that National Parks will soon become independent Boards like the existing Peak Park Special Planning Board.

After over 40 years of uneasy compromise, news that all National Parks are finally going to receive the full independence Parliament intended in 1949 is to be welcomed by everyone who cares about the Dales. Too often in the past the National Park Committee has been seen merely as a minor committee of North Yorkshire County Council, subjected to games of power politics or prevented from doing essential things that needed to be done because of parochial local politics determined by Councillors living as far away as Scarborough, Selby, Whitby or York. Local people are likely to have more not less control of an independent board with bureaucracy closer to home, local elected members who will have more influence and an Authority who will be less likely to be pressurised by County Hall hierarchies. We watch developments with interest.

DALES SOCIETY SPRING WEEKEND

Welcome the coming of Spring with a super weekend in Upper Wharfedale

There are still (at time of writing) plenty of places on the Dales weekend on April 24th-26th - talks, walks, food, drink and dance in good company and in the incomparably lovely setting of Kettlewell, Upper Wharfedale. Come for any part of the weekend you choose, or make a full weekend of it by staying in the area. This means you can enjoy an evening's conviviality without worrying about the long drive home.

Contact the YDS (see Events) to book your Dales Night plus full buffet supper at Kettlewell Village Hall on Saturday April 25th with Tim and Rose Boothman. The event was a huge success last year, but remember it's first come, first served, so getting that booking in early is important.

THROUGH STITCH AND THREAD

The final date for entries for the YDS Embroidery competition is April 30th but do send or bring in your finished items before that date as soon as they are ready (entries are already coming in).

We are delighted to announce that there is enormous outside interest in the Competition and it is hoped that a series of public exhibitions in the region will be held in the summer and autumn of 1992. The winners and runners-up will be presented with their awards on Saturday May 23rd at Addingham Memorial Hall at 2pm. The ceremony will take place at 2pm, immediately before the Society's AGM. A number of exhibits will be on display at that time. Do come and see for yourself what the standard of entries is like and hear what the judges have to say.

LOCAL DALESWATCH GROUP MEETINGS

Members in Wensleydale & Swaledale are invited to attend the next meeting of the Wensleydale Group which will coincide with the embryonic Wensleydale Voluntary Countryside Forum - a gathering of local concerned organisations in the Dales, including the YDS, Wensleydale Society and Wensleydale CPRE which will be at West Burton Village Hall at 7.30pm on Tuesday 14th April 1992.

Informal Daleswatch Groups are now in being in Dentdale, Ribblesdale/Three Peaks, Upper Wharfedale, Wensleydale, Nidderdale and Mid Wharfedale. If you live in the Dales and aren't yet in touch with your local convenor, drop us a note and we'll be delighted to pass your name on.

MEMBERSHIP REMINDER

Please do make sure that you have changed your Bankers' Order to the new 1992 subscription rates. The enclosed membership form will clarify this. If your Bankers' Order has already gone through your bank and the amount is underpaid, we would be extremely grateful if you were able to send us the additional money by cheque so that the Society doesn't suffer a loss.

Please do your best to enrol a new member by passing the membership form on, perhaps with an old copy of The Review. Alternatively, we'll be delighted to send a back number to a friend, relative or colleague with a membership form if you supply their address.

DATA PROTECTION ACT - 1984 - MEMBERSHIP DATABASE

This is to notify members officially that details of their membership of the Society are held on the Society's computer.

These include the obvious details of name, address, telephone and dates of subscription payment etc. It also holds references to the bank accounts of members who pay by Bankers' Order.

The records are kept in the locked office of the Society at Otley and will not be divulged to any outside body.

Should any member wish to see a copy of personal data so held, please contact the office. A printout of the relevant record will then be forwarded. This can only be supplied after proof of identity has been obtained.

SOCIETY ITEMS FOR SALE

Support the work of the Society and help to publicise the Society by wearing one of our attractive sweat shirts or jogging suits. We keep some items in stock but ring Sheila Marks on 0943 608968 to check what sizes, colours and styles are available.

Our popular leather embossed "safety pin" badges are still available at £1.20 and we have a range of extremely attractive embroidered goods such as ties (black, navy, green, brown, dark grey, blue and red) with the YDS "bird's eye primrose" logo, price £6.50 plus 30p post and packing. Also available are ladies' and gents' hankies (£1.80 p&p 20p) and anorak/rucksack badges (£1.90 p&p 20p). A full range of goods will be on sale at the AGM.

APOLOGIES RICHARD

The editor of the YDS Review (Winter issue) apologises to Richard Spence for erroneously making him a Robert (an old colleague of the same name!). Richard T. Spence's outstanding history of Skipton in the Civil War is currently on sale at Skipton Castle. To prevent repetition of myths, Richard also points out that Fairfax was not Cromwell's Commander of Yorkshire.

NINTH ANNUAL GENERAL MEETING

Morning walk from Addingham - meet outside the Memorial Hall at 10.30am. Addingham is served by buses from Leeds, Otley, Ilkley, Skipton (784) and from Ilkley and Keighley (765).

Immediately prior to the AGM at 2pm at the Addingham Civic Hall will be the presentation of the prizewinners of the Yorkshire Dales Society Embroidery Competition Through Stitch and Thread. It is hoped that some of the prizewinning exhibits will be on display immediately prior to and during the meeting.

The ninth ANNUAL GENERAL MEETING of THE YORKSHIRE DALES SOCIETY

will take place on
Saturday May 23rd 1992

at the Memorial Hall, Addingham
2.15pm prompt

AGENDA

1. Apologies for absence.
2. Minutes of the 8th AGM - 18th May 1991
3. Matters arising
4. Annual Report
5. Financial Report
6. Adoption of the Annual and Financial report
7. Election of Officers and Council of Management 1992-93
8. Any other business

After the meeting and refreshments at approximately 4pm, Amanda Nobbs Secretary of The Council for National Parks (CNP) will speak on **CNP, the National Parks and the Yorkshire Dales.**

**THE YORKSHIRE DALES SOCIETY
SPRING EVENTS APRIL - JULY 1992.**

Saturday April 11th Meet Burnsall carpark on Village Green at 11.30 am. Bring packed lunch or have a pub lunch. This geological walk led by David Leather, author of "The Walker's Guide to Wharfedale" is an easy 8 miles and will feature prehistoric sites in Wharfedale.
Further information from Chris Hartley.

The walk finishes about 4pm. tel: 0943 872511. (Dalesbus 72 from Skipton to Grassington 0840, then 0915 76 to Burnsall. Ring 0535 603284 to check times.)

YORKSHIRE DALES SOCIETY SPRING WEEKEND - KETTLEWELL

FRIDAY April 24th A light-hearted guide to rambling in the Yorkshire Dales, with illustrations by Alan Plowright followed by a Dales quiz. Kettlewell Village Hall 8pm. £1 members, £2 non members.

Saturday April 25th Walk (a) Meet Kettlewell Car park 10.30am for a 9 mile strenuous walk to Arncliffe, finishing about 4pm. Packed lunch or pub lunch at "Falcon". Walk Leader Chris Hartley. tel: 0943 872511.

Saturday April 25th Walk (b). Meet Kettlewell carpark at 11am for an easy walk along the riverbank to Starbotton. Take a packed lunch. Walk Leader is Chris Wright tel: 0937 73427

Saturday April 25th Dales Dance at Kettlewell Village Hall at 8pm till midnight, dancing to the music of Tim Boothman and friends. Full Buffet Supper. Tickets £8.25. Book through the Otley Office.

Sunday April 26th Meet Kettlewell carpark at 10.00 am for a 5-6 miles moderate walk to Hag Dyke, which finishes about 12.30 pm. Walk Leader Andrew Hamilton tel: 0532 664499.

Saturday May 16th An easy walk of approximately 8 miles from New Inn at Scarcroft to Bardsey and Scarcroft Becks. Walk Leader Chris Wright, packed or pub lunch, tel: 0937 73427. The walk finishes about 4pm. Bus 796 from Leeds Central bus station (times: 0532 457676)

Wednesday June 24th Meet Market cross Knaresborough 7.00 pm for a 2 mile walk round Knaresborough led by Dr Maurice Turner. For further details ring Chris Hartley 0943 872511.

Saturday July 11th Meet at Grewelthorpe Village at 2pm for some difficult walking for a two mile walk about Hackfall Woods & Gardens. The Walk Leader is the Rt. Hon. James Ramsden and the cost is £2.50 donation per person. 10 minimum number. Advanced booking through Otley Office. Further details tel: Chris Hartley 0943 872511

HORSE TRAINERS OF COVERDALE

There is a saying in Yorkshire there has been horse-racing from the moment when there were two horses and two Yorkshiremen. Coverdale, one of Wensleydale's smaller dales, for most of its history has had a strong connection with horse-racing. From Middleham and the cluster of stables around Agglethorpe, such as Brecongill, Tuppill, Ashgill and Spigot Lodge, many a horse has been guided to success by Coverdale trainers.

The monks of Jervaulx and Coverham are believed to be the first known breeders of horses and in a letter of 1537, it was noted that "the breed of Jervaulx for horses are the tried breed of the north". After the dissolution of the monasteries, the new gentry kept horses, racing them on Middleham Moor on local holidays as an expression of their status. The horses were trained by unremembered grooms, but, by the eighteenth century, horse racing was becoming a national sport and with more money available by way of gambling and riding as jockeys, such servants were able to start training in their own stables.

One of the earliest jockeys-turned-trainers in the dale was John Mangle. He started as an apprentice at Tuppill and won the St. Leger in 1780. He was first past the post in the same race in 1789 but was disqualified for jostling. Despite this incident, he was known for his honesty at a time when there were few formal rules. He was, however, a poor loser and earned himself the nickname of "*Crying Jackie*" because of his tendency to burst into tears after losing a race. He eventually took over training at Ashgill and was so successful that he built the Brecongill yard.

The St. Leger was a popular win for Coverdale trainers and John Fobert named Spigot Lodge stables after his winner in the 1821 race. He also won the Derby in 1846 with *Flying Dutchman*. In celebration, he had an ox killed and fed to a hundred poor families in Middleham. Horses trained in Coverdale were celebrated elsewhere in the Dale during this period: one of the pubs in Carlton was named the XYZ after the horse which won the Richmond Gold Cup three years in a row.

At this time, horses were walked to races: the journey to Newmarket took a fortnight and to Manchester, via Kettlewell and Skipton, took

several days. Many stable boys were employed and at Spigot Lodge a cow was killed each week to feed them.

Another famous trainer of the nineteenth century was Thomas Dawson, who trained at Tuppill, now the stables of Micky Hammond Racing. He began his career as a jockey in 1830 with the Brecongill stables of John Osborne. Dawson won the Oaks in 1842 on *Our Nell* and the St. Leger in the same season on *Blue Bonnet*. Neither horse had raced before nor did again. He was known to southerners, respectfully but warily, as "*Dangerous Dawson*". To local people, he was an affable man, addicted to snuff and was given the nickname of "*King o't Moor*" - a reference to the Middleham Moor gallops.

In 1856, Dawson won the Derby and, including bets, made a fortune of £25,000 on the day. When returning home, he left the money, stuffed in an old hatbox, on a train at Northallerton. He advertised for it, saying it contained "nothing of interest except to the owner" and the hatbox was returned, complete with winnings! He went on to win the Derby in 1869 with *Pretender* and the 2,000 Guineas in the same season. A pleasant group statue to his memory can be found in Coverham churchyard.

The trainers of Coverdale have always had a good reputation, even when it was not such an honourable profession. Charles Kingsley, writing of Middleham, said, "This is quite a racing town. Jockeys and grooms crowd the streets and I hear they are the most respectable set." Less reputable people were, however, attracted to the area. In 1852, John Valentine was staying at the Black Swan at Middleham and was unflatteringly described as "a tout and a spy on racehorses under training, employed by gamblers".

One of the most respected and honest jockey/trainers was John Osborne. He was known as the "*Bank of England*" jockey, mainly because of his integrity, but also because of his ability to outwit southern jockeys. He began riding for his father who had succeeded John Mangle at Brecongill in 1837, later moving into training at Ashgill with his brothers. It was John who rode *Pretender* in the Derby of 1869 for Thomas Dawson. This was the last northern-trained horse to win the Derby although in 1945, *Dante*, trained by Matthew Peacock of Middleham, won a war-substitute Derby at Newmarket.

John's life was dedicated to his family and his horses. He was known as a simple-living man who walked twenty miles a day and had old and shabby clothes, always avoiding wearing a collar and tie. He continued as a jockey for forty-six years, his last race being in 1891 when, at fifty-eight, he rode in the St. Leger. The extent of the profession's respect for him was shown by the gift of £3,600 guineas presented to him at York, following a

nationwide testimonial fund. He was sufficiently overcome to wear a collar and tie! He did, however, need the money as despite his success and his assertion that "when I gallop my hosses, I like to gallop 'em at brass, nut fer fun", there were many calls on his resources. He had ten sons and three daughters to support and was noted for the generous gifts he made to the poor of Coverdale. He was still attending the races at York the week before he died, at ninety, in 1922.

Successful trainers have continued up to the present and not all can be mentioned. One of the more notable ones was Samuel Hall who trained at Brecongill before moving to Spigot Lodge. One of his horses, *Morecambe*, set a record for earnings by a gelding and, in 1974, he sent out his 1,000th winner. He was succeeded at Brecongill by his niece, Sarah Hall. She became the first licensed woman trainer in the north, having already made her name as a horsewoman in the days before women were allowed to ride under Jockey Club rules.

There are now over 200 horses in training in the Dale. For those who visit the area, it is a pleasant sight to see them being exercised representing, as they do, a Dales tradition and a part of British turf history.



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Barrie Pepper

INNS AND PUBS OF THE WESTERN DALES

***The first in a series of articles which looks at
the rich collection of Dales pubs and inns.***

Bentham, that most westerly outpost of Yorkshire, used to have eighteen public houses including the only one in England that did not sell draught beer. The *Fourlands* was a working farmhouse two miles outside the town on the way to both Ingleton and Burton-in-Lonsdale. Owned by the Frankland family for more than a century up to its closure in 1980, it was tied to the Yates and Jackson Brewery of Lancaster. Following the breakdown of the firm's bottling-plant, beers had to be bought from another brewery and thus the *Fourlands* had the unique distinction of being the only tied house that did not sell beers from its own brewery.

The *Kings Arms*, which closed in 1866, was once the leading inn in the town, later becoming a grocer's shop and then a bank. But its origins were in the sixteenth century and a stone on the wall inscribed 'WWM 1741' was simply an indication of a refurbishment. George Fox, the founder of the Society of Friends, wrote in his diary of a short stop at the *Kings Arms* in 1650 when, as a prisoner of Cromwell, he was taken from Lancaster to confinement at Scarborough Castle.

The *Victoria Hotel* was built to serve travellers on the railway, after which it was the vicarage, reverting back to the licensed trade as the *Wenning Hotel*. It then lost its licence, became a private hotel and its final conversion was to offices.

The railway brought prosperity to Ingleton by opening up the area for tourists. Excursion trains on Bank Holidays brought more than 6,000 people a day to the town and amongst the pubs they visited were the *Wheatsheaf*, owned by Samuel Worthington, and John Kidd's *Ingleborough Hotel*. They founded the Ingleton Improvement Association which opened up walkways to the waterfalls and other attractions, charging threepence for the privilege.

The *Marion Arms* at Thornton-in-Lonsdale was originally a meeting house for the thirteenth-Century St. Oswald's Church that stands opposite and in its time was a coaching inn called the *Church Stile*. The Reverend John Hutton, an intrepid traveller, visiting there in 1781 to explore Yordas Cave,

noted in his journal: 'I took from the *Church Stile* a guide, candles, lanthorn and tinder box.'

The *Hill Inn* at Chapel-le-Dale was built in 1615 and since then has included Southey the Poet Laureate, Turner the artist, John Buchan the author and Edith Summerskill the politician amongst its visitors. It stands at the foot of Ingleborough in the heartland of caving country and is a suitable place from which to tackle the Three Peaks of Yorkshire - although the official starting point is Horton-in-Ribblesdale where the 17th-century *Crown Hotel* faces an ancient packhorse bridge.

New Inns are common in Yorkshire. There are several reasons for naming a pub as such but the usual one is that it was the newest in the village. So it is with the one at Clapham which dates from 1776. A pub called the *Bull and Cave* closed during the 1920s and is now a farm. This may have been the older pub but it may also have been the successor of two pubs - the *Bull* and the *Cave* - one or both of which preceded the *New Inn*.

The splendid market town of Settle has some fine old pubs although its most interesting is now a cafe. *Ye Olde Naked Man* stands opposite the town hall and has a date-stone of 1663. On the stone is a carving of a figure who is not naked and appears to be holding a kind of medieval plane (he was probably a local carpenter). His companion can be found on the side of a house in nearby Langcliffe where, on a carved stone with the lettering 'ISMS 1660', is the less-than-erotic sign of the *Naked Woman Inn*.



Naked Woman Inn, Langthwaite

The ghost of a former landlord supposedly resides at the *Boars Head* at Long Preston - he is said to have hung himself in the cellar. The inn was originally built as stables for the local landowner and became a pub in 1752 when it serviced coaches on the toll road. The ghost is passive and annoys no-one; a photograph in the bar is said to be of the man's mother and as long as it remains there he will not return.

The *Red Lion* in Skipton's main street dates from 1205 and not only is it the oldest pub in the town but one of the oldest buildings in Craven. The most historic, though, is the *Black Horse* which stands opposite and is

mainly seventeenth century. It stands on the site of the Royal Mews of Richard III when he was Lord of the Honour of Skipton between 1483 and 1485.

The *Buck Inn* at Malham was once a shooting lodge and was rebuilt in 1820 by Walter Morrison MP who lived at Malham Tarn House. The mosaic on the floor of the inn was given by John Ruskin who was a friend of Morrison's.

A SELECTION OF PUBS TO VISIT

Hill Inn, Chapel-le-Dale

Food. Garden. Small room for children. Beers: *John Smith, Theakston*

The *Hill Inn* caters for climbers, walkers, cavers, potholers and everybody else. Substantial meals are served in the large public bar. There are occasional sessions of live music, sometimes arranged, sometimes not. In their more relaxed moments, climbers have been known to make a circuit of the bar without touching the floor.

Punch Bowl, Low Bentham

Food. Beer: *Mitchell*

This is the westernmost pub in Yorkshire, just 200 yards from the Lancashire boundary, dating from 1670. Inside are a comfortable lounge with some fine Victorian touches, and a public bar. Accommodation is available and residents have fishing rights on the River Wenning twenty yards from the front door.



A mirror's eye view of the Punch Bowl

Listers Arms, Malham

Food: Lunchtime and evening. Garden. Childrens' room.
Beers: *Ind Coope, Moorhouse and Younger*

This large stone pub, built in the early-eighteenth century, retains its cobbled forecourt and mounting block. Its three rooms have open fires. Mike Harding says it serves: 'The best steaks in the Dales.'

Maypole, Long Preston

Food: Lunchtime and evening. Garden. Children.
Beers: *Boddington, Marston, Taylor, Whitbread*

An eighteenth-century, traditional building which faces the village green and the maypole from which it takes its name. The lounge bar is comfortable and neatly furnished and has an open log-fire in winter. Food is an attraction here with some typical Dales dishes such as ham and eggs, big steaks and roast beef lunches on Sundays. Children and vegetarians are well looked after.

Royal Shepherd, Skipton

Food: Lunchtime. Garden. Children.
Beers: *Boddington, Marston, Whitbread*

This uniquely-named pub is alongside the Springs Canal in a terrace-end set of cottages which have been sensitively renovated. Each of its three rooms have a purpose and individual character. The pleasant lounge bar contains long cast-iron tables and photographs of the town at the turn of the century. The parlour is a shrine to cricket and the snug is a family room. The landlord says this is Gloria Hunniford's favourite pub - there's a recommendation!

***** // ***** //

Barrie Pepper writes regularly about Yorkshire pubs and breweries in several magazines and newspapers and is current Chairman of the British Guild of Beer Writers.

He is the author of seven books including ; **A Haunt of Rare Souls-the Old Inns and Pubs of Yorkshire** and **The Best Pubs in Yorkshire** from which this series is based. In them he looks at the pubs of the Dales, many long gone, to discover their hidden tales and he points to some that are worth a visit.

***** // ***** //

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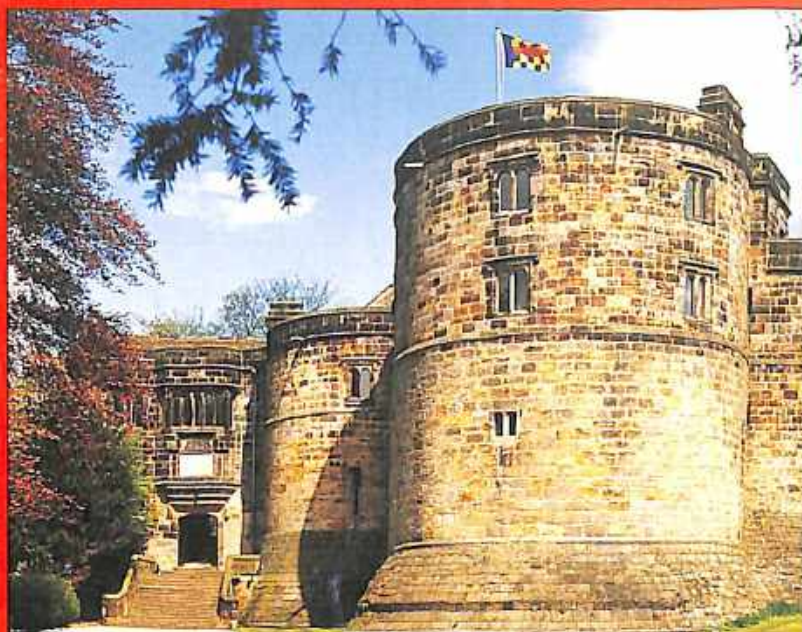
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