

The Yorkshire Dales Review

No. 40 Autumn 1992

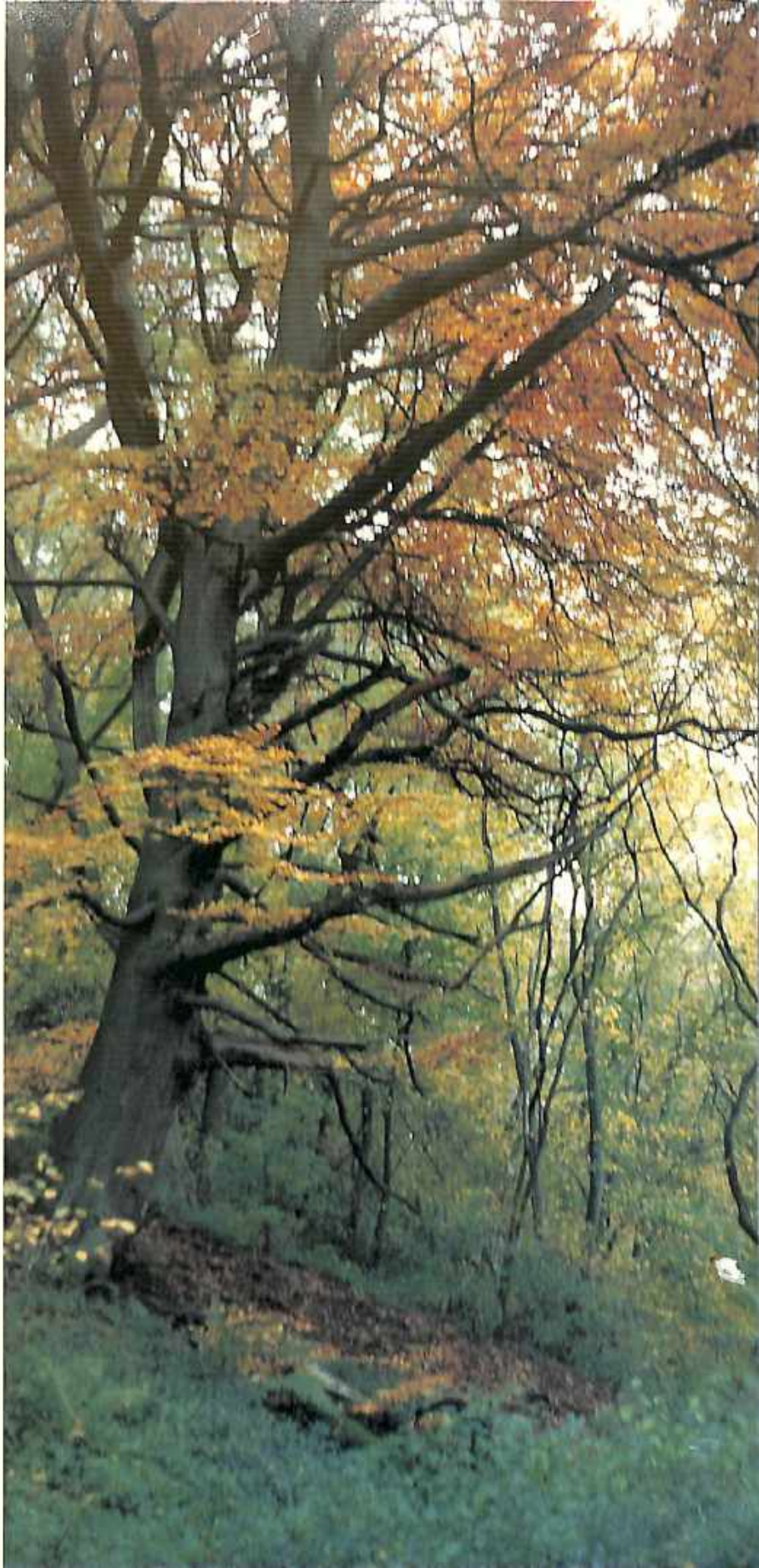
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- Out and About
- Daleswatch
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the Dales
- Autumn Events



THE YORKSHIRE
DALES SOCIETY

95p



The Yorkshire Dales Review

No. 40 Autumn 1992



Editors:

Colin Speakman and
Roger Oldfield

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Phillipa Rogers and
Sally Treanor

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Colin Speakman



TRAFFIC AND TRANSPORT IN THE YORKSHIRE DALES – TIME FOR ACTION

Two major new studies highlight how traffic and traffic pollution could be the biggest single problem facing the Yorkshire Dales early next century. YDS Secretary Colin Speakman reports.

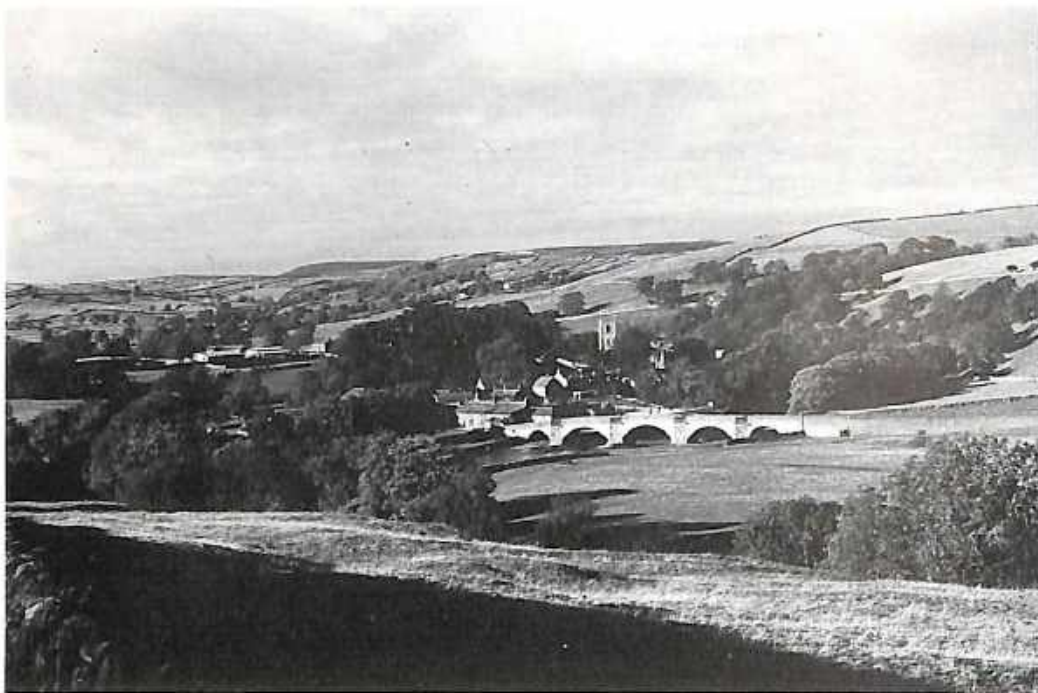
We all love our cars, and most of us don't want in any circumstances to give them up – even temporarily. Indeed, for most of us, including most Yorkshire Dales Society members, the car is the best and perhaps only way (we believe) we can get out to enjoy the Yorkshire Dales countryside.

But perhaps our way of life is going to have to change – dramatically. Two new reports about the impact of traffic in the countryside now indicate it's a matter not of if, but when the Government is going to change its massive road building and traffic encouragement programme to one of actual curtailment, to switch resources to buses, trams and trains. And the problem is likely to be even more acute in country towns such as Skipton or Hawes which could soon face gridlock paralysis.

A new report undertaken by Oxford University Transport Studies Unit for the Countryside Commission *Trends in Transport and the Countryside* (CCP 382 price £5 available from Countryside Commission Publications, Printworks Lane, Levenshulme, Manchester M19 3JP) makes sombre reading. Already private road transport, including leisure travel, accounts for 86% of all travel in Britain. There are 21 million private cars on Britain's roads; transport accounts for 16% of household expenditure, and 33% of all energy consumption. Country dwellers travel much further and more frequently by car for personal and business reasons, but on the other hand most car trips in rural areas such as the Dales are caused by urban dwellers out for business or pleasure in the country.

But if current social and economic trends continue – the current recession notwithstanding – the researchers predict that traffic in the countryside over the next 30 years will at least double and in many areas perhaps quadruple; in fact traffic will grow far faster in country areas than in towns as people 'escape' congested cities to bring their congestion elsewhere. Popular areas of countryside such as the Dales face appalling conditions, with local residents suffering an avalanche of near-stationary cars at summer weekends and holiday times.

But congestion, bad as it is, is only half the story. A carefully researched, unemotional report *Populations at Risk from Ambient Air Pollution in England* by



Burnsall: A village under threat from traffic chaos.
 Photo: Christine Whitehead

Any Rowell, Claire Homlam and Saran Sohi of Earth Resources Research undertaken for Greenpeace UK (available from Greenpeace Merchandise PO Box 10, Gateshead NE8 1LL price £5) looks at the actual current impact on people in Britain of the millions of cars spewing out their exhaust into the air we breathe. Already, motor traffic pollution is the dominant form of air pollution in most urban areas of Britain, but it is also the main source of ambient air pollution which affects rural as well as urban areas.

Air pollution caused by cars is already a major threat to our health. It can damage lungs, add to existing respiratory and cardiovascular problems, and trigger asthmatic conditions and allergies such as hay fever. It may also add to the risk of cancer. People especially at risk include children, pregnant mothers and their babies, those with health problems and all older people.

The authors point out the dramatic increase in the numbers of people at risk as car and lorry travel has increased throughout Britain, in rural areas as much as urban, and conclude that up to a third of the population of England are now at risk. This research alone exposes bogus claims that fast new 'bypasses' of towns like Skipton and Ilkley reduce air pollution. They don't. By increasing the volume and speed of traffic they worsen it. People living adjacent to the old roads do gain, but the population of the town as a whole suffers as polluted air travels, in certain weather conditions producing dangerous killer smogs miles away from the source of that pollution.

What the authors do not deal with, as it is beyond their brief, is the effect of this air pollution in wildlife. German research proves beyond reasonable doubt that

traffic pollution adds to the acidification of soils, lakes and streams, to the premature death of trees and destruction of wildlife habitats. Fungi, a reliable bio-indicator, seem especially vulnerable to car fumes.

Clearly, if future trends in motorised transport continue in town and countryside, present problems will begin to assume catastrophic proportions. Already almost anyone you talk to has a relative or friend who has suddenly developed hay fever over the last year or so, whilst the rise in asthma, especially among children, is causing many doctors and Government health experts real concern. Catalytic converters, compulsory on new cars after 1993, will not keep ahead of the overall increase, and many experts doubt their efficiency especially on short journeys and on cold mornings – typical commuter trips.

What can we do about this?

Nobody in their right minds would suggest an immediate ban on cars in the Yorkshire Dales or elsewhere. Such measures would be both impractical and cause considerable hardship and be impossible to enforce. Too many of us have a lifestyle which is based entirely around our car, especially those of us who live in rural areas like the Dales.

But to pretend the problem doesn't exist or to underplay its significance (as the Department of Transport so often seem to) is the height of irresponsibility, not only to those many people currently at risk – the young, the old, and those with physical weaknesses, indeed everyone at some time in their lives – but to generations yet unborn.

What is needed are national and regional planning and transport policies which



Grassington

are not entirely based around the car or which help to perpetuate the growth in car usage, but policies which favour increased use of public transport, and for local trips walking and cycling. It is essential even to reduce the amount of travel we have to do by encouraging the development of new leisure facilities close to areas where people live and work and to existing public transport networks. Would more and better countryside facilities nearer home reduce traffic in the Dales?

These are fundamental issues for an area like the Yorkshire Dales which is now almost totally dependent on car travel. Only now is there the gleam of recognition within the Yorkshire Dales that public transport should be anything more than a skeletal provision for that tiny handful of people foolish or unlucky enough not to have their own car, a kind of 'poor law' provision – though ironically priced at higher levels of fares than most poorer people can actually afford, but that's another issue.

Though nobody denies that even good quality, well planned public transport in the Dales can ever be as flexible as the car as a means of carrying one's family and luggage, the bus or train have important advantages for leisure travel – freedom from stress, congestion (trains), better sightseeing opportunities over walls and hedges, especially for the driver, and real flexibility for the rambler who can plan point to point walks, as those of us who have taken part in recent YDS *Dalesbus* walks can testify, walking the Dales Way in Upper Wharfedale or crossing that breathtaking lovely route from Aysgarth in Wensleydale to Reeth in Swaledale. And a lot less pollution per person carried.

Whilst the Yorkshire Dales National Park Committee dipped just the tip of its collective toe in the water in 1992 by part-sponsoring Service 799, a Summer Sunday bus service from Darlington into Wensleydale and Swaledale (hence our *Dalesbus* walk) over in the North York Moors, the National Park Committee have sponsored a major expansion of the Sunday Moorsbus network with buses coming from as far away as Hull, Leeds, Scarborough, Middlesbrough and Darlington to meet at Pickering to provide a high quality service through the centre of the Park. Whilst initially such services are only carrying a microscopic fraction of the weekend crowds who come by car, such services can and should form the core of a gradually expanding network, weekdays as well as Sundays, which can provide more responsible visitors with an alternative to polluting and congestion causing personal transport.

Restrictions are more controversial. We are all in favour of controlling traffic, as long as it isn't our freedom that isn't interfered with. The first hint of a suggestion that traffic might be limited in some popular Dales beauty spot, and the columns of the Craven Herald will be filled with letters from outraged café and garage owners predicting immediate ruin for themselves and their businesses. Ice cream sales are more important than ground level ozone.

Such hysteria apart, traffic management can actually help local trade by allowing more people to reach the honeypot areas either through controlled parking or even through good park and ride schemes. There is an overwhelming case for keeping certain areas quiet, limiting the amount of cars using narrow roads or lanes either by effective signing, legal constraints or physical measures, as in the New Forest in Hampshire to stop illegal off-road parking.

Ultimately, what is needed is a recognition that what environmentalists call the



Could the Wensleydale line help beat traffic chaos? Wensley station – now disused.
Photo: Geoffrey Wright

'green modes' – walking, cycling and using public transport – are the best and the least damaging ways of enjoying the countryside. One German National Park urges its visitors to leave their cars where they belong – at home – and visit the Park by bus or train. Green tourism almost by definition is car-free tourism, with the congestion, disproportion and irritation to local communities personalised transport can cause. There will always be many people who for a variety of reasons, including poor health, for whom a car is the only means to reach the countryside, and such people have a perfect right to enjoy the countryside. But if only 10% of those now coming by car took to the train or bus, or cycled, traffic congestion and pollution would be eased and bus and train services could expand without huge costs to tax and Community Charge payers. And why shouldn't people pay a price, at peak times, for the congestion they cause, in the form of higher car parking fees or even road pricing? Such funds could be used to support park and ride bus service to reduce congestion, whilst enabling more people to enjoy the peace and quiet of the countryside, and reducing the nuisance to local people who enjoy easier access to their homes and farms.

This will only happen with political will, and when people are prepared to match concern with action. Agencies like county councils and National Park authorities can do much to help support public transport by for example, organising guided walk programmes not just from car parks, as the Yorkshire Dales National Park Department currently does, but also at times and from places where buses or trains arrive. Already, surveys are being undertaken of drivers by the National Park

Department in Malhamdale and elsewhere, and we await the outcome with interest. Railways, on their own congestion-free tracks, have a unique advantage. The Settle-Carlisle line, potentially the core of a superb integrated public transport network through the western Dales, has been saved, but what public agency is yet prepared to sanction the scale of investment needed to reopen the Wensleydale line?

Things have to start somewhere, and our own individual decisions, even if it's only once a month or so, to leave the car behind and take the occasional bus or train, helps to reduce the twin ogres of congestion and pollution. We can all help press politicians to do sensible things such as scrap the expensive and hugely inflated road programme and invest in better, cheaper rail and bus systems.

Perhaps pictures of dying trees and asthmatic children are going to be needed to help people understand that traffic congestion and pollution is the result of their own individual decisions and that changes of both attitude and behaviour and perhaps tough corporate decisions are going to be needed at certain places and at certain times to protect each other from ourselves. Ultimately congestion is its own deterrent as people avoid the traffic jams and car parking problems and go elsewhere – to spread the problem ever further.

The YDS plans to do its bit, not only, wherever humanly possible, by making all our own events public transport accessible, but to arrange Dalesbus and Settle-Carlisle walks which exploit the advantages of the bus or train for longer point to point walks. And in January, we plan a Dales Transport Seminar to look at the twin solutions of better public transport and traffic management in the Yorkshire Dales. If you'd like details, we'd be happy to let you have them on receipt of a stamped, addressed envelope at the Society's office.

In the meantime, how about trying out that bus or train to the Dales!



This twice a week Kendal-Hawes market bus no longer runs but an experimental minibus service now links Kendal, Sedbergh, Hawes and Keld via Garsdale station on summer Saturdays, thanks to Cumbria County Council

Photo: Geoffrey Wright

HAWES DAIRY – A RESCUE PACKAGE IS LAUNCHED

Following the article about the closure of Hawes Dairy in the *Summer Review*, Mr G. B. Crossley of the Hawes Dairy Rescue Committee, writes of current plans to save this dairy.

It is good to have the support of the Yorkshire Dales Society.

I am sure you are well aware of the role played by Kit Calvert in establishing Hawes Dairy, and is it not ironical to reflect on the fact that Kit and his Board sold the Dairy to Dairy Crest in order to ensure its continuity and so the continuity of employment for a number of Upper Dales people in an industry utilising the biggest and best produce of the Dales – Milk?

Our rescue plan makes good progress. We have located a small number of major shareholders and hope to raise say £250,000 to £300,000 in this way.

We will need to raise the same amounts from small investors.

We now need to purchase the land and buildings from Dairy Crest. We hope to make an offer soon.

We would be grateful to hear from any Yorkshire Dales Society members interested in becoming investors. Who knows, there may be quite a few YDS members who would like to help.

As I am sure you are aware, Hawes lost 60 jobs directly in the Dairy closure and up to 15 indirectly. It was a bitter blow for Hawes. Not just for this generation, but for future generations. The employment position for young people in the Dale is very bad. A large proportion have to leave the Dales on leaving school, and the Dairy did provide some employment opportunity for management, clerical as well as manual staff.

As Dairy Crest are only selling land and buildings and not a business with customers, and a comprehensive range of managerial skills and experience, the number of employees in any initial start up is bound to be small, but we would intend to market high quality, traditional "Hawes Wensleydale Cheese made from fresh milk produced by cows grazing on sweet limestone pastures", for more specialist markets and slowly built up the number of jobs. It should not be difficult to market the cheese better than Dairy Crest – they did not actually try!

Perhaps they felt they could not market all the regional cheeses, and so did not market any of them.

We intend to use the site for other purposes in order to raise cash to support and develop employment in cheese making. Our plans involve attractions for the

tourists who come to Hawes in great numbers and frequently ask to see the cheesemaking. This they have not been able to do for many years.

We intend to change that!

I hope this short article gives Society members enough information about our plans.

G B. Crossley

As we go to press, negotiations with Dairy Crest continue, and plans for a special share issue are under way. Any YDS members who may be interested in investment opportunities in the new Hawes Dairy Project should write to G. B. Crossley (stamped, addressed envelope appreciated) at Bain House, Bainbridge, Leyburn, North Yorkshire, DL8 3EH for a prospectus and details as soon as they are ready.



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.

Since then he has introduced hundreds of people to the Yorkshire Dales.

He could enhance your appreciation of the countryside too.

In conjunction with several superb hotels and inns, Richard is offering a series of walking breaks throughout '92

Weekend £105 - £150. Midweek from £160.
Details (enclosing a stamp please) available from:

YORKSHIRE DALES ENTERPRISE
47 Carr Bridge Drive, Leeds LS16 7LB

CONSERVATION IN A RECESSION

You can't pick up a newspaper at the moment without reading doom and gloom. If it's not the nightmares of Bosnia and Somalia, environment pollution and global warming, then it's the state of the economy.

The Yorkshire Dales has been as badly hit as anywhere in England. Trade is down in shops, hotels, guest houses. Visitors, themselves subject to loss of employment or the collapse of house prices leaving them paying mortgages for more than their homes are worth, aren't coming to the Dales, or if they do come, aren't spending as much money. Nor is agriculture immune. Farmers, already suffering perhaps the harshest period of trading since the Second World War, face a bleak autumn and winter. A recent North Yorkshire County study estimates that the income of many hillfarmers in the county is now equivalent to less than £100 per week.

Of course politicians of all colours always pretend the present situation is nothing to do with them, merely a blip and it'll be business as usual in a very short time.

Perhaps it will. Perhaps it won't.

In fact, even in recession, Britain remains an extremely wealthy country, with most of its citizens enjoying a lifestyle beyond the wildest dreams of most people in Eastern Europe let alone what is blithely called the Third World. If the rate of economic growth has declined or even stopped, perhaps it will give us time to rethink our values. Are the creation of ever more material wealth and a surfeit of consumer durables the only purposes of life?

Environmentalists warn that our present lifestyle of high consumption and hyper mobility can't last - pollution and congestion are already a threat to the environment upon which ultimately we and our children depend. Perhaps the slowdown in material consumption, in the spawning of such symbols of eighties affluence as luxury country hotels and leisure centres, themed restaurants and up-market gift shops, executive homes and golf courses, riding paddocks and swimming pools, isn't exactly a disaster for the Yorkshire Dales.

Less visitors may be bad for the tourist business, but it'll give the Dales landscape time to recover, and time for its communities to decide what priorities should be when (and if) the recession ends.

The danger is that the kind of spending cuts which Governments will impose as tax income declines and unemployment rises, will also cut essential services local communities depend on - public transport, social services, medical care, schools. This is especially true of services in upland areas, which because of distance and so-called economies of scale, appear, in accountancy terms, more expensive to provide. It may also mean pressure on environmental budgets, for example for



"The Little House" Todds Wood, Wharfedale
Photo: John Potter

tree-planting, footpath improvement and restoration work, for habitat conservation and water purification.

Someone has calculated that it costs the taxpayer £9,000 per annum for each adult to be out of work in terms of social security payments and tax loss – a figure higher than many actual rural wages.

Is there not, therefore, an overwhelming case, rather than cuts, for increasing support in rural areas not only to maintain essential services, but for a wide variety of conservation work to maintain unique and beautiful environments? If this took the form of increased grants to farmers and landowners, for example, under the Environmentally Sensitive Areas Scheme for specific projects within the Yorkshire Dales National Park, this could result in more Dales-based jobs and all the year round 'multiplier' spending to help local businesses in the Dales and to ease the effects of the recession. There is plenty of work to be done, and not just within the boundaries of the National Park.

One thing is certain, unemployment, especially of young people, is the most expensive and wasteful option of all. With just a little vision, the recession of the early 90s could even prove an opportunity for conservation.

MIKE HARDING – THE SOCIETY'S THIRD HONORARY MEMBER

Entertainer, writer, musician, photographer, conservationist – these are all things which Mike Harding does extremely well. He lives and works in Dentdale and has, since its inception, taken an active part in the YDS Daleswatch Group. He has also given freely of his time at YDS events, including our tenth Anniversary dinner last year.

But it was Mike's courageous stand over the Catholes Golf Course issue, when, in the press and elsewhere, he forcefully reminded both National Park Officers and members of first principles, of the nature and kind of landscape they had a duty to protect.

Mike – and the Yorkshire Dales Society – lost the battle, but perhaps we may yet win the war.

The landscape of the Yorkshire Dales is a landscape created by human culture over many centuries. It is unique. It is vulnerable to change. It is precisely because of that reason that it is called a 'National Park' and is protected by Act of Parliament, and the National Park Authority generously funded by Government. Golf courses, whilst an excellent and badly needed amenity in nondescript countryside close to towns, result in a fundamental change of this landscape shaped by centuries of farming, realigning walls, hedges, replacing traditional age-old meadows and pastures with razored greens and red flags, turning safe footpaths into danger areas. Golf courses are part of English suburban living, excellent in the right place but wrong in the nation's finest protected landscape. As Mike argued, such proposals would not even get on the agenda in an American (or mainland European) National Park. Catholes, in a unique, quiet corner of the Yorkshire Dales, illustrates all too vividly how a unique and special sense of place can be destroyed by insensitive alteration which contradicts fundamental Park purposes.

Mike's eloquent, forthright articles in the Dalesman and the outdoor press touched fundamental issues of how through giving in to vociferous local tourism pressures, the whole concept of a National Park is at risk. Why should tourists want or require 'facilities' which require fundamental landscape changes? If tourism suffers because these facilities are not here, it is totally the wrong form of tourism for the Dales.

Belatedly perhaps the National Park Authority has recognised this, and despite some less than edifying correspondence in the Press, the principles have been established – though Mike has risked personal unpopularity and even abuse from the predictable anti-conservationist lobby of the saloon bar kind.



Mike Harding

Photo: Kevin Cummings

But by reclaiming the high ground of principle, Mike has done us all an immense service. Too often the despoilers of our Dales landscape have the loudest voice, whether they are the multinational corporations, the well-heeled developers or merely ignorant minorities against whose deprivations our democratic institutions are intended to protect us. Mike's eloquence has given us all a voice, and for that reason we are proud to have him as our Honorary Member, joining those distinguished historians Joan Ingilby and Marie Hartley who, in a very different way, have also done so much for the Yorkshire Dales.

RAILWAY DELIGHTS

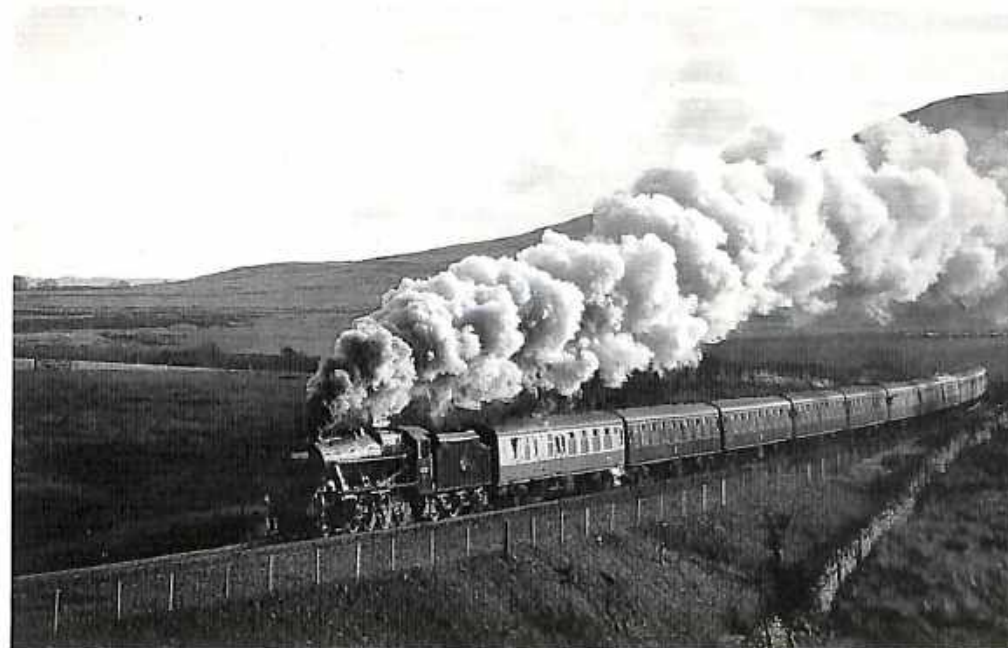
There are two rather special delights in store for enthusiasts of Dales Railway history and landscape this autumn.

First, the Cumbrian Railways Association has produced an astonishing book of early Midland (and other) Yorkshire and Cumbrian railway plans and gradient profiles – the Settle-Carlisle and its many branches north of Leeds – to Bradford, Ilkley, Oxenhope, Grassington, Colne, Lancaster, Carnforth, Hawes. Detailed maps and station plans of existing and long vanished railways, from the gleaming metals of the S&C to often no more than long grassy mounds on the landscape, are reproduced from actual original Midland Railway Victorian diagrams.

The Midland's Settle & Carlisle Distance Diagrams are available at the bargain price of £2.50 plus 50p postage from the Cumbrian Railways Association, Oversands, Esplanade, Grange-over-Sands, Cumbria LA11 6HH.

Pete Shaw is a familiar figure to all users of the Settle-Carlisle line, the bearded photographer out in all weathers armed with tripod and camera who has captured the romance of diesel and steam along England's most scenic railway with some of the most evocative shots taken in recent years.

Pete has now assembled a collection of some of his finest pictures of both the Settle-Carlisle and the threatened Wensleydale (Northallerton Redmire) lines into a portfolio of 19 high quality postcards. The full set can be purchased price £3 including postage direct from Pete Shaw Photography, 33 Temple Rhydding Drive, Baildon, Shipley, West Yorkshire, BD17 5PX. Copies of individual cards can also be supplied direct to the retail trade, prices on request – minimum order 25.



LMS 8F no 48151 accelerates the Cumbrian Mountain Express towards Blea Moor
Pete Shaw Photography

OUT AND ABOUT

NATIONAL TRUST ACQUIRES 72 ACRES AT MALHAMDALE

Yorkshire Dales Society members will be delighted to learn that the National Trust has just acquired 72 acres of strategic limestone pasture in Malhamdale the heart of the Yorkshire Dales National Park, close to Malham Cove. This is an area of national importance for the complex patterns of limestone walls crossing even older medieval ploughing terraces or lynchets which date back to the time of the Anglian farmers who settled there in the eighth and ninth centuries.

The estate adds to the 20 acres already owned by the Trust at Bombeys Barn Field at Malham Cove, and will form part of the 4,300 acre Malham Tarn Estate which forms part of the 12,200 acre Malham-Arncliffe Site of Special Scientific Interest within the central core of the National Park.

Purchase of the estate has been made possible thanks to a Countryside Commission grant, a legacy, a donation of £12,000 from National Trust members in Kensington and Chelsea and funds from the Trust's Moors and Dales Appeal to which many YDS members have generously contributed. Further contributions to the Moors and Dales Appeal can be sent direct to the National Trust (Moors and Dales Appeal) Goddards, 27 Tadcaster Road, Dringhouses, York, YO2 2QG.



Malham

FOUNTAINS ABBEY VISITOR CENTRE OPENS

The magnificent new National Trust Visitor Centre at Fountains Abbey opened its doors at the beginning of August. Though not without controversy when first mooted at this World Heritage Site, the architects have done a splendid job in both siting and designing a visitor centre which will act as an effective gateway to the half million or so visitors per year who come to Studley Royal and Fountains (including the YDS – see events for December 5th).

A very positive development thanks to United Bus Company working in partnership with the National Trust has been the introduction of a new bus service from Ripon (with excellent connections in both directions from Leeds, Harrogate and York) direct to Fountains Abbey Visitor Centre, not only of value for people without cars or who do not wish to use their cars, but useful for anyone walking through the woods or across the fields from Ripon and choosing to catch the bus back – or vice versa.

Every Monday to Saturday bus 145 leaves Ripon Bus Station at 1040 and 1530, and returns from Fountains Abbey Visitor Centre at 1100 and 1550; on Sunday buses leave Ripon at 1340, 1600 and 1930, and Fountains Abbey Visitor Centre at 1400, 1620 and 1950. You can use North East Explorer tickets (adults £4.25, child/OAP £3.25, family £8.75 purchasable on the bus) for travel from York, Harrogate and Leeds on United buses. Full details from United on 0325 468771.



PEAT GATE HEAD

LOW ROW IN SWALEDALE NR RICHMOND NORTH YORKSHIRE DL11 6PP
TELEPHONE RICHMOND (0748) 86388

Unusually named, this small, licensed guest house is three hundred years old and stands alone on an idyllic spot overlooking the village of Low Row. With its nearest neighbour four hundred yards away, the house offers peace and quiet while its elevated, south facing position provides uninterrupted and breathtaking views of both the river and the dale. Peat Gate Head is just a little bit special.

NORTH YORKSHIRE TO ACQUIRE REDMIRE RAILWAY

Following the uproar about the closure of the Redmire-Northallerton freight railway in Wensleydale and the tranference of its daily traffic to a fleet of heavy lorries, and the subsequent Parliamentary petition, signed by many YDS members, North Yorkshire County Council has moved in with a deal to purchase the freight line from British Rail to safeguard its future and help to keep heavy quarry traffic off Dales roads. As the County Council point out, it could cost the Council far more in terms of road and bridge repairs caused by heavy lorry damage (accidents and congestion apart) than the cost of keeping the railway.

At time of writing high level negotiations are still taking place between British Rail, British Steel, the Department of Transport and the County Council. One problem is that under current legislation British Rail can't sell a working railway. Congratulations to the North Yorkshire County Council for this initiative, which, if completed, could open the way to more regular use of the branch by passenger services.

... AND ASK THE EC TO HELP FARMERS

Also welcome is the initiative from the County Council for up to £10 million from the European Community to help beleagured hill farmers in North Yorkshire with a variety of measures to increase their income and ensure conservation of the landscape.



Train approaching Redmire Station
Photo: Josephine Kirk

DALESWATCH

The summer holiday period is traditionally a quiet time for meetings, but local Daleswatch Groups are expected to be busy in the autumn.

Wensleydale Group will be convening as part of the Wensleydale Countryside Forum – a get together of local organisations in the Dale to review progress on various matters – on October 13th at West Burton Village Hall, 7.30pm. All members will be welcome.

Nidderdale Group are proving one of the liveliest of the YDS Groups, meeting at the end of July at Dacre Banks to review a number of key issues in their area according to reports by Council member Chris Hartley. High on the agenda is a scheme by Yorkshire Water who are planning to sell off some of its derelict properties for proposed developments, on the lines of small industrial units with dwellings. Otters remain in the news on the complex issue of the Otter Trust development at Thornthwaite with Convenor Jean Johnson supported by Council Member Sheila Marks putting the YDS viewpoint at a public inquiry. The outcome is awaited, but the Group learn that more research into visitor members and traffic is needed. Concern has been expressed by the Group about the future of vital Public and County Records, currently kept at Northallerton, in the light of proposed Government changes and cutbacks.



Foal Barn - ETB *Commended*
Hay Loft Suite - ETB *Highly commended*



Spennithorne, Wensleydale, North Yorkshire

A 200 year old fold barn, set around a picturesque garden courtyard in a tranquil village in the heart of Wensleydale. The cottages are both on ground level and whilst being totally suitable for any holidaymaker have been particularly designed for the disabled.

For a brochure ring
Peter & Marilyn Taylor
(0969) 22580

Further Dalewatch news, please, direct to Dawn or Jim Burton address below. Jim retains his 'hot-line' on any key National Park issues which may concern YDS members in the Dales, contact him on 0943 602918.

Keep in touch with your local Daleswatch Group to find out details of future meeting and activities!

Dentdale: Convenor – Louise Hunt (05875 400); Council Contact Member – Ann Halloran (0532 438398)

Upper Wharfedale: Convenor – vacant; Council member – Sheila Marks (0943 608968).

Ribblesdale: Convenor Hilary Baker (0729 840609); Council member Barbara McCloughlin (0200 445093).

Wensleydale: Convenor Jeff Taylor (0765 689701) Council member: Celeste Bonfanti (0539 740825).

Mid and Lower Wharfedale: Convenor Peter Young (0943 466858); Council Member Chris Wright (0937 573427).

Nidderdale: Convenor Jean Johnson (0943 880234); Council Member: Chris Hartley (0943 872511).

Meetings of two new Daleswatch Groups for Swaledale and Airedale & Malhamdale (Skipton) areas are planned for October. Local members will be circulated with details of time and date of the first meeting in due course, but if you'd like information, please let the YDS office know.

The DALESWATCH DIGEST bulletin of current information about Dales issues culled from local and national press by Dawn Burton is available to all YDS members from the YDS office at a cost of £5 per annum (to cover postage and photocopying) for four issues. Any press cuttings from whatever source – local and national newspapers, specialist and professional magazines – are extremely welcome. Send them direct to Dawn Burton, 139 Curly Hill, Middleton, Ilkley, West Yorkshire.



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APOLOGIES

Owing to last minute problems at the printing stage, photographic captions were missed off all pictures in the last Review. These included to John Edenbrow for his lovely study of Richmond Hill, to Geoffrey Wright for his fine view of Bainbridge, to Trevor Sharpe for his portrait of 'Kit' Calvert, to Chris Wright for his cover, Malham bus and Stitch and Thread Competition and to several others. To everyone whose copyright material was used – our full apologies.

We extend a sincere apology to Dr Maurice Turner who is due to lecture to the Yorkshire Dales Society on Saturday January 9th 1993 for the error on the Walks and Lecture card sent out with the last issue of the magazine where he was incorrectly listed as Taylor.

We would like to apologise to Members for a number of errors and omissions which occurred in the summer issue. We always anticipated that we would experience 'start-up' problems and issue number 39 certainly showed them.

Probably the most serious omission concerned the new Yorkshire Journal referred to in the leading article on page one. Contrary to the last paragraph we did not include details of the magazine and of how to subscribe to it. We are very sorry for the confusion this must have caused.

We trust you will feel that we have gone some way to making amends with this issue and we are pleased to say that we have included details of the Journal.

DALESMADE AT WATERSHED MILL

Some years ago, the Social and Economic Development Working Group of the Yorkshire Dales Society had the idea of a special 'Made in the Dales' label for genuine, quality goods, in the manner of the highly successful 'Made in Austria' used for locally made produce in the Austrian Alps.

Such a label would help visitors to be sure that what they are buying in local shops really does come from the area rather than being made elsewhere in Britain or even abroad. In this way local industry, manufacturing and crafts could benefit with welcome knock on effect to the local economy.

The idea was passed on to the recently established Dales Enterprise Agency in Gargrave, who after careful consideration launched their Dalesmade scheme. Nearly 70 Dales-based companies from as far apart as Sedbergh and Skipton, Bentham and Middleham have now joined the Dalesmade scheme; which imposes strict quality criteria. The scheme also aims to provide opportunities for local

businesses by helping to generate employment in the Dales, improve quality standards and extend their markets. Products ranging from traditional oak furniture to fashion, potteries and sculptures to Yorkshire county wines and cheese now receive the Dalesmade seal of approval.

Watershed Mill, on the Langcliffe road just north of Settle, has developed into a focal point for Dalesmade. Part of this former 19th century cotton mill has been developed by owners Lynne Ridgeway and David Wilkinson into a conference centre with commercial offices and manufacturing units. The 3,000 square foot weaving shed has been converted into the Dalesmade Centre, stocked entirely with products manufactured in the Dales.

Such is the success of the venture that the Centre was recently awarded the Best Newcomer to Tourism Award by the Yorkshire & Humberside Tourist Board.

In addition to the shopping section there is an Arts Activity Area originally designed for children who can dabble with paints and clay and exercise their imaginations whilst parents browse. There are also craft demonstrations and regular exhibitions showing the skills needed to create many of the products on display. Events are held regularly, such as sheep shearing. There is also Hector's Restaurant, named after the original mill owner, noted for its home cooked food and excellent tea and coffee.

Only a short walk from Settle (and served by the Settle-Carlisle line), Watershed Mill is open on most days and Yorkshire Dales Society members are particularly welcome to call in – phone 0729 852111 to check on opening times.

Further details of the Dalesmade scheme can be obtained from the Dales Enterprise Agency on 0756 748194.



Watershed Mill, Settle, home of The Dalesmade Centre
Photo: Cheryl Hill Communications

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YORKSHIRE DALES SOCIETY AUTUMN EVENTS

The Dales are famous for their glorious autumnal colours. Join one of our Dalesbus guided walks, and come along to the super series of Yorkshire Dales Lectures given by authorities in a variety of fields (with special short morning walks to make it a super Dales day out). Members and friends are all invited to YDS events – but only members can take advantage of the reduced rate entry to Dales lectures.

SATURDAY OCTOBER 3rd

Walk to How Stean and Middlesmoor, an easy 4 miles, meet at Studfold Farm carpark, just on left of lane to How Stean for Lofthouse (Grid Ref. 097733) at 1030am. Bring packed lunch or buy light lunch at How Stean Gorge Cafe. Public transport users ring Eric Jackson, Walk Leader, on 0943 466314 to arrange lift from Pateley Bridge bus terminus (bus 34 departs Harrogate at 0820).

SATURDAY OCTOBER 3rd – YORKSHIRE DALES SOCIETY LECTURE:

THE NATIONAL PARK TRADITION IN THE YORKSHIRE DALES AND GERMANY

A joint lecture by Fleur and Colin Speakman, at Bishopdale and Beverley Memorial Hall, Park Road, Pateley Bridge at 2pm. Fleur and Colin's 'Green Guide to Germany' has been published recently, and this illustrated lecture will look at some surprising similarities – and differences – between UK and European landscape and nature conservation, as experienced in the Yorkshire Dales and some National Parks in Germany.

SATURDAY OCTOBER 17th DALESBUS WALK – BORDLEY AND MALHAM

Catch the 1000 bus 72 from Skipton Rail Station, 1005 from Bus Station to Linton for a walk over the high limestone terraces to Bordley and Malham, returning on the 1643 from Malham to Skipton. (Rail connection Leeds d. 0903, Bradford FS 0902) About nine miles. Bring packed lunch.

SATURDAY NOVEMBER 14th – YORKSHIRE DALES SOCIETY LECTURE AND WALK – BOLTON ABBEY . . . A HERITAGE ESTATE

A morning lecture by John Sheard, Agent of the Bolton Abbey Estate, about the life and work of a great Yorkshire country estate, to be followed by walk with Mr Sheard through the estate to look at some of the places and issues in his morning talk. The talk is at Bolton Abbey Village Hall at 1030am, the walk leaves the notice

board at the north end of the car park at Bolton Abbey at 2pm. Bus users take Keighley & District 765 bus from Ilkley at 0945 (rail connection d. Leeds at 0910) arrive Addingham a. 0953; ring Chris Hartley to arrange lift to Bolton Abbey (0943 872511).

SUNDAY NOVEMBER 22nd – DALESBUS WALK IN NIDDERDALE

Catch the Harrogate & District bus at 1105 from Harrogate Lower Station Parade to Summerhouses for riverside walk (about 9 miles) to Ripley, returning on service 36 direct to Harrogate and Leeds. Bring packed lunch.

SATURDAY DECEMBER 5th – WALK TO STUDLEY ROYAL ESTATE

An easy walk to and around the Studley Royal Estate. Meet at the Obelisk, Ripon Market Place at 1030am; (NOT at National Trust Centre as indicated on the printed Walks & Lectures programme); United bus 36 to Ripon Leeds Central Bus Station d. 1015; Harrogate d. 1000 at Ripon 1138 (walk will await arrival of bus). Packed lunch. Walk Leader Eric Jackson – 0943 466314

SATURDAY DECEMBER 5th – YORKSHIRE DALES SOCIETY LECTURE – BEFRIENDING THE DALES

Conservation of the Dales landscapes and communities raises both environmental and wider social and ethical issues. Dales conservationist and writer Dr Ed Echlin explores some of these key issues. The Hugh Ripley Hall, Ripon 2pm. The Hugh Ripley Hall is in the town centre on Somerset Row off Low Skellgate – the main road into the town centre from Harrogate. (1215 bus from Leeds).

SATURDAY DECEMBER 19th – CHRISTMAS IN DENTDALE

A repeat of last year's very enjoyable walk from Dent Station, England's highest station, on the Settle-Carlisle line and walking along the Dales Way to Dent village for lunch, returning in the early dusk of a midwinter afternoon for the 1746 evening train. About 9 miles. Bring torches. Train Leeds d. 0846, Skipton 0926, Settle 0945 – book Dent day return. Leader Colin Speakman – 0943 607868.



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SATURDAY JANUARY 9th – LUMLEY RESERVOIR

An easy walk around the through gentle countryside to the little-known Lumley Reservoir. Park at Grantley Village Hall. Bus United 145 from Ripon Bus Station to Grantley arrive 1020 (Connecting Bus 36 from Leeds at 0805, Harrogate 0900); lifts will be arranged to Fountain Abbey or Ripon for return transport. Walk Leader Chris Hartley 0943 872511.

SATURDAY JANUARY 9th – YORKSHIRE DALES SOCIETY LECTURE – THE ROYAL HUNTING FORESTS OF YORKSHIRE

Dr. Maurice Turner is a popular local historian and authority on many aspects of Dales history. In this illustrated lecture he focuses on the great medieval hunting forests of the Dales that have left a mark on today's changing landscapes. Grantley Village Hall at 2pm.

TOP QUALITY SLIDES WANTED

The Yorkshire Dales Society would like to have a permanent record of society outings and original views of the Yorkshire Dales in a variety of seasons. These could be either an actual scene or a telling detail. The collection would form a pool for Society lecture material and for display/publicity purposes.

The slides should be of professional or near professional standard and should either be originals which the Society is allowed to copy or duplicate slides which the Society is allowed to retain. If you have 3 or 4 slides you would like to send us for consideration for our selection, please mark carefully (in block capitals) where they were taken and by whom with the same information and a clear address on the accompanying sheet of paper and date if possible when the slides were taken. There should also be a clear indication whether the slides should be copied and the originals returned or whether the slides can be retained.

The slides should be sent to the Yorkshire Dales Society office and marked The Yorkshire Dales Society Slide Selection, The Civic Centre, Cross Green, Otley, West Yorkshire LS21 1HD. The Society will take every care of such material in its possession, but cannot be held liable in any way. Please allow us sufficient time to arrange for selection and copying etc. We would also like to arrange for suitable slides to be transformed into high-quality large-scale prints for display purposes. This material will of course be fully acknowledged. Slides should reach us not later than October 31st 1992.

STITCH AND THREAD UPDATE

Reminder that the 'Through Stitch and Thread' embroidery exhibition at Hawes attracted a good deal of interest and that photographs of some winning entries plus an article on the competition appeared in the September issue of 'Dalesman' magazine. If you have just joined the Yorkshire Dales Society and missed our own summer issue with full competition coverage, (or would like an additional copy of the issue for a friend) please send 90p for your copy plus postage and packing. You can still catch up with the exhibition of competition entries in a highly attractive setting at Cliffe Castle, Keighley in October or on a smaller scale in the historic setting of the Abbey House Museum, Kirkstall (near Kirkstall Abbey, Leeds) in November. Full details in the Events list in the magazine.

NATIONAL PARK TOURISM SURVEY

A detailed survey of visitors to the Yorkshire Dales National Park was recently completed by PA Cambridge Economic Consultants for the Yorkshire & Humberside Tourist Board, the Yorkshire Dales National Park and Craven District Council.

The results make interesting reading. An estimated 6.1 million people visited the National Park between April 1991 and March 1992, the peak day being August Bank Holiday Monday when 80,800 visitors arrived. Cars were the predominant form of transport, 86% of visitors using cars during their stay, cars being 98% of all vehicles used for leisure purposes. Sightseeing in the country was the most popular activity, followed by picnicking and exploring villages. However, these results undoubtedly reflect the fact that the 4,000 interviews were undertaken at 16 sites likely to be dominated by passive, car-borne visitors rather than, for example, more isolated areas used by more active walkers, cyclists and public transport users.

Total visitor spend is estimated at around £45 million per annum, whilst spending in the National Park directly supports 1,505 jobs in the Park and 355 in the surrounding area, making it almost certainly the largest single source of employment.

WINTER WALKS FROM SETTLE-CARLISLE

On every single weekend through the autumn and winter, there's a guided walk (free of charge) from local stations along the Settle-Carlisle line in the Yorkshire Dales and East Cumbria tying in with the winter train service from Leeds. YDS members are especially welcome. For details send a SAE to Ruth Evans, 16 Pickard Court, Leeds LS15 9AY

John Ward

CURIOSITIES OF THE DALES WHO WAS ST ALKELDA?

It is a curious fact that there are only two churches in England dedicated to St Alkelda – both of them in the Dales. One is at Giggleswick and the other at Middleham where the church is also dedicated to St Mary; St Mary was added because of the obscurity of Alkelda and takes precedence. Both churches were once in the possession of the priory of Finchdale (Durham) and it is possible that the prior chose the dedication.

Who was St Alkelda? No one seems to know. There are no ancient records of her and her name is not even mentioned until late in the thirteenth century. There is a legend that she was a Saxon woman of some standing who, because of her Christian faith, was strangled by Danes early in the ninth century. Her strangling was said to be by two women – the stained glass window of Middleham church has a picture of the event.

Legendary or not, she is certainly remembered at these two churches and particularly at Middleham where bones alleged to be hers were discovered in 1878 and more recently a carved stone has been said to be part of her grave. Moreover, the great cattle fair of Middleham, the largest in the north of England, was held on her feast day, the fifth of November (October 25th before the change in the calendar).

A feature common to the two churches is that both are near wells which are ancient and were once held to have magical or healing properties. In Anglo-Saxon 'haelig keld' means 'holy well' and it is easy to imagine a process whereby a legend of a St Alkelda was created absorbing the pre-Christian well into the Christian fold. The ancient church was adept at absorbing pagan rituals and sites, indeed the practice was part of its policy.

Making things even more curious, the Oxford Dictionary of Saints says nothing about St Alkelda but merely says 'see Arild'. Arild, it seems, was a lady who was slaughtered by one 'Muncius a tiraunt, who cut off hir heade becawse she would not consent to lye with hym'. After the Norman Conquest her relics were transferred to Gloucester Abbey and two nearby churches are dedicated to her.

There seems no connection between the two stories. The parishoners of Middleham and Giggleswick can probably rest assured that their shared dedication is unique even though the lady might never have existed.



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