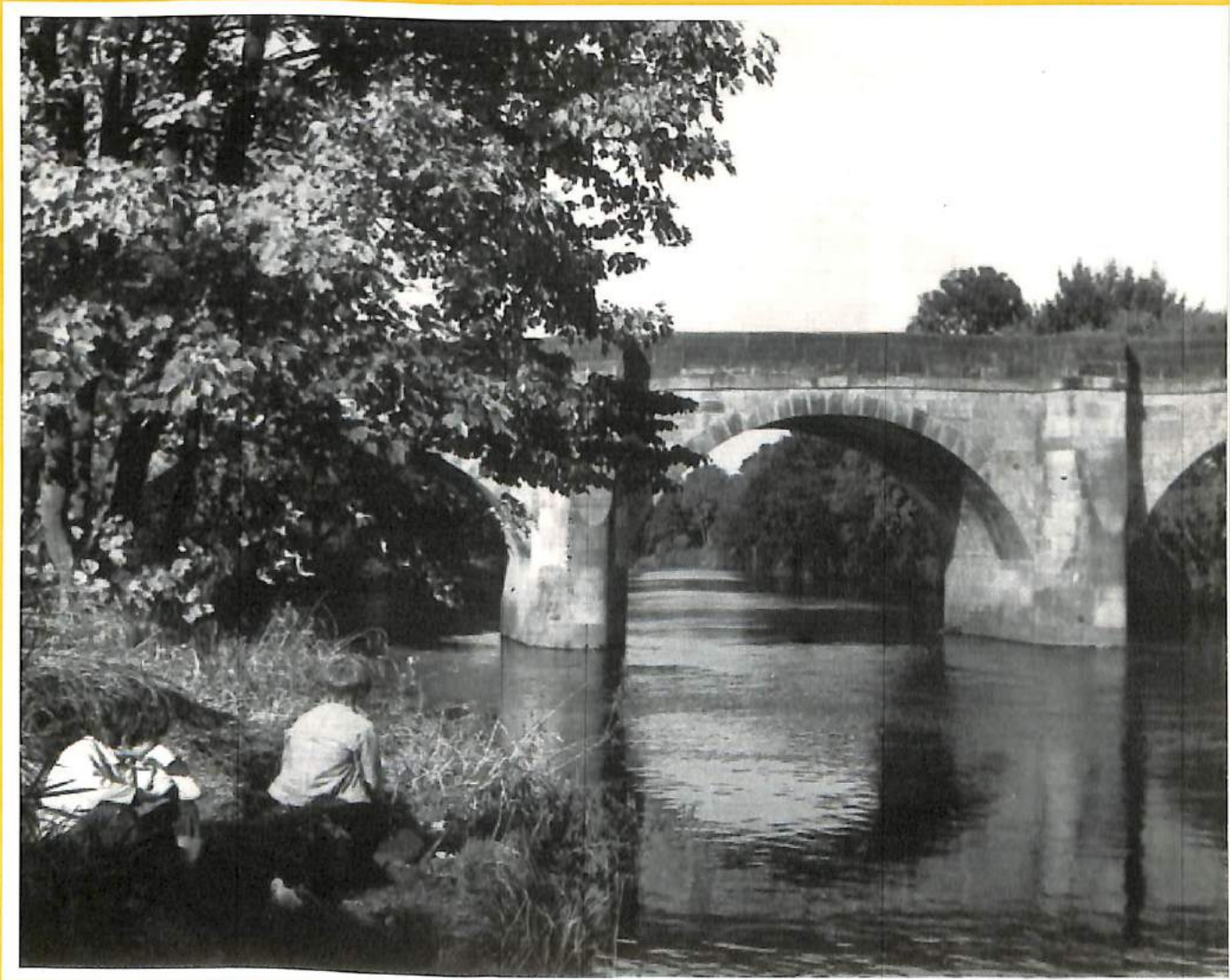


Yorkshire Dales Review

No.51 Summer 1995



- *Leader: Charity for the National Park*
- *Green Lanes of the Dales*
- *Yorkshire Burn Disaster*
- *Chairman's Report*



£1

Yorkshire Dales Review • No. 51 • Summer 1995

Journal of the Yorkshire Dales Society

Editors Colin and Fleur Speakman

CHARITY FOR THE NATIONAL PARK?

Richard Witt, the newly appointed Development Officer for the Yorkshire Dales National Park, is a man with a challenge. To raise up to £1 million to meet the cash shortfall of the Yorkshire Dales National Park Authority by 1997/8.

Now here's a dilemma. Forty six years ago, when Britain was still emerging from the after-effects of a crippling World War, there was no question of the State not being able to fund National Parks. In 1995 when politicians appear on our television screens almost nightly telling us about the remarkable recovery and growth of the UK economy, the National Park is now so strapped for cash it is having to set up a charitable Trust to beg money from industry, commerce and individuals and, perhaps most demeaning of all, from the National Lottery.

Is this how we in Britain value our national landscape heritage? A flag day for the National Park? The profits from people spending money they often cannot afford in a remote chance to get-rich-quick? And what happens when a multi-national quarrying company or leisure corporation writes a huge cheque for the new Trust a few months before a highly controversial planning application?

Of course it isn't as simple as that. Forty years ago the National Park had just two fulltime members of staff, a couple of Land Rovers and an information centre in a caravan. You only have to look at the National Park's excellent free Visitor newspaper (entirely funded by advertising) to see the astonishing variety and scale of protection, management, conservation and education work undertaken by the Park authority on a scale undreamed of in the 1950s, and with a massive increase in leisure time and ease of access on ever better roads, such effort is badly needed. Only a bigot would deny that our National Parks provide superb value for money. The tourism industry alone - upon which many jobs and businesses in our region depend - benefits hugely from the success of the National Park.

The Yorkshire Dales Society has always accepted that visitors, ourselves included, should contribute to the work of the authority, whether from charges to park our cars (in effect a very modest entry fee) or from income for goods and services, as long as they do not compete too much with local trade.

But when a gap remains between what needs to be done and what can be afforded, nothing should allow the Government to get off the hook. Decent funding for National Parks is not a luxury but an absolute priority, and any politician that isn't prepared to guarantee this, doesn't deserve a single YDS vote (and 1997 will probably be Election Year).

That being said, there will be many projects which go beyond what might be described as the core work of a National Park - educational work, purchase of land, restoration of buildings, special projects. This is where a Yorkshire Dales Trust can legitimately add to the work of the Authority. This links closely to the Society's own areas of interest and concern, and providing important safeguards are in place, we will work closely with Richard Witt and his colleagues both to establish the Trust and give it our full support.

Richard, we wish you every success!

Colin Speakman

STOP PRESS

The Inland Revenue have sent us a cheque as we go to press of £344.28, which is splendid news, but we could easily make this £1,000 or more if more members were prepared to sign covenants at no cost to themselves. Send for your form today!

Focus – Green Lanes of the Dales

Enticing green tracks snaking over sun-dappled tops are in everyone's exhilarating perception of the Dales. They offer the thrill of travelling on the very ribbon of land where numberless others have trodden through the ages. They are places where the spirit is uplifted. Among these ancient routes picking their way through the landscape one can trace, with the excitement of discovery, relics of cobbled fords, stone culverts, duplicated hollow ways, and sometimes a waymarking stone or a length of Roman road with its cuttings and straightnesses.

Arthur Raistrick switched from some "green tracks" in the original title to "green roads" for the 1978 edition of his book on the network between Teesdale and Airedale. The National Park Committee speak of "green lanes". Whether track or road or lane, there can be no bigger mistake than to assume that all were public carriageways in the olden days. Doubtless they were bridledways at least, usually packhorse roads and drove roads too, as well as local occupation roads to adjacent land. Evidence of former use by vehicles is hard to find.

Travelling through the North in 1771, Arthur Young found no wagons at all in the Pennines, and his southern two-wheeled chaise - where the mare Poppet could drag it at all - seemed out of place. Adam Sedgwick later described the impractical technology of the few carts in his boyhood's Dentdale of the 1790s. As late as the 1830s Canon William Boyd knew of "only one single gig" throughout his huge parish of Arncliffe comprising Littondale and Langstrothdale. Except perhaps on turnpike roads, almost all journeys were made on horseback or on foot until less than a century and a half ago.

A novel feature of recent years is the extensive use of green lanes as thoroughfares for motor cycles and "all terrain" cars. This causes dissension between farmers and walkers on the one hand and the drivers of motor vehicles on the other; perhaps in the middle are horseriders and pedal cyclists, both having rights on bridledways. Wider interests too are affected, by noise intrusion, by damage to adjacent grazing and walls as well as to the natural and historic environment and by the cost of maintenance. The first question has to be; on which of the green lanes can the public lawfully take their vehicles?

Much damage has been done. Some tracks have become virtually impassable for walkers, pedal cyclists and even horseriders, unless by fanning out onto adjacent grazing. But users of motor vehicles would assert that the nuisance results only from their lawful exercise of legal rights of way.

Already in 1988 the National Park Committee expressed concern. They identified about a hundred green lanes, long or short, within the area of the Park. A sample 36 was surveyed. About half the total length was found to have a made surface, whether recent or ancient, and here the damage was limited. Of the remaining 45 unsurfaced miles, almost a third was seriously damaged. Names that are music to the ear were among them: Foxup Road, the Craven Way, Cam High Road, Cowgill Road, Horsehead Pass, Gorbeck Road, Red Way, Wasset Fell Road and Thupton Gill Road. Any

Mastiles Lane – Colin Speakman



subsequent damage can be assessed against that 1988 benchmark.

Some of the tracks, in the whole or part, are definitive public footpaths or bridleways, some are acknowledged public carriageways. The remainder are indeterminate, often nick-named "white roads", being uncoloured on the map. The National Park Committee have a programme to clarify the pattern by formally determining the status of 30 that are used by vehicles. Where the Committee believe carriageway rights to exist, that status can be declared by a BOAT (Byway Open to All Traffic) order. Objections can be lodged, but only on the ground that no vehicular rights exist, not on the question of their desirability. A public inquiry by a DoE inspector follows.

If a BOAT order is confirmed, the Committee believe it possible to "manage" the use of the track by voluntary restraint or legal controls. However, no feasibility study has been published to lend credibility to that belief.

The common law of highways developed prior to two-wheeled as well as four-wheeled vehicles. So it does not differentiate among vehicles: use by motor cyclists alone can establish a right of way for all manner of vehicles. No such creature is known to the common law as a highway open for certain vehicle-types only. Such distinctions can be drawn, though problematically, by traffic regulation order. A working party of the Rights of Way Review Committee in 1922 put forward for discussion the idea of a special regime serving a recreational function for carriageways "the surface of which is not sealed against the penetration of water". This remains no more than an idea.

Surely no green lane is so well documented in maps and books as Mastiles Lane. A BOAT order for this is being tested. Objections were lodged, a public inquiry was held, and the inspector concluded that "it would be unsafe to deduce the existence of ancient, common law, public vehicular rights". However, use by motor cycles persuaded him that those rights exist here by presumed dedication, so he confirmed the order, but this finding is being questioned in the High Court.

Where differing claims of right and freedom seem to conflict, there will be grievances. Can the claims be reconciled, or is one to be paramount? Opinions vary, but few would dissent from the principle that true enjoyment of the Dales must entail respect for one another and for future generations.

Richard Harland

Weather Magic

All week it poured and the grass grew lush in the summer rain;
the lilac syphoned water through
down green-meshed branches bent askew
to thirsty root and gulping drain;
and not a winged thing flew!

With sunshine a forgotten word
and iron spade laid by,
the only creature that one heard
in all that waste was the absurd
puff-panting toad with blinking eye,
unstirring, and unstirred.

Yet change is changeless; so, one day,
the sun broke through the rain;
we watched the gray clouds scud away,
the wet lawn steamed, the lilac spray
broke from the clinging leaves again,
purple through disarray;

and night brought out the tumbling mass
of stars; and scents that swirl and cling,
Marvelling, we marked the moments pass
while slugs were silver on the grass
and moths were golden on the wing
and the green toad was glass.

Mabel Ferret

YORKSHIRE DALES SOCIETY COUNCIL OF MANAGEMENT 1995/6

PRESIDENT KEN WILLSON (Addingham)
CHAIRMAN CHRIS WRIGHT (Bardsey)
VICE CHAIRMAN JIM BURTON (Ilkley)
COMPANY SECRETARY ALAN PEASE (Bardsey)
TREASURER DAVID SMITH (Ben Rhydding)

COUNCIL OF MANAGEMENT

HILARY BAKER (Long Preston);
DAWN BURTON (Ilkley); DENNIS CAIRNS
(Barnoldswick); GRACE CAIRNS (Barnoldswick);
CHRIS HARTLEY (Guiseley); CHARLES
HEPWORTH (Muker); JOHN HONE (Pateley
Bridge); ERIC JACKSON (Otley)
KEN LORD (Threshfield); SHEILA MARKS
(Ben Rhydding); MOLLIE MARSHALL (Hebden);
JERRY PEARLMAN (Leeds);
ALAN WATKINSON (Hawes)

JOINT SECRETARIES COLIN SPEAKMAN (Ilkley)
FLEUR SPEAKMAN (Ilkley)

** The Company Secretary is a legal specialised requirement. The Joint Secretaries are unelected and are also joint editors of the YDS Review. In addition, Colin Speakman is mainly responsible for policy. Fleur Speakman is mainly responsible for membership, administration and special projects.*

A Yorkshire Burn Disaster

The fairly recent tragic death of a Skipton guard heroically saving his passengers in the Settle-Carlisle train crash caused by a sudden landslip on the line reminds one that eighty five years ago there was another fatal accident on the Settle-Carlisle line as described by John Settle, Director of Pinderfields Burns Unit.

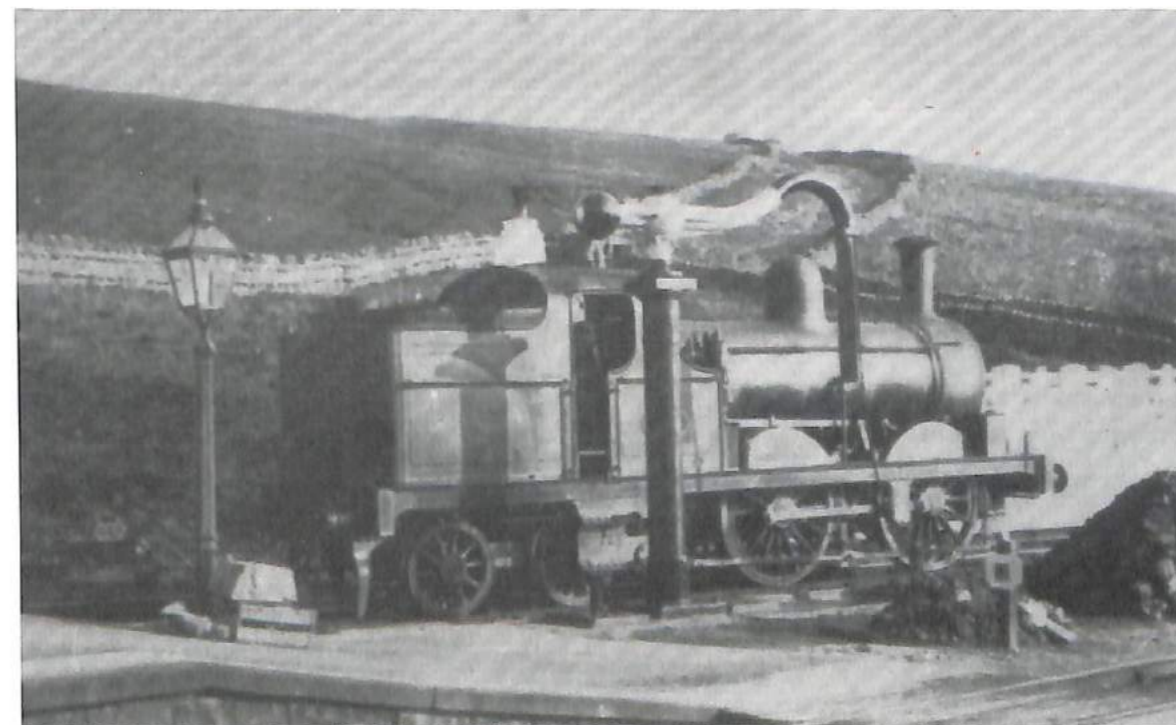
Although the ticket collector at Glasgow Central had said I would have to change at Carlisle, no such change had been necessary. The scenery at Dalehead was breathtaking, snow-covered hills in bright sunlight, a magnificent setting for what railway enthusiasts call the Settle-Carlisle Railway. Not that I am a railway enthusiast, but a line which carries one's own name must be at least of passing interest. It was perhaps the combination of circumstances - returning from the British Burn Association Glasgow meeting, some confusion of information by rail staff, and the Settle-Carlisle line in winter - which caused me to remember that in a few minutes I would be at the site of one Yorkshire's worst burn disasters, the wreck of the St Pancras to Glasgow express in the early years of the century.

On Christmas Eve 1910, Hawes Junction was busy. Traffic over the line was heavy because, in addition to the ordinary trains, there were many specials - most of which were double-headed. The Midland railway had developed a curious policy of using

relatively small locomotives to operate a series of light trains at frequent intervals. Hence most engines were incapable of hauling trains over this mountain section. The solution was to double-head the trains, the pilot engines detaching at Aisgill Summit, then travelling back to Hawes to be turned and sent off to their home stations. Thus, because of the "small engine" policy of the Midland Railway, Hawes junction was transformed from a wayside signalbox to a major operating point.

Signalman Alfred Sutton had nine engines under his control in the early hours of Christmas Eve and he was anxious to return them to their home stations without delay. At 5.20am he crossed two Carlisle engines to the down main line where they drew up to wait the advance starting signal. Sutton intended to send them away as soon as he received the clearing signal from Aisgill, but in the event he simply forgot all about them. At 5.30am he was offered the St Pancras to Glasgow midnight sleeping car express. He accepted it and pulled off the signals. The two light engines, assuming that the signal was for them, set off about 5.43am. They had very little start on the express which passed through Hawes junction at 5.47am travelling at 65mph. Ordinarily their tail-lights might have been seen, but there was a gale blowing with driving rain and a short tunnel impeded the view ahead.

The express overtook the light engines about one and a half miles north of Hawes and ran into them



at a net speed of 35 mph. The collision was violent but might not have been very serious, but for a disastrous outbreak of fire. Both locomotives of the express and seven of the eight coaches were derailed; the first two coaches were telescoped and it was in these that the fatalities occurred. They were lit by compressed oil gas, and fire broke out when some of the cylinders were damaged in the derailment. The most distressing feature of the accident was that some of the twelve people killed were conscious when the fire reached them; the gallant attempts at rescue by their fellow-passengers being thwarted for lack of tools and the rapid spread of the fire.

Although the immediate cause of the accident was Signalman Sutton's forgetfulness, the underlying chain of events that was to lead to disaster originated in a boardroom power struggle. The appointment of Guy Granet as General Manager resulted in the Midland becoming one of the most highly organised railways in the kingdom. However, as O S Nock states, in his book *Historic Railway Disasters*, in spite of an express service that was a model of punctuality and comfort, its operating methods were such that a simple act of forgetfulness on the part of a signalman could disclose an inherent weakness. The accession of Granet to power took responsibility for the day-to-day running of trains out of the hands of RM Deeley, the chief Mechanical Engineer. Deeley had plans for the development of top-line passenger motive power that included the development of a larger engine. Granet vetoed his plans and Deeley resigned.

Thereafter, development was dictated by the "light train" policy and double-heading became essential for the Settle-Carlisle line. Ironically, this policy itself almost averted the accident at the last moment, for a few seconds later the midnight express itself would have been slowing down to stop at Aisgill and detach its own pilot.

None of this underlying clash of personalities was apparent on the windswept Aisgill line as fire ravaged the wrecked express. Neither was it uppermost in Signalman Sutton's mind when the day signalman came to relieve him at 6am. Only about two minutes earlier had Sutton at last remembered the light engines and, not having received an "out of section" signal from Aisgill for the express, knew what the glow in the sky north of Hawes meant. Turning to his reliefman, Sutton uttered the words that have echoed down railway history, "Will you go to Stationmaster Bunce and say that I am afraid I have wrecked the Scotch express."

John A.D. Settle

The Yorkshire Dales Society – Chairman's Report 1995

Following my election as Chairman last year, I anticipated a quiet year of consolidation. In fact it has been a very active and fruitful year. We started it by welcoming five new members to Council, Charles Hepworth from Muker, Alan Watkinson from Hawes, Gerry Pearlman from Leeds and Wensleydale, and Dennis and Grace Cairns (co-opted) from Barnoldswick. This means we have a fuller representation over the wider Dales area which is now almost completed by the recent co-option of John Hone from Pateley Bridge to the Council. We are delighted to welcome him to assist us in having a voice in this beautiful and active area of the Dales.

Council has continued both winter and summer to meet either in Hawes or Linton to emphasise our commitment to cover the Dales area. The year started on a very pleasant note with an evening cruise at the canal at Shipley in honour of our new president Ken Willson and also to celebrate his eightieth birthday. It was an opportunity both to welcome many friends and an occasion to thank Ken and Dot Willson for their many years service to the Society on a delightful evening. The series of summer events included a stimulating visit to Hopewell Hall Experimental Farm to see at first hand the work of the Farming and Wildlife Advisory group of which we are a corporate member. A beautiful afternoon to appreciate new ponds, managed woodlands and hedgerows. We also had guided walks round Ripon and along the Elgar way, led by Ron and Vanessa Stone. Also at Ribblesdale, the Yorkshire Dales Society was represented by a stand at the Settle Community Festival, kindly arranged by Hilary Baker who even managed the hottest day of the year for us.

It became apparent that although many people were very interested in the Society, very few had previously heard of our existence which gave us much food for thought. A further opportunity to promote the Society arose through our involvement in the Dales Alive Festival held in Hawes in August to celebrate 40 years of the Yorkshire Dales National Park. From the opening by television journalist John Craven till the end of the music on the Saturday night, the event proved an overwhelming success for both local residents and visitors alike. We were very grateful to all the

members who both helped run our stall, strategically placed between the farmers and the Park authority as well as helping as stewards and programme sellers.

This event coincided with a meeting by a group of the YDS Council to consider ways of promoting the Society and increasing the rather stagnant membership level. A number of measures were considered such as selective advertisement, particularly with the Dalesman magazine who have been very supportive during the year. The time has come for a new membership leaflet which we designed with a much stronger message, albeit with a touch of humour, thanks to the cartoonist Mack. We set a target of about 10% increase for the year. Further ideas include selective mail drops and a co-ordinated leaflet distribution with the aid of some posters. For this some beautiful scenes have been especially painted for us by Sylvia Snowden who is being offered free membership for the year as a small token of our thanks. A full delegation (in fact exceeded by two as our president and his wife took up the Friends of the Lake District allocation!) went to the Annual meeting of the Council for National Parks held at Blencathra Centre in Cumbria. This was a key meeting in many ways, but provided a chance to discuss important matters such as hopefully new National Park legislation during the forthcoming parliamentary session. This bill as a response to the findings of the Edwards committee is going through committee stage at present. At national level, the declaration of Nidderdale as an Area of Outstanding Natural Beauty was long overdue and much welcomed. Also now in the national arena, or more specifically the Secretary of State for the Environment, is the decision of the National Park Authority to approve the second application to extend the life of Swinden quarry by basically digging a massive hole. The application was only passed on the casting vote of the chairman. The arguments regarding massive industrial quarrying in the National Park of finest limestone mainly as road aggregate are well known so I will not repeat them here. The YDS Council has recommended individuals write their objections on an informal basis till, or if a Public Enquiry is announced. The year brought about a sudden though not unexpected change with regard to the future of the

Yorkshire Dales Review. In late 1991 we entered into an agreement with publishers Smith, Settle of Otley for a new Review, pending development of what is now the Yorkshire Journal. This was initially for one year at the same cost to us as our previous Review. Perhaps inevitably after three years this came up for reassessment by Smith, Settle as it was costing them about three times our financial contribution. If we were to continue, it would cost about £2 per member per year for the Review to stay as we were, admittedly a much admired magazine. However, Council had already decided that subscription increases were to be avoided. We have now entered into negotiations with our old friends John Mason, printers of Skipton for a more economical production, but still worthy of the Society and its contributors. The first of the new issue was of particular importance being the fiftieth edition, warranting a colour cover. We hope that members feel the Review continues to be a leader among such magazines, thanks to our joint editors Colin and Fleur Speakman. We would also like to thank all our contributors and remind members that any material on any topic about the Dales is most welcome. The current format has great advantages for editing and artwork. We are very grateful to Ken Smith of Smith, Settle for his continued help with the previous Review.

As you know, the Society is greatly concerned with the adverse effects of car traffic on a fragile environment and continues to make many of its events available to public transport users or to car-sharers while Alan Sutcliffe came all the way from Sussex to lead some well supported walks based on Dalesbus services. We are now engaged in active discussions over the Mid Wharfedale Traffic Management scheme along the lines suggested in a document by Secretary Colin Speakman and Vice Chairman Jim Burton. The assistance of members is required to help with traffic surveys to provide baseline information on what could be a landmark scheme. Closer to fruition is the introduction of a new bus service, from Leeds and Bradford on a Sunday through Washburndale onto Pateley Bridge and Fountains Abbey. Inevitably this will be called the Fountains Flyer! We are grateful to members of the Society for helping with the guided walks programme for this. This again was mainly at the



YDS President Ken Willson hands over B.Tel £5,000 cheque to John Blackte, Chairman of the Upper Wensleydale Business Association and winner of the Yorkshire and B.Tel Dales Telecommunications and Small Business Competition, in Hawes.

instigation of your Council. Support for last year's Nidderdale Rambler has meant that the service this year will be run as a commercial service by Harrogate and District Travel. All these ventures demonstrate one of our greatest assets, being able to coordinate the activities of many organisations, companies and local government departments for the benefit of the Dales.

Probably the greatest venture this last year was the launch of the British Telecom sponsored competition for a new business venture for a telecom based enterprise in the Dales. Out of five entries the Council had a difficult job to choose a winner, but eventually decided that the Upper Wensleydale Business Association scheme be awarded the £5,000 equipment prize for a computerised accommodation bureau with the latest availability being communicated via outport fax machines each day. The event ended with a splendid prizegiving at the White Hart in Hawes and we look forward with continued interest to the success of the project. All the while we have continued with our events programme, though an unexpected surprise was house full signs needed for at least three of our meetings. Concern has been expressed regarding some of the very popular Saturday morning walks. We hope to try and adjust arrangements to accommodate everybody in comfort at all events and would welcome extra assistance for our hard pressed walk leaders. Our grateful thanks to all our Events team especially Sheila Marks for arranging all the bookings and Rod and Judith Clough for unfailingly serving the refreshments. Our Daleswatch organisation,

presided over with so much enthusiasm by Vice Chairman Jim Burton, is also aided greatly by the local convenors. Dawn Burton continues to put a lot of work into producing the quarterly Dales Digest which for an annual £6 is one of the best sources available if you want to know what is happening in the Dales area. I would also like to extend warm thanks to Fleur's office team of John Blakeborough, Eric Jackson and Sheila Marks who have been recently joined by Brenda Parkin from Burley. Our gratitude goes also to David Smith, YDS treasurer, and our resident computer expert and trouble shooter.

To sum up, I think you will all agree, we have had a successful as well as a very active year. None of this would be possible without the unstinting efforts of not only Council members, but of many others who have volunteered to help in all sorts of ways and particularly of those who turn up on a regular basis. Jim Burton, as Vice Chairman has proved to be a highly able deputy often at very short notice. To all a big thank you, but particularly to our joint secretariat, Colin and Fleur who as always, have not only brought their expertise to all manner of Society matters and represented our interests, but of course are also responsible for our wonderful Review and the challenge that alone represents. Many additional Society meetings also take place at their home and we are very grateful for their unfailing hospitality.

Thank you .

C. J. Wright
Chairman Yorkshire Dales Society

"Friends of the Peak"

CPRE Sheffield & Peak District Branch - their two roles



The Friends of the Peak Park have in practice been in operation since 1924 with the inception of the Sheffield Association for the Protection of Local Scenery. In 1927 the Association also accepted CPRE's invitation to become their representative in the Peak District. Thus they acquired two jobs!

Already in the mid 1920s the organisation, as it then was, was instrumental in helping to save the Duke of Rutland's vast Longshaw Lodge Estate from being sold off as a potential golf course and housing site, with what would have been far-reaching consequences for landscape, wild life and archaeology, and it again crucially stepped in to help save some splendid woodlands and moorland hills on the outskirts of Sheffield a few years later.

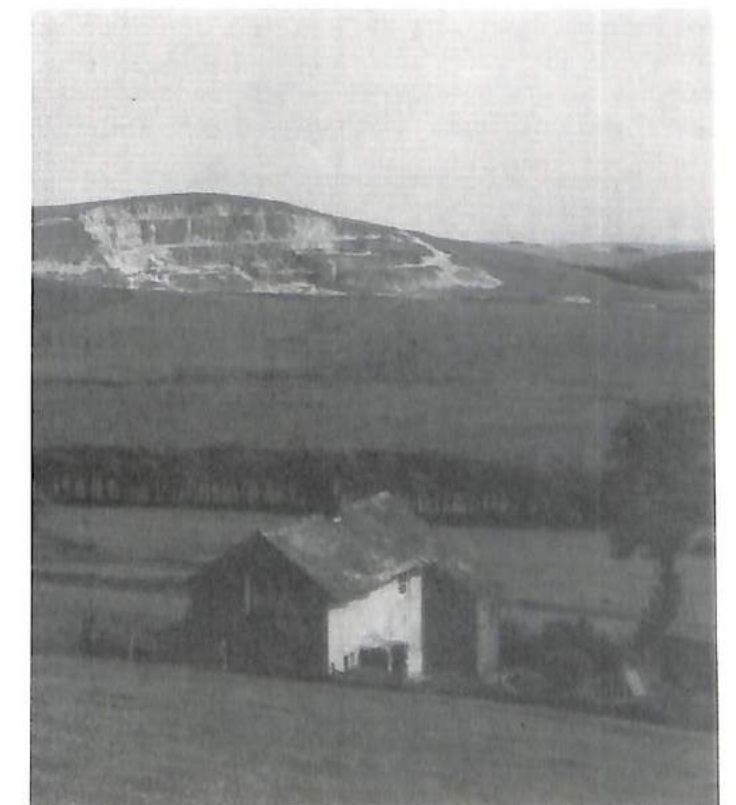
By 1938 the Voluntary Joint Committee for the Peak National Park was established under the organisation's auspices to promote a National Park for the Peak District. They went on to survey and map the boundaries of the Peak District National Park in 1939. President, Lord Chorley and Honorary Secretary, Mrs Haythornthwaite, served on the Hobhouse Committee culminating in the National Parks Act 1949 which provided for the designation of ten National Parks. The Peak was the first to be established and fortunate to have a Planning Board. A proposal by Derbyshire County Council to construct a graded motor road through the Winnats, near Castleton, with its dramatic rocky landscape, was defeated in 1939 at a public enquiry largely through the crucial evidence of a member of the Society's executive committee. Over the years the CPRE Sheffield and Peak has been instrumental in ensuring that a number of unsuitable schemes have been rejected such as the flooding of farmland by the building of a reservoir and dam, or ever watchful of encroaches on the green belt and also initiated such positive steps as encouraging the rescinding of demolition orders on characteristic local vernacular buildings.

The Peak District with some 542 square miles of extremely attractive countryside, has some of the most extensive and exciting moors and uplands in the country. Imaginative handling of planning controls through the Peak Park Joint Planning Board, assisted by the provisions of the National

Parks Act, have gone a long way to protecting these jewels of English landscape.

We cannot be complacent however. There are constant threats from the minerals industry and new planning guidance from the Government concerning aggregates (MPG 6) has proved to be weak. Planning applications for the extraction of limestone and vein minerals continue to threaten the tranquillity of the landscape. Old planning permissions and poorly enforced planning conditions (if there are any at all) are a major threat to the Peak District. Wholehearted support for the Council for National Parks and CPRE in their efforts to ensure the Environment Bill retains and builds on the excellent work of the National Parks is crucial. Most important of all, the Government must focus on the problems of the countryside and establish permanent environmental values against which demands on its resources must be judged. We cannot afford to trade off the environment for short term economic gains.

Dennis Patton



Eldon Hill Quarry, above the Winnats in the Peak District National Park

Large Scale 19th Century Geological Maps

The Ordnance Survey (OS) was formed in 1801, mainly staffed by military personnel, with the aim of creating a "Trigonometric Survey" of the whole of Great Britain. The task took over fifty years - the first edition of the one-inch-to-the-mile scale map of the country appearing in 1853.

The larger scale, six-inch-to-the-mile sheets were first produced in Ireland, maps of the whole island being published in 1847. The success of this venture, primarily for the valuation of land, caused a similar map of Great Britain to be commenced in 1846. Every detail on the ground had to be visited on foot, in order to enable accurate plotting on the map. At this scale the exact positions of even large field-boundary trees could be recorded. The results, etched onto large copper plates, were a work of art in themselves, apart from their inherent accuracy for the user, and were acknowledged at the time to be the best in the world.

The Geological Survey (GS), formed in 1835, commenced large-scale mapping of the north of England in the 1870s. What better base plans to use than these wonderfully accurate OS 6" sheets. The geologists (some now very famous) covered the ground, again on foot. They had the great advantage at that time that there were many excellent fresh rock exposures to look at and record. Small and large-scale mining was in its heyday (coal, ironstone, gypsum, lead, jet, alum, for example) and with the industrial revolution in full swing, there were many expanding quarries for building materials and roads (limestone, sandstone, gravel and brick/tiles). The railways were too new,

so the cuttings showed freshly excavated ground. Most of these original exposures are now overgrown.

The geologists' findings were plotted on the 6" OS field maps, and then engraved onto copper plates already containing the topographic detail. Print runs (say 50 at a time) were made of each sheet and a professional colourist brought in to hand colour a few of each map. When these had been sold, often years later, a colourist would come back to do a few more.

Sadly, most of the copper plates were destroyed by enemy action during the 1939-45 war, so the GS has been slowly selling off the remaining copies (intagliographs and zinc heliographs) ever since. Only a few uncoloured prints now remain, representing approximately six by four mile patches scattered across northern England. For those areas no longer available as original prints, full-scale colour photographic reproductions can be made from existing library material. Apart from the still accurate local geological information, the maps contain historically extremely interesting information - original field boundaries, buildings, spring locations, footpaths and bridleways, etc.... and are very decorative.

For further details of these large scale maps, please ring Peter Woods on (0287) 660602 or contact him at Rosedale Intake, Danby, Whitby, North Yorks. YO21 2LX.

Peter Woods

Dales Transport Update 1995

There is much to report this year on Dales train and bus service developments.

The Leeds-Ilkley/Skipton electrification work is now complete, enabling Settle-Carlisle and Lancaster trains to run with greater reliability, whilst introduction of a Lancashire County Council sponsored Sunday service on the Ribblesdale line between Manchester and Clitheroe has allowed the re-introduction of a Manchester-Settle-Carlisle service.

Bus services linking with trains include improvements in the Sunday "Limestone Rambler" linking Settle with Malham and Grassington, whilst North Yorkshire County Council are sponsoring a Saturday and Bank Holiday "Daleslink" Settle-Malham. The Sunday 807 from Ribblesdale to

Hawes leaves earlier, allowing a third circular trip into Swaledale, whilst from Dent there is a Sunday bus to Dent Town and Sedburgh.

The long established 800, 803 and 809 Dales bus services, along with the X97 Leeds-Reeth-Richmond are running again, and one 800 journey Leeds-Hawes-Ingleton will run additionally on Sundays in October thanks to support from Yorkshire Dales National Park.

The "Nidderdale Rambler" is running again on Sundays between Harrogate, Pateley Bridge and Lofthouse, whilst the new 802 Washburndale Bus from Bradford & Leeds via Otley, (see Spring Review), the "Fountains Flyer" runs on Sundays until the end of August. On arrival at Ripon, the bus makes four round trips to Fountains Abbey as

Campaign against Illegal Poisoning of Animals by Pesticides

Alan Shenker, Wildlife Consultant, ADAS Leeds, alerts us to this problem.

Since March 1991, the Ministry of Agriculture, Fisheries and Food, supported by other government departments, the NFU, the RSPCA and many other organisations, has had an ongoing campaign to try to stop illegal poisoning, which is a threat to wildlife, pets and people.

Using pesticides illegally is dangerous, destructive, indiscriminate and unnecessary because the amounts are often very high and poisoned baits sited where non-target species may gain access or children may pick them up. The fact is that where pests, or animals that are considered by some to be pests, are causing problems, legal methods are available that are far safer, present minimal risk to non-target species and are effective. Nevertheless some people use pesticides illegally to try and protect livestock or gamebirds from predation by foxes, crows or even birds of prey, even though they may be a rare or protected species, while others may have a grudge against a neighbour and decide to poison the neighbour's pet, regardless of any suffering that may be caused to the pet. In some cases illegal poisoning occurs through ignorance or the misuse of a pesticide. Relatively few cases are reported where animals have died following the legal and correct use of pesticide. When animals die unexpectedly, it is essential to try and ascertain the cause of death and to decide whether or not pesticides may be implicated in any way.

Incidents, when reported, may be followed up by

field investigation, post-mortem examination, biochemical analyses, criminal investigation and ultimately there may be prosecution in court.

In recent years there have been relatively few incidents reported from the Yorkshire Dales, but in September 1994 a dead peregrine was found near Richmond. When laboratory examination was carried out, a residue of an organophosphate pesticide was found which was considered to be a contributory factor to the bird's death.

The campaign seeks to create a much greater awareness of the problem, by publicity and education and by giving practical advice on what action to take if pesticide poisoning is suspected. The low number of cases reported from the Yorkshire Dales may be due in part at least to the effects of the campaign, hopefully coupled with an enlightened attitude and a concern for wildlife in those who live, work and visit this area.

To further the campaign, talks are given to almost any organisation or group of people e.g. farmers, students, wildlife trusts, rambles, police, Forestry Commission, local authorities, rotary clubs etc... There is no charge involved and talks can be given in the daytime or evening.

Further details can be obtained from Alan Shenker, ADAS Leeds, Launswood, Otley Road, Leeds, LS16 5PY (telephone 0113 2611222, extension 4005).

Dales Transport Update 1995 - continued

service 801, connecting with service 36 from Leeds, greatly improving access to the Abbey.

On Sundays in July and August the National Park are sponsoring a free, frequent "Park'n Ride" minibus service between Grassington and Buckden with the aim of reducing traffic congestion on the narrow roads of Upper Wharfedale.

Finally Harrogate & District have introduced service X50 on Sundays and Bank Holidays, also daily in the summer school holidays, from York to Harrogate, Otley, Ilkley and Skipton, running every 2 hours for most of the day. For the future, diversion via Bolton Bridge for Bolton Abbey is being examined, in order to improve access to another congested area. Bolton Abbey already has new Sunday links from Skipton by Pennine and

Pride of the Dales buses.

Details of all bus and train services in the Dales are included in the free "Dales Connections" which is available at National Park Information Centres and Tourist Information and Travel Offices in and around the Dales, or in the case of difficulty by post from Elmtree Press, The Elms, Exelby, Bedale, DL8 2HD, enclosing 50p for postage.

Alan J. Sutcliffe

STOP PRESS - New for 1995 is the DALES RAILCARD costing £10 which gives a third off local rail travel for people living in Ribblesdale, Dentdale, Upper Wensleydale and Eden Valley on Settle-Carlisle and Lancaster line trains. Details Dales Railcard Offer, Freepost CE747, Appleby, CA16 6ZZ.

Book Reviews

LADY ANNE'S WAY –

by Sheila Gordon, published by Hillside Publications, Keighley at £5.50.

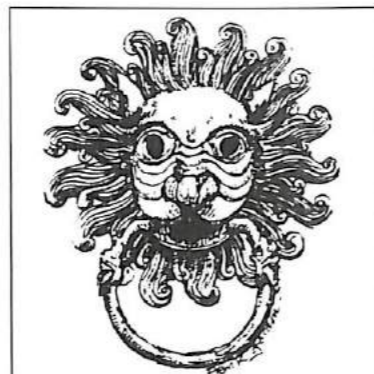
How refreshing to find a walking book which actively promotes public transport and states that by far the best means of reaching this new long distance route is by rail, namely the Settle/ Carlisle railway joined at Skipton, the starting point of Lady Anne's Way, and terminating at Penrith also rail served, and with a choice of buses radiating out in all directions at each end of the route.

This 100 mile walk from Skipton to Penrith links not only many of the beautiful buildings restored by Lady Anne Clifford, notably Skipton Castle where Lady Anne was born in 1590, the only surviving child of George Clifford, Earl of Cumberland and where much later she was to plant its still surviving yew tree in the courtyard, but Barden Tower where her plaque is still visible, ruined Pendragon Castle (now privately owned) and Appleby Castle with its great picture of the Clifford family including Lady Anne herself, but also the Lady Anne Highway over at Mallerstang which to this day has some of the wild and rugged terrain which made her constant journeying such a feat.

The walk takes six days, but could easily be broken up into shorter stages and traces a route from Skipton to Grassington, then on to Buckden, Hawes, Kirby Stephen, Appleby and Penrith taking in charming villages, small towns, valleys and hills with some dramatic viewpoints and constant and varied features of interest.

The book is in a handy pocket or rucksack pocket size, clearly set out with some useful general information and is written in a lively style so that following directions is less of a chore than usual while the text is enlivened by useful sketch maps and a number of charming sketches by Frank Gordon, Sheila Gordon's husband.

Lady Anne's Way certainly also gives some of the flavour of Lady Anne herself by occasional quotes from her diary and from the stone plaques, complete with scriptural textual reference, she was in the habit of putting up after her repairs and renovations as she travelled over the moors and fells on a horse litter, actually slung between two horses, and all this between the ages of 60, after she buried her second husband, and 86 when she



Door Knocker - Brougham Castle

died at Brougham Castle, near the end of this long distance walk.

Just one or two quibbles. Grassington Hospital has not been a sanatorium for a very long time indeed and was a geriatric hospital under

Bradford Regional Health Authority for a number of years before falling into disrepair. Again it is a pity to mention Grassington's well publicised Dickensian Christmas, but omit the mention of the very enterprising and successful annual Grassington Festival in June of each year for music and the arts. Hawes sadly lost its station many years ago so more correctly the Quaker Meeting House is near the former station, now home to the Dales Countryside Museum and National Park information point, and finally and very much a personal point, I would be extremely reluctant to give publicity to any Scouts' Challenge Walks through peat bogs etc. as the cost to the environment is likely to be too high. Nevertheless the book is a splendid tribute to an indomitable and most formidable lady.

Fleur Speakman

WALKING WITH WILKINSON –

Book Four (Yorkshire Post Magazines, £4.95)

Readers of the Yorkshire Evening Post need no introduction to Frank Wilkinson whose popular weekly walking feature has formed the basis of a handy pocket sized guide of 20 circular walks, mostly in the Yorkshire Dales, and is a reminder of the deep emotional links between people in the Leeds area and their nearby Dales. All good walks, some well known, others less usual, 4- 10 miles, all circular from a parked car. Good clear text, nice photographs. Many of the walks are accessible by public transport, but no information is given - and sometimes recommended parking is in already congested villages. Perhaps for Book Five we can persuade Frank to Go Green - to remember the 40% of us without access to our own car, and to quote Cllr Robert Heseltine, Chairman of the Yorkshire Dales National Park Committee - this summer we would like to see more journeys made by train or bus, on foot or by bicycle. Before they

drive, people should think whether they could make their trip, or some part of it, without their car."

CS

HAREWOOD MASTERPIECES - English watercolours and Drawings – by David Hill. £9.99 (hardback); £5.99 (softback); published by Harewood House Trust and sponsored by Christies.

David Hill's book accompanies a new exhibition at Harewood House near Leeds and helps to give further insight into the work of some of the great English watercolourists. JMW Turner, Thomas Girtin and John Varley each have an essay on their contribution to the genre, particularly as regards their relationship with their patron, the Lascelles family who built Harewood House in the mid eighteenth century.

The fine quality of the watercolours and drawings reproduced here with David Hill's informative text on the three artists and Dr Ann Summer's absorbing essay on the framing, preservation and restoration of the collection, make this book a rewarding purchase. This guide illuminates a more specialised subject and makes it readily accessible to the more general reader.

F.S.

Bolton Abbey Traffic Management

A number of volunteers are urgently required to help with our Bolton Abbey Traffic Management Project this summer. A team on Sunday May 21st were able to give out a large number of leaflets on key sites at the Bolton Abbey estate, and a substantial proportion were completed and returned. Our grateful thanks to our first team.

Although we have a number of volunteers for the other dates **two** dates on Sunday July 23rd and Wednesday August 16th, we would still appreciate further help if possible, to make our shifts shorter. If you would like to join us on either of these dates, please contact **Fleur Speakman on 01943 607868 for further details as soon as possible.**

Daleswatch

If you share the Yorkshire Dales Society's concern for what is happening in your area, then come along to an appropriate Daleswatch meeting in order to discuss any issues which are currently of interest.

LOCAL DALESWATCH GROUP NEWS

Upper Wharfedale

The Group's annual meeting was held at Long Ashes on May 3rd. A series of clashes on the night kept attendance well below normal, but an interesting evening resulted nonetheless. Ken Lord's report made excellent reading and could form the basis for Society strategy in the Dale in the future. Topics noted included Tilcon Swinden Quarry where permission has been granted by the National Park Committee, against most local wishes, for working that will continue well into the next century. Other issues were the sites at Grassington Hospital and Linton School; the problems of rural post offices and shops; and the use of 4-wheel drive recreational vehicles across unsuitable terrain. Ken Lord has agreed to continue in his successful role as convenor. The next meeting will be Thursday 12th October 7.30 pm at 4, Rivendell, Long Ashes.

Ribblesdale

No meetings have been held over the winter and early spring period. The next meeting arranged by convenor Hilary Baker on Wednesday 24th May, will be well in the past by the time this Report appears. Details of the following meeting can be obtained from Hilary.

Upper Wensleydale

After a successful inaugural meeting, the next meeting has been provisionally arranged for Tuesday 20th June, details from convenor Alan Watkinson. The massive new quarrying proposals for Wensleydale will be a bone of serious contention here for some time to come.

Swaledale

The Society's AGM was held in Swaledale this year. The resultant high profile for the Society in the most northerly of our major dales should allow convenor Charles Hepworth to generate the momentum to form a viable group in the near future. Watch this space.

Nidderdale

Proposals for a golf course at Braisty Woods, near Brimham Rocks and its effects upon both the

landscape and future traffic along the narrow roads of the area, has been a source of concern and a meeting has been called by the group to discuss the implications.

Lower Wharfedale

No further meetings have been held. The Burley-in-Wharfedale by-pass has now been completed. As predicted a large housing development is now being added to Burley between the existing village and the by-pass.

Airedale/Malhamdale

Norma Galvin has agreed to act as convenor for the Airedale/Malhamdale group and a meeting is planned, at the Quaker Meeting House, Skipton on Tuesday October 24th. Please contact Norma (tel 01535 655169) if you are able to help or there are issues to be raised in Upper Airedale or Malhamdale

Dentdale

The Dentdale group has been reconvened with a successful meeting discussing a number of local issues, including a hotly contested campsite toilet block in Dent village. Contact Pat Harding on 015396 25552 for details.

SOME CURRENT ISSUES OF CONCERN IN THE YORKSHIRE DALES NATIONAL PARK

1. Quarrying in Wensleydale. Proposals for new quarrying at Preston-under-Scar in Wensleydale do not come within the National Park, but their visual effects most certainly will, with a concomitant threat of increased traffic for good measure. The proposals are on a scale that is horrendous in its implications, extending along the northern side of the Dale from Redmire to Leyburn Shawl. Should they go ahead, then Swinden will look like a scratch on the surface.

2. Bolton Abbey Traffic Management. All Dales lovers will want to see the threat of their ruination by excess traffic minimized. In keeping with its commitment to save our heritage for future generations as well as for ourselves, the Society has made proposals for traffic management in the Bolton Abbey area which have been accepted with enthusiasm by the YDNP, North Yorkshire Highways and the Bolton Abbey Estate. It is now up to us to put a little effort into what we have been advocating. You will find details elsewhere in the Review, but all members who can spare just a few hours for the necessary work of carrying out traffic surveys in the Bolton Abbey area, will be able to combine a pleasant day in the countryside

with really useful work towards our common aim of preserving the Dales. Do give a little help if it is at all possible.

3. Upper Wharfedale Park & Ride. Look out for the new Upper Wharfedale Park and Ride bus service on Sundays in July and August operating every 15 minutes between Grassington (car park), Kettlewell, Starbotton and Buckden. This is an experiment to help reduce traffic congestion in the higher dale. All YDNP Guided Walks are now free of charge for those with a valid bus/train ticket as a further measure to cut down on the amount of cars in the Park.

4. National Park Local Plan. Following the Public Inquiry, the recommendations of the Inspector have been considered in detail by the National Park Committee. Much of the Plan did not cause any difficulty, whilst some of the Inspector's recommendations have been adopted. But there remains a major bone of contention regarding the local occupancy requirement that the Committee seeks for new residences. This is intended to ameliorate the position regarding second homes. The Inspector wanted the requirement removed, but the Committee stood firm. The amended Plan will now, once again, be placed on deposit for further public scrutiny. It is likely that there will be a direction from Government regarding the principle residence clause, but until that comes, it remains in the Plan.

5. Funding the National Park Authority.

Contrary to some beliefs, the National Park is not possessed of lavish funding which it can disburse as it sees fit. Rather it is a body with precise duties, limited powers and even more limited funding that tries, with quite astonishing success, to meet a wide and ever expanding series of demands. Cuts expected over the coming years, coupled with increasing demands on its services, has led to some rather revolutionary proposals as to the best way these can be funded. The idea of a charitable trust has been mooted in order to fund an annual shortfall that will be near £1 million by 1997/8 and this suggestion is now in the process of being seriously investigated. The idea that a National Park should have to resort to such measures in order to carry out its work, may seem strange and unwelcome to many, but anyone who objects to the idea is more correctly referred to a central Government that has made the cuts, not to a National Park Authority that has duties to fulfil without the means of fulfilling them.

Jim Burton (Daleswatch Chairman)

Summer Events

The range of walks for the Yorkshire Dales Society Summer Programme is increased by some additional guided walks which are led by some of our own YDS members using the Nidderdale Rambler bus service and "Dales Link" Bus Guided Walks.

SUNDAY JULY 9th DALESBUS TO GUNNERSIDE: Catch the 09.15 X97 Dalesbus from Leeds Bus Station, 09.45 Wetherby, 10.16 Harrogate Lower Station Parade to Reeth for a full day 7/8 miles moderate walk through Swaledale to Gunnerside, return on the 803 bus at 17.40. Please bring a packed lunch & book an Explorer ticket. Leader Alan Sutcliffe tel: 01444 483326.

SUNDAY JULY 23rd WASHBURNDALE: A walk of approximately 8 miles through the Washburn Valley, past Swinsty reservoir and the historic parks at Weston, Farnley and Leathley. Catch the new Dalesbus 802 "Fountains Flyer" d. Bradford Int 09.10, Leeds City Square 09.30, Headingley 09.40, Otley Bus Station 10.00 (parking close by) and alight at Fewston at 10.15 am - return from Otley. Please bring a packed lunch. Leader Rod Clough 01274 725092.

SATURDAY JULY 29th MALHAM MOOR, TARN AND COVE: Walk of 6 miles, moderate to strenuous. Catch Dales Link Bus 09.50 from Settle Station drive end (train from Leeds a 09.45) to Henside Cross Roads (GR 857 673); return Malham 15.15. Leader Dennis Cairns 01282 812956. Packed lunch.

SUNDAY AUGUST 6th BRIMHAM ROCKS: A walk of approximately 8 miles starting at Brimham Rocks. This is a walk up the Dale to Pateley. Catch Fountains Flyer Dalesbus 802 (for times see 23rd July; also Pateley Bridge Bus Station d. 10.50 parking nearby). Alight Brimham Rocks and return from Pateley either 17.25 or 17.10. Moderate walk. Packed lunch necessary. Walk Leader Chris Hartley 01943 872511.

SUNDAY AUGUST 20th DALES WAY: Grassington to Buckden 11 miles, moderate. Leader Dennis Cairns 01282 812956. Packed lunch. Meet at Grassington Town Hall (park at YDNP car park) at 10.55. Dalesbus 800 09.15 from Leeds, 09.55 from Ilkley or Pride of the Dales 71 09.15 from Skipton Bus Station. Return on the new YDNP park & ride service from Buckden to Grassington.



MONDAY AUGUST 28th TIMBLE GILL: A contrasting walk via Timble and Dob Park through Washburndale. Dalesbus 802 Fountains Flyer as July 23rd - alight Blubberhouses for a walk of approximately 10 miles. Return from Otley. Packed lunch. Walk Leader Chris Hartley 01943 872511.

SATURDAY SEPTEMBER 2nd CLAPHAM TO HORTON: Catch 9.01 train from Leeds (09.50 Skipton) for a 9 mile moderate walk via Clapham village & Helwith bridge to Horton in Ribblesdale. Return train from Horton to Skipton, Leeds etc... at 15.51 or 16.56. Book day return to Clapham. Leader Alan Sutcliffe 01444 483326..

SATURDAY SEPTEMBER 9th MALHAM TARN AND GORDALE SCAR: Catch the Dales Link Bus at 09.50 from Settle station to Malham Tarn, return 15.15. An easy four mile walk. Leader Hilary Baker 01729 840609. Packed lunch or cafes/ pubs in Malham.

SUNDAY SEPTEMBER 10th WEST BURTON TO PEN HILL VIA COVERDALE: 10 miles, moderate. Meet at 12.35 and return 17.39. Packed lunch. Park in West Burton or Grassington take Dalesbus 800 Leeds 09.15, Ilkley 09.55, Grassington 10.55 (parking nearby) to West Burton. Leader Chris Hartley 01943 872511.

SATURDAY SEPTEMBER 23rd VISIT TO EMBAY RAILWAY WITH SPECIAL TOUR: Meet at 13.30 for the special tour, (bus Pennine 214 at 13.20 from Skipton Bus Station) with the train ride (diesel) at 14.15. Please book sending £2.70 per person to reach the YDS office by Monday 11th September.

SATURDAY OCTOBER 7th WALK ROUND DACRE BANKS: Walk Leader Chris Hartley 01943 872511. Packed lunch. Meet at the car park at the Royal Oak at Dacre Banks at 10.30. (Bus 24 from Harrogate 08.20) for a walk an easy walk of 3-4 miles, ending at 12.00 noon.

SATURDAY OCTOBER 7th A YORKSHIRE MIXTURE: J. Bevers will present a slide show at Dacre Banks Village Hall at 14.15 on a variety of attractive areas in Yorkshire throughout the year, to include Newby Hall, the coast, Harrogate and Wharfedale & Nidderdale. (Bus 24 from Harrogate 13.15)



Front Cover picture: Bridge over the River Ure at Masham by John Edenbrow.

Back Cover: The Wharfe near Appletreewick by Frank Gordon (see Lady Anne's Way).

Published by the Yorkshire Dales Society.

Printed by John Mason Printers, Park Avenue, Skipton.

Any contributions should be sent to the Editors The Yorkshire Dales Society The Civic Centre, Cross Green, Otley West Yorkshire LS21 1HD. Telephone/Answerphone 01934 461938. The Society is a Registered Charity No. 515384.

*Membership subscription:
Single Adult £8; Family Couple £12;
Single Retired £6; Retired Couple £9;
Student/Unwaged £6.*

YORKSHIRE DALES SOCIETY

Accounts for April 1994 to March 1995

The annual accounts of the Society, as prepared by our Auditors, was presented to the Annual General Meeting in May. An abbreviated report follows. If any member would like a copy of the full report, as was available to those present at the meeting, would they please contact the Society office in Otley.




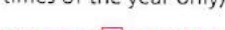
Income & Expenditure Account

	1995	1994
Subscriptions	10,922	10,217
Donations	1,773	1,246
Bank Interest	1,940	727
Profit on Events	860	282
Retail Sales	1,171	618
Less Cost of Goods Sold	390	528
	—	—
Tax recovered on Covenants	-	322
Legacies	347	-
	—	—
	16,623	12,884
Publicity	669	188
"Review"	2,000	2,030
Other Printing	1,756	592
Postage	2,147	2,288
Stationery	392	752
Administration	4,052	4,020
Office Rent	560	550
Telephone	206	209
Donations Made	250	350
Outside Photocopying	449	316
Depreciation	281	321
Companies Registrar	18	32
Travelling Expenses	78	277
Auditors' Remuneration	423	423
Sundry Expenses	107	74
	—	—
	13,388	12,422
	—	—
Excess of Income over Expenditure	£ 3,235	£ 462
	==	==

GETTING AROUND the YORKSHIRE DALES by PUBLIC TRANSPORT

SUMMER 1995

Applies Mondays-Saturdays. Bank Holidays & Sundays may differ. Many services shown operate in the summer only. Routes and times should be checked before travelling.

-  Frequent (every 1-2 hours) bus service
-  Infrequent (2-4 per day) bus service
-  Irregular or scant (certain days of the week/times of the year only) bus service
-  British Rail line and station

For further information

See Dales Connections timetable booklet, available from Elmtree Press, Exelby, Bedale, North Yorkshire DL8 2HD (please enclose 50p for postage etc) or from Tourist Information Centres in the Dales

Telephone enquiries

British Rail

Leeds (0113) 2448133
Lancaster (01524) 32333
Darlington (01325) 355111

Garsdale - Hawes - Bainbridge - Askrigg bus link
01969 650682

Main bus operators

CMS (Sedbergh) 01946 63222
Harrogate and District (Nidderdale) 01423 566061
Ingfield Northern Rose (Horton) 01729 822568
Keighley & District (Skipton, Wharfedale) 01535 603284
Pennine Motors (Skipton, Malham, Settle) 01756 749215
Pride of the Dales (Wharfedale) 01756 753123
Ribble (Ingleton) 01524 424555
United (Swaledale, Wensleydale) 01325 468771

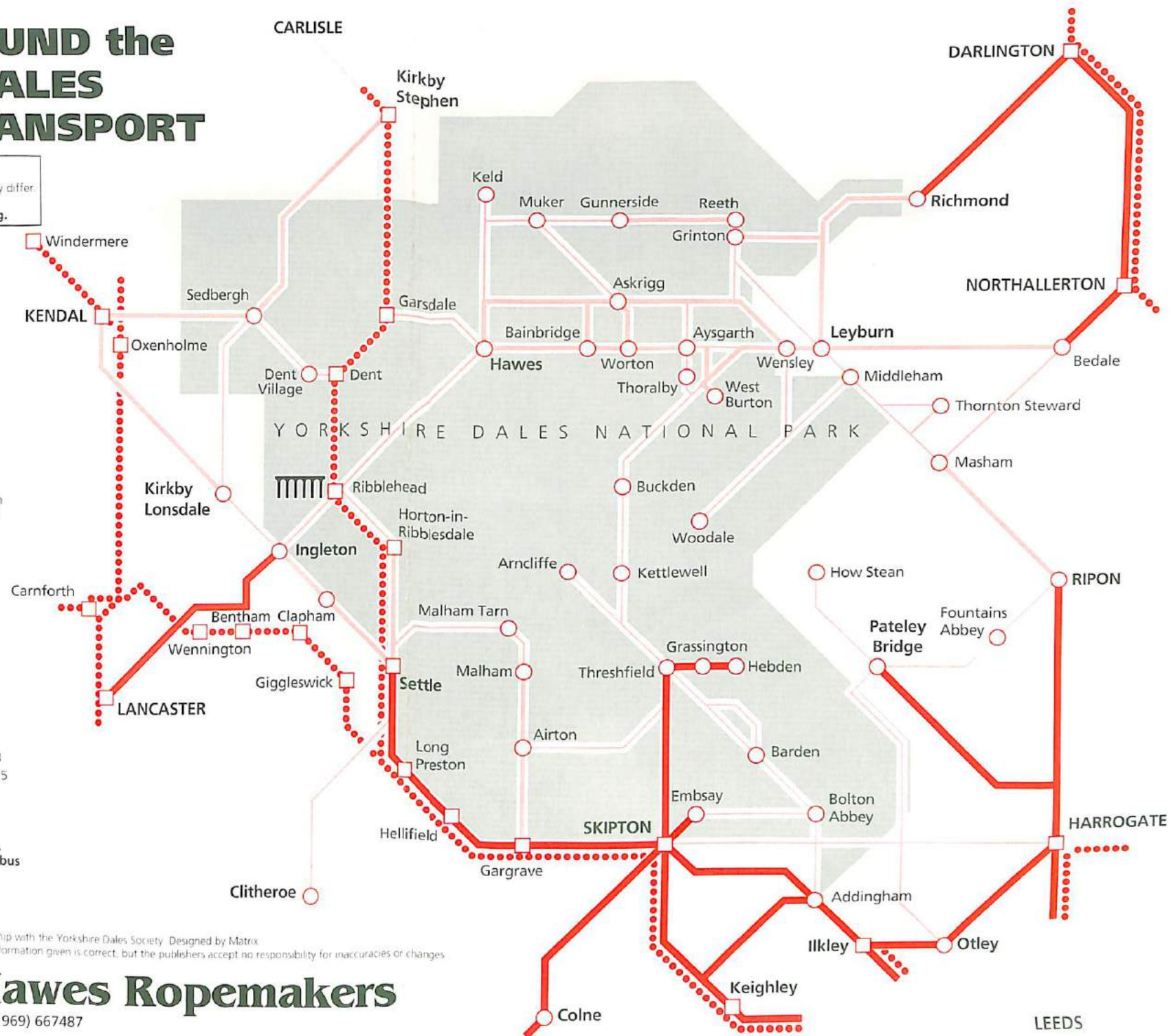
Northallerton - Bedale - Leyburn - Hawes Postbus, Skipton - Malham Postbus & Masham - Ripon Postbus
Details from local Post Offices.



Published by The Hawes Ropemakers in partnership with the Yorkshire Dales Society. Designed by Matrix. Every effort has been made to ensure that the information given is correct, but the publishers accept no responsibility for inaccuracies or changes.

When in Hawes visit **The Hawes Ropemakers**

Admission free - Telephone Wensleydale (01969) 667487



LEEDS