

Yorkshire Dales Review



- *Leader: Thank You Richard*
- *Food Miles: Buy Locally & Sustainably*
- *Is the Message getting Through?*
- *Longest Serving Volunteer*



YORKSHIRE
DALES
SOCIETY

Yorkshire Dales Review • No. 56 • Autumn 1996

Journal of the Yorkshire Dales Society

Editors Colin and Fleur Speakman

Thank You Richard

When on a cold, late autumn day in 1973, the then new Yorkshire Dales National Park Committee appointed a gifted young Planning Officer originating from South Yorkshire as its first National Park Officer, few imagined that Richard Harvey would eventually become the longest serving National Park Officer in Britain.

Almost 23 years later, and just prior to another radical reorganisation of the Park Authority, Richard will retire in October. What began in a tiny office in Thornborough Hall, Leyburn, with a single secretary, grew into a department of over 100 full and part time staff, with a budget of around £3 million per annum. No other individual has had a stronger influence on the shaping of the National Park Authority than Richard Harvey. He has worked closely with a succession of Chairmen and Members of Committee, not all of whom were equally sympathetic to National Park ideals.

Few people can ever realise what a difficult and at times lonely job a Park Officer has, with so many conflicting pressures, powerful interest groups and often self-appointed experts pushing the National Park in contrary directions. What must have seemed a perfect job to a dedicated and enthusiastic young professional, working to protect some of England's most beautiful countryside, became less than idyllic in the late 70s as the political establishment in North Yorkshire decided to clip the upstart National Park Authority's wings, cutting budgets and blocking staff appointments.

Throughout these long battles, which eventually were won, and the constant problems of managing two main offices an hour's drive apart,

Richard kept a cool head. The high standards of professionalism he brought to every task he undertook, most perfectly demonstrated in his concisely written and well-balanced Committee reports, and skilful presentations both to his own



Committee and to outside bodies, not only helped the National Park survive those difficult years, but were an inspiration and example to his younger colleagues. He was fortunate in having some excellent Chairmen to support him, none more dynamic than the current Chairman Robert Heseltine, and the achievements of the Park Authority over the last few years have been considerable. Sadly, Richard has suffered problems of ill-

health over some time, and he has, perhaps wisely, declined to face the stresses and strains of yet another major reorganisation of the Authority, taking early retirement to give his successors time for the clear lead-in necessary to create the kind of organisation needed for the perhaps even greater challenges of the early 21st century. His deputy, George Hallas, takes over as Acting National Park Officer until the new National Park Authority is established in 1998.

Richard Harvey gave the Yorkshire Dales National Park the best years of a distinguished career. He will be sorely missed in the Park office. The Yorkshire Dales Society wishes him a long, happy and healthy retirement. He lives in the Dales, near Sedburgh, and with his tremendous knowledge of the National Park and its people, we hope he will find time to play an active part in Dales affairs for a long time to come.

Colin Speakman

Focus: Food Miles Buy Locally and Sustainably

"The bulk of food should be grown near where people live, which would: reduce the need for transport, create useful home-based employment, enhance human health through contact with nature, and improve freshness and therefore quality of food, stimulate local area trading and co-operation, and increase decentralised political autonomy." (Peter Bane, Hawaiian permaculture activist.)

Have you ever wondered why unblemished and perfectly formed, but insipid Dutch tomatoes, known colloquially in German as "Waterbombs" seem to be omnipresent? And why large and often tasteless, out of season Spanish strawberries seem to have cornered a large share of the home market? In a bizarre recent *Guardian* report on plant breeding, people in California are now apparently able to enjoy strawberries as large as pears and we could in a few years grow them here! Or again why are the rather flavourless French Golden Delicious apples so very widely available and many of our older native apple varieties outlawed? (Legislation has actually had this effect.) Indeed only 35% of the apples actually eaten in the UK are actually grown here, while in a country like France the percentage of domestic apples bought by the consumer rises to a satisfying 75%. These are not some strange xenophobic queries, but the genuine concerns of a number of people who feel that when only about 10% of the average shopping basket is likely to contain produce from their own country (see Bracken Hall Centre study at Baildon, Yorkshire), it might be time to look into ways in which some of the imbalance can be rectified.

Judith Allinson, of Langcliffe near Settle in the Yorkshire Dales, fired by this shopping basket statistic, decided to make some investigations of her own in the Settle area. She started with the premise that visitors to Settle often wanted to buy locally produced goods as a memento of their visit and were perhaps also sometimes concerned about the greater effects of pollution caused by the long distance transport of goods especially by lorry or plane. They might also be keen to help the local economy by buying local. As part of the exercise she went into each shop in the Settle area and asked the shopkeepers to name two local products which were available to their customers; "local" in this case could actually include a radius of up to 50 miles away. The resulting booklet, centred on Settle, Giggleswick and Langcliffe, *Local Products Sold in Settle*, is sold in aid of the Yorkshire Wildlife Trust,

and gives an interesting breakdown of her findings. About ten shops in a population of about 8000 (Settle and its hinterland) had no local goods at all and several others only a nominal item; (Leeds, Bradford and some Lancashire towns were within the 50 mile limit with their manufacturing bases). Obviously only a proportion of the products listed in Judith's booklet are to do with food; other categories also include clothing, textiles, books and stationery, furniture and other goods; but in order to widen the debate to the Dales in general and beyond, it is perhaps easier for our purposes to concentrate on food items rather than the often far more complex manufactured goods.

For those who endured the austerity of the war years and their aftermath, it was a great joy to have a virtually unlimited choice of goods which steadily became more exotic over the years, aided by demand from a more adventurous public who enjoyed travelling abroad and then were keen to try out what they perhaps had tasted elsewhere. Nothing wrong with this in principle, and in fact, in many respects it was to be very warmly welcomed. So what is really the problem?

Sadly food is travelling ever greater distances, in some cases simply to satisfy an out of season demand for a particular produce or because ironically, in some cases, it can even be cheaper in the short term to bring in fresh produce from much further afield. The disadvantages of our buying a pack, for example of early, tender French beans from Kenya, resides not just in the way such lengthy plane journeys can help to influence climate change on account of emissions at high altitude which can attack the ozone layer and even our health. We can actually help to damage a third world economy as land is cleared for "our" benefit and not to nourish the Kenyans themselves. Limited land and resources in developing countries are used to produce "cash crops" for export instead of for local people. Shrimp production, for example, grew by 600% in the 1980s mainly in Asian countries, but those exports are again often



at the expense of their own undernourished population as in Bangladesh. The further food has to travel from its country of origin to its consumers, the greater the resources used not just for the actual journey itself, but also for packaging, processing, (and in some cases as with citrus fruit for example, spraying and fumigation with toxic chemicals plus waxing), followed by storage, travel to distribution centres and finally to the shops before it reaches the consumer.

In Wuppertal in Germany, a study was made on a particular variety of strawberry yoghurt in order to show that food often travels unnecessarily large distances even within its own country before reaching the customer. The strawberries for the yoghurt came from Poland, corn and wheat flour were Dutch, other elements such as the yoghurt came from north Germany, jam from the west of Germany, sugar beet from the east while even the aluminium cover had travelled some distance, and only the glass and milk were local. If notionally a truckload of 150gm strawberry yoghurts then went on to their distribution outlet in southern Germany, that truck would in effect have travelled 1005km and used 400 litres of diesel, emitting nitrogen oxide, sulphur dioxide and other toxics. Similar things are happening at times in the UK, especially when some supermarkets ferry produce vast distances to a distribution centre and then return it finally to a centre near its place of origin.

Up to half the vitamin content of fresh produce can be lost after twenty four hours in packaging, just at the very time that we are all encouraged to eat more fresh produce for our own health. It should be possible for the consumer to buy fresh, local produce at an affordable price instead of food which is often over processed, over packaged and sprayed with pesticides for travel. Small farms and rural jobs in the UK are at times threatened by cheaper food imports and squeezed out by supermarket buying policies. In fact the supermarket usually dictates exactly the variety of crop it wants with emphasis on uniformity of appearance rather than real variety and flavour, and this is often irrespective of whether the particular crop is actually suitable for the soil and climate of a particular area. Often it is only by means of a heavy chemical input, that the farm can supply the supermarket with what is wanted.

If the customer were to demand a greater emphasis on good local produce (in addition to the range of products from elsewhere) in their local shops and supermarkets, they would have the

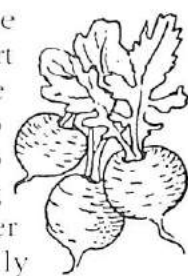
satisfaction of helping the environment as less food transport and a greater biodiversity or range of products grown, can only be to their advantage. There would also be the satisfaction of strengthening local economies so that a greater proportion of income is actually retained by the local area rather than up to 80-90% of supermarket takings generally going out of an area. Small, organic producers could benefit from direct local selling and there are already a number of "box schemes" and small co-operative groups who have made this a viable proposition. Farmers in some areas in the UK are selling fresh produce such as fruit, vegetables, organic meat and dairy products direct to consumers on a regular basis.

Food freight is responsible for a third of the increase in all UK freight over the past 15 years and since this is normally road transport, the amount of dangerous carbon dioxide is on the increase. In the 1980s the amount of fresh food imported into the UK by air more than doubled. Air freight uses 37 times more fuel per tonne-kilometre as compared to shipping, while rail freight again is far more environmentally friendly.

It has often been asserted that local foods are sometimes dearer than imported food in spite of the longer journey time. This is true if one does not add on to the equation the real cost of potential air and water pollution, soil erosion, packaging, waste material and even rural unemployment. Again commercial factors appear to dictate to one well-known multi-national company so that its bland white bread buns for all its European outlets are baked in one North German town. Perhaps I am alone in finding this a terrifying thought.

But there are already some interesting initiatives which are leading the way so that through food we can reclaim some of our national heritage. Somerset County Council's Local Agenda 21 initiative worked with 350 landowners, cottagers and smallholders in grant aiding them to plant 13,000 new dessert and cider apple trees in small orchards and gardens; a measure designed to preserve old apple varieties and to safeguard and enhance the traditional landscape. Ludlow has an autumn festival celebrating local and traditional foods, where local shops, restaurants, pubs, farmers and community groups become involved with a number of imaginative food based events.

Another very positive and interesting initiative is taking place rather nearer home, not far from



Wetherby, at Cowthorpe. Here a non-profit making organisation called *Goosemoorganics*, whose produce is certified by the Soil Association as being of Organic Standard, emphasising that it comes from a registered holding, using a natural and sustainable system of agriculture, and environmentally sound practices; is dedicated to avoiding synthetic fertilisers and sprays. Vegetables and fruit are sold at wholesale prices on a weekly basis with a Street Co-ordinator for each area involved. Vegebox sizes vary according to need, with free delivery within north Leeds, Harrogate, Ripon and York, and with boxes also going out to Grassington, Ilkley and Otley. Vegeboxes contain at least six different vegetables with more in summer, though customers are generally sent what is available, with likes and dislikes taken into account. *Goosemoorganics* are already so successful that they are on the look out for more land to cultivate. Free range eggs, dairy products and organic groceries are also on offer, with the Co-ordinator getting a discount according to the size of the whole order. Further information can be obtained from Arnold Warneken, Warfield Lane, Cowthorpe, Wetherby LS22 5EU or tel/fax: 01423 358887.

As someone who enjoys travelling enormously and finds savouring whatever the local diet and culture has to offer an essential part of the experience, I am delighted to bring local provisions and items of local manufacture with me as gifts, just as I am equally delighted to bring back various specialities,

including sometimes the edible variety from my travels.

There are a number of ways that the ordinary individual who is concerned about the content of their shopping basket and keen to encourage shops to stock more local produce and goods can help. SAFE or the *Sustainable Agriculture, Food and Environment Alliance* is a coalition of groups working together to research and promote sustainable agriculture with a number of interesting publications and suggestions. *Food Miles Action Pack: a guide to thinking globally and eating locally* is a mine of information and gives a host of practical ideas on how to campaign for more local produce. The booklet costs £5 postfree or send an s.a.e. to find out more about the SAFE Alliance to 38 Edbury Street, London SW1 OLU. Tel 0171 823 5660. Fax 0171 823 5673.

If you would like to attempt a similar study to Judith Allinson in your own area, do send for her splendid booklet, called *Local Products Sold in Settle* by Judith Allinson, costing £1.50 plus 30p postage and packing. Send your cheque to Judith Allinson, 6 Willow Wood, Langcliffe, Settle BD24 9NT.

Fleur Speakman

Drawing of Settle Market by Joan Harrison



Is the Message Getting Through?

The Rural White Paper represents the government's vision for policies on rural areas and issues which are of concern for those areas for the future. In brief this covers economic development, community issues including housing, transport, shops and crime prevention, rural development in general, and thoughts about local democracy and the part to be played by parish councils and town councils in any future developments. YDS Chairman, Chris Wright, went along on behalf of the Yorkshire Dales Society, to report on the Delegate Conference on the Rural White Paper held in July at New Earswick near York, by The Yorkshire Rural Community Council. Its object was to present to interested bodies the potential effects of the Rural White Paper and to present the record of seven seminars which had been held throughout Yorkshire for parish councillors, members of voluntary organisations, village hall management committees and other interested individuals.

The Conference opened with a presentation by the Deputy Chairman of the Rural Development Commission. This official agency has a budget which it allocates for developments such as those indicated above, but a very dry presentation added little except to remind us that there is no extra money available beyond the current funds of £40 million. It would have been useful to know exactly how this money was allocated at present and what was the cost of administration. The comment was made that the Commission recognises regional variation, but could not pamper to sectarian interests!

There is in fact provision to review the White Paper after the initial 12 months (in October) and the Rural Development Commission would be pleased to receive feedback to help it prepare its submission.

Phil Brown, a planning officer with the Yorkshire Dales National Park, concentrated on the issue of housing, but again there was little that was new. Proposals for local businesses were mentioned, pointing out conflicts in planning, and there seemed to be a distinct preference for business conversion over residential in PPGN7. We were reminded that conservation and enhancement of natural beauty, wildlife and cultural heritage should take precedence over potential development where there is conflict, only as long as there is **no additional expenditure**. There was also no mention of second homes and holiday homes in the housing equation.

Sian Watson, a planner with Craven District Council, gave a view for district councils which was the best presentation of the day. She presented a portrait of Craven District which had to take into account that up to two thirds was in the Yorkshire Dales National Park area. While consultation and delegation at parish council level was always helpful, it could be difficult due to wide variation in parish councils. Problems of council duties such as sheltered accommodation

and provision of suitable housing for the young homeless were also mentioned.

Ian Strong, Director of YRCC, spoke about the view from the parish council, it being felt they needed a wider **right** of consultation. Many of the smaller parish councils would be pleased to carry out additional duties such as appointment of part-time employees as lengthmen to do minor repairs and to assist with crime prevention.

After lunch, Eddie Benson of the YRCC, presented the views of all the previous seven seminars, and this was followed by a wide-ranging discussion for which a good hour and 20 minutes had been allowed (other organisations please copy!)

But what is surely of great concern was that there was a general feeling of apathy from most people about the White Paper itself. There was little that was new, there was no vision and no financial help or incentives. Mention was made of the French commune system and the fact that there was no similar system to the parish in towns and cities. Much was then made about the growth of cities and that much discontent was a result of commercial policies such as greenfield housing estates and out of town shopping areas. Many felt that people's desire to move into the countryside was because of the decline in living standards in the cities. Time and time again, traffic and transport were mentioned. It generally being held by planners and public alike that deregulation and lack of any incentive (a new word for subsidy which might appeal to government officials?) had adversely affected public transport.

Housing was much discussed. The need for social housing was questioned due to the failure of some schemes, though it was acknowledged that new housing was almost invariably for the benefit of private sector house builders who wished to maximise profits.

A valid point was that when parish councils needed help, the parish clerk was the key to their

effectiveness and training should be given. The YRCC could provide this and they could do much more without a change in legislation if they could receive more funding. This could be allocated from district funds, and could be spent more effectively as part of the "Community Chest" concept.

In summary, the parish councils seemed to be the best mechanism for sustainable rural development and planning, and deserved both more formal recognition and funds. Maybe a Commission could look into ways of enhancing and spreading the role of parish councils and bringing in a comparable system for urban areas.

Chris Wright

From Here

I can see under the tree
where the sun has dusted the grass
to the shape of leaves

where the sun has bleached the green
and stained it
with dark image of foliage

where the sun has burnt
a temporal and shifting shadow
of branches on the emerald cover

where the spill of daisies
and buttercups
splatter the hillside.

by AK Whitehead

Crina Bottom

Look at the line of the house
against the barn
the set of the stones and where
the great blocks end

Imagine the barn's south gable
facing out braced
against the wind and free
no house anchored
to the face

And the barn's listing
into the hill
rooted

set as if grown from seeds
planted by a boulder.

by Lauraine Palmeri

Bits and Pieces

PHOTOGRAPHY COMPETITION

Don't forget, keep taking those pictures of YDS events, either in black and white or colour prints and send your best 2 prints as your entry for our Photography Competition to be judged at the end of April.

If you need to remember the rules, please check with the YDS Review issue no. 54 Spring 1996, on page 14 or phone Grace Cairns on 01282 812956 for further details.

PAINTED LADIES INVADE YORKSHIRE

If you want to know why bollards have been erected on the bridleway at Starbottan Cam Road, how Wallace and Gromit have helped to increase cheese production at Hawes Creamery, why the rare plant "Yorkshire Sandwort" is being endangered by cars and how the Yorkshire Dales are being invaded by European painted ladies, (strikingly coloured butterflies); you should get the Yorkshire quarterly **Dales Digest** at only £6 per annum. Read also about a variety of important issues: including planning and property, transport and roads, housing, tourism, footpaths, employment, the economy and social issues.

To obtain the **Dales Digest**, send your £6, made out to the Yorkshire Dales Society to the Society's office: The Yorkshire Dales Society, The Civic Centre, Cross Green, Otley, West Yorkshire LS21 1HD.

YORKSHIRE HISTORY

Anyone interested in Yorkshire's history may be attracted by the restyled *Yorkshire History Quarterly*, now under a new editor, Phil Hudson. With 44 pages dedicated to some well researched articles on The Ancient Wortley Family, Ingletton Mills, The Archaeology of Flamborough Head, The Decline In Infant Mortality In Late Victorian and Edwardian Huddersfield, and The Policeman and the Sheep-Stealers, there is something to appeal to most readers in this interesting mixture, complemented by numerous, photos, drawings, maps and regular features, all in an attractive lay-out. Contributions to this quarterly magazine are also welcome and should be sent to the following address where the magazine can also be obtained. *The Yorkshire History Quarterly* costs £12.50 per annum to include postage and packing, address: 4 Cork Road, Bowerham, Lancaster, Lancs. LA1 4AJ. Tel: 01524 33649.

A Bridge for the Millennium

Few people who walk the footpaths in Lower Wharfedale will be unaware of the need for a satisfactory crossing of the river Wharfe at Burley-in-Wharfedale. It is good to be able to report some progress on the provision of a footbridge where at present stepping stones are the only way across the river.

Earlier this year a committee was formed to try and provide a footbridge at Leatherbank, Burley-in-Wharfedale to link up the existing rights-of-way on both sides of the river. This project has been long awaited, and there is a feeling that if a bridge is ever to be built - then now is the time.

There is no doubt that there is much local support for a footbridge, as well as from walkers and others further afield. A glance at the map shows how the footpath network in the area would benefit by the provision of a safe crossing. Neither is there any doubt that the present stepping stones are very unsatisfactory. Crossing them can be hazardous even if they are not under water, which they often are.

There have been demands for a bridge at Leatherbank for many years. After the First World War a plan for "Peace Bridge" was put forward and over the years various proposals have been made and the pressure has grown. The Ramblers' Association, West Riding Area has been the main backer of the project over most of the time and

money has come in from people supporting the idea.

Now the Burley-in-Wharfedale Footbridge Committee is established and has begun to attempt to make the idea a reality.

An approach is being made to the Millennium Fund, since the bridge project seems to meet the criteria required by the Millennium Commission. There is support in principle from many organisations, including the Yorkshire Dales Society which is represented on the committee.

Legally and from a planning aspect there are still further hurdles to get over for a specialised project which needs expert advice. A figure of £2,000 has been mooted as regards costs at present, but money is already required for "pump priming", and fundraising has already begun.

Further help and particularly technical expertise would be very welcome from members of the Yorkshire Dales Society who feel that they could help the project. Please get in touch with us through the Yorkshire Dales Society office and donations should be made payable to "Burley-in-Wharfedale Footbridge Committee".

There is a great deal of work to be done, but perhaps as the millennium draws closer, the concept of a footbridge over the Wharfe will finally become a reality.

Peter Young

Opening of the Tay Bridge, July 12th, 1996

A vital pedestrian river crossing, missing for over 40 years in Ribblesdale, was opened to the public at an official ceremony on Friday July 12th. This bridge situated slightly less than 1 mile south of Horton in Ribblesdale railway station (O.S. SD 805713) replaces the original bridge which was washed away in floods in 1953. The old bridge was an important link in a popular walk with locals and takes its name from the fact that the timbers of the old bridge came from Tayside. Due to the high cost of building another bridge, replacement has only now become possible.

The new bridge is 32.5m (77ft) long and the steel span weighs 11 tonne (10 tons 17 cwt). The total cost was in the region of £50,000 and was built with the aid of 52 Field Squadron, Royal Engineers, Claro Barracks, Ripon. Crown Protective Coatings provided the paints, Dry Rigg Quarry, owned by Redland Aggregates, supplied stone for the bridge abutments and Tarmac Roadstone (North-west), the concrete for the abutments.

Various civic dignitaries were present at the ceremony which was performed by a member of the local community, who often used the old bridge before its destruction. Mr Robert Heseltine, Chairman of the Yorkshire Dales National Park Committee, hosted the proceedings and invited the guests to a buffet lunch afterwards in the adjacent marquee.

Eric Jackson



Photograph of the Tay Bridge taken by Eric Jackson

A Village Garden Project

A new very attractive approach to Burley-in-Wharfedale was initiated by the vision of one man and a great community spirit, reveals Brenda Parkin who also illustrates the achievement.

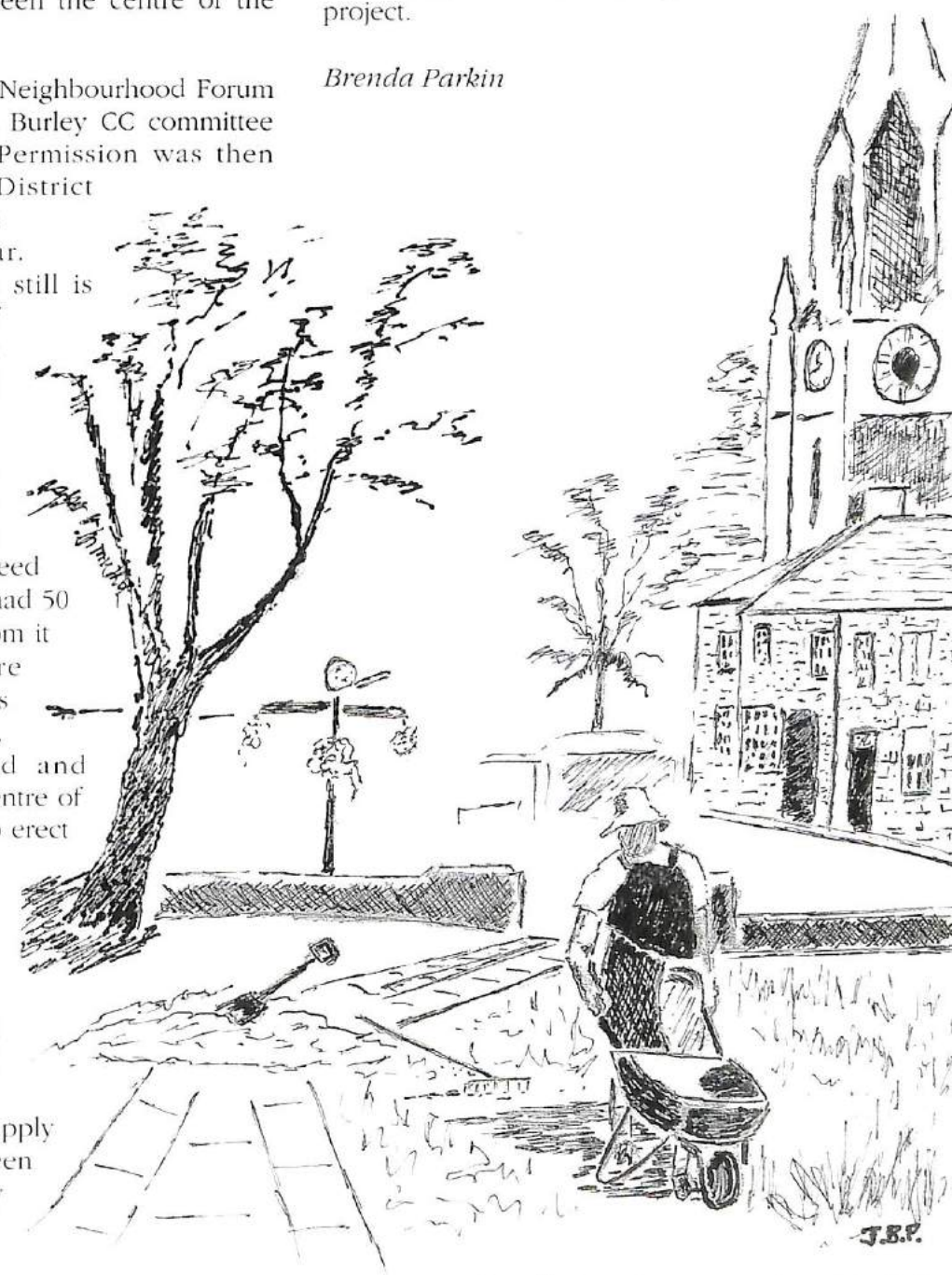
Once there was a rather untidy piece of land between Burley House and the Malt Shovel Hotel pub corner which greeted visitors to Burley-in-Wharfedale from the Otley direction. But not any more, since Tom Sumner, local resident, member of Burley Community Council committee and planner of other village projects, had a scheme to use the land which had formerly been the centre of the village, as a village green.

Tom launched his plan at a Neighbourhood Forum meeting two years ago and Burley CC committee gave Tom their backing. Permission was then obtained from Bradford District Council and work began in earnest early this year. Community spirit was and still is high and soon teams of volunteers were helping at weekends; their ages ranging from six to eighty five!

First a road was taken up and a new road and car park built; 200 tons of top soil has been put down and grass seed sown. A disused stream has had 50 yards of rubbish removed from it and 41 steel bollards were erected to prevent cars parking on the grassy area. Seats have been installed and flagged footpaths laid. The centre of the paths will have an area to erect an Easter cross, a maypole and a Christmas tree at appropriate times. Aireville Terrace First School Reception class pupils planted a new wall with alpines, Burley Middle School planted shrubs, and Bradford Councillors have offered a supply of trees. There have also been many donations of money and very welcome refreshments have been provided for the workers.

The great community spirit has astounded visitors and passersby. A coach driver up from Nottingham for the day gave us £20 and said that we'd restored his faith in human nature. But more money is still needed to complete the work by October. Donations towards the Burley Village Green Project, made payable to Burley Community Council can be sent to Tom Sumner, 30 Sandholme Drive, Burley-in-Wharfedale, Ilkley, LS29 7QR. The Burley Community Council is also willing to give advice on creating a village green to any other communities considering such a project.

Brenda Parkin



Burley Village Garden. Drawing by Brenda Parkin

Money Matters

The Good News

As Yorkshire Dales Society Treasurer, I was more than pleasantly surprised to receive a cheque for nearly £650. This was a refund to the Society by the Inland Revenue of tax paid by those of our Members who have signed a Covenant. We are very grateful to those who have helped us in this manner. If nothing else changes, this figure should increase to over £900 next year. By then all those with current Covenants will have made their first payment under them.

This sounds like good news and indeed it is. The down side, however, is that this result is achieved by just 26% of our membership signing the covenant form for us. It can never be possible for every member to take this action. If they did, our annual refund would be something like £3,500. Perhaps the 74% of members who have not signed would like to think about this? Only those actually paying Income Tax can take this action.

In making the plea to members to take out Covenants, the point was made that if a significant majority did so, then we would have no need to raise our subscriptions rates for a further few years. Unfortunately 26% is not a significant majority. Our subscriptions have remained at the same level for five years while other costs have inevitably risen. After much discussion, the Council had to decide to recommend that annual subscriptions be raised from the beginning of 1997. This was debated and agreed by vote at the AGM in May in Pateley Bridge.

For those not at the Meeting, the revised rates will be introduced for subscriptions due in the first quarter of 1997 and are to be as follows:

New Rates

Adult	£11	Family	£15
Retired	£9	Retired Couple . . .	£12
Student Unwaged . . .	£6	(unchanged)	

Offering A Better Service - Direct Debit

With the aim of easing the task of our Office Volunteers, I have for several years been keen to introduce a Direct Debit scheme to collect Subscriptions. This would supersede the present Standing Order Arrangement. Direct Debit schemes are now very widely used, both by public utilities such as Water, Gas etc. and also organisations similar to our own such as the Ramblers', Youth Hostels Association and Cyclists' Touring Club. Such a scheme is the most practical and efficient

means of collecting subscriptions. Your Council has now decided to go ahead and introduce this system to coincide with the introduction of the new subscription rates.

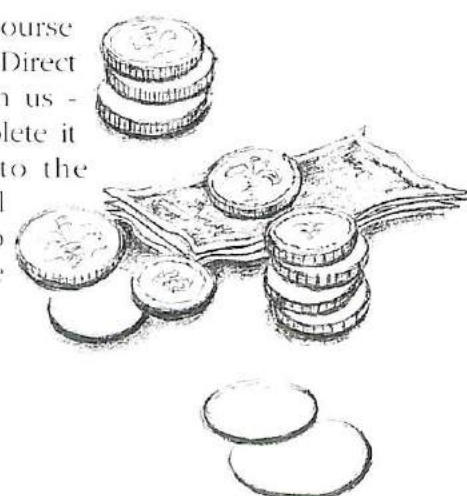
Details of the scheme will be sent to members with a Direct Debit form to sign. It is hoped that the majority of members will accept this method of paying subscriptions. For those that do, there will be no need in the future to make changes if subscription rates have to rise again. Members perhaps are unaware that under the old standing order system, many many hours were spent repeatedly chasing up those members who repeatedly and apparently ignored every communication that was sent to them.

There is no danger of abuse. The system is now very well proven over many years and everyone should be reassured that their interests are fully safeguarded. (Indeed on quite a few occasions over the years we have had to point out to one or two members, that their bank was making multiple payments to us on their standing order which they had not noticed!) You will always be notified well before any future changes occur to subscription rates, either in the Review or directly in the post. We are satisfied that errors are very unlikely and the Society guarantees to rectify any mistakes should they occur. Most importantly, you are perfectly free to cancel your Direct Debit any time you choose to do so. All your dealings on this scheme would be with the Society Office as your Bank would not be directly involved.

As a further incentive to members who change from their current banker's order to direct debit, we will offer a pound off the new subscription rate for this year only.

When in due course you do get the Direct Debit form from us - do please complete it and return it to the office. This will be a great help in running the Society.

David Smith
(Treasurer)



John Blakeborough: Our Longest Serving Volunteer

In the Yorkshire Dales Society's early days all office equipment including a heavy old fashioned Gestetner duplicator was stored and used in a tiny room belonging to YDS secretaries, Colin and Fleur Speakman, in Grassington. As the Society grew, space was at a premium and volunteer help became essential: co-inciding with our joint secretaries' move to Ilkley. An office was then created in Addingham next to the Fleece inn and volunteers began to assist with the numerous administrative chores. Our move to the Civic Centre at Otley, our present home, occurred when the Addingham premises had to be vacated about five years ago.

Over the last ten years a regular group of volunteers, from a number of interesting backgrounds, have formed an essential part of the office team. To date they have included a "resting" TV actor, a retired senior civil servant, a former health visitor, teachers and a number of people with direct office experience. But one of our longest serving volunteers is John Blakeborough, former Metro Services Engineer, who completed 47 years in Yorkshire's transport scene and has given the the Yorkshire Dales Society nearly ten years of his time on a regular basis.

Of particular interest is the time John spent as a young trainee in the Crown Point Generating station owned by Leeds tramway department and also in the tramway workshops. After the decision to abandon the tram system, John was in charge of the Kirkstall Works for the purpose of converting them from tramcar maintenance to motorbus maintenance in the 1950s, and on the establishment of Metro, John was closely involved in the provision of the new PTE headquarters in Wakefield and also in the Bradford Interchange project. Perhaps the most exciting project which John was involved in was in producing the drawings for a Leeds underground system which

was sadly scotched by the onset of World War Two when it was decided that there were other priorities. He also invented a bituminous coating system for concrete, but as an employee was unable to patent the process himself and others benefited.

On his retirement, John already a Member of the Institute of Road Transport Engineers, was invited to accept Fellowship of the Permanent Way Institute and also Membership of the Chartered Institute of Transport in recognition of his contribution to the passenger transport industry.

John brings to his YDS work those same meticulous qualities which made him such an outstanding engineer. Sadly a industrial injury, never compensated, has meant he has had to bear the burden of increasing loss of hearing, but he is philosophical about this. At the age of 83 he still contributes to the smooth running of the Yorkshire Dales Society and is an inspiration to the rest of us.

Fleur Speakman



List of Daleswatch Convenors

Airedale/Malhamdale	Norma Galvin (01535 655169)
Dentdale	Judith Newsham (015369 25486)
Niddlerdale	Jean Johnson (01943 880234)
Ribblesdale	Hilary Baker (01729 840609)
Swaledale	Charles Hepworth (01748 886397)
Wensleydale (Upper)	Alan Watkinson (01969 667785)
Wharfedale (Lower)	Peter Young (01943 466858)
Wharfedale (Upper)	Ken Lord (01756 753202)

Daleswatch is on Page 14.

The Yorkshire Dales Transport Users Group

When this Spring regular users of the Dalesbus network examined their summer timetables, they were shocked to discover that thanks to last minute changes, the 807 bus to Swaledale no longer connected with the main Dalesbus 800 at Hawes. Because of Yorkshire Dales National Park budget cuts, other Sunday services had been axed, and within weeks Pennine announced further cuts in the already skeletal service to Malham, with Malham losing its only Saturday bus, with yet more cuts being discussed in Wensleydale. In Nidderdale (outside the Park) the Sunday Nidderdale Rambler service was chopped, leaving the beautiful Upper Dale only accessible to those with cars.

So how did this match up to the National Park's claimed embracing of a "Sustainability" Agenda? Didn't the recent report on Sustainability commissioned by the Countryside Commission and the National Park Authority recommend a massive expansion in provision of public transport as an alternative to the over-use of the car? And to rub salt in the wounds came news of impressive success stories in the Lake District, the Peak District, Dartmoor, Exmoor and the North York Moors. The huge success of MoorsBus this summer with shuttle buses to places such as Rosedale and Rievaulx linked into high quality

"mainline" services from Hull, York, Bishop Auckland and Peterlee (services having to be duplicated at times with a high percentage of motorists attracted out of their cars) contrasts very strongly with almost total lack of action in the Dales. Curious that the North York Moors National Park has found the resources to fund and promote MoorsBus, such an excellent public transport network on Sundays, Bank Holidays and even on some weekdays, which the Dales Park officers claim cannot be afforded. Yet both the Moors and Dales are still part of the same local authority, North Yorkshire County Council.

YDS member Howard Handley has contacted a number of concerned bus users, several of whom are YDS members, including our own Dales transport correspondent Alan Sutcliffe, with a view to establishing a Dales Bus Users Group. Rather than letting the prevarication, muddle and mess continue for another year, this informal group, with the full support of the Yorkshire Dales Society, intends to formulate proposals which will benefit local communities and visitors alike. A report will be produced to be sent to bus operators, the National Park Authority, Rural Development Commission, County and District Councils, to urge some action for 1997. One urgent priority is for better publicity for existing services, including local travel guides (which group members are preparing) and up-to-date timetable information at bus stops. If you think you can help, have suggestions to make, or would simply like to be kept in touch with developments, write to Howard Handley, 3 Shaw Villas, Queensway, Guiseley, West Yorkshire, LS20 9JG - SAE appreciated.

C.S.

Gummerside
Photo by John Potter L.R.P.S.

Book Reviews

CELEBRATION 10 A DECADE OF PROGRESS ON THE SETTLE-CARLISLE RAILWAY - WR Mitchell, - Settle-Carlisle Railway Business Liaison Group with support from Railtrack London North Eastern, price £2 (available at points between Settle and Carlisle or £3 by post to include postage and packing from Settle Antiques Agency, Kirkgate, Settle, North Yorkshire BD24 9DX).

This booklet is a welcome bonus for any Settle-Carlisle addict who was unable to take part in the recent *Celebration 10* event when a packed specially chartered Anniversary Express steamed out of Leeds to Carlisle, with a party of specially invited guests (long time campaigners for the line) on board who were treated to some sumptuous hospitality as a "thank you". Among them was our own joint editor, Colin Speakman, "onlie begetter" of the visionary Dalesrail which proved to be such a turning point in the fortunes of the Settle-Carlisle line. Few perhaps realise now that it was the enthusiasm generated by Dalesrail which helped to pave the way for much of Settle-Carlisle's later success. For a number of years, guided walks along the Settle-Carlisle line with linking buses allowing even more variation, under the banner of the Yorkshire Dales National Park, demonstrated a need for walkers to be able to access the Dales and also brought local people out to the larger centres of population.

Celebration 10, with an introduction by Alan Whitaker, of Railtrack London North Eastern, charts the return of local services, the constant battle with the elements for the upkeep of the line and its viaducts, the recent improvements such as the new northbound platform at Ribbleshead and some delightful tales about some of the characters associated with the line; all told in Bill Mitchell's inimitable style. Bill's

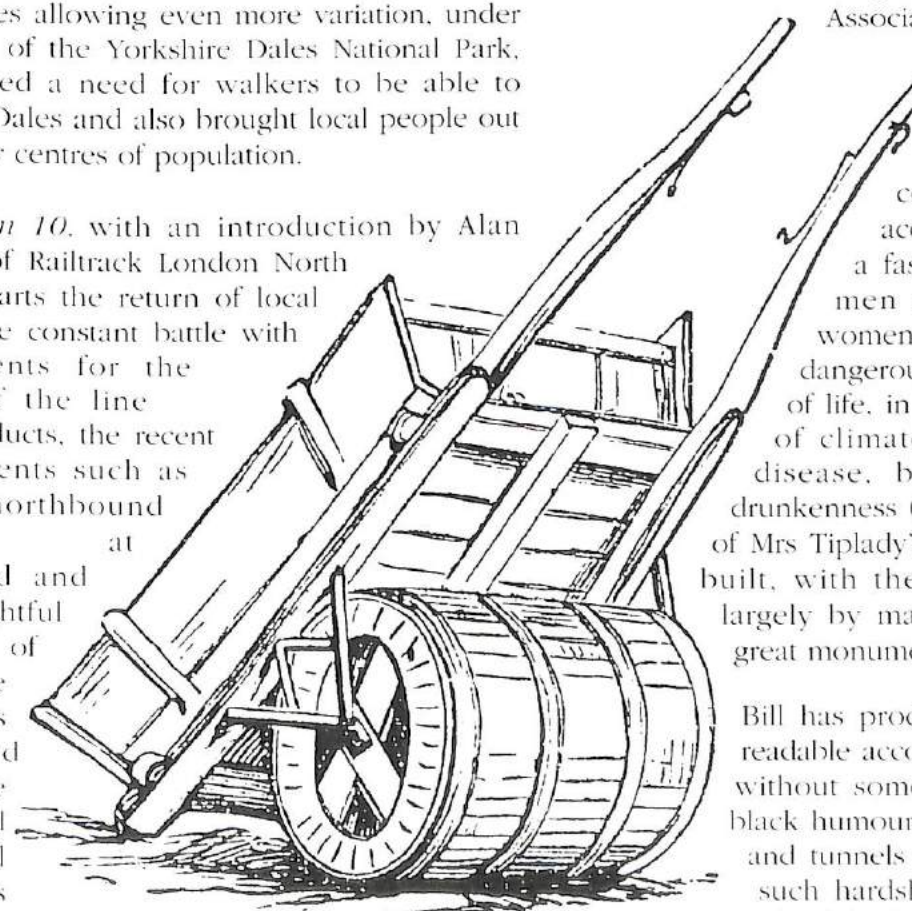
text sparkles with enjoyment as he describes the classic ride itself and at the same time gives us some splendid historic insights, further enlivened by some stylish photographs. FS.

THE LOST SHANTIES OF RIBBLEHEAD - W.R. Mitchell (Castleberg Publications £5.99 ISBN: 871064 83 ; available from 18 Yealand Avenue, Giggleswick, Settle, North Yorkshire BD24 0AY - post free).

A township of over 900 souls - mostly male - which existed for just five years in the heart of the Yorkshire Dales some 120 years ago and which is now little more than a few mounds in the bleak moorland. Where was it? At Batty Moss, under the shadow of what is now England's most famous railway viaduct at Ribbleshead. Bill Mitchell's latest "distillation of many years of research" is not so much about the Settle-Carlisle as about the largely forgotten community of navvies - and their wives and mistresses - living in such evocatively named settlements as Jericho, Sebastopol or Batty Green to build the grandest and most difficult sections of that epic railway. Source materials include not only the latest research by Northern Archaeological

Associates of the site on behalf of Yorkshire Dales National Park, but census returns, burial registers, and contemporary newspaper accounts. What emerges is a fascinating account of wild men and occasionally wild women who endured a difficult, dangerous, sometimes violent way of life, in often extreme conditions of climate, as well as suffering disease, boredom and endemic drunkenness (despite the heroic efforts of Mrs Tiplady's Mission). And yet they built, with the crudest of tools, and largely by manual labour, one of the great monuments of the Dales.

Bill has produced yet another highly readable account, rich in anecdote, not without some fairly grim details and black humour. How the great viaducts and tunnels ever came to be built in such hardship remains a mystery, a triumph of the human spirit. C.S.



Daleswatch Report

There is an early autumn meeting scheduled for the Airedale/Malhamdale Daleswatch Group in Skipton at the Friends Meeting house on Wednesday October 9th at 7.30pm. For further details contact Norma Galvin on 01535 655169. All Society members are welcome to come along and discuss Dales issues. Convenors in other areas are encouraged to arrange meetings which can be publicised in the YDS Review if longer notice is given. Tell us by the end of November for any Daleswatch meetings in the New Year.

1. Wind Farm

On our increasingly contaminated planet, the call for pollution free energy has an attractive ring. Wind was an early form of power harnessed by man, and modern technology is able to use it in ways that are both clean and efficient. But it is not that simple (it never is). To make the best use of the wind, turbines have to be sited in the windiest, and therefore most visually prominent localities. We live in a small country and wind farms on the high Pennines and in the Lake District can already be seen over considerable distances. More wind farm complexes in prominent localities adjacent to the National Park help to destroy the feeling of wild remoteness that is still at times possible in parts of our countryside.

Though there are other sources of renewable energy, perhaps the most fundamental consideration that the issue highlights is our seemingly unquenchable thirst for more and more power. Perhaps this is indeed due for major re-assessment. Do we really need all the light with which we flood our roads and cities every night? One consequence has been the loss of the magic of the undimmed starlight night - and the "loom" of Leeds and Bradford is evident far up into the Dales. It is now almost impossible to experience the beauty of a truly dark night sky anywhere in England.

The latest proposal by National Wind Power Ltd would see 30 three bladed wind turbines, each over 200 feet high to the blade tip, erected at Cocker Hill barely one mile from the National Park boundary, near to the top of Arkengarthdale and just outside North Yorkshire. The decision as to whether or not this development goes ahead lies with the Teesdale District Council. By an overwhelming majority, the National Park Committee has recommended that the application be refused and has also requested that it be called in for decision by the Secretary of State. The final decision on this thorny issue could be vital for our enjoyment of a visually unpolluted countryside.

2. The New Authority

One result of the Countryside Act 1995 has seen the setting up of the new independent Authorities for the National Parks of England and Wales. These are to be administered under the control of Committees differently constituted to those that have served the Parks well in the past.

In the Yorkshire Dales the present Committee consists of 24 members, 13 being County Councillors (12 from North Yorkshire, 1 from Cumbria), 3 District Councillors (1 each from Craven, Richmondshire and South Lakeland), and 8 appointed by the Secretary of State for the Environment. The new Committee will be slightly larger, with 26 members in all. Of these 14 will be elected Councillors, 7 being County Councillors (6 from North Yorkshire, 1 from Cumbria), 7 District Councillors (3 from Craven, 3 from Richmondshire, 1 from South Lakeland); 5 members will represent the Parish Councils (2 from Craven, 2 from Richmondshire, 1 from South Lakeland); with 7 appointed by the Secretary of State.

As regards actual personnel, 13 of the old Committee remain in place and none will live more than a few minutes drive from the National Park boundary - which will do something to meet some of the criticisms, however unreasonable, about "outsiders", that have been made in the past. A number of stalwart members will be lost and it is going to be interesting to see how the new regime settles down. The new Committee will meet three times in public before becoming the actual National Park Authority, the first time on October 8th at Bolton Abbey Village Hall.

Members of the new "Shadow" Committee are as follows: North Yorkshire County Council - Mike Childs (Leyburn), Beth Graham (Settle), Robert Heseltine (Skipton), Bob King (Hawes) Steve Macare (Harrogate), Shelagh Marshall (Embsay), Cumbria County Council - J. Nicholson (Barbon); Craven District Council - Carl Lis (Ingleton), Peter Walbank (Grassington), Robert Walker (Langcliffe); Richmond District Council - John Blackie (Hawes), James Kendall (Reeth), Nigel Watson (Leyburn); South Lakeland District Council - Colin Gardner (Dent); Parish Council Appointed Members - T.H. Brown (Grinton), Alec Dinsdale (Hawes), W. Fenten (Selside), C. Hammond (Skyreholme), Hazel Haygarth (Dent); Secretary of State Appointed Members - Peter Annison (Hawes), John Cumberland (Ilkley), K. Lancaster (Sedburgh), John Piper (West Burton), John Sayer (Arnccliffe), Derek Wrathall (Bradley).

Jim Burton

Events

Our series of Walks and Lectures for the autumn and winter plus additional events gives an interesting mix of activities including tree planting for those who enjoy putting something back into the environment for future generations. Please note that all walks start at 10.30am and lectures at 2.15 unless otherwise stated. You are reminded that all dogs should be kept under control on a lead. Lecture admission is £1.50 for members and £2.50 for non-members. Refreshments (tea and biscuits) are now included in the admission price, but donations are always welcome.

SATURDAY OCTOBER 5TH 1996 WALK IN THE ADDINGHAM AREA. Walk Leaders: Chris Hartley tel: 01943 873197 (Note change of one of our leaders) and Rod Clough tel: 01274 725092. A 4-5 mile moderate walk with some hills, moorland scenery. Meet outside at Addingham Memorial Hall at 10.30am. Metrotrain Wharfedale line train Leeds d. 0908, Bradford FS 0857 to catch 784 Skipton Bus Ilkley from Ilkley Station at 10.10am (Day Rover ticket recommended); 762 Ilkley bus from Keighley at 0910. Packed lunch at pub or cafe.

SATURDAY OCTOBER 5TH 1996 LECTURE MOORLAND ECOLOGY by Peter Wright, former Head Warden, YDNP, and a noted Craven ornithologist. Addingham Memorial Hall at 2.15pm.

SATURDAY NOVEMBER 2ND 1996 WALK ROUND WEST BURTON AREA. Leader Chris Hartley tel: 01943 873197. Prompt 10.30am start at West Burton Village Green for an easy 4-5 mile walk via Morpeth Gate to Knights Templars Preceptory. Pub or packed lunch. United bus 26 from Richmond depart 0925.

SATURDAY NOVEMBER 2ND 1996 WENSLEYDALE BY WAY OF ITS CHURCHES by Kenneth Waghorne at West Burton Village Hall 2.15pm.

SUNDAY NOVEMBER 17TH 1996 TREE PLANTING AT HARTLINGTON RAIKES near Burnsall, Map reference 037622 meet at 11am. A chance to improve the environment for Hartlington Parish Meeting under the auspices of Craven Tree Trust. Please bring your own spade, strong footwear and outdoor gear, and park in the lane. Don't forget your packed lunch plus drink and rainwear. Depending on our numbers, it is expected the planting will take about a couple of hours. Please phone Fleur Speakman, by the end of October on



01943 607868, to leave a message if you would like to help. Note, please wait till after the tone for an answerphone message, and state your name, number of volunteers and phone number very clearly. The office answerphone is 01943 461938.

SATURDAY DECEMBER 7TH 1996 WALK IN LITTONDALE Leaders Ron and Vanessa Stone tel: 01706 818588. An easy 4 mile walk, meet at 10.30am outside Amerdale Village Hall, adjacent to church at Arnccliffe, Littondale in Wharfedale. Please park carefully in the village. Packed lunch. No public transport.

SATURDAY DECEMBER 7TH 1996 LECTURE ARCHAEOLOGICAL SITES IN THE YORKSHIRE DALES by K. Maude at Amerdale Village Hall, Arnccliffe at 2.15pm.

SATURDAY DECEMBER 28TH 1996 YDS CHRISTMAS WALK ROUND LANGWATHBY AREA with afternoon tea at The Brief Encounter Restaurant at Langwathby Station. Please ring Fleur Speakman, not later than Friday December 13th, on 01943 607868 if you would like to take part. Take the Settle Carlisle train from Leeds at 0847, Skipton 0925, Settle 0945 to arrive at Langwathby at 1054 for short (5 mile) walk, packed lunch needed. Light meal available about an hour before return train etc...

SATURDAY JANUARY 11TH 1997 WALK ROUND FEWSTON RESERVOIR. Leader Eric Jackson 01943 466314. Meet at 10.30am at Fewston car park GR SE 187537 for a moderate 4 mile walk. Packed lunch or pubs and cafes in Otley.

SATURDAY JANUARY 11TH LECTURE WILD BIRDS WENT WITH THE GAMEKEEPERS by a local gamekeeper at Otley Civic Centre at 2.15pm.

DO REMEMBER TO KEEP ALL DOGS UNDER CONTROL ON A LEAD.

IF PUBLIC TRANSPORT IS NOT AVAILABLE, AND YOU DON'T HAVE ACCESS TO A CAR, WE MAY BE ABLE TO ARRANGE A PICK-UP FROM A CONVENIENT BUS STOP OR RAIL STATION, BUT WE DO NEED PLENTY OF NOTICE. PLEASE CHECK ALL TRAVEL TIMES BEFORE TRAVELLING.



Front Cover picture: Countersett Hall, photo by J.C. Hall.

Back Cover picture : Ilkley College, drawing by Bill Pates.

Views expressed in the Review are not necessarily those of the Yorkshire Dales Society.

The Society is a registered Charity No. 515384.

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 01943 461938.*

Membership subscription: NEW RATES

*Single Adult £11; Family/Couple £15;
Single Retired £9; Retired Couple £12;
Student/Umwaged £6.*

***DIRECT DEBIT AND SAVE YOURSELF SOME
MONEY, £1 OFF NEW RATE NOW!***