

Yorkshire Dales Review

No. 71 Summer 2000



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Yorkshire Dales
Society



£1.50



Green Lanes - New Hope for Balanced Solutions

A major issue which has pre-occupied the Yorkshire Dales Society over the last two or three years has been the growing impact of motor vehicles, powerful modern four-wheeled drive vehicles in particular, along the ancient green lanes and tracks of the Yorkshire Dales. A legal anomaly whereby ancient rights for "wheeled" vehicles, namely horse and carts in times long past, gives modern, high powered motor vehicles rights of passage, has enabled well informed pressure groups to lay claim to many ancient, unsurfaced tracks in the Yorkshire Dales, both in the National Park and in Nidderdale AONB, for motorised access. These green lanes are one of the glories of the Dales, part of the living archaeology of the area. Only a few weeks ago, a prolonged and hugely expensive public inquiry was still taking place to determine whether or not such "rights" exist over the gloriously lovely, but vulnerable Arncliffe Cote road in Littondale, so that a selfish minority can use it as a challenge route and, within months, turn into an evil quagmire (which of course they will even offer to "repair" when the ruts get too large even for 4x4s to pass), despite the opposition of the farmer, Mr. Foster, who faces serious problems if the vehicles start to cross his land.

Freedom and rights are emotive phrases, but sometimes one person's rights trespass on other peoples' freedom. For many people who live in or visit the Dales, freedom from noise, visual pollution, air pollution, danger and damage caused by motor vehicles is also a very precious right, which is under increasing threat not just on tarmac roads, but on tracks hitherto reserved for walkers, cyclists and horseriders in many remote parts of the Dales.

This is an issue which unites farmers, landowners, walkers, cyclists and conservationists. Many people have argued that a change in the law is long overdue, and at our AGM in May a resolution was passed supporting the Association of National Park Authorities' efforts to get important changes in the Countryside Bill to restrict motor access on green lanes. The Yorkshire Dales Society has also

argued, in a widely circulated Memorandum, that local highway authorities already have considerable powers to restrict use of green lanes by motor vehicles where their use is damaging the highway, the environment or detracting from the enjoyment of others.

The Society isn't in the business of wanting to restrict anyone's enjoyment of the countryside, whether on foot, by pedal or in a motor vehicle. But it fully supports what is known as the Sandford Principle in National Parks, namely that when conservation and recreation are in conflict, then conservation must take priority. The destruction of our green lanes are a classic example. But the Society doesn't suggest banning motor vehicles on all unsurfaced highways. We recognise three categories - those like Mastiles Lane and Cam High Road where damage is so severe and conflicts so extreme that Traffic Regulation Orders are urgently needed; those like the Stake Pass in Upper Wharfedale where some voluntary restraint and careful monitoring of the situation can reduce the problem, and routes which are relatively robust and conflicts minimal. We believe this to be a fair and balanced position.

The encouraging news is that this more pragmatic view has now found strong support among both officers and members of the National Park Authority and North Yorkshire County Council, and we learn that Traffic Regulation Orders on two of the most heavily damaged routes may be imminent. No doubt there will be howls of protest from the four wheeled drive and trail riding lobby, and orchestrated letters to the County Council at any hint that their freedom to destroy and damage should be in any way curtailed. But the Yorkshire Dales Society and other conservation and outdoor bodies also have a voice, and we shall make sure that voice is heard. When it comes to conserving the landscape and special qualities of the Dales, and opportunities for its quiet enjoyment by peacefulness, then the wishes of the majority must prevail.

Colin Speakman

Dales Rail – The Sustainable Legacy

Colin Speakman recalls the remarkable story of the Dales Rail experiment along the Settle-Carlisle line, which started just 25 years ago... and which he in fact initiated when working for the Yorkshire Dales National Park Authority.

On the first weekend of May 2000 one of the most significant anniversaries of the Settle-Carlisle line passed totally unremarked. It was exactly 25 years since the first ever Dales Rail train called at Settle, Horton, Ribbleshead (southbound only), Garsdale, Kirkby Stephen, Appleby.

There are many reasons to remember Dales Rail. Whilst lots of people claim, with some justification, that they or the organisation they represent, including the admirable Friends of Settle-Carlisle, "saved" the Settle-Carlisle, reality is much more complex. Certainly a major factor was that from 1975 onwards, the Settle-Carlisle line was host to one of the most remarkable integrated rural recreational transport experiments in the UK, the success of which laid the foundation for the great groundswell of support which led to the unprecedented 23,000 public objections at the TUCC closure public inquiry in 1986, a substantial number of which came from regular "Dales Rail" users.

The origin of Dales Rail began in Spring 1974 when the West Riding Area of the Ramblers' Association took the courageous step of chartering a train from

closed Dent and Garsdale Stations, so that a choice of guided walks could be arranged. The decision was approved by the Ramblers by a single vote, but proved a huge success, packing a 10 coach train and covering its cost threefold - making a £600 profit for the Ramblers.

A few months later British Railways indicated that this would be the last ever train to Dent and Garsdale as it was proposed to "cut back" the platform edges at all the closed halts to permit the safe passage over the line of the new Mark 3 rolling stock on diverted express services. After much discussion and deliberation, the newly established, unified Yorkshire Dales National Park Committee agreed to pay British Railways around £2,000 for essential remedial work to the station platforms at Horton, Ribbleshead, Dent and Garsdale so that at some point in the future they could be used again. Cumbria County Council offered a small sum for similar works at Kirkby Stephen - outside the National Park.

But if money was to be spent on the platforms then who would run trains? In a bold move early in 1975, the Yorkshire Dales National Park decided to take the lead and run an experimental series of just six charter trains on the first weekends of May, June and July 1975. The Sunday service, like the Ramblers' train, would just operate one return trip between Leeds, Bradford and Appleby, but the Saturday train operated as a double shuttle to

provide a shopping service into Skipton, Bradford and Leeds for local people.

But in order to get maximum benefit from the trains and to serve wider communities, linking buses would operate to and from Wensleydale and Sedbergh to Garsdale Station, bringing local people to and from the train but also taking walkers into Sedbergh, the Howgills, Barbondale, Wensleydale and Swaledale.

It was also realised that simply dropping visitors off in the middle of nowhere would not be particularly attractive to

people not used to using public transport or who didn't know the Dales, so a full programme of guided walks from the stations and bus stops was

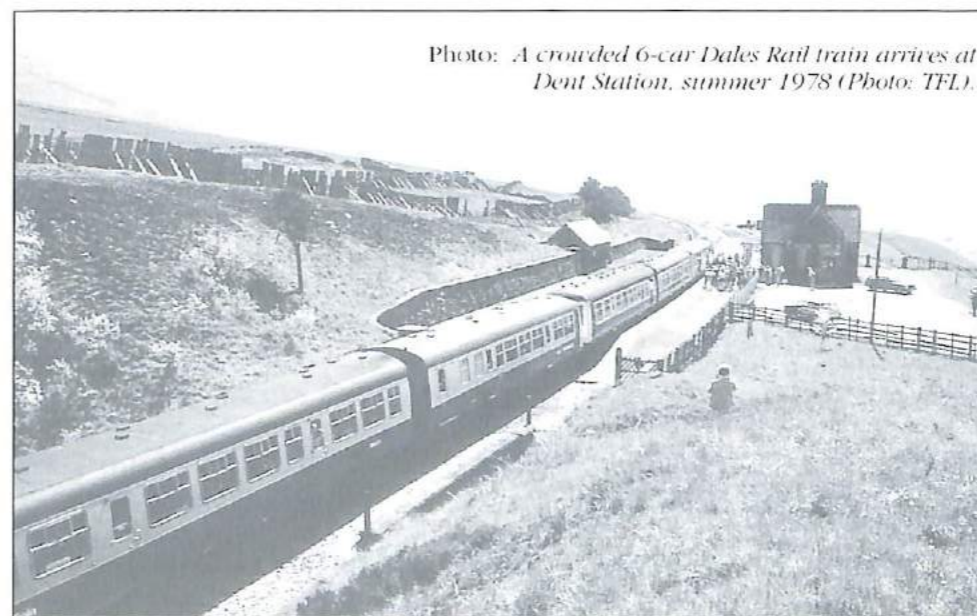


Photo: A crowded 6-car Dales Rail train arrives at Dent Station, summer 1978 (Photo: TFL).

the then British Railways, for a ramblers' excursion from Leeds and Bradford to Settle and Appleby, which was permitted to make special stops at then

arranged by volunteers -later to form the core of the National Parks guided walk service. So the chosen brand name Dales Rail meant not just a train or even a train and bus service, but a full day out in the Yorkshire Dales with an experienced walk leader.

Not everyone in the National Park approved. Even certain senior officers declared that it was not the job of the National Park Authority to bring people into the Park, merely to "manage" people after they arrived. However the then Chairman of the National Park Committee Keith Lockyer and National Park Officer, Richard Harvey, had somewhat less myopic vision, realising that facilitating sustainable access to the countryside was in fact what National Parks were set up to do. Moreover, persuading people to leave their cars at home and travel by an integrated public transport network would reduce the number of cars in the National Park, reducing congestion and pollution. Not that British Railways were enthusiastic. It needed a question in Parliament, by the late Bob Cryer, to get permission in time to stop trains at the "closed" stations on a regular basis.

It is interesting to reflect that a day return ticket from West Yorkshire to the Yorkshire Dales as far as Garsdale was, in 1975 priced at £1.25 at a time when petrol was £1.20 per gallon, whilst a walker could travel as far as Kirkby Stephen or Appleby, or have a fully inclusive through day ticket on the

connecting bus services to Sedbergh, Hawes or Swaledale for just £1.50. This was deliberate, to make a day on Dales Rail compare favourably with the marginal cost of a day out in the car - for two people around 2-3 gallons of petrol. A similar journey by train and bus today between Leeds and Hawes costs about £11 at a time when petrol is about £3.50p per gallon. So whilst your car trip now costs around £10.50 for two plus parking charge of (say) £3 at Hawes, the cost of the same

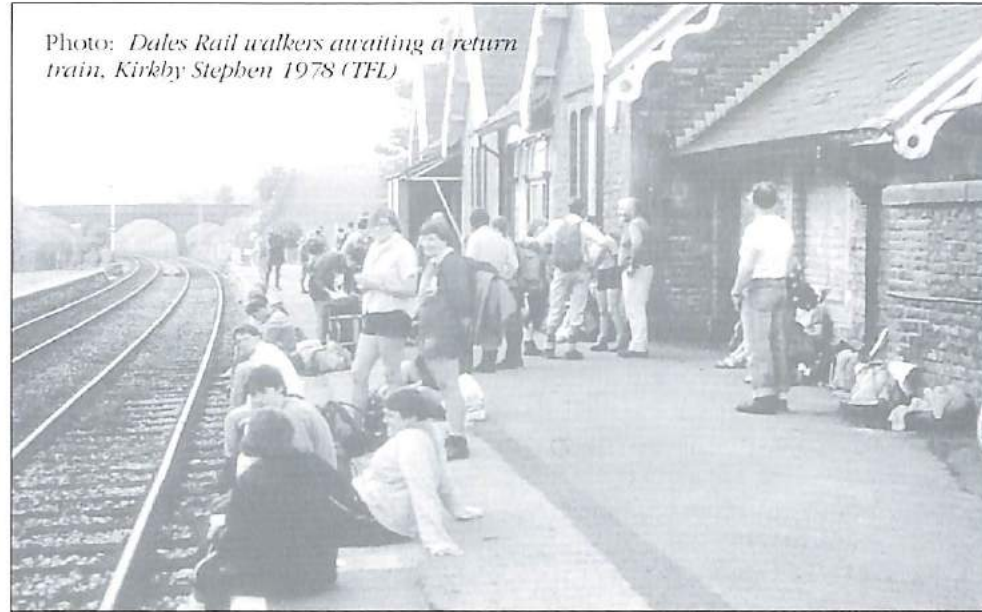


Photo: Dales Rail walkers awaiting a return train, Kirkby Stephen 1978 (TFL)

trip for two by train and bus is now around £22, one indication of why traffic congestion remains a problem in the Dales.

The experiment was a huge success (on one famous occasion there were 199 people waiting on Kirkby Stephen station for the Saturday special back to Leeds) and the involvement of the Countryside Commission in a three year experiment to develop the project further soon followed, with three more weekends and an experimental Lancashire to Carlisle service in 1975.

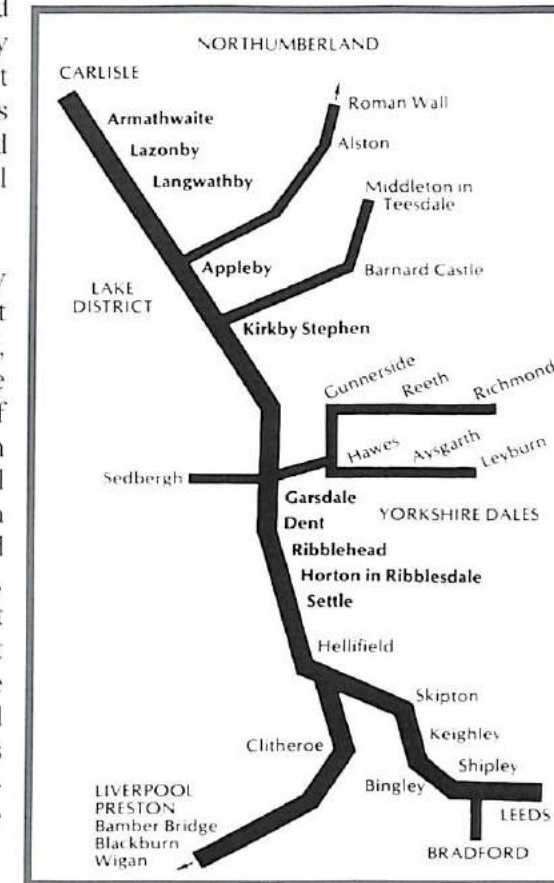
By 1976 Dales Rail had extended regularly into Cumbria as far as Carlisle and from Lancashire. With the support of Lancashire County Council, services were operated to and from Carlisle on Saturdays not only from Leeds but also from Manchester, Blackburn, Preston and Blackburn calling at a refurbished Clitheroe station, an important development which paved the way for the eventual hugely successful reopening of the Ribblesdale line. For a time the Lancashire and Yorkshire trains were connected at Hellifield.



Photo: Integrated travel Dales Rail style: Ribble and United buses for Sedbergh and the Howgills. Hawes and Swaledale await the arrival of the Dales Rail train at Garsdale Station - having brought passengers to the train from Dales villages, summer 1977. Travel tickets were valid on both trains and buses (TFL)

Cumbria County Council, now a fully and active partner in Dales Rail funded the restoration of Langwathby, Lazonby and Armathwaite Station in the Eden Valley - stations first identified for the Dales Rail programme. Trains were soon running on Saturday and Sunday on the first weekend every month between April and October, but fortnightly during July and August. And train services were so well supported that operational costs at least were covered - an un-precedented achievement for any recreational public transport scheme, with tens of thousands of passengers being carried each year, local people as well as visitors.

By the late 1970s another key player was taking part - West Yorkshire Passenger Executive, or Metro, who took over the chartering and marketing of the train service from an increasingly reluctant National Park Authority who by then were once again pre-occupied with cost cutting agendas. Whilst Metro's involvement increased the potential market for Dales Rail, cut-backs in the bus services in the Dales and loss of through train-bus ticketing reduced the Swiss-style seamless nature of the service.



When in 1986 Cumbria County Council began to sponsor daily stopping services along the Settle-Carlisle line calling at the Dales Rail station, (replacing school and college buses with faster trains), including Saturday and Sunday services, it was realised that Dales Rail had achieved its ultimate goal of seeing the line reopened, and effort was directed at marketing this new daily service. Sadly linking bus services were not sponsored and it was left to the Yorkshire Dales Society working with Richmond District Council, to underwrite a limited Saturday bus service between Garsdale Station and Hawes, a facility which continues to this day. However the Lancashire Dales Rail service, which remains a fully integrated network of Sunday rail and bus services from Blackpool, Preston, and Blackburn (with connections from Manchester) has kept the Dales Rail concept alive and continues to offer an imaginative programme of linking bus services and guided walks in the Yorkshire Dales and Eden Valley on Sundays between May and October.

So what is the real legacy of Dales Rail in 2000? Already, in some quarters, the rewriting of history

has started and Dales Rail dismissed as just an "occasional" service. This is simply not true. It was in fact a comprehensive programme of seasonal public rail services (including a winter shopping train), carrying some tens of thousands of passengers. Up to six coaches were required on some trains, all well filled. In 1986 Dales Rail was legally accepted as constituting a public rail service from "open" stations, allowing many more objectors at the TUCC inquiry to argue for the stations' full retention.

Far more important however than sheer numbers of people using the service was the fact that Dales Rail developed a new public transport culture in the car-dominated Yorkshire Dales. At least half the passengers using the trains had a car available, but had chosen to park and ride. Moreover, a whole new generation of visitors and local people were educated to use the train to shop or go walking. The train had special value especially for linear walks, such as the gloriously beautiful fell walks over Mallerstang, Wild Boar Fell, Lady's Anne's Way, along the Pennine Way or through the Howgills. Even today, with an excellent daily two to three hourly rail service along the

line, on some trains up to half the people on the train are walkers from local stations using the train to access the Dales for linear walks. Many of these people learned about the railway and the walks from Dales Rail walk leaders in the 70s and 80s, and indeed thanks to Friends of Settle Carlisle and Friends of Dales Rail, the walks programme continues. It is still the most outstanding example in England of how an alternative to the car has been developed and continues to flourish. Recent surveys have shown that along the S&C corridor around 10% of all visitors use the train - a figure about three times what might normally be expected.

Of course even a revitalised railway doesn't solve all the many problems of traffic and transport in the Dales. The loss of the fully integrated bus service, a victim of bureaucratic myopia in the late 70s and early 80s, should be looked at again by traffic planners, as does the total price of a journey. When it costs at least double for two people or a family to come to the Dales by sustainable transport compared with the marginal cost of driving and parking a car (notwithstanding the

protests of motorists), then even the best scheme is going to struggle.

One thing is absolutely certain. Without Dales Rail, and the direct involvement in saving the railway by many thousands of regular Dales Rail users, rather than just a handful of dedicated rail enthusiasts, the

Settle-Carlisle line would, like the Woodhead Line in the Peak District, now be a cycle way (a suggestion actually made in the initial Draft of the first National Park Plan) and its reopening as a railway to carry people and freight a distant dream.

Colin Speakman

New Director for Yorkshire Dales Millennium Trust



The Yorkshire Dales Millennium Trust has recently appointed Iain Oag as its new Director. The family have bought a house in the Dales and they are delighted to be settling into the area. Iain, who holds an MA degree from St Catherine's College, Oxford and an MSc from Birmingham University is married to Diana and they have two children - a son who is about to take up a PhD position at Durham university and a daughter who is reading medicine at Cambridge.

Iain will be bringing a wealth of experience to the charity, having held a senior executive position in the brewing industry, including Tetleys. He will continue to be a Trustee of the Royal Botanic Gardens at Kew and very much admires the leading approach of Kew's chairman, Michael Blakenham, in preserving the world's natural environment.

Says Iain, "I have had an enduring interest in the environment and I am relishing the opportunity now to bring my skills to such a worthwhile environmental charity." Since joining the Trust, he has been particularly impressed by the wide spectrum of work carried out by the organisation.

"As well as getting to know the Dales, I have been able to view an amazingly diverse range of projects carried out by the Trust - everything from the planting of new woodland to the building of new village halls and the restoration of village landmarks. Meeting and talking to Dales residents, it has become very clear to me that the work of the Trust has meant a tangible difference to so many different communities, not only to locals but to visitors as well."

He is adamant that the Trust will very much continue to shape the Dales of the future.

"We are now in our fourth year of the £9 million EnviroNet programme, part funded by the Millennium Commission. The scheme is due for

completion by March 2001 but that certainly does not mean that the work of the Trust will then be over. Our Trustees and staff have been putting great efforts into securing funding for the long term future of the organisation, including the submission of a bid for Heritage Lottery funding. If this bid is successful, we will be actively seeking applications for a diversity of projects throughout the Dales."

Iain emphasises that the Trust has earned a respected reputation. "We now have a proven track record as conservation work enabled by the Trust has become increasingly evident all around our area."

"I feel it is important to stress," he adds, "that applications are by no means restricted to major landowners. We welcome suggestions from parish councils, small groups and even individuals. The Yorkshire Dales Millennium Trust is doing so much good for such a spectacular area and its people. I am very excited at the prospect of leading the Trust into this new millennium and helping it to continue its valuable conservation work in the community for many years to come."

In his spare time, Iain enjoys theatre, photography and football and has one major ambition. "I will be happy if I can contribute towards making the Dales the envy of anyone less privileged than we who live here. I would love it, if through my work for the Trust, I will one day come to be regarded as an honorary Dalesman."

*For further information about the Trust and how you can help with its conservation work in the Dales, please phone 015242 51002 or write to the Yorkshire Dales Millennium Trust, Beckside Barn, Church Avenue, Clapham, North Yorks, LA2 8EQ, and please **not** to the Yorkshire Dales Society which is an entirely separate organisation.*

Photo: Yorkshire Dales Millennium Trust

Gaping Gill - The Epic Descent

It's almost a hundred and five years since the great French cave explorer Eduard Martel made the awe

experience. All the more reason to enjoy this video with its stunning camerawork, which is literally the



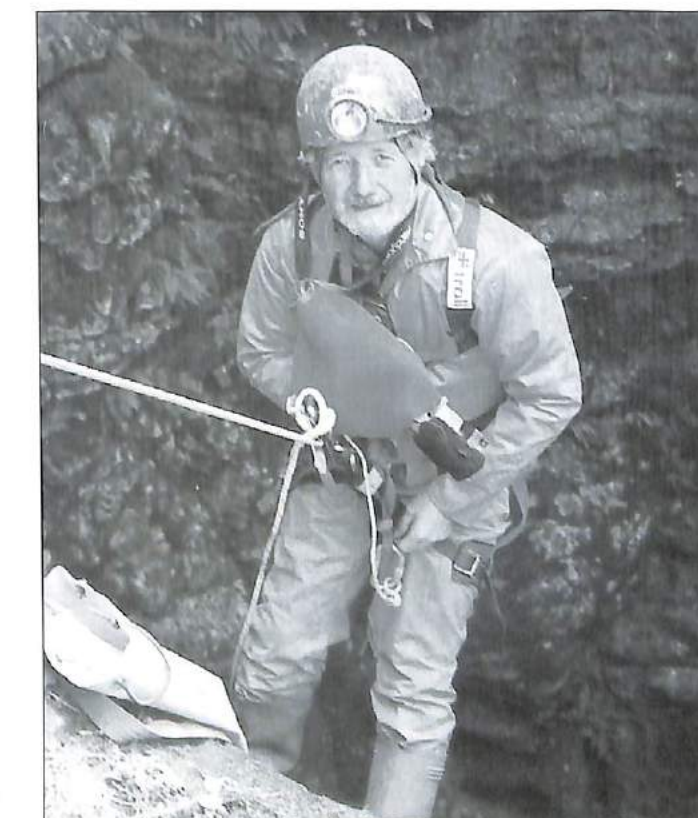
next best thing to a real trip. But the video also relives the drama of that first, risky rope-ladder descent, and brilliantly recaptures all the tenseness and excitement of that first epic trip into what really was the unknown, with heart-stopping risks, making it much more than just a caving film. Sid Perou's film also captures the beauty of the great cavern and waterfall, and raises some interesting issues about conservation of what is a precious natural heritage underground. The video costs £12.50 (plus £1 postage and packing) and can only be

inspiring first decent of the main shaft of Gaping Gill, on 1st August 1895. To mark the centenary, Bradford Pothole Club staged a major reconstruction of the descent, dressing in late Victorian costume and using equipment which as closely as possible (without compromising modern safety standards) replicated Martel's audacious descent into a shaft of then unknown depth.

The event was filmed by top cave cameramen Sid Perou and Gavin Crowther, and was planned to be a television film. Sadly, no television company was interested, but Sid Perou, one of the world's most distinguished cave and adventure film makers, has used the material to create a feature video **Gaping Gill - 100 years of Exploration** which he has written and directed and which was presented for the first time in public at the Yorkshire Dales Society's AGM in May.

Unless you are an experienced potholer or are lucky enough to get on one of the Craven or Bradford Pothole Club's Bank Holiday "Winch Meet" descents, Gaping Gill with its 340 feet deep main shaft and immense waterfall, is one of the great wonders of the Dales you will never

obtained direct from Sid Perou, 8 West Lane, Embsay, Skipton, North Yorkshire.



Chairman's Report

Following last year's most successful AGM Weekend at Cracoe, we have continued into the new Millennium with a full programme of events, which in the main have been well supported.

Our season started with a meeting with Chief Executive, Heather Hancock, from the Yorkshire Dales National Park that helped to further our close relational with the National Park Authority and its officers during a rather difficult year for them. Other events reflect the diversity of interest in our Dales heritage such as the Stone Industry of Nidderdale or a visit to a Quaker Meeting House or the Carriage Museum at Aysgarth with its complex of industrial buildings and absorbing industrial history.

Adverse weather affected both the wild flower visit



Newly restored Crackpot Hall, Swaledale, this Yorkshire Dales Millennium Trust project typifies the Society's continued close working relationship with the Yorkshire Dales Millennium Trust. (Photo: YDMT)

to New House Farm at Malham with Dennis Cairns, and Colin Straker's bird watching walk. Dennis is giving us another opportunity to go to the farm this year, and the weather certainly didn't detract from Colin Straker's fascinating afternoon lecture. A gentle snow shower was a seasonal treat for a wonderful foray into Cumbria (or rather Westmoreland) which Colin Speakman led for the Christmas event from Appleby station. (a bonus was seasonal Christmas music provided outdoors in the town centre by a local brass band).

This event using the new Glasgow service

demonstrated a positive outcome to our campaign together with other organisations for better public transport. The work put into the bid for funding led to some £300,000 being granted to the Yorkshire Dales National Park earlier this year, and augurs well for the development of services, which are already showing benefits. This is also the case with two other developments, first the use of the Swinden Quarry line to bring visitors to the Grassington Dickensian Festival and the remarkable funding of a monthly winter Dalesbus service from Leeds and Bradford by the Yorkshire Dales Public Transport Users Group. On one occasion this led to standing room only and long queues at bus stops, with a second bus similarly loaded, and provided widespread publicity including television coverage; showing what can be achieved by the general public (many being YDS members), voting with their feet. An impressive project by Year 8 of Ilkley Middle School, guided by English teacher Helen Davies, gave us a fascinating insight as to how 12 and 13 year olds see the Dales, and particularly threats to their future. At a ceremony at the school the five runners up were given YDS sweatshirts with a special certificate given to Lydia Eustace, the eventual winner.

Other activities reflect some of the hard work performed by the Council of Management and its individual members.

One subject which has continued to occupy much time, has been the use of unclassified roads, such

as historic green lanes for motorised recreational use, often leading to severe damage and frequent requests for these activities to be regulated. While much argument centres round the legal status of many routes, we must remember the words of the Environment Act 1997 which states "conservation should be given firm precedence over recreational demands where the two conflict." We have maintained pressure on all the authorities and established a working dialogue, which should be of use in the future. A Memorandum on Traffic Management on Green Lanes in the Yorkshire Dales has been prepared by our Secretary, and



The 18th century Aysgarth Mill with its Carriage Museum - one of several successful YDS summer visits in 1999. (Photo: Rod Clough)

group of members led by Colin Ginger climbed above Kettlewell to pay tribute and to view the area of trees planted in memory of our friend Sheila Marks, as a result of your donations

after approval by Council, has been sent to concerned organisations. This has been very well received and circulated widely within the National Park Authority and North Yorkshire County Council. One positive action was a Traffic Restriction Order placed on the Pockstones Moor unclassified road which was severely damaged.

through the Millennium Trust. Sheila of course spent a lot of time in the YDS office and we are very grateful to those who work so hard to keep the Society running, particularly Maurice Denton, Mike Johnson and Margaret Rhodes.

The vital question of membership has received a

Everybody seems to need a Millennium Project and following a suggestion from our secretariat, we devised the idea of a special carved stone seat to commemorate the life of Arthur Raistrick who was a founder member of the Society. It was felt that he had done more than anybody to help people understand the Dales. All the local newspapers and the *Dalesman* magazine carried the story together with the launch of an appeal fund for the project estimated at £2,500. An anonymous donor who had very generously offered the Society £500 was so pleased with our suggestion, he doubled his offer, which was a magnificent start. Donations from members as well

as old acquaintances have almost met the target. The seat, which is now being constructed and sculpted by Peter Hibbard of Middleham, will look quite beautiful at its site in Grassington overlooking a view of Linton, under the trees at the National Park Centre.

A very special event took place in April when a



A Dalesbus walk in Langstrothdale, using the special winter Sunday bus service sponsored by the Yorkshire Dales Public Transport Users Group, the Society providing walk leaders for the guided walks (Photo: Joyce Benson)

welcome boost this year with the help of a scheme arranged with the co-operation of the Millennium Trust. This offers those who have been donors to the Millennium Trust the opportunity to receive six months free membership of the YDS, with the hope and expectation they will appreciate our aims and concerns and become regular members of the Society. This scheme alone has gained us over 60

members so far and reverses the decline seen in previous years.

The Director of the Millennium Trust, Richard Witt, now has another post, with the Waterways Trust and receives our good wishes, and we look forward to meeting his successor Iain Oag.

New and potential members via the Trust receive the YDS Review which continues to receive wide acclaim, spiced by the occasional slightly controversial article. Again we are indebted to our editors, Colin and Fleur Speakman for all the hard work involved, particularly with our special Millennium edition and our new website.

We continue to hold meetings of the Council around the Dales and I am always surprised at the good attendance whatever the weather. As many members are also involved with other bodies

including the National Park Authority, it is an ideal forum for the regular interchange of ideas. In this connection I must thank particularly Jim Burton who has finished his term of office with the Yorkshire Dales National Park Authority as a member of the National Park Committee, and whose regular column has kept us up to date in the Daleswatch section of the Review. We must also congratulate John Cumberland on his election to Vice-chairman of the National Park Committee. Dales news and issues reported in the media is of course brought clearly to our notice in the Dales Digest, a result of much continuing hard work by Dawn Burton.

I am sure everyone agrees that the Society has had another year of steady progress and we look forward to your continued support.

C.J. Wright (Chairman)

Yorkshire Dales Society Council of Management 2000/01

PRESIDENT	KEN WILLSON	(Committee)	
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JOHN BELL	JULIE BRADWELL		FLEUR SPEAKMAN
DAWN BURTON	DENNIS CAIRNS		

Dalesbus - an Impressive Network

Thanks to the combined efforts of the Yorkshire Dales National Park Authority, North Yorkshire County Council and the Countryside Agency, Spring 2000 has seen significant developments in sustainable travel into and through the Yorkshire Dales, with the improvement of weekday bus services to and from Upper Wharfedale (there is now a two hourly service between Ilkley, Bolton Abbey Grassington, Kettlewell, Buckden and Gray, ideal for anyone along the Dales Way) and also an improved Sunday and Bank Holiday network. There are new links from Lancaster and Ingletton, York, Wakefield and Dewsbury and Teesside, and services now serve Headingley with its large student population as well as Otley, whilst the

Nidderdale Rambler service through Washburndale and Nidderdale, continues with additional links to Ripon and Fountains Abbey. A new zonal ticket system is now up and running, and though the system is taking a little time to settle down, the network is giving new opportunities, specially for people wanting to plan longer, cross dale hikes without having to return to a car. Full details in the new Dales Leisure network leaflet available at National Park Offices. Look out for Metro timetables, or for timetables on the web; go either via the Dalesbus web site at www.dalesbus.org or through the Links page at the Yorkshire Dales Society's own web site at

www.yorkshiredalesociety.org.uk.

Graham Watson - Our Newest Honorary Member

Younger people who have never heard the name of Graham Watson might not realise that when they walk from Buckden or Cray towards Yockenthwaite along the head of Upper Wharfedale into Langstrothdale that much of what they see, which now forms part of the National Trust's Upper Wharfedale Estate, enjoys the protection of the National Trust because of the generosity and foresight of one man - Graham Watson, who gave

the land to the Trust in the 1980s in memory of his late brother.

At our AGM in West Burton in May, Graham was elected by acclaim as an Honorary Member of the Society. In proposing his election, YDS President Ken Willson pointed out that this generosity is only one aspect of Graham's major, lifetime contribution to National Parks and to the Yorkshire Dales and

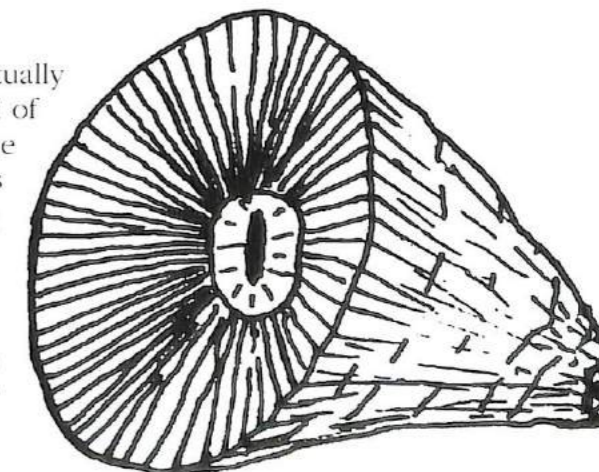
Lake District in particular. Graham, now in his 90s, was one of the founding fathers of the National Parks movement in the UK. He has served at various times on the Standing Committee on National Parks, on both the Yorkshire Dales and Lake District National Park Planning Committees, on the Friends of the Lake District EC and the Yorkshire Dales Society Council of Management.



Graham Watson stands on the extreme right of this group of National Park campaigners addressing a rally on Latrigg, Keswick, on 14th October 1973 opposing the huge A66 extension through the Lake District National Park. Others in the picture (left to right) are David Rubinstein, Colin Speakman, Roland Wade, Gerald Haythornthwaite and Geoffrey Berry. (Photo: Friends of the Lake District)

Raistrick Appeal

Our appeal fund for the Arthur Raistrick bench is virtually complete and we print a drawing of the fossil, a coral of the *dibunophyllum* type which will now take the place of the ammonite fossil on the bench design as being in many peoples' opinion more in keeping with the Yorkshire Dales. Progress is being made and we have every hope that the bench will be available near the National Park Centre in Grassington to view and to use during August of this year. Our grateful thanks once again to everyone whose generosity made this project possible.



Book Reviews

YORKSHIRE MONASTERIES: CLOISTER, LAND AND PEOPLE by Bernard Jennings (Smith Settle, Otley, £17.95 and locally available)

Architectural gems, centres of learning, a microcosm of society, even symbols of conquest, their stone structures like the Norman castles; the monasteries were multi-faceted. But less has often been made of their enormous contribution both to the economy of the country and to early industrial technology, and by extension the sheer managerial skill of controlling not only frequently very large organisations, but other related and scattered properties.

The monasteries benefitted originally from grants of land, sometimes exchanged for more fruitful areas, shrewd purchases, legacies and bequests, and even grants of mineral rights as at Byland Abbey. Cistercian Abbeys in contrast to such Benedictine Abbeys as Selby and Whitby, generally preferred a more austere location such as moorland or seasonally flooded land (carrs), or even marshland as at Holderness which was drained by the monks and where canals were created. Lay brothers who were much used by the Cistercians, developed a wide range of expertise collectively. This could be varied types of farming including sheep rearing and horse breeding, land drainage, fisheries in both rivers and farms, salt making, quarrying, the mining and smelting of iron and lead, and the management of granges. Fountains Abbey for example had an iron-

smelting works at its grange of Dacre and was in addition allowed "one other forge with two furnaces, which may be moved from place to place for making iron when convenient."

But it was above all the wool trade which gave Fountains its great economic power, the abbey receiving the highest prices, £14 for the best quality wool, heading the list by apparently providing 76 sacks of 364 lbs each, compared with Meaux's low price of £10 per sack.

At the Dissolution of the Monasteries under Henry VIII, the country not only lost many beautiful and valuable works of art with the sale and confiscation of monastic property, it would also cause a seismic shift in the pattern of land ownership with most far-reaching effects.

This is a detailed and scholarly examination of many of Yorkshire's monastic sites, dealing both with smaller and larger scale organisations. It is a superb reference book for all those interested in the life and work of religious orders and also brings a number of key personalities to life. The book is generously illustrated with some excellent photographs, maps and plans and includes a useful gazetteer and bibliography.

FS

LIFE WITH THE AUSTWICK CUCKOOS

CUCKOO TOWN - DALES LIFE IN THE 1950s by W.R. Mitchell (Castleberg Press, Settle, £6.50)

Cuckoo (Cuculus austwicki) n. Migratory bird with an aversion to walls being built round its roost. Last seen in days of yore.

You won't find this definition of an Austwick Cuckoo which heads the Prologue to Bill Mitchell's latest book in any dictionary, but the title comes from the legend, which almost certainly originated in the rival village of Clapham, that its inhabitants used to build a wall around the cuckoo to stop it flying away - and thus keep summer weather all year. Hence the title Cuckoo Town.

Cuckoo Town is a series of delightful reminiscences and tales of Austwick and its inhabitants as they



a master of his craft. But there is also a sense of regret for times less brash and mercenary than the present; a time when "There was a community spirit and a joy in little things."

CS

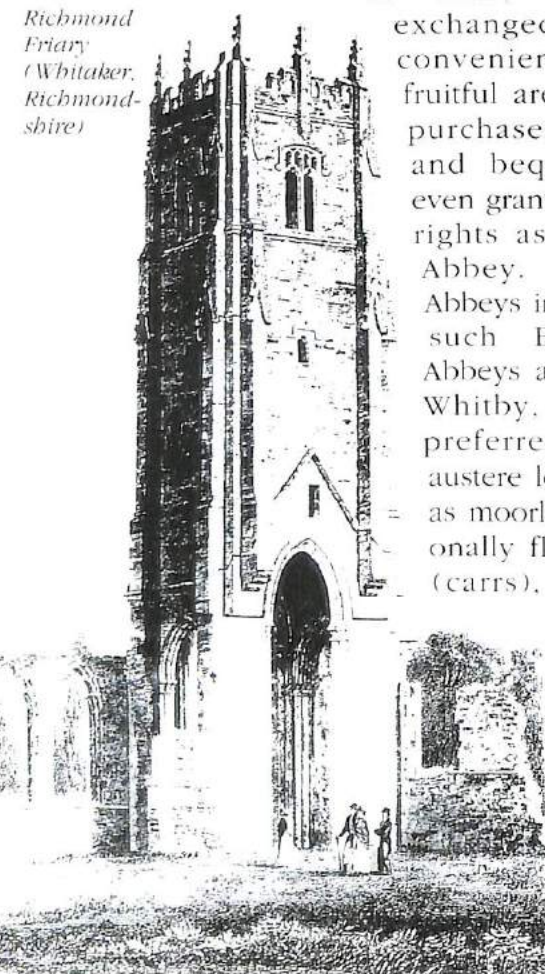
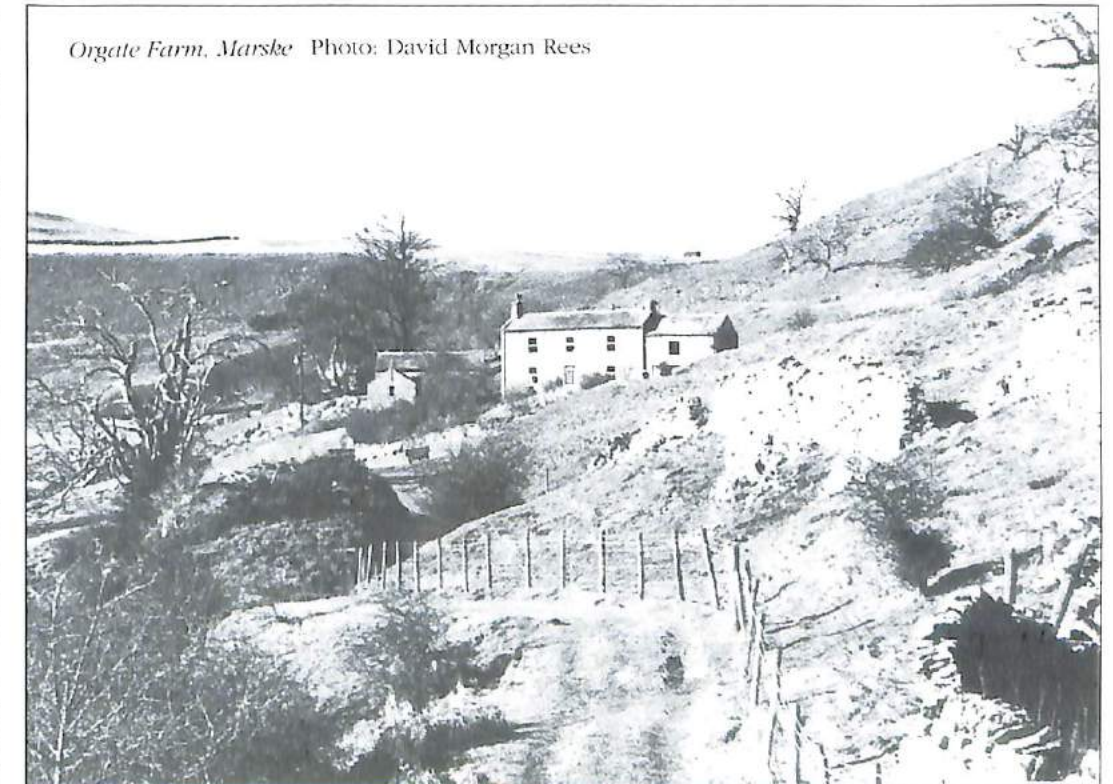
IN THE PALM OF A DALE: A Portrait in words and pictures of a Yorkshire Dales village at the Millennium's turn by David Morgan Rees, (Smith Settle, Otley, £11.95 and available locally)

This portrait of Marske-in-Swaledale is the fruit of twenty five years of getting to know the people and landscape, their life-style and traditions, and written with immense warmth and affection. There are some remarkable sections in which a number of Swaledale farmers assess the gains and losses of modern farming in some detail and also a real sense of following the farmer and shepherd out into the fields and moors on their daily rounds. We gain new respect for the Swaledale sheep which represents about a third of the national flock and is noted for its "hardiness, milkiness and motherliness" and is much in demand for cross-breeding.

David Morgan Rees is able to establish a true rapport with his subjects whether talking to Bill whose family has bred pheasants for generations, or to two sisters in law who tend two gardens which form striking features in the village, or to the eminent publisher Sir Rupert Hart-Davis, a resident for well over thirty years till his death in 1999. This is contrasted with some beautiful lyrical sections on the quality of the light and the subtle beauty of the landscape, showing a true artist's eye.

were in the immediate post-war years, a time when Bill Mitchell first came to live there as a young journalist on the Dalesman magazine. What follows is a rich portrait of people and places in the 1950s. There are larger-than-life characters such as his eccentric landlady Mrs Bee (real name Maud Bacon), Miss Macdonald the headmistress, Jimmy-Johnny the twin farmers, George Truelove the grocer with a wooden leg, and cycling author and photographer Frederick Riley from Settle. Places such as the Old Hall, the school, parish hall, church and chapel are described as focal point of Dales' lives, but also included is Yew Tree Cottage where Bill and Freda moved to soon after their marriage and where their children, David and Janet were brought up. This is something of an autobiographical book, weaving in many strands of the early career of one of the sharpest-eyed observers of Dales life, with all the rich humour, warmth and anecdotal brilliance of

Orgate Farm, Marske Photo: David Morgan Rees



Richmond Friary (Whitaker, Richmond-shire)

A highly enjoyable account achieving a delicate balance of looking forward as well as back, celebrating the village for what it is and was, and conveying with the help of a number of photographs, that special identity that is Marske.

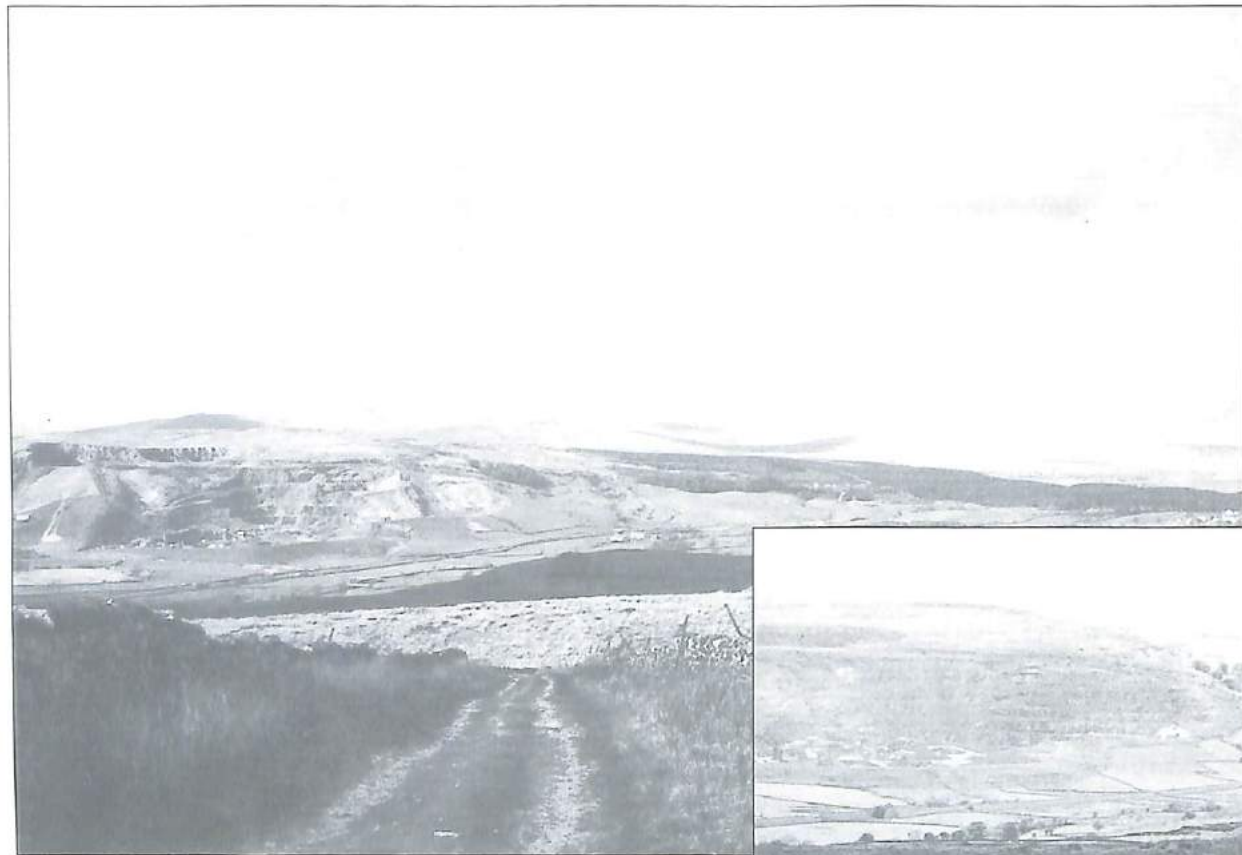
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NEW NATIONAL PARK GUIDEBOOK SERIES

Dartmoor - text Richard Sale, photos Chris Chapman · **The Lake District** - text Terry Marsh, photos Jon Sparks · **The Peak District** - text Roly Smith, photos Ray Manley · **Snowdonia** - text Merfyn Williams, photos Jeremy Moor (Pevensey Guides, David & Charles, £8.99 each)

Anyone who remembers the rather dull format and

black and white pictures of the old HMSO guides or even the slightly more glamorous but still A5 format of the Michael Joseph/Webb and Bower series of more recent years, will find the new soft cover Pevensey "official" National Park Guides from David & Charles a real treat. The larger format gives scope for some superb single and even double page photographs to illustrate the text. Each guide follows a standard format with an introduction by Professor Ian Mercer, with chapters on the geology, climate & vegetation, man's influence, land use, culture and customs, recreation and "exploring the Park" which is largely a list of attractive villages. All are by well known authors and photographers and provide an excellent introduction to the National Park in question. The Yorkshire Dales volume is due out in Spring 2001.



Moorhead Lane, Ribblesdale, as it appeared in June 1989 (above) and as it now appears. (Photos: Dennis Cairns)

Green Lanes at Risk

For news and events update see the Yorkshire Dales Society Website - www.yorkshiredalesociety.org.uk



Summer Events

Longer summer days allow for longer summer walks and visits, to the higher reaches of the Dales, and include a visit to a 52 acre woodland planted mainly with native species, home to much bird life and red squirrels, plus a fascinating walk round historic Clapham. In early October we start our ever popular Walk and Lecture series with Andrew Humphries' lecture on farming and its role at the present time.

SATURDAY JULY 22 · WALK IN THE SEDBERGH HOWGILLS AREA.

Please meet at Loftus Hill free car park, Sedbergh at 11am for a 5/6 mile walk with climb to one of the nearer Howgills and lower level riverside return walk. Please bring packed lunch. Walk finishes about 4pm. Leader Malcolm Petyt, tel: 015396 21574. Bus: 564 d. Kendal 0930.

SATURDAY AUGUST 5TH · WALK FOLLOWED BY VISIT TO SNAIZEHOME AND MIRK POT WOODLANDS at the invitation of Hugh and Jane Kemp.

Limited parking at Mirk Pot (GR SD929870); to combine visit with scenic 9 mile walk (some steep sections) catch the Settle-Carlisle train to Dent Station (d. Leeds 0847, Skipton 0925, Settle 0945; book Garsdale Day Return) for walk over Galloway Gate and Widdale, and bring packed lunch. The visit to Mirk Pot Woods will follow after lunch at 1pm and will last about 2 hours, returning to Hawes (3 miles) for bus link back to Garsdale (d. 1705). Leader Colin Speakman, tel: 01943 607868. We have been asked for some idea of numbers, please let the YDS office know if you are going, on 01943 461938 **by Monday July 31st** or on 01943 607868 after that date. Cups of tea provided at end of visit for small donation to Millennium Trust.

SATURDAY SEPTEMBER 2ND · WALK ROUND HISTORIC CLAPHAM

Meet outside National Park Centre at Clapham at 2pm for a walk lasting about two hours, led by Roger Neale. Please book through YDS office and send £1 per head to The Yorkshire Dales Society, The Civic Centre, Cross Green, Otley, West Yorks. LS21 1HD **by Monday August 21st**. Please make out cheques to the Yorkshire Dales Society. Maximum numbers 25. Train: Leeds 1017, Skipton 1055 to Clapham Station (20 mins walk from



village) or 1240 bus from Settle Market Place direct to Clapham.

SUNDAY OCTOBER 1ST · MOSAIC WALK KIRKBY MALZEARD

Leader Chris Hartley : 01943 873197, a moderate 6-7 mile walk, bring packed lunch. Meet at Tom Corner, Dallow Gill Moor, Grid Ref. 180-725 at 10.30am. Walk finishes approx. 4pm, afternoon tea available at Rose Lea Tea Rooms, Kirkby Malzeard.

SATURDAY OCTOBER 7TH · WALK IN THE CLAPHAM AREA

4 miles moderate walk, meet outside Clapham National Park Centre at 10.30am, Leader Colin Speakman tel: 01943 607868. Bring packed lunch. Train: Leeds 0816, Skipton 1055 to Clapham Station.

SATURDAY OCTOBER 7TH · DALES FARMING: AN ANACHRONISM OR THE HEART OF THE CULTURAL LANDSCAPE? by Andrew Humphries at Clapham Village Hall at 2.15pm.

FIELD STUDIES COUNCIL COURSES AT MALHAM TARN FIELD CENTRE

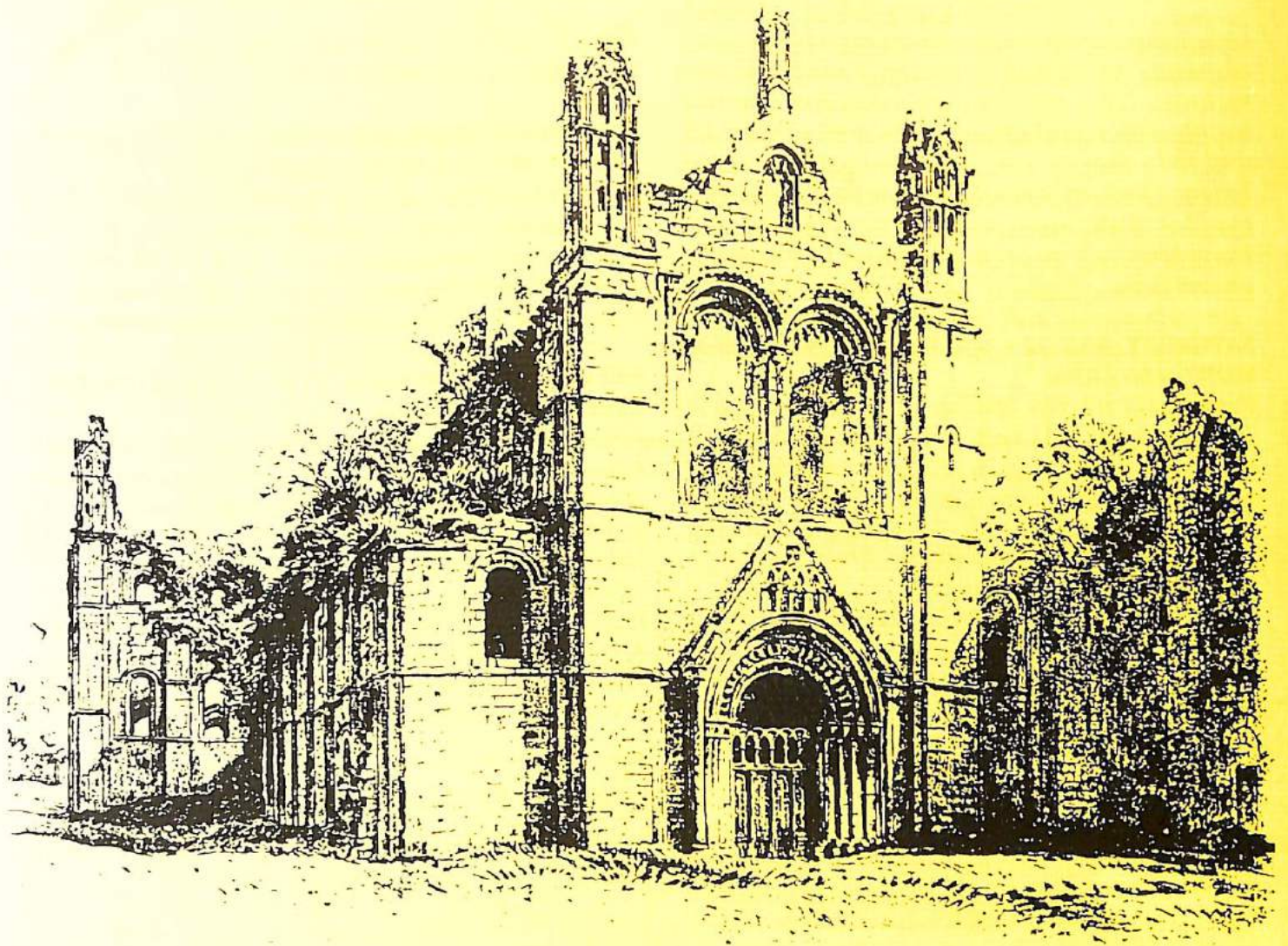
There is still some room on some of the October Field Study Council Courses at Malham Tarn Field Centre.

These include:

Living Yoga	20-22 October
Weaving with Willow	20-22nd October.
Waterfowl and Woodcarving	20-24 October
Calligraphy: Working with Words	27-29 October
Navigation Skills (finding your way over the hills)	27-29 October.

Good accommodation facilities.

Details from: Field Studies Council, Malham Tarn Field Centre, Settle, North Yorkshire, BD24 9PU or Telephone: 01729 830331; Fax 01729 830658 email: fsc.malham@ukonline.co.uk or Web site: <http://web.ukonline.co.uk/fsc.malham>



Front Cover picture: *Summer Meadow, Thoraby, Wensleydale*,
(Photo: Duncan Ward).

Back Cover Drawing: *The west front of Kirkstall Abbey church*
(Lefroy, *Ruined Abbeys*).
See "Yorkshire Monasteries: Cloister, Land and People" by
Bernard Jennings, reviewed on page 12.

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

*Any contributions should be sent to the Editors,
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