

YORKSHIRE

A pictorial guide to favourite places

Sketchbook

Copyright Survival Book

Jim Watson

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Malham signpost

Jim Watson



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A pretty corner of Robin Hood's Bay

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Hole of Horcum, North York Moors



YORKSHIRE



Indicates a car park on the maps throughout the book. Maps are schematic and not drawn to scale

NORTH YORKSHIRE

EAST YORKSHIRE
Also known as The East Riding of Yorkshire



Chimney pots for sale at Hawes

INTRODUCTION

It's easy to scoff when you hear that 'Yorkshire has everything', especially when said by a Tyke (Yorkshire person) but the more I explore this vibrant and diverse county the more I'm convinced that it's true. The county is largest in the UK, which helps if you have to fit everything in, but there's still space to spare for the wild areas where you can walk all day and never meet anybody else.

Yorkshire abounds in stunning vistas across rolling fields, hills and beaches. There's breathtaking rivers, cliffs, dales and moorland to explore. It boasts five national museums, three national parks, three UNESCO sites, a stunning coastline and seven vibrant cities. With World-class attractions, historic houses and castles, picturesque villages, fine restaurants, vibrant culture, abundant shopping, cricket, fish and chips and real ale there's truly something for everyone.

The Yorkshire folk I met travelling round were unfailingly friendly, helpful and funny. I never had any problem getting them to talk. Shutting them up was another matter.

A book of this size couldn't possibly cover all of the county so it concentrates on the two national parks – the Yorkshire Dales and the

North York Moors. Plus the city of York. Nobody should ever tour North Yorkshire without going to York.

The places I've chosen to illustrate are my own favourites, some were new to me but the majority I've been to before. None of them were a disappointment and I'll go back to all of them again at the drop of a flat cap. Most are popular tourist destinations so you'll probably find some of your own favourites amongst them.

This book will tell you how you can drive to each place, where you can park, some relevant history and what to look out for. I also hope that it not only informs, but also entertains and, if you're a visitor, gives you something to enjoy when you're back home.

What it can't do is provide the unexpected surprise that will stay with you forever. You have to experience those for yourself. I've enjoyed many of them on my travels throughout this remarkable county. I do hope you will too.

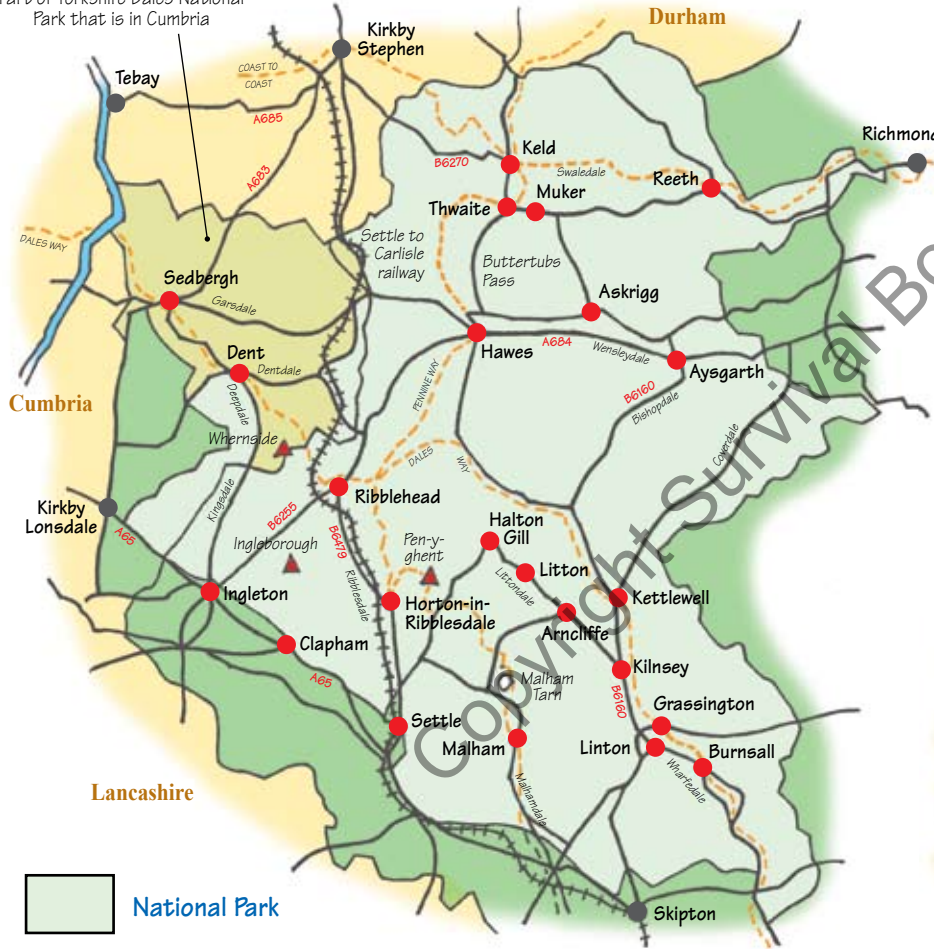


Reeth doorway

Jim Webster

Rugby, 2015

Part of Yorkshire Dales National Park that is in Cumbria



Yorkshire Dales National Park

- Established in 1954
- Covers an area of 680 square miles
- 95% privately owned
- Over 12 million day visitors a year
- Local population of over 20,000
- Over 900 miles of footpaths
- About 385 miles of bridleways
- Some 5,400 miles of drystone walls
- More than 630 miles of hedgrow
- Over 1,000 species of moths, around 100 species of nesting birds, over 25 species of butterflies, more than 30 species of mammals



Settle doorway

 National Park

YORKSHIRE DALES NATIONAL PARK

There's nowhere quite like the Yorkshire Dales. It's truly wonderful countryside that can change from pastoral idyllic valleys to dramatic limestone uplands in a mile or so, often in the same dale.

The National Park covers a large slice of the western side of the county of North Yorkshire with, confusingly, part of Cumbria. It contains Yorkshire's three highest mountains, Pen-y-ghent, Ingleborough and Whernside. With a geological make up of mainly porous limestone that's scoured by numerous rivers and streams, the area abounds in potholes, caves, sinkholes and waterfalls.

There's more than twenty dales with three of the main

ones, Wharfedale, Ribblesdale and Malhamdale, running roughly north to south. Swaledale and Wensleydale cross west to east. Most take their names from rivers that run through them or a main town or village.

The lower dales are generally green and pastoral with pretty villages while the upper ones are more austere with small scattered settlements. Roads run along the valley bottoms following the rivers then become narrow and unfenced as they cross high moorland into the next dale.

Each dale has its own individual character and it's the amazing variety of terrain that gives this unique area its special appeal.



Typical Swaledale scenery



SETTLE RIBBLESDALE

Market Place

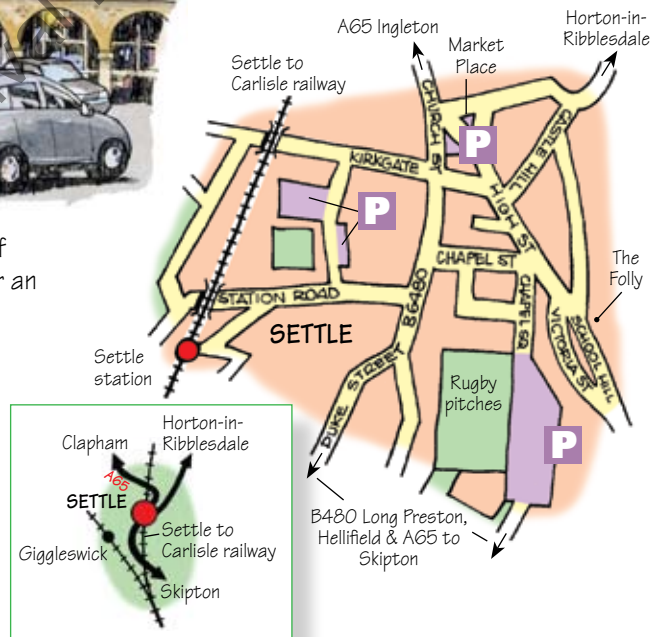
The main market town of Ribblesdale, Settle sits snugly in the shadow of Castleberg, an impressive limestone outcrop and a fantastic viewpoint for an aerial view of the town and the surrounding rolling hills.

Settle prospered during 17th century as pack horse routes through the Dales brought trade. Wealthy farmers and traders built stone houses and cottages which have survived until today. The establishment of the Kendal to Keighley turnpike in 18th century brought the coach trade. Inns and Georgian mansions were built. The town has been bypassed since 1988 taking heavy A65 traffic away from the narrow streets.

With all the facilities you'd expect from a bustling market town, Settle has a workaday charm that's blessedly unspoilt by modern tourism.

Market Place is still at the centre of town activities with a market held each Tuesday.

An unusual three-storey building, the Shambles, overlooks the square. It was originally a 17th century row of butchers shops. The arches were added in the 18th century with, most unusually, a terrace of two-storey houses built across the top.



Settle's most unusual building is The Folly, a huge, rambling extravaganza of Tudor masonry and exotic window designs, totally out of place amongst the restrained Dales architecture.

It was built during the 17th century on the then main road out of the town by local lawyer Richard Preston, who obviously knew how to make an impact with his house. After being empty for over 250 years, which prompted the name of 'The Folly' in the town, it was restored in the 1950s. Part of the building now houses the Museum of North Craven Life. The north wing has been painstakingly restored and is available as a luxury holiday apartment.



The Folly



One of Settle's interesting yards

Apart from its setting and the old buildings Settle is probably most famous as the start of the Settle to Carlisle Railway (page 16). Settle station is a superb example of the 'Derby Gothic' style of railway architecture and beautifully kept.

It's like you've stepped back in time – until a pulsating modern diesel train glides in. When it's a steam train – WOW!



CLAPHAM RIBBLESDALE

The New Inn Hotel and Clapham Beck

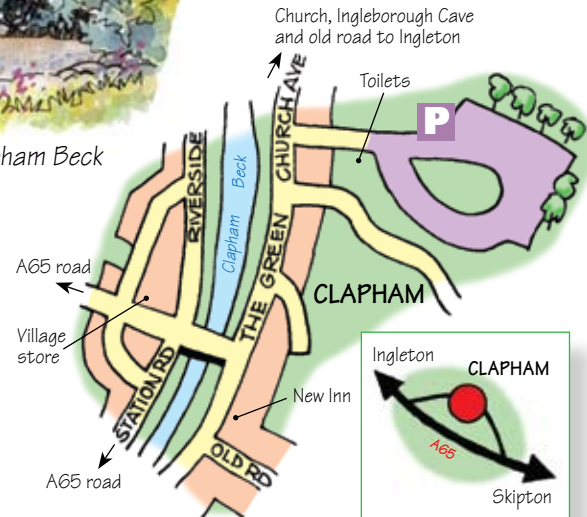
Bisected by tree-lined Clapham Beck, the picturesque village of Clapham is set on a gentle slope just off the A65. Four attractive bridges cross the beck within around 500 yards.

The Farrer family have lived here since the 18th century, establishing the Ingleborough Estate which includes much of the village. They planted many of the wonderful trees and dammed the beck creating a lake north of the village.

Drawn by Clapham's attractiveness and limestone features, the village is generally busy with walkers, potholers and families. A large car park, some small shops and tea rooms caters for them. The New Inn, an 18th century coaching inn, offers accommodation, a slap up meal or quiet refreshment.

Electricity has been generated on the Ingleborough Estate since 1893. There's an operating water turbine-powered generator at the top of the village next to the waterfall, installed in 1948.

Originally it supplied the church, Ingleborough Hall, Home Farm and 13 street lights. There's another working turbine in the sawmill, although it is now augmented by an electric motor when the larger saw is in use.





The village store and 'Clapham Rocks' emporium, selling gemstones, minerals, crystals and fossils

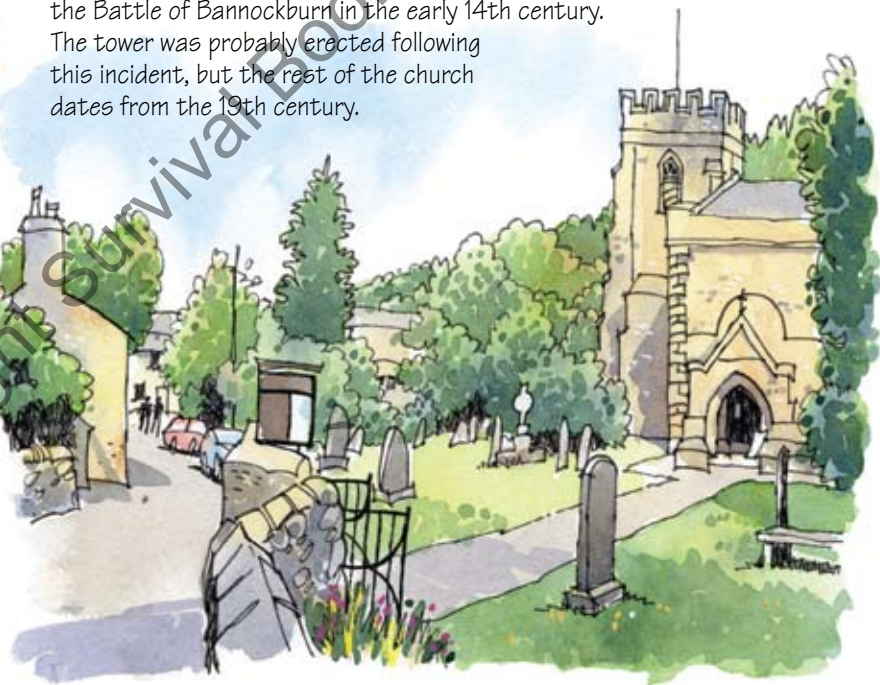
Clapham lies on the Craven Fault, a geological feature where underlying millstone grit and limestone meet creating an abundance of potholes and caves.

A ten and a half miles underground system begins on the slopes of Ingleborough and ends in Ingleborough Cave just north of the village. The cave was unknown until 1837 when a great storm washed away debris blocking the entrance.

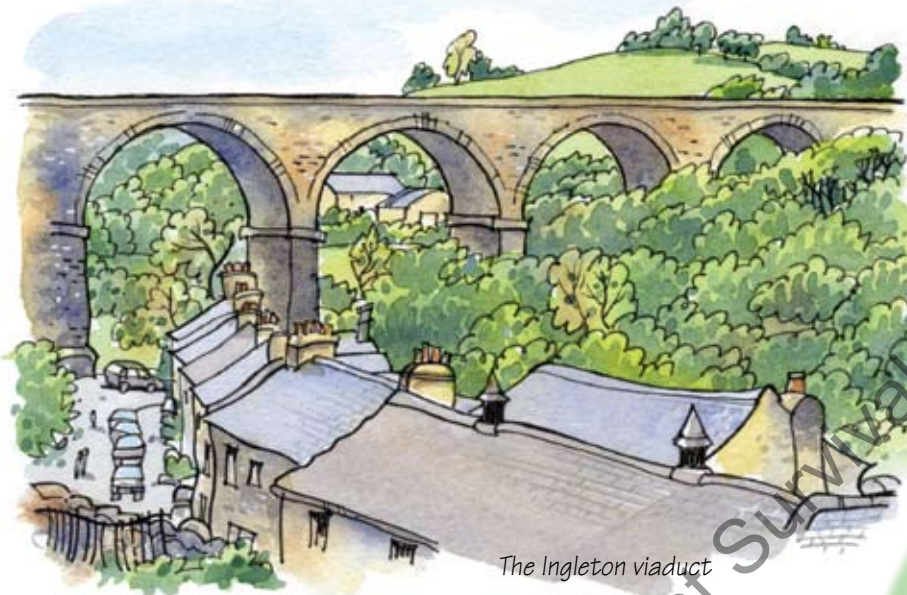
Tours with an expert guide take visitors to view all the remarkable limestone formations. These are add-ons to the Ingleborough Estate Nature Trail which is accessed up the road past the church. The tour of just over a mile takes in old saw mills, hydro-electrical installations, woodland, and many striking limestone scars.

One of the Farrer family was the notable botanist, Reginald (1880–1920), who collected many species of rhododendrons, shrubs and alpine plants in China, Tibet and Upper Burma between 1914 and 1920. The fruits of his labours can be seen on the estate nature trail.

The church of St James was founded in Norman times and originally dedicated to St Michael. It's mentioned in records dating back to 1160. Clapham and the church were burned during a Scottish raid following the Battle of Bannockburn in the early 14th century. The tower was probably erected following this incident, but the rest of the church dates from the 19th century.



St James's Church and the road to Ingleborough Cave



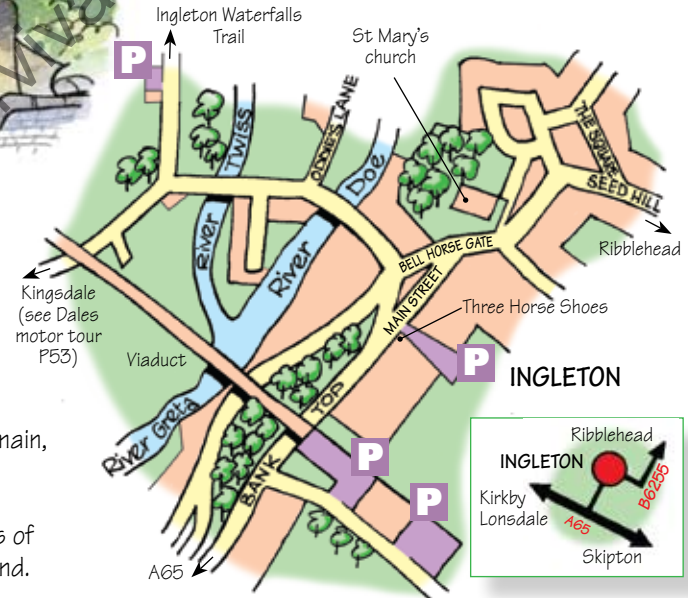
The Ingleton viaduct

INGLETON RIBBLESDALE

Perched on a steep hillside above the confluence of the Twiss and Doe rivers and with a landmark railway viaduct, the lively village of Ingleton still carries the look of its previous life as an important industrial centre during the 18th and 19th centuries. Bell Horse Gate descends steeply to the rivers which once powered mills spinning wool and cotton. Neat terraces of mill worker's cottages remain, almost under the viaduct. Coal was also mined south of the village.

All the industry has now gone, replaced by the modern industry of tourism. However, what the old left behind and the natural attributes of the area now attract legions of enthusiastic visitors all the year round.

The railway came in 1849, with its imposing viaduct extending it to Sedburgh 10 years later. Ingleton once had two stations, at opposite ends of the viaduct, run by opposing companies, Midland and L&NW. So great was the rivalry that initially passengers had to walk between the stations for almost a mile across the Greta valley floor, despite the viaduct between them. The L&NW station closed in 1917, the Midland in 1954 and the track dismantled in 1967.



Ingleton streets are narrow and winding, centred on a tiny market place. There's a good selection of independent shops with an hospitable pub at each end of the main street.

The parish church, dedicated to St Mary the Virgin stands high above the river on an unstable foundation of boulders and sediment which had to be strengthened with concrete in 1930 and 1946.

The Norman font is dated at around 1150, the tower is 15th century and the nave was rebuilt towards the end of the 19th century to a design by the then vicar.



The two-level village and St Mary's church



Main Street

The Ingleton Waterfalls Trail, is one of the village's main attractions. A four and a half mile walk, the Trail follows a well-defined footpath over moderately inclined ground with steps whenever there's a climb. It boasts some of the most spectacular waterfall and oak woodland scenery in the country.

Ingleton is also a popular start for an ascent of Ingleborough, one of the famous 'Three Peaks' (see p18).

The writer Arthur Conan Doyle was a regular visitor to the area and was married locally, as his mother lived at Masongill from 1882 to 1917. It's possible that he may have been inspired for the name of his famous fictional investigator by the vicar – and nave designer – of St Mary's (1874-79) who was called Cornelius Sherlock.

HORTON-IN-RIBBLESDALE

Though pleasant enough, compared to its more glamorous neighbours in Ribblesdale, Horton is a rather ordinary village. However, it does attract a huge number of visitors, mainly walkers heading for Pen-y-ghent.

Travelling north on the B6479 Horton is the last outpost of rolling green fields before bleak and empty moorland take over.



The Crown Inn and Pen-y-ghent

The village straggles along for a mile or more between a series of three sharp bends in the road. There's a small shop and two pubs – the Crown at the north end and the Golden Lion at the south.

Horton has a long history of limestone quarrying and there's the scars across the hillsides to prove it. The Settle to Carlisle railway runs along a rock shelf above the village and its arrival during the 19th century greatly bolstered the industry.

These days Horton is an important walking, climbing and potholing centre. Cyclists stop here to refuel. The Pen-y-ghent Café in the village is the official headquarters for the Three Peaks Walk (see page 18).

Grey-stoned and squat-towered, St. Oswald Church sits easily in the rural landscape. The view of Pen-y-ghent from the churchyard has become a much-photographed classic. With a complete Norman nave, south door and tub-font, St Oswald's is the most complete of all the Norman churches built in the Yorkshire Dales after the Norman Conquest. The square tower was built later. The lychgates into the churchyard are roofed with slabs of Horton slate.



St Oswald's Church and Pen-y-ghent



Golden Lion Hotel

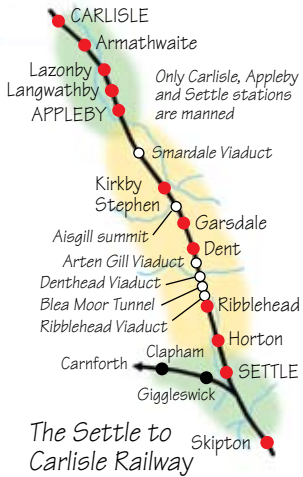
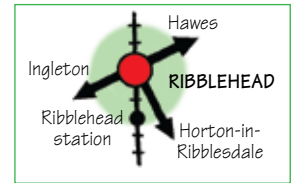
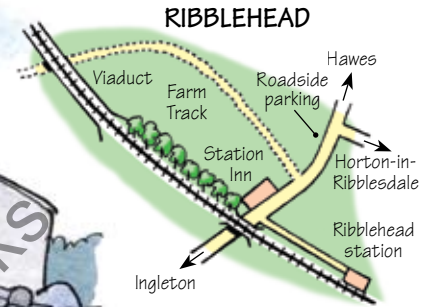


Bridge over the Ribble

A car park near the Crown fills up quickly, especially in summer. People parking on the streets while off on all-day leisure activities are hugely unpopular with residents. However, the huge influx of visitors has radically changed Horton's fortunes. From being an isolated rural community it has now become an outdoor leisure hotspot.



The Station Inn



The Settle to Carlisle Railway

RIBBLEHEAD RIBBLESDALE

Set in a moorland wilderness of few fields, trees or even sheep, Ribblesdale is on the loneliest stretch of railway in England, the Settle to Carlisle line. Thousands of people visit this spot with only one thing in mind – to see the viaduct, and if they're really lucky a steam train crossing it.

First sighting can be an overpowering and emotional experience. From any direction, in any weather, the curve of the viaduct looks wonderful.

The Midland Railway company completed the line in 1876. Climbing to a height of 1,169ft (356m) at Aisgill summit it's one of the great Victorian feats of engineering with 20 major viaducts and 14 tunnels along the 72 miles of track – built using

primitive tools, muscle and dynamite. Of the 1,000 navies employed more than 100 were killed.

Rivalling its construction have been the epic battles to keep the line open. The Beeching Report closed stations in 1970 and British Rail proposed a total closure in the early 1980s. This caused such an outcry the plan was shelved in 1989 and stations were reopened to meet the new demand.

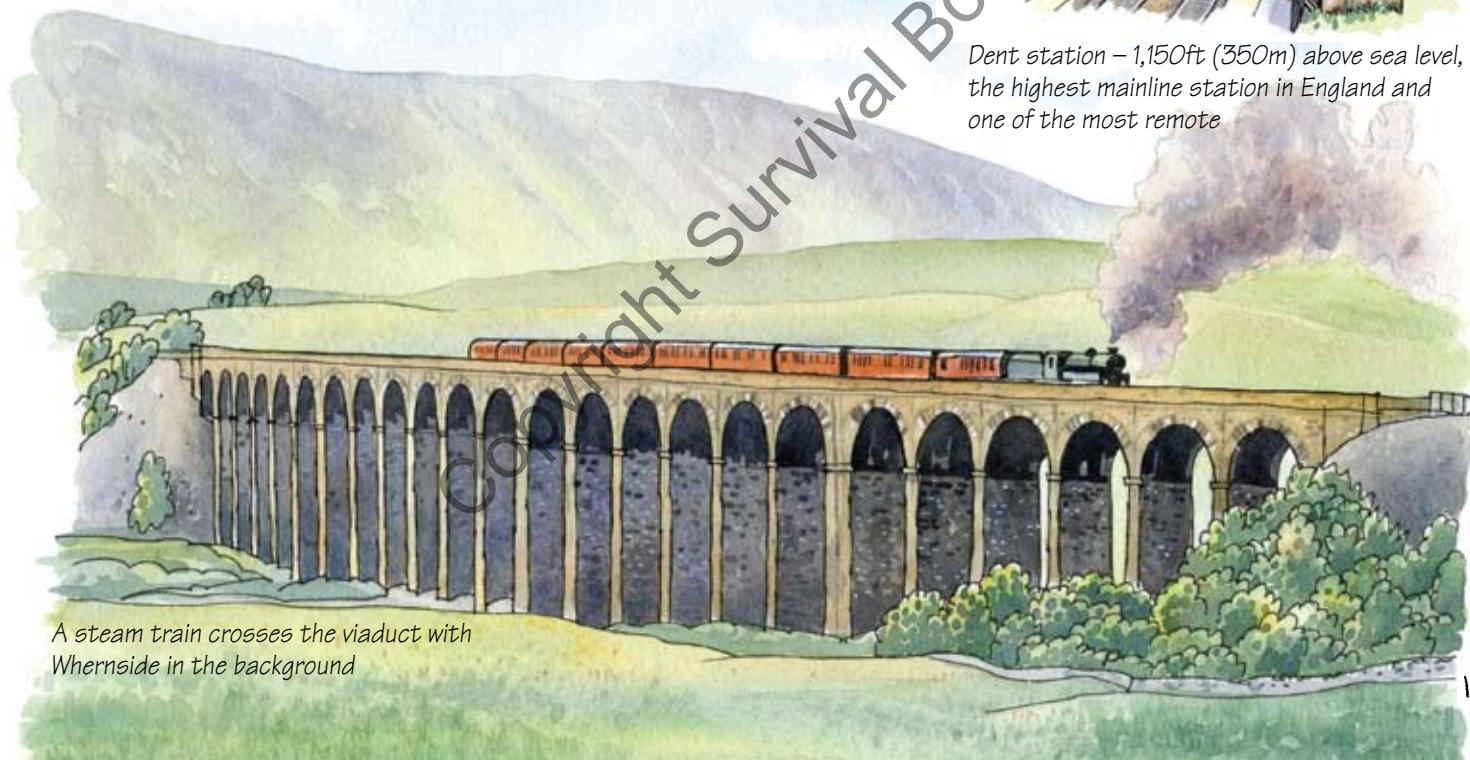
Ribblesdale is now a major tourist attraction but there's no gift shop, tickets to buy or barriers. You can walk underneath the arches. Hooray!

The Station Inn, the only building around, copes valiantly with the crowds and even provides a bunkhouse if you want to stay overnight.

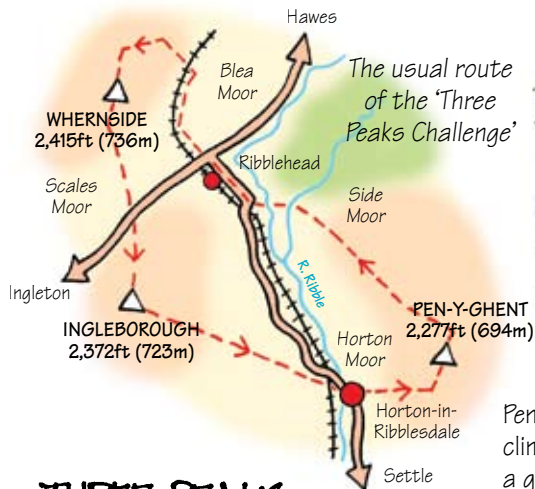
Ribblehead viaduct was designed by engineer, John Sydney Crossley. The first stone was laid on 12 October 1870 and the last in 1874. The viaduct is 440yds (400m) long, and 104ft (32m) above the valley floor at its highest point. It has twenty-four arches of 45ft (14m) span, with foundations 25ft (8m) deep. The north end of the viaduct is 13ft (4m) higher in elevation than the south. Some of the limestone blocks weighed 8 tons each and 1.5 million bricks were used in the construction.



Dent station – 1,150ft (350m) above sea level, the highest mainline station in England and one of the most remote



A steam train crosses the viaduct with Wharfedale in the background



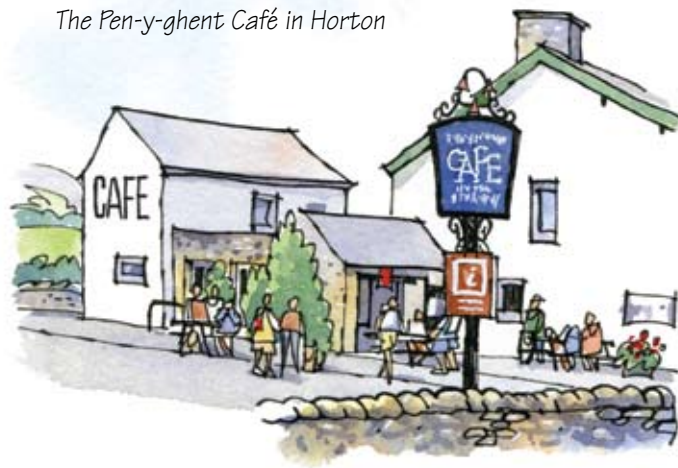
Pen-y-ghent is lowest of the three peaks but for many people the best. It's usually climbed from Horton. The characteristic three steps profile was only formed in 1881 after a great thunderstorm washed away topsoil leaving millstone grit and limestone exposed.

THREE PEAKS

Though mere pimples in the ranking of English mountains, (even calling them 'peaks' is a typically Yorkshire exaggeration) the Three Peaks – Whernside, Ingleborough and Pen-y-ghent – dominate this wild and desolate area which is totally unlike any of the green, verdant dales. The peaks stand alone in the landscape, their distinctive shapes making them instantly recognisable – even, with a bit of prompting, for tourists.

They are a venue for numerous walks, runs and cyclo-crosses. The most popular challenge is to complete an almost 25 miles circuit, climbing all three in under 12 hours. The Pen-y-ghent Café in Horton houses a clocking in/out machine which determines whether they've been climbed within the allotted time. The footsore walker is awarded membership of the Three Peaks of Yorkshire Club – and hopefully a nice cup of Yorkshire tea.

The Pen-y-ghent Café in Horton



Whernside lacks the good looks of the other two but as the loftiest it's a must-climb hill. Since extensive footpath construction the route from Ribbleshead is straightforward, still challenging, but for some, unexciting. The view from the summit is extensive. On a clear day you can see Morecambe Bay and – with binoculars – Blackpool Tower.

Ingleborough, has a characteristic flat top appearance with turret-like outcrops and tiers on the flanks, making it recognisable from any direction. The ascent from Ingleton is relatively easy, though rather tedious, but with a steep climax onto the top. The summit is a broad plateau, a half mile in circumference, carpeted with dry turf and once the site of a huge Iron Age fort.



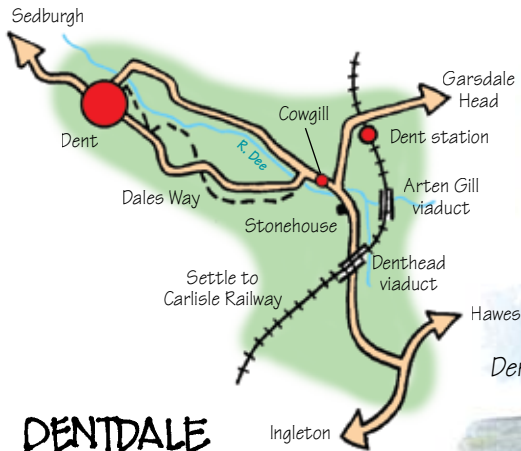
Whernside



Ingleborough from Ribbleshead, the famous 'blue' side which is usually in shadow

The record for the fastest completion of the Three Peaks Challenge is 2 hours 29 minutes and 53 seconds, which has stood since 1976. The woman's time, recorded in 1996, is 3 hours, 16 minutes and 17 seconds.

Needless to say neither runner wasted any time looking at the view, taking selfies or picnicking on a summit.



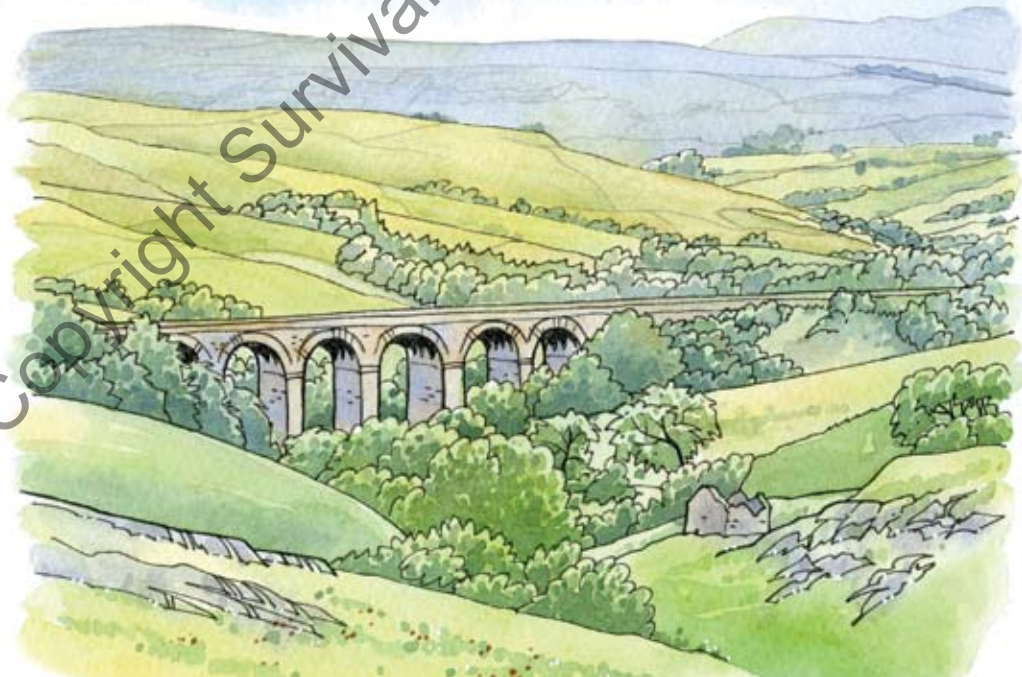
Near Cowgill a minor road climbs to unmanned Dent station, set in wild and windswept moorland with sensational views back to the dale and across the surrounding fells. Though called Dent station it's actually four miles away from Dent village. When the station was reopened for trains in 1986, Railtrack sold the station buildings. Now tastefully renovated, they can be hired for self-catering holidays with a difference.

Dentdale and Denthead viaduct

DENTDALE

Though one of the shorter Yorkshire Dales, Dentdale – named after the only village of any size in the dale – is also one of the most beautiful. The valley is a haven of peace and tranquility. The River Dee runs most attractively through it in a succession of small waterfalls with the road running alongside.

The steep descent into the dale from the B6255 provides fabulous views, particularly of the Denthead viaduct which the road goes under further down the steep hill. Expect to meet walkers and cyclists as this is part of the Dales Way and Dales Cycle Way.





Denthead viaduct and resting cyclists

Small settlements and farms are scattered around the dale with the Sportsman's Inn at Cowgill the only facility before reaching Dent. The country inn is steeped in history going back over 350 years. Drivers taking livestock to market stayed here and navies working on the Settle Carlisle railway line. The welcoming tradition continues, with today's tourists, walkers and cyclists invited to stop and sample the top quality food and ales available.

Denthead viaduct has 10 arches, is 100ft (30m) high and 199yds (183m) long. The viaduct was built between 1869 and 1875 for the Midland Railway Company using massive blocks of Dent marble and crosses over the quarry that produced it.

Arten Gill is the larger of the two viaducts in the dale, having 11 arches rising to 117ft (36m) high and is 220yds (200m) long. It also is built of blocks of Dent marble from now-disused quarries nearby. The stone was popular for ornamental masonry and remarkable for its wealth of fossils.

The viaduct featured in a scene in the film, *Miss Potter*, the Beatrix Potter biopic starring Renee Zellweger, as she travelled from London to the Lake District. Going through Dentdale to the Lakes would in reality have been possible, but would have been a seriously indirect route.



The Sportsman's Inn



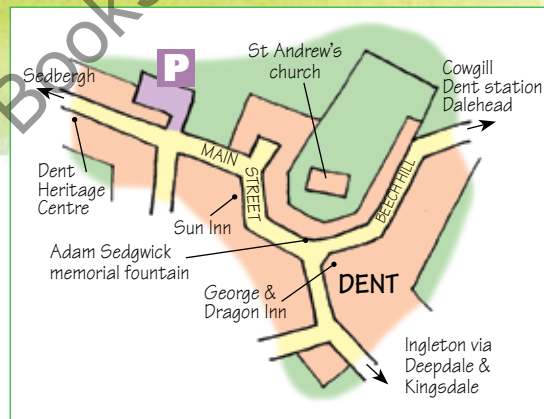
The village from the Cowgill road

DENT DENTDALE

With the looks of a Cornish fishing village and set in the Yorkshire Dales National Park, it's surprising to find that Dent is actually in Cumbria. This village is totally surprising. Its cobbled streets are narrow and winding, lined by sturdy white-walled cottages with colourful gardens. Tottering chimneys on dark low-pitched roofs are set against distant green hills. For such a pretty dale Dent is the perfect village. A large car park and a caravan site is testament to its popularity with tourists. There's a few shops and tea rooms, and it's venue for a number of beer and folk festivals throughout the summer.

During the 17th & 18th centuries the first floor of many cottages were spinning galleries where women spun yarn from local sheep wool. A thriving cottage industry developed knitting simple garments, which carried on until the late 19th century. 'The terrible knitters of Dent' – terrible in the sense that they were terribly good – were renowned for their skill and speed. So fast that their needles often became bent.

You can learn all about the knitters at the Dent Village Heritage Centre, which tells the story of Dent through the working lives of Dales folk with many exhibits. The centre itself was designed and built entirely by local labour, beautifully converted and extended on the site of an disused filling-station opposite the car park.



A Dent cottage

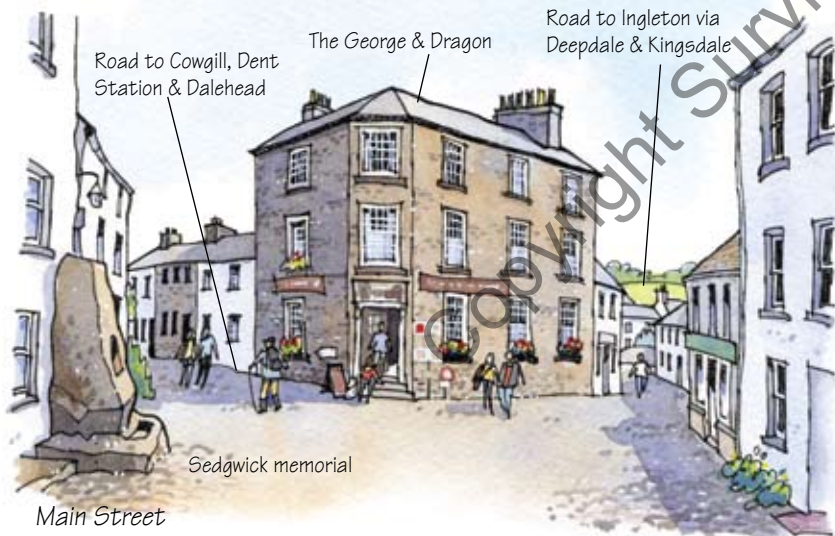
The 12th century Church of St Andrew has Norman features in the tower and arched doorway. Dent is the birthplace of Professor Adam Sedgwick (1785-1873), the great Victorian geologist and contemporary of Darwin. The son of the then vicar, Sedgwick attended the old Free Grammar School on the north-west edge of the churchyard. He went on to be a boarder at Sedbergh School before going up to Trinity College, Cambridge. For all his importance as a geologist Sedgwick remained a son of the Dales and a water fountain made from a rough-hewn block of pink Shap granite stands in Dent's main street to commemorate him.



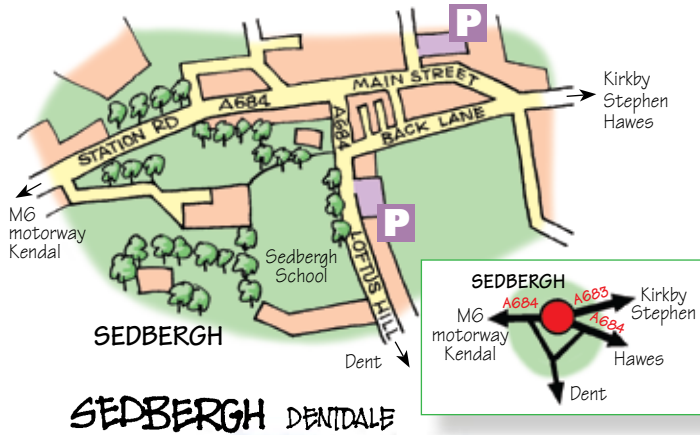
The Sun Inn

Standing proudly at the top of Dent's cobbled main street for more than 300 years, the Sun Inn is the original Dales village inn. A true pub, unspoilt by modern distractions. There's no TV, no jukebox and no fruit machines. Instead, just great value food and drink, an open-fire, original coin-studded beams, and good cheer to be had with folks around the bar.

Dent even has its own brewery, one of the most remote in the country. It's in a barn half way up a hillside a couple of miles from the village along a single track road. Outside it's wild Dentedale but inside Dent Brewery is slick and modern. It was founded in 1990 and completely renovated in 2005. In 2006 the brewery bought the George & Dragon in Dent village as its own tap-house and now supplies award-winning beers to many locations across Yorkshire and the North of England.



Main Street



Like Dent, Sedbergh has been part of Cumbria since 1974. Strung out across the lower slopes of the eastern edges of the Howgill Fells, Sedbergh has the look of a small town and the feel of a large village. It's the furthest west outpost of the Dales National Park with the Lake District National Park only 18 miles away. Despite a miniscule market place, the narrow main street has a good selection of small town shops and is relieved of heavy through traffic by the Back Lane.