

Great Knoutberry Hill (Dent to Ribbleshead)		
1 st walk check	2 nd walk check	3 rd walk check
21 st May 2024		
Current status	Document last updated Monday, 01 st July 2024	
<p>This document and information herein are copyrighted to Saturday Walkers' Club. If you are interested in printing or displaying any of this material, Saturday Walkers' Club grants permission to use, copy, and distribute this document delivered from this World Wide Web server with the following conditions:</p> <ul style="list-style-type: none"> The document will not be edited or abridged, and the material will be produced exactly as it appears. Modification of the material or use of it for any other purpose is a violation of our copyright and other proprietary rights. Reproduction of this document is for free distribution and will not be sold. This permission is granted for a one-time distribution. All copies, links, or pages of the documents must carry the following copyright notice and this permission notice: <p>Saturday Walkers' Club, Copyright © 2024, used with permission. All rights reserved. www.walkingclub.org.uk</p>		
This walk has been checked as noted above, however the publisher cannot accept responsibility for any problems encountered by readers.		

Great Knoutberry Hill (Dent to Ribbleshead)

Start: Dent Station

Finish: Ribbleshead Station

Dent Station, map reference SD 764 875, is 344 km northwest of Charing Cross, 77 km southeast of Carlisle, 76 km north west of Leeds, 350m above sea level and in **Cumbria**. Ribbleshead Station, map reference SD 765 789, is 8 km south of Dent Station, 315m above sea level and in **North Yorkshire**.

Length: 18.2 km (11.3 mi).

Cumulative ascent/descent: 601/636m. For a longer walk, see below **Walk Options**.

Toughness: 6 out of 10

Time: 5 hours walking time.

Transport: Dent and Ribbleshead are stations on the Leeds - Settle - Carlisle Line, with eight trains per day Mon-Sat (but only six southbound ones at Dent) and five on Sundays. Journey time to Dent is 74 minutes from Carlisle, 26 from Settle and 87 from Leeds. Ribbleshead is 10 minutes closer to Leeds.

Saturday Walkers' Club: The walk is not practicable as a daywalk from London.

OS Landranger Map: 98 (Wensleydale & Upper Wharfedale)

OS Explorer Map: OL2 (Yorkshire Dales - Southern & Western Areas)

Harvey British Mountain Map: Yorkshire Dales

Harvey Superwalker XT25 Map: Yorkshire Dales - South West

Walk Notes:

This fairly easy route (for a mountain walk) starts at England's highest operational mainline station and rises steeply along a quiet road to the 500m above sea level. You then follow the Pennine Bridleway along the contour around Great Knoutberry Hill before turning left up the grassy slope to its summit at 672m above sea level (a shortcut cuts out the ascent). From the top - in good weather - you have fantastic views past Wild Boar Fell and Mallerstang into the Vale of Eden, as well as to the Yorkshire Dales peaks and some of its valleys. A short and easy descent leads to a grassy track that skirts around the top of Wold Fell before dropping to a road. Turn easterly across to Dentedale for views of Dent Head railway viaduct, one of three seen on the route. A scenic ascent up to Blea Moor follows and you cross the moor on a good track which follows the line of the Blea Moor Railway Tunnel beneath. This very quiet stretch enchants with views of Whernside and Ingleborough, some meandering streams as well as the spoil heaps associated with the build of the tunnel and its airshafts. You then briefly share the usually busy route of the Yorkshire Three Peaks Challenge, but soon enough turn off it for a scenic loop along a beck and through pastures towards and under the famous Ribbleshead Viaduct.

Most of the route uses good paths or tracks, with only the stretch over the top of Great Knoutberry Hill being trackless, but even that is overly bog and tussock-free.

Walk Options:

An out-and-back from the top of Great Knoutberry Hill along its north easterly flank (Widdale Fell) of up to 6 km each-way enables fine views into Widdale and Wensleydale, the valley of the River Ure.

The Pennine Bridleway, a waymarked Long-Distance Path, contours the flank of Great Knoutberry Hill about 150m below its summit, cutting that amount of ascent and avoiding clouds or mist in inclement weather.

A more direct route near the end along the railway line cuts 1.1 km distance but also the drama of walking underneath the famous Ribbleshead Viaduct and a scenic stretch along the Winterscales Beck.

Lunch: Picnic

Tea (details last updated 09/05/2024)

Station Inn - Ribbleshead Low Sleights Road, Carnforth, North Yorkshire, LA6 3AS (015242 41274, <https://www.thestationinnribbleshead.com/>). The Station Inn is located 200m from the end of the walk.

Open all day every day. Food served daily to 21.00.

Ribbleshead Station Visitor Centre and Tea Room Low Sleights Road, Carnforth, North Yorkshire, LA6 3AS. The Tea Room is located on the Leeds bound platform. Open daily April-October, 10.15-15.15.

Northern Glossary

beck: *stream, brook*; brig(g): *bridge*; -by: *habitation*; cam: *bank, slope, ridge*; carr: *marshy woodland or shrubland*; clough: *narrow valley, cleft in a hillside, ravine, glen, gorge, cliff, rocky precipice*; crag: *steep rugged mass of rock projecting upward or outward*; currick: *cairn, pile of stones, often locations used to keep watch for Scottish raiders*; dale: *valley*; -ey: *island, dry area in a marshy place*; fell: *hill, mountain slope (especially rough moorland)*; firth/frith: *long, narrow inlet of the sea or estuary*; force/foss: *waterfall, rapids*; frith: *area of peace, protection, safety, security*; garth: *small grass enclosure adjacent to a house*; gate: *way, street*; gill/ghyll: *small narrow valley or ravine*; hagg: *part of an area of woodland, especially on a sloping bank*; holm(e): *island, inland promontory, raised ground in marsh, river-meadow*; how(e): *barrow, small hill*; hush: *(Roman era) mine on steep hillside, using dammed up water to wash away topsoil and boulders, revealing the underlying lead or ore veins*; ing(s): *meadow(s), especially water meadow near a river*; keld/kell: *spring or well*; kirk: *church*; laithe/leeath: *barn, agricultural building*; lang: *long*; ling: *heather*; lonning/lonnin': *lane or track, something less than a road, more rural than a street, usually short*; mell: *sand dunes*; mire: *bog*; moss: *bog, marsh*; ness: *headland, promontory*; nick: *shallow notch, cut or indentation on an edge or a surface*; pike: *spike, sharp point, peak*; rake: *slant, incline*; rigg: *ridge*; scar/scaur: *cliff, rocky outcrop with a steep face*; seat/set(t)/side: *summer pasture or dwelling place*; seaves: *rushes*; shaw: *hurdle, gate*; sike/syke/sitch: *small stream or gully, gutter*; stang: *pole, shaft, stake, wooden bar*; stoop/stowp/stoup: *post, gatepost, distance marker (milestone), standing stone*; -sty: *ascent, ascending lane or path, narrow pathway or course*; tarn: *lake or pond (especially in an upland location)*; thorp(e)/t(h)rop: *village or small settlement*; thwait(e): *village or small settlement*; toft(s): *small farmstead with enclosed land, later applied to a village or small settlement*; wath: *ford*; whinny: *gorse, furze, thorny vegetation*; -wich/wick: *village or settlement*.

Notes

Settle – Carlisle Railway

The Settle – Carlisle line is a 117 km-long (73 mi) railway line in northern England. The route crosses the remote, scenic regions of the Yorkshire Dales and the North Pennines, running between Settle Junction on the Leeds–Morecambe line and Carlisle, near the English-Scottish borders. It was constructed in the 1870s and has several notable tunnels and viaducts. The line was built by the then Midland Railway to be able to run trains to Scotland, as the then London & North Western blocked access to a short bit of track linking Midland's network to the existing line to the North. The works needed over 6,000 navvies, who worked in remote locations, enduring harsh weather conditions. Large camps were established to house the navvies, most of them Irish, with many becoming complete townships with post offices and schools. They were named Inkerman, Sebastapol and Jericho. The remains of one camp – Batty Green – where 2,300 navvies lived and worked, can be seen near Ribbleshead.

In the 1980s, British Rail planned to close the line. This prompted a campaign to save it, led by the Friends of the Settle–Carlisle Line (FoSCL). The campaign uncovered evidence that BR had mounted a dirty tricks campaign, by exaggerating the cost of repairs and diverting traffic away from the line in order to justify its closure plans, a process referred to as 'closure by stealth'. In 1989, the UK government announced the line would be saved from closure. Since then, passenger numbers have grown steadily from less than 93,000 in 1983 to 1.2 million in 2012. Eight formerly closed stations have been reopened and several quarries have been reconnected to the line and it remains one of the most popular railway routes in the UK for charter trains and specials. The railway's summit at 356m is at Aisgill, just north of Garsdale Station, and is the highest point reached by main-line trains in England. <https://settle-carlisle.co.uk/> <https://www.foscl.org.uk/>

Four of the railway properties are available as holiday lets:

<https://settlecarlisletrust.org.uk/stay-at-a-station/> <http://www.dentstation.co.uk/>

Yorkshire Dales National Park

The Yorkshire Dales National Park is a 2,178 km² (841 sq mi) national park covering most of the Yorkshire Dales (some to the south and east of the national park are located in the Nidderdale Area of Outstanding Natural Beauty). Most of the park is in North Yorkshire, with a sizeable area in Cumbria and a small part in Lancashire. The park was designated in 1954 being then entirely within Yorkshire, and extended in 2016 westwards into Lancashire and Cumbria - encompassing much of the area between the old boundaries of the park and the M6. Over 95% of the land in the park is in private ownership and there are over 1,000 farms in the park, as well as some 23,500 residents (as of 2017). A 2018 report estimated that the Park attracted over four million visitors per year. In 2020, the park was named as an International Dark Sky Reserve.

<https://www.yorkshiredales.org.uk/>

Pennine Bridleway

The Pennine Bridleway is a 330 km (205 mi) waymarked linear Long-Distance Path and National Trail from Carsington Water, Derbyshire, to Kirkby Stephen, Cumbria. In its southern part, it follows the High Peak Trail along the track bed of the former Cromford and High Peak Railway. The idea for it was launched in 1986 by Mary Towneley, who rode on horseback 402 km (250 mi) from Corbridge, Northumberland to Ashbourne, Derbyshire. It took a mere 9 years for the trail to be approved.

It is not to be confused with either the Pennine Way or the Pennine Cycleway.

Shake Holes and Swallow Holes

Shake holes (or sinkholes or dolines) are a depression or hole in the ground caused by some form of collapse of the surface layer. Some are caused by karst processes, for example, the chemical dissolution of carbonate rocks or suffusion processes. They tend to occur in karst landscapes, which can have up to thousands of sinkholes within a small area, giving the landscape a pock-marked appearance. These sinkholes can drain all the water, so that there are only subterranean rivers in these areas.

Ribble Way

The Ribble Way is a 113 kilometres (70 mi) waymarked long-distance walk between the Lancashire coast and the Yorkshire Dales National Park, largely following the course of the River Ribble while passing through tidal marsh, open moorland and limestone gorges. The route begins in Longton and ends at the source of the Ribble on Cam Fell at Gayle Moor north east of Ribbleshead.

Dales Way

The Dales Way is a 126 kilometres (78 mi) waymarked long-distance walk through the Yorkshire Dales National Park and the Lake District National Park from Ilkley, West Yorkshire to Bowness-on-Windermere, Cumbria. It follows the River Wharfe upstream to the main watershed of Northern England at Ribbleshead and then follows several river valleys (Dentdale, River Mint, River Kent) down to the shores of Windermere.

River Dee

The River Dee runs through the extreme south east of Cumbria, a part of the Craven region traditionally part of the West Riding of Yorkshire. The river rises above Dent Head Farm, formed from several smaller streams emanating from Blea Moor Moss, and flows down Dentdale and into the Rawthey, a tributary of the Lune.

WALK DIRECTIONS

Alight from the train at **Dent Station**, a stop on the **Settle – Carlisle Railway** in the **Yorkshire Dales National Park**. At 350m above sea level, it is the highest operational main line station in England. The exit from the station is from the Carlisle bound platform 2. **If arriving on the Leeds bound platform**, use the barrow crossing at the south easterly end of the platform to get to platform 2 (wait for the train to have left first).

Leave the station through a white gate on platform 2 by the former station building on the left (now available for holiday stays) to a road 70m away, with fine views below on the left into **Dentdale** and while crossing the **Monkey Beck** en route. *Turn right* uphill along **Coal Road**. In 70m the road crosses the railway line to **enter Access Land** and you have a sparse plantation to the left. Continue between drystone walls and with the **Monkey Beck** now about 30m to the right. Behind you there are views to (the top of) **Wherside** (205°), **Gragareth** (225°), **Crag Hill** (240°), **Calf Top** (255°) and **Aye Gill Pike** (280°).

In 500m you pass a sheepfold on the left made from breeze blocks (at 410m above sea level) and continue up the road. Next up on the left is a large Christmas tree plantation behind a fence (private), **Dodderham Moss** on the OS map. Beyond it lies Garsdale and the hill rising on its far side is **Baugh Fell** (SWC Walk Baugh Fell (Garsdale Circular)). On the right and ahead you have the open hill flank of **Great Knoutberry Hill**. In another 530m, where a drystone wall joins from the left, you pass the top of the plantation (just above 450m above sea level), and continue with ditches, drystone walls and the tussocky grassy hillside on both sides. **Ingleborough** has now come into view on the right (195°) and **Wild Boar Fell** on the left (350°). In 320m the gradient eases and in 250m the road temporarily levels out (just above 500m above sea level), just before dipping down a little and then curving away to the left.

[!] *Turn right* along a broad gravel track to a wooden field gate 30m away with a two-way **Pennine Bridleway** (PBW) signpost and go through the gate ('Arten Gill Moss 2'). Follow the track along the hill flank through an area of **Shake Holes and Swallow Holes**. You have a drystone wall on the right and the slope on the left and walk gently uphill. In 150m the track levels out temporarily and in 350m you go over a minor brow and start a gentle descent. **Ingleborough** has come back into view. In 160m you reach a fence corner on the left, by a padlocked wooden field gate with subsequent drystone wall including a stone slab stile, and 20m before a metal field gate, with a metal kissing gate to its left.

Here you have a choice:

For the lower route around the flank of the hill, continue ahead along the PBW. Pick up the directions at the end of this text under **Lower Route on Great Knoutberry Hill**.

For the Main Walk, *turn left* over the stile and **either** *turn right* through a sheep pen and in 20m go through two metal gates into the open hillside **or** go through two metal field gates into the open hillside. In either case, follow the fence on your left uphill in a broadly easterly direction. There are some spongy areas to navigate, especially around the 600m line (skirt to the right), but in 1.2 km you reach the trig point on the summit of **Great Knoutberry Hill** at 672m above sea level. [Knoutberry is vernacular for cloudberry.] This also marks the **County boundary between Cumbria and North Yorkshire**. There is a stile in the fence about 15m before the trigpoint, another stile leading from that fence's far side over another fence to a two-sided drystone bench, and the nearby fence continues as a drystone wall beyond the trigpoint.

Here you have a choice:

For an out-and-back of up to 5 km each-way along the north easterly spur of Great Knoutberry Hill (called Widdale Fell) via Little Knoutberry Hill to Sandy Hill, *turn left* over the nearby stile and follow a path somewhat to the left of a fence for 630m to **Widdale Great Tarn**. From there, keep to the right of **Widdale Little Tarn** and go through a gate in a drystone wall, then keep to the left of another wall in a north easterly direction, continuing via **Little Knoutberry Hill** to **Sandy Hill** for fine views into **Wensleydale**.

For the Main Walk, continue in the same direction to the right of the drystone wall, soon enough starting the descent off the summit. The driest route is somewhat to the right of the wall. In 1.1 km go over a stone slab stile in a wall corner and *turn right* along a gravel car wide track downhill between bridleway marker posts (the grass path ahead across the moss is a possible shortcut, but will be harder to walk than the described route). In 250m you reach a wooden field gate with a four-way signpost 5m to the left and a three-way track junction beyond the gate. The lower route joins through the gate and along a track down from the right. *Turn left* along a restricted byway ('Newby Head Road 1 ¾').

*) Follow the grassy track downhill along a drystone wall on the right and in 80m cross the infant **Artengill Beck** in the process (often just mossy dryness here) and start to re-ascend. In 400m the track briefly levels out at about 530m above sea level (**Swineley Cwm** on the OS map) and soon after the wall bears away to the right uphill. You continue in the same direction along the grass track with the wall some 50m away to the right above, gently ascending, with **Widdale** stretching away on the left below. In 170m the terrain levels out again with the summit plateau of **Wold Fell** up on the right beyond the wall. The track meanders a little and in 220m you pass some shake holes on the right, where the slope on the right hides the wall from view. **Pen-y-ghent** and **Ingleborough** are now in view ahead. In 100m go over a brow, with the **B6255** now ahead and below.

Bear to the right with the track towards a wooden field gate some distance away, now with higher ground to the left and right. In 110m go through the gate and continue along a wide grassy strip between a drystone wall and a collapsed drystone wall. In 250m go through a wooden field gate in a drystone wall and continue downhill along a gravel track with a fence on the left. You can see the B road away to the left now and in 1.2 km go through a gate onto **Newby Head Road** by a two-way PBW signpost. *Turn right* along the road, leaving the PBW and now briefly following the **Ribble Way** which has joined from the left. In 500m ignore a car wide track turning left (and the Ribble Way with it, signed 'BW B6255 1 ¾ ml') to continue along the tarmac road. The **Dales Way** has joined from down the track. You soon have an infant stream on the right this side of Wold Fell, the **Fell End Gill**, which later on will tumble scenically under the **Dent Head Railway Viaduct**. After a while, the viaduct comes slowly into view, and once the road starts a steep descent into Upper Dentdale, the valley of the **River Dee**, it dominates the view.

You have left the Access Land. Follow the road from about 410m above sea level to near 300m and under the railway line and *turn right* with it. In 130m you have the **Dent Head Viaduct** on the right above. Ignore a left turning track through a metal field gate (the private drive to Dent Head Farm) and in 20m cross the Fell End Gill on the road. In 60m you pass a 'Welcome to Dentdale' sign and in 200m cross another stream on the road. In 100m you pass a stone barn on the right and in 40m a '**Cowgill**' village sign. In 50m, by the white-washed **Bridge End Cottage** on the right, [!] you *turn left* to cross the **River Dee** on a car wide grassy bridge and go through a wooden field gate ('Please close the gate'). *Turn left* along a fence with a 'FP Blea Moor 2' signpost. In 40m the fence and the path *veer right* away from the river to follow a tributary stream and in 20m you *turn left* across the stream over a plank bridge and a stile and *curve to the right* with the clear path, along a fence on the left. In 70m, where the fence turns downhill to the left, you *bear right* and follow a clear path gently uphill, in 10m *veering left* with it (170°).

You are now crossing a tussocky grassy and boggy-in-places area towards the out-of-view **Dent Head Farm**, with the viaduct on the left. In 100m *veer left* and now aim for an electricity pole ahead. You pass the pole in 140m, just after the farm buildings have come into view, and in 75m go through a wooden field gate, cross the river on a car wide bridge and enter the farmyard ('Free running yardbirds - Please keep dogs on a lead'). In 25m *turn right* with a two-way footpath signpost and pass the farmhouse to its left (notice the **circular stone sculpture** as part of a drystone wall on the left!). Leave the farmyard through a wooden field gate into the open hillside and follow a clear grass path gently uphill, with the Dee on the right. In 120m cross a two-plank bridge over one of the two streams that form the Dee at this spot and *turn left* along the stream.

There are some small waterfalls visible and in 150m you go through a wall gap and follow the grass path further uphill. In 50m cross a small stream and ignore a left turn under the railway line (fenced off anyway). *Turn right* along a drystone wall, with the railway line just behind, either to the left of or steeply up a grassy rise and rise up through the level of the railway tracks (the entrance to **Blea Moor Tunnel** is visible on the left). At the top of the immediate rise, you cross a boggy area with the help of some stepping logs and duckboards and then *turn right* over a stile to follow a grass path to the left of a recently clear-felled area of the plantation (**Hazel Bottom**). There is a large conifer plantation visible up ahead, but also already a first **airshaft** supporting the tunnel. Behind you there are Great Knoutberry Hill and Wold Fell and the railway line towards Dent Station.

In 60m the duckboards end and you *veer right* by a 'Private Land – Keep to Footpath' sign. The path now runs atop the line of the tunnel beneath your feet. There is one more short section of duckboards along this stretch and eventually the gradient steepens, including along a stepped section. You cross a car wide forest track by a footpath marker post and go up further along another stepped section. At the top of the rise go over a stile in a fence line into **the Access Land of Blea Moor**. From here you have **fine views back** into Dentdale and beyond into the Vale of Eden. For the next 1.6 km, the route continues to follow the line of the tunnel beneath.

In more detail: you follow a grass track uphill to the first airshaft 130m away, initially passing its spoil heap and the brick top of the shaft, with a '**Shaft No 3**' sign. The path goes through a boggy section but in 80m you leave the boggy ground behind, and in 200m you pass a low boulder heap on the left, where the path levels out. You can see a fence line ahead and a stile within it and have the long ridge of **Whernside** rising on the right across a valley, as well as **Ingleborough** ahead to the left. In 70m go over the stile (this is the highest point of the second half of the walk, at 499m above sea level) and start the initially very gentle descent to Ribbleshead. In 350m, a second airshaft comes into view.

In 160m you pass **Shaft No 2** on your left and go through its spoil heaps to the left and right. A third airshaft is visible ahead and the **Little Dale Beck** meanders away to the right below. In 300m you pass **Shaft No 1**, just after a shake hole on the left, and with its spoil heaps to the right and left. More spoil heaps are visible ahead and you reach them in 370m. There is a large metal bar fenced area on the left. That protects the old shaft dug for the building of the tunnel, and which produced the spoil heaps here. The track now veers to the left, away from the line of the tunnel.

In 320m you pass the wall around the tunnel exit away to the right on the far side of Little Dale Beck (the exit itself is out of sight in a cutting). In 300m you are parallel to a bridge and a viaduct across the railway line: one carries the **Dales High Way** up the flank of Whernside, the other one the **Force Gill** (stream). In 250m *turn left* at a T-junction with the track from/to Whernside. This will be busy most of the year, as it's part of the Yorkshire Three Peaks route. In 20m ford a stream (often dry) and start to ascend. In 90m

the terrain levels out and you *curve gently to the right* with the engineered gravel track. In 60m some buildings by the **Blea Moor Signal Box** come into view. In 370m the **Hare Gill** stream crosses from the left (often dry), with boulders acting as stepping stones, and in 250m you reach the part-collapsed drystone wall around the various buildings by the signal box. The railway line is now level to the track, separated by a drystone wall, and in 320m you reach a signposted three-way track junction, with the right turn leading through a subway under the railway line.

Here you have a choice:

For the most direct route to Ribbleshead Station, continue in the same direction ('Yorkshire Three Peaks') along a public footpath and in 1.0 km, by the **Ribbleshead Viaduct**, join a broad track from under the viaduct. Pick up the directions below at the double asterisk **).

For the Main Walk, *turn right* with a public bridleway ('Winterscales') and the Dales High Way under the railway line and go through a wooden field gate on the far side. Whernside's main ridge lies dead ahead. The gravel car wide track curves to the left and downhill and in 150m it fords a stream, just before its confluence with the **Little Dale Beck**. In 250m you go through a wooden field gate **to leave the Access Land** and continue to the right of some farm buildings (there is a limestone kiln visible across the river on the right). In 100m cross the beck on a humped road bridge and continue along the tarmac drive of **Winterscales Farm**. In 140m cross a cattle grid (with a wooden field gate to its left) and at a subsequent three-way tarmac lane junction with a signpost, *turn left*, gently downhill, leaving the Dales High Way. This is a 'Public Way' as per the OS map and signed 'Viaduct' on the reverse of the sign.

In 30m ignore a signposted public footpath bearing right across some pastures and in 15m go through a metal field gate and follow the tarmac drive. The beck is away to the left and is now named **Winterscales Beck**. You meander with the drive towards **Gunnerfleet Farm** and in 450m go through a metal field gate by the farm (often open). In 20m *turn left* over a road bridge across the beck, a signposted bridleway ('Ribbleshead 4/5 ml'). You immediately get a fine view of the **Ribbleshead Viaduct**, initially framed by a farm shed and a farm cottage. In 30m go over a cattle grid or through a wooden gate to the left of it and follow a concrete track through the farmyard.

The track bears to the right, passing the farm cottage and you continue along gravel, now with full views of the viaduct. In 200m go through a metal field gate **back into Access Land**, just before the track curves to the right, and in 250m a track joins from the left. In 100m you go through one of the **24 arches of the viaduct** and on the far side have a memorial for the navvies that built it and the Blea Moor Tunnel and also various info panels. Continue in the previous direction, ignoring a tempting right turn, and in 110m *curve to the right* with the main track by a two-way signpost, where a gravel public footpath joins from the left. This is the route of the direct finish.

****)** On one of the first low boulders on the left, there is an info panel for the **Ribbleshead Locomotive Depot and Brickworks**. In 90m a grass track joins from the left behind, a former **tramway** during the building works, and in 170m you ignore a left fork towards a car park on the valley road. In 240m you reach **Low Sleights Road** and *turn up to the right* along it. In 30m go through a wooden gate to the right of a cattle grid and in 50m you reach the **Station Inn – Ribbleshead**. *Turn left* across the road and up along a gravel drive and in 200m reach **Ribbleshead Station** with its single platform and waiting room, as well as the **Ribbleshead Station Visitor Centre and Tea Room**.

Lower Route on Great Knoutberry Hill

In 20m go through a metal kissing gate to the left of a metal field gate and follow the track, now with a drystone wall on the left and the open hill side on the right. In 65m a stream (**Harber Gill**, a tributary of the River Dee) crosses down from the left through a culvert hole in the drystone wall and in 350m, after a distinct left turn, you cross the **Kelbeck** on what looks like a boulder bridge. The stream here runs underground at most times and will only cover the boulders after extreme rainfall. The track now runs across grassy ground and you have fine views into **Upper Dentdale**, with Dent Station visible over the shoulder on the right. In 180m go through a metal kissing gate to the left of a metal field gate by a fence running down the right. In 350m the track curves to the left, with a wooden field gate visible ahead in a drystone wall, and in 70m you go through the gate and continue between drystone walls. In 200m curve to the left with the track and dip down to a crossing of a stream running down the **Brant Nook**.

You re-ascend and curve to the right to continue in the previous direction, very gently uphill. [The streams here are tributaries of the **Artengill Beck**, itself crossed a little later.] In 370m you ford another (seasonal) stream on a boulder bridge and in 165m the track levels out at 540m above sea level. This area of **Dent Fell** has **disused coal pits**, initially on the right then on the left. In 350m you go through a wooden field gate and continue with an intact drystone wall on the left hand side only. The track eventually descends gently and in 250m you *turn right* with it, again on coarse gravel. In 130m go through a metal field gate to the right of a sheep pen to emerge on a three-way track junction. The main walk runs on the left beyond a wooden field gate in a drystone wall. *Turn left* through the gate and *turn right* on the far side at a four-way signpost along a restricted byway ('Newby Head Road 1 $\frac{3}{4}$ '). Pick up the directions in the main text at the asterisk *).