

# **The Bowland Transit Club**

## **Newsletter No 18**

**October 2010**



**BOWLAND TRANSIT CLUB**

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Two recent timetable changes:

#### **B10/B11 Bowland Transit (Leaflet 104)**

From 31 August 2010 the Wednesday afternoon B11 formerly at 14.25 from Clitheroe (14.45 from Slaidburn) has been retimed to fit in with a change in the school day. It now departs at 1450 from Clitheroe (15.10 from Slaidburn) on Wednesdays only and runs 25 minutes later throughout.

This allows an extra 25 minutes walking time on many of the scheduled walks.

#### **P70/P71 Pendle Witch Hopper (Leaflet 106)**

From 31 August 2010 the mid-afternoon Pendle Witch Hoppers which have until now run only on Saturdays and during school holidays are now scheduled to run every afternoon.

The 1435 Monday to Saturday departure from Clitheroe will run through to Nelson at all times; the 1530 Saturdays and school holidays departure from Nelson to Clitheroe will also run at all times.

The latter gives people changing in Clitheroe for Skipton better connections than are possible on the next bus. (The earlier bus makes a walk almost impossible.)

#### **Additional 564A Bus in Dentdale**

Previous editions of this newsletter announced an extra bus on this service, providing an afternoon link from Sedbergh (16.45) and Dent (17.00) to Dent Station every Saturday until 2 October. Anyone intending to use it in conjunction with the train in the near future is advised to check for engineering works. There have been some recent changes in the dates for these.

In the last issue of this newsletter the writer said that she hoped to undertake a walk to the summit of Aye Gill Pike from Dent whilst the opportunity offered by the later bus was available. This she managed to do early in September. The climb from Dent was hard going but the rewards for reaching the top were tremendous. Views of the Howgills exceeded all expectations giving a clearer insight into the structure of this area than is obtained from lower down. The walk down the ridge enabled these distant views to be appreciated for some time. Whilst clearly liable to being very wet on occasions the writer was able to complete the walk without too many problems from the poor drainage. The peace and quiet of a route away from the crowds was a joy.

## Future Funding

In the last newsletter we asked readers to help support threatened bus services by joining in the newspaper debates and by lobbying councillors and MP's. Fortunately there are currently no direct threats to the funding of the Bowland Transit services, but North Yorkshire County Council has announced its intention to withdraw all its funding for evening and Sunday bus services, including the DalesBus network, from April 2011.

For those readers who would like to see exactly what North Yorkshire has decided the website you need is:

[http://www.northyorkstravel.info/service\\_summary.html](http://www.northyorkstravel.info/service_summary.html)

## Ribblesdale in the rain

Recently, the writer joined a walk from the B1, boarding the bus in Settle along with several other passengers. If there was a spare seat on that bus it was the only one. Ten walkers alighted in Stainforth and the rain which had been quite light and intermittent came on with a vengeance. After sorting out appropriate rain gear the group headed off towards Stainforth Force. Down in the valley there was shelter from the fierce wind. All stopped to admire the torrent as it roared over the force. It reminded the author of her first visit to Cauldron Force - back when Cow Green reservoir was only a gleam in someone's eye and the Tees proceeded downstream from the North Pennines unhindered. When the rain eased a little, lunch was eaten standing up. (One person had one of those portable seats.) The route passed former mills, one still in use as a workplace. The old paper mill which had closed comparatively recently looked a ruin following vandalism to the site. Two bridges excited walk leader Brian. One was over the river Ribble close to a mill and the group was able to admire the fish ladder. The second was over the railway. This was clearly built as a route for workers living in the nearby village of Langcliffe to reach the mill at which they were employed. After a short stretch on the main road the group walked into Settle via the YD Cycleway which offers a pleasant and little trafficked access to the town.

The writer disappeared at high speed in order to deal with a job that she had forgotten about earlier. However she was able to walk down to admire the new hydro scheme before returning home. The weather could have been kinder but then the river may not have been so spectacular.

Chairman and Walks Coordinator Brian Holden thanks all those who have turned out, sometimes in poor weather, to support the walks and he extends special thanks to the walk leaders.

Veronica Boulton