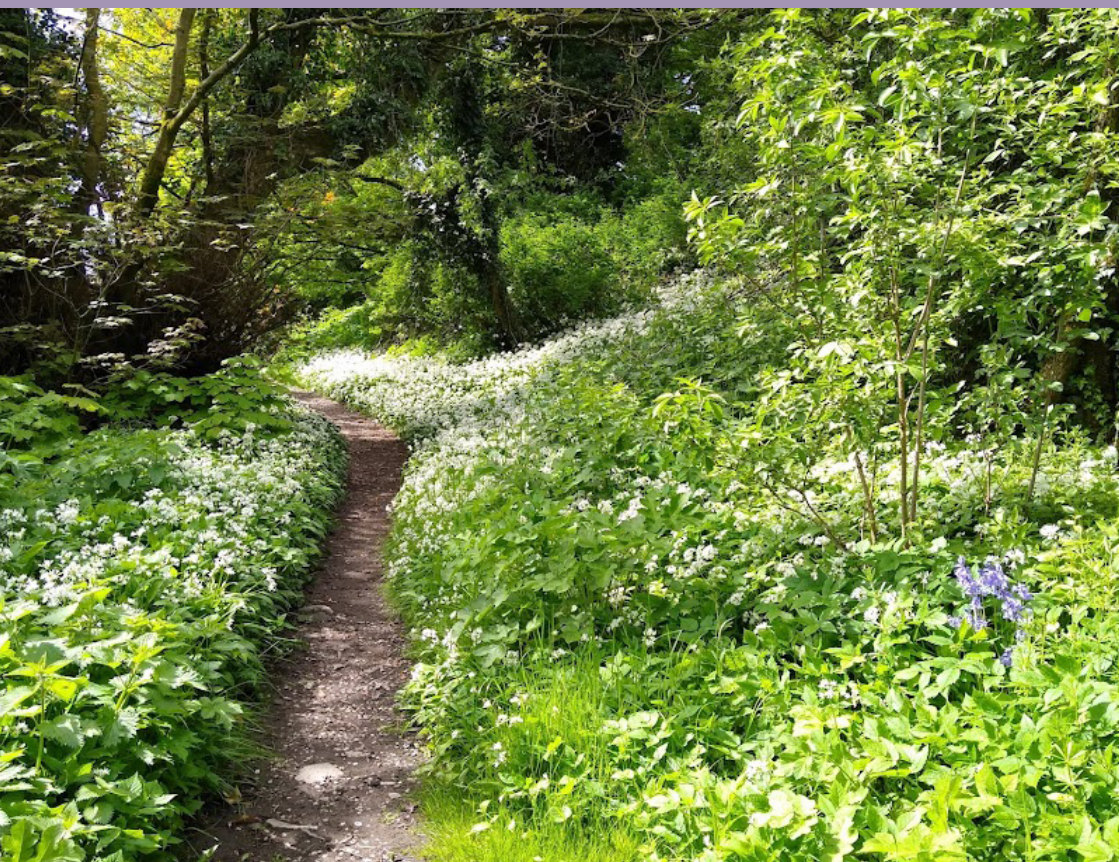


# SIGNPOST

Magazine of the  
Peak and Northern Footpaths Society

Number 75 - Spring 2023



**Limestone Way near Thorpe Village**

*Photograph by Avril Danczak*



I am sure that like me you will be looking forward to spring. The stealthy lengthening of the days in February and March are more than welcome after what seems like weeks of limited light. Setting out to walk knowing you can keep going until early evening makes such a difference. I am always excited to see the first snowdrop and hear the great tits filling the air with their distinctive sounds, real signs of another cycle of life.

As with the renewal of the seasons it is vital for a society such as ours to keep looking to the future, to make sure that, as we approach our 130th anniversary next year, we are building the foundations for another hundred years. To support this mission we have been making great progress on some of the things which we have been developing as part of our strategy.

Before long you will have a chance to see a redesigned website, which we hope you will enjoy. I am delighted with the vision and work which Trustee colleagues have devoted to this, particularly Mel Bale and Suzanne Longworth. It shows off the society and the work of our volunteers brilliantly, with wonderful photos and easy navigation. We will update via Signpost before long.

Another area we have been hoping to build is our social media presence. Jenny

Allen has been leading the way and maintaining our messages but with her leadership we have agreed on a way forward to enhance this, which we will share soon. Building our profile and attracting more members and supporters will be a key plank of sustainability, though this is not the only reason to be more visible. We do want to share messages about our successes, no matter how small or large, in our work to preserve and improve public rights of way and open spaces. I know that I have recently revisited some paths where small improvements have been made, such as signposts or even renewed fingers on a sign. The sense of achievement and satisfaction is surprisingly positive.

To help us all in communicating and understanding our purpose, the Trustees have approved a statement of purpose which will be posted on the website.

I hope you are joining some of the walk programmes and the monthly talks. These are all great ways to meet fellow members and it is educational to hear from our experts or visiting speakers. The recent talk about the work of Courts and Inquiries was a great example of the activities which make a real difference. We will be communicating over the next year about some more of the opportunities to get involved as a volunteer as the need to continuously renew and develop expertise is critical.

Our next 'big event' will be the AGM in May. Details for this will be made available and I would encourage everyone to get the date in the diary soon.

I wish you all happy walking and footpath inspecting and look forward to meeting you at one of our events.

*Kathy Mclean, Chair*



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## **Annual General Meeting**

The Society's annual general meeting will be held on Saturday, 20 May 2023 at the Guildhall, Stockport. This venue is near Stockport's railway station on major bus routes such as 192 and has good parking.  
Further details will be circulated to members.

## **Statement of Purpose**

The Peak and Northern Footpaths Society (PNFS) is committed to protecting and improving public rights of way and other access rights, which are an important part of our national heritage.

We seek to influence public bodies to encourage and support those wishing to engage in enjoying the outdoors, including walking, cycling, riding, and running, for people of all ages, abilities, backgrounds, and interests.

Our aim is for all rights of way in our region to be open and easy to use.

We record and monitor public rights of way, report problems to highway authorities, and we use appropriate legal action where necessary to preserve public access.

PNFS funds bridges, signposts, and other structures to improve rights of way.



# PNFS Online Talks - Spring 2023

All talks start at 7.00 pm usually on the fourth Tuesday of the month and are available on Zoom. The link for all the talks is as follows:

<https://us02web.zoom.us/j/85644656118?pwd=RWWWM29jaDdrbDFycTpSHZ0Q0Y0Zz09>. If you can offer a talk, please contact David Gosling on [dwgpnfs@gmail.com](mailto:dwgpnfs@gmail.com). Future online talks will resume in September 2023.

<b>25 April</b> Eve Holt	<b>Greater Manchester Moving</b> Eve Holt is the Director of Greater Manchester Moving. GM Moving is about helping everyone find time and space for physical activity in their everyday life. Moving supports our mental health and wellbeing too. Eve will be talking about the GM Moving Strategy and how walking and footpaths fits into the bigger picture.
<b>23 May</b> David Gosling and other PNFS members	<b>Historic cases the Society has fought and won</b> In this talk we will look back at four historic cases the Society has fought and won: Snake Path (1897); Higher Benfield (1929); Bridestones (2012); and Jenny Brown's Point, Silverdale (2019). We will look at the fascinating story behind each PNFS victory.

## GHB "Bert" Ward

I spotted this photo of Bert Ward on an information board in Holmesfield village in NE Derbyshire. He was the Society's only inspector this side of the Pennines. Bert spent the last 40-odd years of his life living at Storth Lodge about 1 mile from the village.

When his last surviving daughter died in the 2000s, the house and contents were sold, as per his 1950s will. A proportion was left to the Hallamshire Footpaths Preservation Society, affiliated to PNFS. However, that Society had folded up shortly after Ward's own death in 1957.

It had given all its assets and paperwork to PNFS back then. However, when I realised this, I believed PNFS were the inheritors of the bequest in Ward's will. I informed the late Adrian Littleton who took it up with the Ward Estate executors. The outcome was £36,000 to the Society's coffers.

*John Harker, Area Officer NE Derbyshire*





# Travelling under your own steam by rail

I wonder if any of our members have had the misfortune when undertaking a walk between two railway stations to encounter a delay and then have their claim for “Delay/Repay” summarily dismissed by Northern Rail.

As an example of what I mean, I might wish to walk along the canal from Todmorden to Rochdale and get the train from my home town of Barnsley as far as Todmorden. I would have purchased a return ticket from Barnsley to Rochdale. Let us suppose that the outward journey was delayed by more than 15 minutes, in which case I am entitled to compensation on a sliding scale. But Northern Rail would deny the claim on the inexplicable grounds that I had not “completed” my journey by travelling between the actual two stations printed on my ticket; however, if I had travelled to Rochdale, intending to walk back to Todmorden, then my claim would be paid in full. This appears to me to be a regulation (which is not clearly stated in any publicity) which discriminates against walkers (and cyclists) whether by denying them a refund if they are delayed, or forcing them (if they should happen to be aware of the company’s rules) to organise all their walks in one direction - ie starting from the point which is furthest from home - and as we know, a linear walk often has an optimal direction for aesthetic or practical reasons (such as calling in at a hostelry!), but Northern will penalise us if we make the wrong choice and our train is delayed or cancelled (and they often are). It is a rather strange attitude, given that Northern Rail supports local user groups such as the Penistone Line Partnership, who actively promote walking from station to station, with leaflets and guided walks.

The process is complicated by the fact that the officials do not read any details you have provided on the form, they merely key in the number on your ticket and assume that you have travelled the whole distance; as you are asked to state your arrival time, and of course if you have got off the train at Todmorden you would be unable to state at what time the train actually arrived at Rochdale. I am doing my best to persuade Northern Rail to scrap this unfair condition of travel. However, there is a brighter side to the delay/repay scheme: if your train is an hour late (which will be extremely annoying on the day of the walk – or any other journey on Northern) you will be entitled to a free return ticket to be used to any destination on Northern trains. I could travel on the Settle and Carlisle Railway (which would normally cost me £50), and starting at Taylor House, you could have a trip to Windermere (saving £46) or even a journey to Whitehaven which has a full fare of £80 (!); and there are no time restrictions on the free passes, so an early start is possible and most of the long distance routes are operated by modern trains.

I hope I haven’t put any of you off by publicising this aberration - as I happen to prefer linear walks and use rail services a lot, and most of the time, the trains do turn up pretty much on time. I find it pleasant to finish a walk, especially as I get older, and let someone else drive me home!

*Chris Davison, Area Officer, Barnsley*



# Snow on the Hills



**Three friends on an epic moorland walk from Hadfield to Hayfield on foot via Bleaklow, Ashop Clough and William Clough under wintry conditions. Recounted at the time, around 1926-1928, by Jonathan Jones who was 18-20 years old.**

*Stewart Keech is footpath inspector for Youlgreave, Derbyshire. His wife's father was a keen walker in the time of Benny Rothman around 1920-30 and he frequented the Kinder Scout area. Below are his notes describing an epic walk with a couple of mates, no doubt with walking gear a lot cruder than today. Photograph shows Jonathan Jones (he is the lad second from the left with a pipe in his mouth) and his mates on one of their outings on 14 February 1932.*

The huge, rock encrusted hump of moors rising between Glossop in the west and Sheffield in the east, Crowden and Woodhead in the north and Ashopton and the Snake Inn in the south, is marked on the map as Bleaklow. It is really true to the name, bleak, but to the even inexperienced tramper, the word low is indeed absurd, as the lowest promontory rises to the 2,000 feet level.

Bleaklow is man's mountain, and should be treated as such. The heights of Kinder is another, the Devil's Beef Tub, is its blood brother or cousin, I forget which. However, to my mind the three are bound together by the forthright way in which they leave behind the streets and drab cities of the plains, and plunge into the bracing air, the loneliness and the freedom of the high places of the earth. At no other time are these characteristics so noticeable as when there has been a heavy fall of snow, and even the road passes are blocked to all but the walker and climber. It is then that these intrepid one-day explorers can score, by the ease that they can venture on the frozen tops, even through drifts and gales, to the summit and then descend again after a battle with the elements that would crucify many city dwellers, with the memories in his heart of things seen and experienced, where no other humans were.

When the snow did fall the other month, it was agreed that we three should spend a

day on the hills. We decided to travel by early train, seven o'clock, to Hadfield and trespass via Bleaklow to the Stones, then return via Yellowslacks, to Glossop. Snow was falling steadily as we left the station and made our way through Padfield, in the direction of Torside. That snow had been reported on the upper stretches only increased our ardour, and we tramped along, caped up, and complete with leggings and ski caps.

We reached the dam at Torside, turned right, and continued along the road, towards Crowden Station, where we turned under the archway, leading to the shooting box at Crowden. We then continued right under the archway to climb over the stones or rocks which form the Rollick Stones. By now it was getting rather lighter, and the slush of the main road gave way to pure white snow, firm and crisp underfoot, but it was not until we passed below Bramah Edge that we experienced any difficulty in motion.

The presence of a huge white bank in the sky which obliterated everything above Devil's Elbow impressed upon us that somewhere higher up wintery conditions were to be expected. The cold became more pronounced as we climbed in single file, silently, occasionally being covered with clouds of snow, driven off Bramah Edge high above us. Bad as conditions appeared to be, it was not until we left the comparative shelter of Wildboar Clough and emerged on to the open moor of Bleaklow Meadows, that we realized what was abroad on the high plateaus of the Peak. Had the wind been from the east, I doubt whether we could have crossed, for even though it was coming towards Yellowslacks Clough, the passing was a gruelling one, calling for a terrific effort. We came to a mound of rocks, just before we reached Bleaklow Hill, and as we scrambled over we were slipping and sliding as the rocks were half covered with frozen snow, and had been scoured by the wind until they shone like a fine piece of glassware. In the dim light, snow and hail danced upon them, and where a nib projected above, the snow lodged against it and caused small drifts.

The going was so bad that an age seemed to pass before we eventually lifted our faces on to Bleaklow Hill where we paused, panting, and the wind came ripping out of the white blankness on our right, scouring our faces.

Only by bending our heads and allowing our ski caps to catch the bulk of the storm, could we avoid the snow and hail being driven into our eyes. I experienced the sensation that my forehead was in the grip of an icy clamp and my face and ears had gone through the excruciating torment of being assailed by freezing hail. When the pain slowly diminished, and though the wind, snow and hail drove past us as savagely as before, I was conscious of a greater degree of ease than I had known since leaving Wildboarclough.

It was not until we reached Bleaklow Stones and dug a hideout in the snow under the Stones and slowly unfastened our Berghaus for a little nourishment that we discovered the reason for the welcome change. One side of our faces had been covered with a thin coating of ice and snow and had served as an efficient mask. We each took a peg from a flask obligingly supplied by older members of the party and each of us shook hands mutually as a mark of triumph on achieving the first part of the adventure. This was done without removing our gloves or any part of our apparel, as we were not keen on receiving any further punishment.

However, without delaying any longer we set the compass to continue our journey south. The originally planned route westwards down Yellowslacks Clough, was banned by unanimous consent, and as we slithered and jumped down Alport Dale, quickly descending from the 2,088 feet level we were jubilant over our choice of the



route selected. We reached the Snake Road without any mishap and it was interesting to note that the snow had disappeared as we descended Alport Dale, the Alport Castles were only half covered, but when we reached the Snake Road, the main road itself was entirely devoid of snow.

On reaching the main road, we turned right to the Snake Inn, and as we ascended to that hostelry, we once again saw the results of the winter. The snow had now become as thickly carpeted as ever, and before we reached the Inn we passed four cars stranded within fifty yards of one another, the driver of each being unaware that his was not the only car similarly situated for miles around.

As we reached the Inn instead of climbing up the step to enter, we jumped down off a drift about four feet high. While we ate our dinner we debated on the route we should use, and decided to travel over the footpath to Hayfield alongside Kinder Scout. Cutting lunchtime to the minimum, we left the Snake Inn and walked over the wall to reach the footpath over Ashop Moor and Williams Clough. We found that the going was fairly easy, but after about an hour and a half saw that the Edges of Kinder were sheeted in snow clouds, which at Ashop Head descended to the moor itself and the sight augured ill to easy passage beneath it. When we jumped across the Ashop Brook we landed up to our shoulders in snow and by now were feeling the snow falling on us. Then as we turned to descend Williams Clough we could hear the wind among the crags of Kinder and it sounded like the devil let loose in an organ chamber.

It was eerie to stand in the deep snow and listen to the whistling, screaming, howling gusts and to splitting noises from the jagged edges of the rocks fifty yards further down the Clough. We had to take care as here was the dangerous portion of the Clough, the precipices were covered in snow, rendering them deadly covered in ice. Indeed at one place near the foot, we were blown back up a steep slope at a sharp run, but we failed to cover the ground quickly enough and we were thrown in the snow and had to lay there for several minutes, breathless and shaken.

I was deafened by the clamour and reverberations around us. Clouds of finely powdered snow were swept from above and hurled up in dense clouds, hills and tracks momentarily vanished before them.

In a series of short quick rushes, we managed to leave the Clough and Kinder was behind us. We were feeling very warm as we climbed up the long incline of White Brow, deep in snow where the gateway at the top was blocked with snow, only the top bar being visible. Through the snow, round and over deep drifts we hurried and panted, the wind pressing behind us. We reached the pathway down by the Kinder reservoir and then the wind dropped as quickly and suddenly as if it had never been any other than a gentle breeze.

The muddy white sky gave way to one much darker and clearer, dotted with stars. Down in the valley near Hayfield, farmsteads and cottages appeared with their twinkling lights and myriad coloured curtained windows and over the countryside a thick blanket of deep blue shaded snow stretching from the humps of South Head and Mount Famine to Combes.

It was a memorable day. We have seen monstrous clouds sweeping into titanic conflict on the roof of the country, we have seen the hills when the heavens have overflowed with mighty wrath, have fled before its terror, and when it has passed, have looked down into the valley below and seen that all was still well with mankind and that our fears for its safety were the products of fanciful imagination. And these are good things for a man to see and ponder over.



## Dobcross Footpath Claim Gets the Go-Ahead

*Photo shows existing bridge in Dobcross which was taken in spring 2020 so the timbers will have worsened*

After the Boxing Day 2015 floods closed the footbridge over the River Tame in Dobcross, it was suggested that a footpath claim could speed up the process of getting the 1980 timber footbridge reopened. John Walton of Oldham Ramblers, who has been Footpath Secretary for 40 years, gathered user evidence from 34 locals who had walked the riverside path for up to 60 years.

The claimed path crosses three plots of land, two of which are council owned and they have been managed since 1980. There is 45 m of unregistered land and notices had to be fixed on site to flush out any landowners. None appeared and the statutory legal notices were sent to the known landowners, but there were no negative comments. The claim was submitted to the then PROW Officer in January 2020 who turned it down on spurious grounds. Then covid kicked in and the claim gathered dust until spring 2022. Inquiries were made to see if the 2020 claim was still valid and lo and behold it was!

So the bulky folder with masses of evidence was submitted to the new PROW Officer on 21 June 2022 but a few days later he came back to say that Legal had rejected my claim which is that parts of the path are over council land and that access has been "by right" rather than "as of right" and therefore the claim is not valid! They also said that the path was a permissive path which had been in existence since the 1980s. However, during these 40 years or so there had been no signs erected so travellers along the way would have been blissfully unaware of whether the path was a PROW, a definitive path or a permissive path.

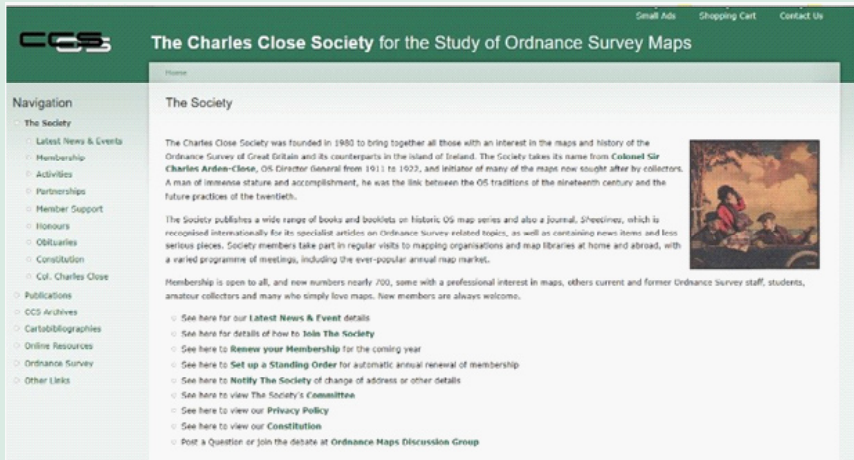
Any traffic order has to be submitted before the Traffic Regulation Panel for them to rubber stamp or not the council's legal submissions. The Panel met on 19 January 2023 in the Council Chamber as there were 30 plus Saddleworth folk who had turned up to witness the proceedings. John had to give a three minute speech in support of the claim, but was guillotined at the end which left out a few juicy bits. The overwhelming supporting evidence was the Tame Valley Way, which runs from Denshaw to Portland Basin, had been used by thousands of walkers since the late 1980s and followed the riverside path through Dobcross. The Panel accepted the TVW evidence and voted unanimously in favour of the footpath claim in Dobcross. The crowd clapped with the decision and it means that the council will now have to process the footpath claim within the 12 month statutory period. Fingers crossed there are no objectors.

The next stage is the reinstatement of the timber footbridge using much man-made materials which will give a much longer life than the timber one that was paid for and erected by GMC in 1980. In order for the new bridge to get onto the drawing board, help maybe required from grant sources, businesses and donations from a wide spectrum of people. More later. QED.

*John Walton, Footpath Secretary RA Group and PNFS member*

For local coverage, go to <https://saddind.co.uk/dobcross-footpath-victory-celebrated>

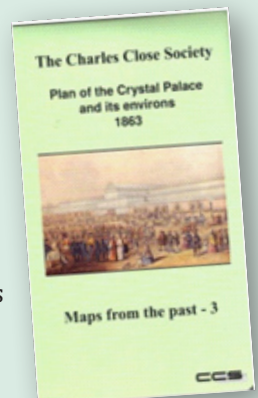
# The Charles Close Society for the Study of Ordnance Survey Maps



For PNFS maps are a vital tool in fulfilling our charitable objectives of protecting footpaths and walkers' rights. Therefore, members may be interested in The Charles Close Society (CCS) for the Study of Ordnance Survey Maps. CCS was founded in 1980 and has a membership of around 750. It is named after an influential OS Director General of the early 20th century. CCS's main activities are:

- Publication of *Sheetlines* magazine three times a year (A5 colour format, typically around 60 pages, articles range from the profound to the trivial but all have some relevance – however tenuous – to OS maps)
- Visits to places of interest (within the PNFS region these have included the John Rylands Library in Manchester and Chester Record Office)
- Publication of books on OS topics (so if you ever feel the need to get your hands on a 300 page book entitled *Mapping the Windmill*, this is where to get it)
- Zoom meetings on mapping topics (these are similar in format to PNFS's on-line meetings)
- *Maps from the Past* (an occasional series of reprints of significant historic maps which are distributed free to members when first published).

Further details can be found on the CCS website (<https://charlesclosesociety.org/>) which also has links to other organisations and various mapping resources. Back copies of *Sheetlines* are also available on the website. After sampling the *Sheetlines* archive you will see that Mike Parker's description of CCS in his book *Map Addict* as "... a wonder, its regular newsletters and publications proof indeed that there is no aspect of Ordnance Survey or its maps too obscure to fascinate someone" is quite



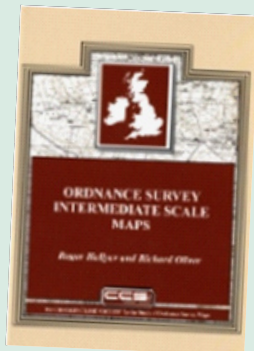


literally true. I must admit that some of the more technical articles are above my head, but these are generally balanced by some lighter content which non-experts can appreciate and enjoy.

Rights of Way are not the main focus of CCS so if you join don't expect many items of direct relevance to footpaths in Sheetlines. (Though the Sheetlines Editor may be interested in any footpath-orientated articles that PNFS members submit – provided that maps feature in the article.) The December 2018 issue included articles on the Kinder Mass Trespass and Lost Ways. Probably neither article contained much information that would be new to PNFS members but raised awareness with a wider audience. However, Rights of Way have been important in the development of the OS's 1:25,000 maps, and CCS has recently published a comprehensive history of these: *Ordnance Survey Intermediate Scale Maps* (see website for details).

For anyone with an interest in OS maps membership (£15 pa) is good value in my opinion. (Images reproduced courtesy of CCS.)

*Andrew Harter, Inspector for Leeds and Bradford and Taylor House Volunteer*



## Tyldesley FP247 - PNFS to the rescue again!



I had been trying to get part of Tyldesley FP247 resurfaced for about five years. It is the towpath at what was the back of Astley Green Colliery and therefore the surface was slurry from the colliery. After many years the surface was heavily rutted which in winter was frozen ruts and after wet weather a slurry bath. Anyone walking on it was in danger of turning an ankle or worse. All I got from Wigan was offers to look at it or to scrape the top surface.

Then along came Nigel Howe, PNFS Improvement Officer, who asked for a quote to resurface. The first quote was rejected by Nigel as he thought a membrane was needed underneath to maintain the path.

Back came the quote of £3,726.45 plus VAT that the trustees accepted along with replacing two stiles in Shevington. This was in June and as my walking group went that way on Wednesday 21 December 2022, we were able to walk on the recently finished resurfaced footpath.

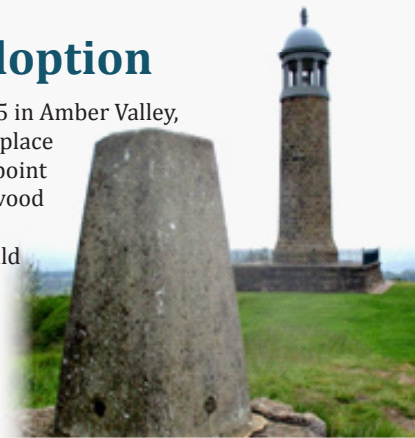
*Geoff Jones, Courts and  
Inquiries Officer*



# Crich FP15 and an unusual adoption

Trawling around for unrecorded paths I came across Crich FP15 in Amber Valley, Derbyshire. The south end of the footpath could be said to be a place of popular resort, marked on the OS maps as an all round viewpoint with a trig pillar and a tower built as the memorial of the Sherwood Foresters Regiment.

To approach on foot along the apparent dead end path would be a long tedious walk which can be avoided by a surfaced track that leaves Plaistow Green Road on the edge of Crich village near the Tramway Village. To the casual visitor this track, see the Google Street View picture, appears as a private drive for cars to access the memorial site and car park. In the picture the gate is closed and the sign confirms this, close inspection indicates a padlock. A kissing gate to the side may allow pedestrian access, signs to either side most likely offer details of opening times and other information about the memorial.



Google Street View has never ventured along the track during the seven surveys of Plaistow Green Road starting in 2009. The early street views show a wooden footpath finger post on the road side of the gate even though there is no footpath recorded from this point. This looked to be an ideal unrecorded path for investigation. I started by looking at the Derbyshire online mapping portal and surprise, surprise the track is shown as adopted highway, so no need to investigate public rights but a niggle remains, why is this track adopted highway? Recently I discovered in the Derbyshire Records Office a letter to Lt. Col. A.A. Dean of the Sherwood Foresters Association dated November 1962 which had the answer, I offer the following extracts.

“I have now had an opportunity of looking into the question you raised regarding the erection of the gates at the commencement of the road leading to the War Memorial. As you will know there is a notice board at the junction of Ten Acre Lane (Plaistow Green Road), which I understand was fixed by the Association, and which reads “Private Road to Sherwood Foresters War Memorial only - No Hawkers”. In September of last year, the Clerk of the Belper Rural District Council raised the question of the legality of the notice in view of the fact that the road had always been maintained by the County Council. It was noted that the notice had been erected because Hawkers had become a nuisance so with this in mind the County Council did not seek its removal.”

The letter gives some history of the road which was constructed in 1931 by the County Council at the request of The Sherwood Foresters Old Comrades Association, contributions to the cost thereof being made by the Association, the Nottinghamshire County Council, Derby Corporation and Derbyshire County Council. Since its construction, the County Council had accepted liability for maintenance.

A gate across a highway is only permitted for the control of livestock, so was the gate that now obstructs the highway approved? The letter ends “In view of what I have said - the unusual circumstances under which the road was constructed and the fact that the County Council has accepted liability for maintenance - I am sure you will appreciate that the County Council are not in a position to give the Association formal permission to erect the gates, as suggested, and as Highway Authority, might be obliged to request the removal of the gates if an objection was sustained and pursued.”

*Ken Brockway, Footpath Inspector*



# Clarion House

I really enjoyed reading footpath inspector, Simon Worrall's article, Volunteering in Pendle in the winter magazine I am full of admiration for the effort, workmanship and precision entailed to replace a dodgy stile.

I noted that his patch includes Barley: such a lovely name. My walking group, Manchester and Salford Ramblers, visited Barley about five years ago. We walked from Pendle car park to Clarion House in Barley. I wonder if many members of PNFS know of this very wonderful place. It is a piece of living history. For example, on Sunday, 12 June 2022, they had the annual Clarion cycling celebration when cyclists came from far and wide.

They also promote walking and have researched and written four trails, one of which is a circular walk through the Forest of Pendle, graded moderate at 7.5 miles. It is open most Sundays. The building is a basic wooden one, surrounded by a generous piece of pasture, and all maintained in good order by volunteers. Every year they host a garden party and have social events.

I am a Friend of Clarion House. It only costs me £3 and for this I receive their newsletters which are packed with interesting news. They can be contacted on [clarionhousefriends@gmail.com](mailto:clarionhousefriends@gmail.com).

Clarion House is an inspiring example of the role of volunteers and enthusiasts to keep alive the belief that the countryside belongs to all of us.

*Rita Machin, member*

*Editor's note: Simon Worrall led the March weekend walk past Clarion House, which is actually in Roughlee (not Barley), close to the parish boundary with Goldshaw Booth.*

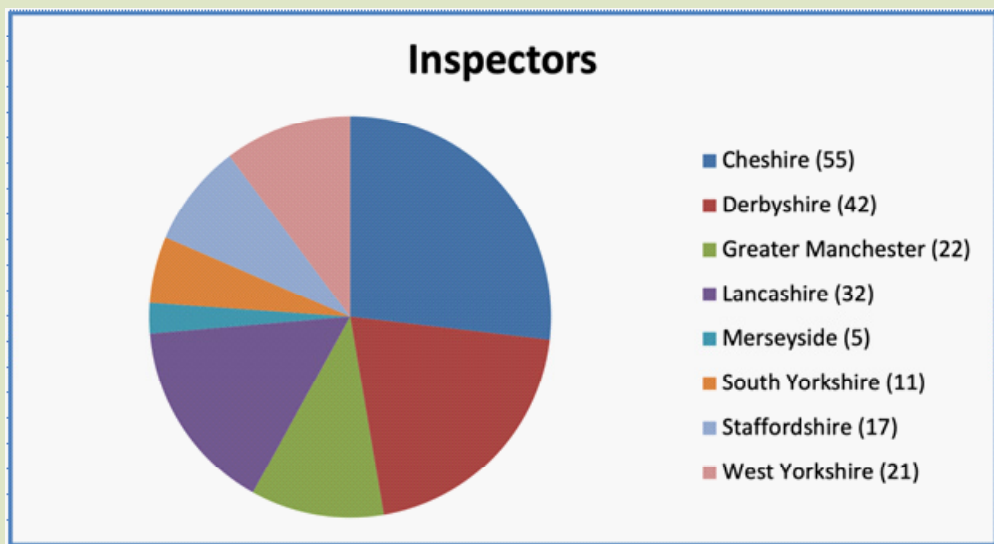
## Shorter walk - February 2023



Twenty PNFS members enjoyed a sunny day in Stockport on a walk led by David Gosling. The walk included nuggets of history about Stockport's past as well as sections alongside both the Tame Rover and the Goyt. The walk finished at Taylor House for a brew.



The previous articles in this series have analysed our membership in terms of individuals/households and affiliated groups. However, PNFS is not just a society for people or organisations to join. Many people become members because they want to contribute more than their annual subscription, they want to take an active part in the work of the society. Our total membership is around 1400 and over 200 members are volunteers. At the time of writing, 188 of this number are Footpath Inspectors. The chart below shows how these inspectors are distributed across the counties that we cover. Note, that a few inspectors cover parishes in more than one county, so the actual total doesn't add up to 188.



On the face of it this seems like a very rosy picture and indeed for many Highway Authorities (HAs) within these counties it is. As always though, the devil is in the detail. PNFS covers 35 HAs, but 7 of these have no Footpath Inspectors at all. This is clearly not an ideal situation. It could be argued, that there is no point the society covering a HA with the expectation of carrying out our core activities of Monitoring, Protecting and Improving Rights of Way and Open Spaces when we have no Footpath Inspectors covering any of the parishes in it.

At our recent and very well attended Half Yearly Meeting in Sheffield it was pointed out that the 4 HAs of South Yorkshire are covered by just 13 Footpath Inspectors. Furthermore, Rotherham only has 1 and Doncaster has none at all. I checked on our Footpath Inspection Database (FID), I discovered that only 16 out of 587 Rights of Way had inspections recorded against them.

Clearly some members prefer to use the Rights of Way in particular HAs and not others, but PNFS exists to support all users of Rights of Way, wherever they are in our region. If we are serious about our aims we must find ways of addressing this situation.

I think there are a number possible approaches. Firstly, encourage members who live in under represented HAs to volunteer; secondly increase membership in those areas, and thirdly approach organisations in those HAs, tell them what PNFS can do for them in the hope that we can work with them to achieve our goals. There is of course another option, rather than assuming for example that Doncaster people and groups should carry out the work of the society, perhaps members from other HAs could cover some of its parishes. That way, more people might be encouraged to come forward and get involved.

As always, please contact me at [membership@pnfs.org.uk](mailto:membership@pnfs.org.uk) and share your thoughts and ideas about this article and any other membership matters..

*Mel Bale, Membership Secretary, Webmaster and Trustee*



## Book Review

### **52 Ways to Walk: the Surprising Science of Walking for Wellness and Joy, One Week at a Time** by Annabel Streets, published by Bloomsbury, 2022

Most of us looking at the title of this book would know that walking is good for us. That's part of the reason we do it. Annabel Streets takes this several steps further and analyses how different types of walking have specific and particular benefits to bestow. Her approach is to itemise a style of walking for each week of the year.

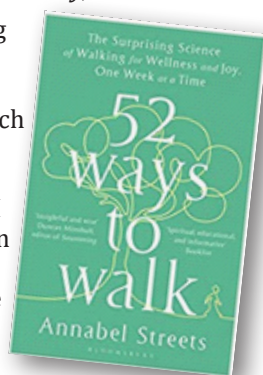
Personally, rather than see this as a set of proscriptive walks to be completed religiously each week, I approached it as a book that I could dip into now and then. The author has arranged the book to in such a way to make this possible. Others may wish to follow her advice in a more systematic way and the book acts as a handy guide to accomplishing the year long challenge.

Types of walks include the familiar such as 'Walk in the Cold', 'Walk in the Rain', 'Follow a River' or 'Climb Hills'. But there are some less familiar suggestions such as, 'Take a City Smell Walk', 'Walk Backwards' and week 30 suggests a 'Walk With Ions', following in the footsteps of Samuel Taylor Coleridge who walked to and from waterfalls during the times of his deepest depression. Modern science has identified a possible link between the negative air ions found near waterfalls and their positive impact on mental health.

Each method is supported by scientific information relating to the benefits of different types of walking. There is a Tips section at the end of every chapter and a list of further reading towards the back of the book.

A great deal of research has gone into this book and it is full of interesting observations and ideas. Whilst some of the walks might not appeal there are plenty that will. Prompting us to try out some of the walks that are unfamiliar might reap unexpected results.

*Pauline Williams, Member*



# The Elusive Bee Boles of Mytholmroyd

Those of us in this business, long in the tooth enough to remember the early 1990s, might recall the “Countryside Stewardship Scheme” (CSS) administered by the Countryside Agency (itself long gone). It was a scheme to reward landowners for environmental improvements, sometimes including enhanced public access, by new permissive paths, or permissive open access.

Some schemes were dubious in the extreme in terms of enhanced access. One scheme meant the public had to commit criminal trespass across an active railway line to get to the land being opened to the public. They were ten year deals, renewable if agreed on both sides. Amazingly, the odd one still survives today, even though the scheme itself was long ago scrapped by central government.

Only those renewed before the ending was announced are being honoured, and nearly all of them have expired now. Except one near Mytholmroyd in Calderdale. On the south facing side of the valley, an important factor in this story as it turns out. Stoney Royd Farm reduced it's stocking levels to allow its meadows to regenerate ecologically. Traditional dry stone walls were repaired or rebuilt. Traditional bee boles were repaired.

“What’s a bee bole?” you ask. The website [www.beeboles.org.uk](http://www.beeboles.org.uk) explains it in more detail. However, its a niche in

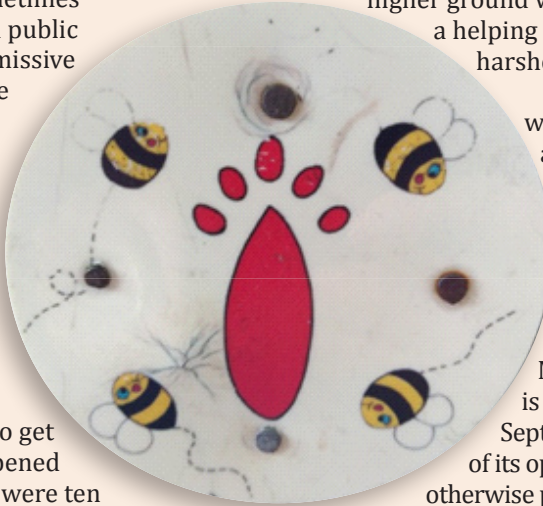
a dry stone wall usually where a straw “bole” or hive was placed in the summer months to allow the bees to pollinate flowers and crops and the honey harvested. They were invariably on south facing slopes to catch the warmth earlier and keep it later than elsewhere. Often on higher ground where bees needed a helping hand to survive the harsher climate.

West Yorkshire was rich in them according to the Register of recorded sites. I set out on October 31st. to find the ones mentioned in the CSS scheme near Mytholmroyd which is still valid until September 2023 in terms of its open public access to otherwise private fields.

The plan I had downloaded from the Countryside Agency website many years ago showed the location of the fields which were open access to walkers but not the exact location of the bee boles (spelled “bowls” on the Plan’s written description).

Alighting from the train at Mytholmroyd station I set off along the towpath of the Rochdale Canal eastwards. Crossing the main road at Brearley Houses I ascended a footpath through Brearley Woods.

Up the access track to Stoney Royd Farm, I was ‘buzzing’ with the anticipation of finding the boles, perhaps with an information board explaining their history.





I searched hither and thither but not a sign of a bole or a bee did I see. The footpaths I was using were waymarked by a disc with bees on them (see photo), but that just heightened my sense of frustration.

There were pleasant views to be had over Calderdale, (see third attached photo), and a lovely waterfall where a stream tumbled down Foster Clough and under the public footpath I was on, (see second attached photo). However, I was a man on a mission.

Never imagining that such an obscure facet of apiarian history would have it's own website, with a searchable database, I floundered on through various fields. Eventually, I conceded defeat and retreated back to the valley and a train home via Leeds.

I should have done my homework before I went up to Calderdale. The Bee Boles Registry was but a couple of clicks away and a photograph of my elusive boles (No. 271 on the Register) rubbed salt in my wounds.

It turned out to be not the only bee boles in that locality (Nos 1034 and 0871 on the Register) and to my enormous frustration, I realised that I had walked past at least one niche for a bole, on a

public footpath (FP038 Hebden Royd), not on the CSS site but close by. I recognised it from the photo on the Registry entry (No 1531 on the Register at Hey Head Farm in the hamlet of Foster Clough).

Long ago, I had obsessions about finding every aircraft wreck in the Peak District area and further afield. Having satiated that urge, I went on to 18th century stone guide stoops which gave directions to travellers across wild expanses of moorland in Derbyshire. Now, I can see the risk of another urge coming over me to add flavour to a walk. Maybe even a PNFS walk could link a few sites together? I had better download that Register first though with its detailed grid references and co-ordinate their locations on my OS maps. Certainly another trip to Calderdale is called for now I know exactly where to look. Where are those train timetables ... ?

For more information on the boles go to [www.beeboles.org.uk](http://www.beeboles.org.uk).

*John Harker, Area Officer Rotherham*





## CRICH WHATSTANDWELL STATION

In *Signpost* 56, February 2018 an article appeared about a Derbyshire footpath. The path is short but the story is long. Here I offer a resume and update, the earlier article can be viewed at [www.peakandnorthern.org.uk/newsletter/1802/signpost56](http://www.peakandnorthern.org.uk/newsletter/1802/signpost56).

Minutes of the meeting of May 1895 for Crich Parish Council record *'the acceptance of Revd Acraman's offer of four feet of land across his field to provide a footpath to Whatstandwell Station and the best thanks of this Council., to be given to Mr. Acraman for his generous gift to the Parish'*. Part of this story is taken from [www.crichparish.co.uk/webpages/footbridge.html](http://www.crichparish.co.uk/webpages/footbridge.html).

Unfortunately the offer above had strings because the Reverend was only the tenant, the owner was Francis Hurt who did later agree to provide the land (3/6d a yard was reported in the Belper News of September 1901 a total cost of £22/15/-). The path required a bridge over the Cromford canal so who would pay for this? In 1898 a letter from the Midland Railway, owners of the canal, stated *'I beg to inform you that the memorial suggesting that the Co. should erect a footbridge over the canal at Whatstandwell has been laid before my directors and I am desired to say that after giving the matter careful consideration they regret they do not see their way to comply with the request.'*

In March 1901 the Parish Council resolved to *'make application to the Rural District Council (Belper (BRDC)) to make the proposed footpath and footbridge to Whatstandwell Station, the cost not to exceed the sum of £250 provided loans can be obtained for the purpose.'* At the next meeting of the Council it was resolved that *'Messrs Warren and Cargill Architects be asked to supply plans and specifications for the footpath and bridge construction'* (The press reported a wooden bridge was estimated at £246 14s while an iron bridge would cost £300.). Note: The online article suggests two bridges were required but a bridge over the railway was already present to link the platforms, however it would need modification to link with the proposed path.

In 1902 control of the project passed to BRDC. Architects were working on the design of the path and bridges. The Midland Railway Company were now actively engaged in discussions with the architects on matters of design and the materials from which the bridge would be constructed including the suggestion that a curved bridge over the canal be constructed, to give more headroom between the water and bridge. At a meeting the council unanimously resolved that the bridge be constructed entirely from iron.

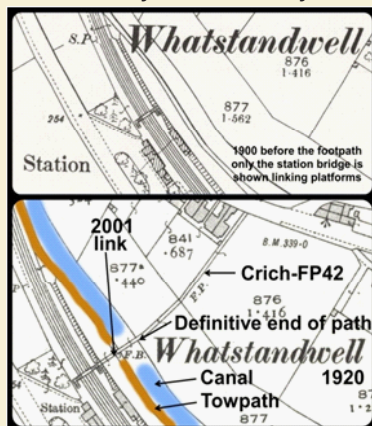
Belper Rural District Council minutes of their meeting held in February 1902, records that agreement had been secured between the RDC and Hurt, Monteagle and the Midland Railway Company to acquire the necessary lands and permission to use the lands 'for public use'. Furthermore, they added significantly, 'This Council agree to make such road at their expense and further agree that such road viz, a footpath from Crich Carr to Whatstandwell Station shall become on completion a highway maintained and repaired by the inhabitants at large within the district of this Authority'. (Derbyshire Records Office ref. D4636/1/8)

Derby Telegraph in March 1904 reported, "A rather heated discussion took place respecting the proposed footpath and bridge over the canal at Whatstandwell Station, the tenant's sanction for the path had been withdrawn. Much dissatisfaction was expressed." The actual date of opening is not recorded but in September 1907 it is recorded 'that a good lamp be fitted on the new footpath at Whatstandwell.'

What the online story fails to mention is that in November 1894 the station at Whatstandwell was moved to the present day site. This explains the timing of the proposal. Platform remains of the original station can still be seen north of the short tunnel. This area became the goods yard.

Further recent research has discovered notes regarding the preparation of the Definitive Map. A Hearing on Thursday 23rd August 1956 at County Offices Derby considered an objection by the British Transport Commission to the inclusion of certain paths which included Crich 42. The commission stated that an agreement dated 10th March 1904 granted Crich Parish Council, on payment of 10/- (50p) a year, the right to build a bridge over the canal to give access to Whatstandwell Station. It also required the provision of a gate to be locked each night, this term, it was stated, had not been observed. It adds that since 18th March 1950 the County Council as highway authority paid the annual 10/-. An inspection was carried out which resulted in the decision "... cannot claim a right of way over the bridge over the canal and on to the railway property as this is subject to an agreement ...". (Derbyshire Records Office ref DCC/SV/2/3/AV/5)

That agreement recorded in a Midland Railway Agreement Book (Wakefield Archive C299/49/4/3) listed twelve conditions and a plan. The final condition stated "The said bridge is only to be used by parties passing to or from the trains at the Companies Whatstandwell Station and the Licensees undertake to keep the gate locked at the point 'C' on the plan annexed hereto at such times as the station is not open for public traffic and also if the Company find it necessary between train times."



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Media 026/23



Crich 42 was added to the definitive map as a footpath which an earlier agreement had stated would be maintainable at public expense. Condition 12 confirms that it only led to a place of popular resort at limited times when the gate was not locked because neither did it connect to another highway. That is still the situation with regards to Whatstandwell station but in 2001 a physical link was made to the canal towpath which had been recorded as Crich footpath 51 despite any miss givings by the British Transport Commission (There is also correspondence about the claiming of public rights along the canal towpath as these were not considered public when made for the horses to pull the original boats. That is potential for another long story.)

The path remains in use to this day. It is walled either side, has a bonded surface, lighting and steps at the road end plus a flat iron bridge crossing the canal. There is a gate where the path meets the bridge over the railway. This gate has a chain suggesting it could be locked when the station was closed. The Definitive Statements reads "Footpath from Matlock Road opposite School in S.W. direction to steps on E. side of canal." This is as agreed at the hearing and confirms an unrecorded right of way from the east side of the canal at the end of FP42, over the canal bridge and via the link constructed in 2001 to Crich FP51, the canal and bridge are now in the ownership of Derbyshire County Council.

*With thanks to Jim Eggleston and Hugh Potter for material used in this article. Picture shows the site in 2022, in maroon and cream the original platform linking bridge. Steps up leading to the canal ironbridge and Crich FP42. The steps have a halfway landing which conveniently is at canal towpath level this allowed construction of the link in 2001. Ken Brockway, Footpath Inspector*

Led by Shirley Addy, January's shorter walk was enjoyed on the footpaths of Wilpshire and round Dean Clough.

*Photographs by Shirley Addy*



## First Shorter Walk of the Year



## S642, S643, S644 Andrews Farm, Chinley

Three new signposts were erected by John Hodgson, assisted by David Morton, Signpost Officer, on Valentine's Day 2023 and were photographed by David. Top to bottom, left: S642, S644, S643 (2); right: S642 (2), S644 (2).



This season's Parish Notes is a one off and has been inspired the developer of our Footpath Inspection Database (FID), Roger Fielding and the nature writer, Mark Cocker.

Back in April of last year Roger took me on one of his favourite walks. We met up at a car park at Wildboardclough (SJ 98731 69919) and after a bit of a chat about databases and PNFS, we headed straight up Shutlingloe (SJ 97649 69584). Fortunately we were blessed with fine weather and the views from the top were excellent. It's not a part of the world that I knew at all, but the site of Jodrell Bank, just over 10 miles away was oddly familiar. Like me, many people would be able to recognise this famous radio telescope even they have never had the good fortune to see it in person.

The steep climb had taken its toll on me so I was grateful of the more leisurely descent along an unmarked path which allowed me to get a second wind. Once we had dropped down to Lower Nabbs Farm (SJ 96793 68113), we followed the road for some distance until we arrived at Allmeadows (SJ 96918 66688) where a left turn on to good path led us to Danebridge (SJ 96533 65131). The next landmark was the remarkable Hanging Stone (SJ 97649 65390), closely followed by the equally impressive Lud's Church (SJ 98699 65642), which as some people know is not a church at all but a deep chasm. Little did I know that we were only just over half way our route! A short stretch along the Dane Valley Way brought us to the road near Manor Farm before we set off up Birchenclough Hill (SJ 99315 67993) which thankfully proved to our final serious climb of the day. The busy A54 was crossed for the second time and then much to my relief we followed a single track road back to our starting pointing.

It was only after I returned home and checked the route that I realised exactly where we had walked. Not only had we covered almost 13 miles, a first for me for a long time but we had passed through the parishes of Wildboardclough, Wincle, Heaton, Leekfrith and Quarnford, 5 in total. Perhaps we should have gone one better and ventured into Hartington Upper Quarter and then could have said that we had done a Three Shire Walk. Mark Cocker has written very evocatively about this area a number of times in the Guardian's Country Diary. Unlike some newspapers, the Guardian doesn't operate behind a paywall, so Mark's writing is available to all at no cost, so why not take a look if you are not a regular reader.

*Mel Bale, Membership Secretary and Trustee*



## Parish Notes ~ Not quite the Three Shires





# Heritage Highways

Heritage Highways is one of 20 Sheffield Lakeland Landscape Partnership Projects all funded by the National Lottery Heritage Fund. Sheffield & Rotherham Wildlife Trust are the lead partners and administrators of the funding. The aim of the project was to research and survey old highways and packhorse roads in the Sheffield 'Lakeland' area. This is to the North West of Sheffield between Redmires Reservoirs in the South and Langsett Reservoir in the North and consists of moorland fringe, villages and many reservoirs.



Very few folk are aware of the history beneath their feet, cycle wheels or horse's hooves as they travel along the area's public footpaths, bridleways and byways; Heritage Highways group of volunteers aimed to raise awareness of the historical importance of the area's tracks, paths and lanes as a means to transport goods and raw materials into and out of the area. When walking or riding in the area it is highly likely that you are following a route that was used for many centuries by packhorse men and local people going about their everyday business of taking corn to the mill for grinding, or taking goods to market to sell. The area has a rich industrial and farming heritage and, prior to the advent of mechanical vehicles, everything would have been transported on the backs of pack ponies or, where the terrain and road conditions allowed, in narrow two wheeled carts.

The Heritage Highways team of volunteers, consisting of walkers, cyclists and horse riders, undertook research at local archives and physical surveys of individual paths and tracks in their bid to unpick the history of the routes. The team produced a collection of 7 Heritage Rides leaflets, a Lakelands Loop leaflet and a booklet of short walks; 'Walk the Old Tracks'. All of these contain snippets of local history together with route directions and hand drawn maps in the walks booklet and rides leaflets. All are designed to give folk an insight into the history of the paths that the routes use and the area that they pass through.

There was also an undertaking to produce a 'history' booklet. The 'booklet' became a book; 'An Introduction to Packhorse Routes in the Sheffield Lakeland Area'. The one thing that became really obvious, during research and surveys, was that there is so much still to be discovered about the area's old highways and packhorse routes - hence the use of the word 'introduction' in the book's title. We hope that the book will inspire folk to do a bit of research of their own to add to the information unearthed thus far.

The project also used some funding to do rights of way improvement works; a new gate on a bridleway at Dwarriden, provision of mounting blocks at a byway in Stocksbridge and at a bridleway in Midhope, new handles and latches for several bridlegates in the Sheffield 'Lakeland' area. Vegetation clearance on an old highway, a public footpath known as Dark Lane, at Upper Midhope, was also funded by the project.

Coffee mornings were held to spread the word about the project and what we'd discovered about the old highways and we also held very successful and well attended launch events for the Heritage Rides, Lakelands Loop and walks booklets. The walks booklet has proved to be so popular that a re-print has been done - so hard copies are still available for those who missed out the first time. For those who are more IT minded, the rides and walks booklet can be downloaded from our website, along with gpx files of the rides: [heritagehighways.co.uk](https://heritagehighways.co.uk). As a consequence of the research and surveys, 8 DMMOs have been submitted to Sheffield City Council and are registered and awaiting decisions. The Heritage Highways project officially ended on 31 December 2022. The group are now looking to stay together and continue the work.

*Georgina Hartley, Heritage Highways Project Coordinator (voluntary role)*

## Volunteering in Pendle (Part 2)

I hope you read in the last edition of Signpost about my volunteering activities in Pendle. Since then, I have continued to help Pendle's Countryside Access Officer (CAO) fix a number of footpath issues in several parishes across the borough.

In October 2022 we replaced a broken wooden gate on 13-5-FP58 in Earby. This popular path provides a link between Kelbrook and Salterforth and crosses a rewilded railway cutting. The cutting and railway line were originally built during the First World War to provide access to the newly built Salterforth Bottoms Cordite Store, a fact brought to our attention by a regular local walker as he inspected the newly installed gate. Thankfully we didn't come across any buried explosives when digging the trench for the gate!



*Photographs showing Earby FP58 before and after*

During November another metal gate was installed on 13-16-FP60 in Reedley Hallows to replace a very high stile that had been reported to Pendle BC several times by local walkers. The path is close to the Pendle Way and well used. These Centrewire gates are manufactured in galvanised steel and are designed to self-close using a clever hinge mechanism that is maintenance free. Traditionally farmers have preferred stiles (you can't leave a stile open!) but these self-closing gates are now widely accepted by the farming community. As well as making footpaths more accessible they will last a lot longer than any wooden structure so are good value for money - I believe they are around £250 each to purchase.

After installing this gate, we travelled over to Barley to visit a path that I had inspected and reported as obstructed - 13-8-FP50. The footpath ran through a garden and a fence had been built to block the path. Since being reported, the CAO had become aware that the property had been put on the market so contacted the owners to ensure they removed the obstructions, which they duly did. We went and sunk a new waymark post in the garden as agreed with the owner.

*New waymark for Barley FP50*



On a bitterly cold December day another metal gate was planted on a footpath in Barley (13-8-FP53). The wooden kissing gate had fallen into disrepair and was in danger of collapsing. The fields around are used for sheep and cattle and the local farmer was keen to ensure this gate was repaired. The topsoil was frozen but by the time the post holes had been dug out to a depth of three feet we hit the water table. This job also involved replacing a farm gate post too - an extra bit of digging to finish the job. Thankfully digging is a good way of keeping warm!



*Photographs showing Barley FP53 before and after*

Most recently a high stile was replaced with another metal gate in Barrowford on FP6. The fence line either side was in poor condition so we sunk two deep holes for straining posts (large posts sunk at least 4ft into the ground which can take the strain when wire fencing is tensioned and secured on the post). Thankfully the ground was soft so it didn't take too long to get the post holes and trench dug out and the gate into position, wedged in with stone before earthing up and fixing the wooden fence rails so the new structure was stockproof. The farmer arrived to inspect our work and make sure his sheep were still in the field!



*Photographs showing Barrowford FP6 before and after*

Fitted in between inspection walks, I continue to enjoy this outdoor work helping improve the Pendle footpath network and chatting with the CAO and local walkers as they pass by. No gates next month as we are clearing an old, cobbled footpath in Barnoldswick known as The Forty Steps and helping out restore some dry-stone walling in Langroyd Country Park near Foulridge along with other volunteers from the local community coming together as part of Pendle's Green Spaces initiative

*Simon Worrall, Footpath Inspector*





*Photos on this page show reposted S144 by its new gate at Shutlingsloe*

Total signposts: 569

## Prospects

Little has changed since my early November report. S642/3/4 are ready and waiting in Taylor House garage. Poor weather, illness, old age and the odd, unexpected hernia operation are to blame. In November we received a donation of £500 from Staffordshire LDWA for a plaque on S637 at Blore, near Ashbourne, in memory of their member Keith Bailey 1943-2021. In December I visited the PDNP depot at Ashford in the Water, where they make their well-known fingerposts. My colleague Merrick Iszatt came up from his home in Bakewell and we were given a thorough demonstration of the old, pantograph milling machine and router by Andy Bentham, the PDNP ranger. He answered our many questions and I concluded that my idea of making cheaper all-wood fingerposts at Taylor House was a non-starter, given my lack of relevant skills and the cost of machinery. If there is a future need for the odd fingerpost, as there has been in the past, we'll be able to obtain them from PDNP, although with little saving on the cost of one of our own, more durable, composite signposts.

## Signpost Donations

During 2022 we received £5,500 in donations, helping to cover the cost of 14 signposts.

## New Signposts

S640 just west of Shireoaks Farm, Chinley, was donated by Chapel Ramblers.

S641 at Wythen Lache Farm, Chinley, was donated anonymously.

## Maintenance

During 2022 no fewer than 14 signposts rotted or corroded and fell, then were retrieved, refurbished and reinstated.

*November* - S144 above Shutlingsloe Farm, Wildboarclough, fell. It's angle iron post had corroded at the base. Steve Brown recovered it singlehanded, then it was shot-blasted, powder-coated, highlighted and reposted. S356 at Whitegate near Winsford also fell







over, so I retrieved it and cleaned/painted the nearby signs 351,172, 451 and 452. Several other signs were inspected, etc by members of the signpost team and footpath inspectors, including Simon Worrall in Pendle, Rhoda Barnett at Dimmingsdale and Ken Brockway at Thorpe Salvin.

*December* - John Hodgson and I reinstated S356 on a concrete rail post, then Paul Spedding and I reinstated 144 on a wood post on Shutlingsloe. Marsden signs were repainted and wedged by local team members Paul Marshall and John Orson. On the 21st I fixed memorial plaques to signs 251 and 574 at Gradbach Mill, then 637 at Blore for Staffs LDWA. Then I cleaned/repainted 380, 405/6/7, 530/9, 540/1, 628. As dusk fell I visited Crowgutter Farm at Ipstones and got the farmer's consent for a new signpost on Ipstones Edge.

*January* - John Hodgson and I reinstated S353 near Wootton on the Weaver Hills in unexpected foul weather. Later in the month I inspected/cleaned/touched-up the five signs on the Wirral and Steve resumed touching-up the paintwork on our signs between Higher Disley and Whaley Bridge.

*David Morton, Signpost Officer*

*Left: PNFS signpost near Hayfield photographed by Judith Halman, member*

## S301 Restoration



Steve Brown forwarded these "before and after" pics of S301 at Platt Wood Farm, Lyme Handley. He does a remarkable job. The sign was donated by former PNFS volunteer Jerzy Matuzewski of Marple to celebrate his 35th Wedding Anniversary in 1970. No wonder I haven't seen him or his wife Margaret at Taylor House for a while!

*David Morton, Signpost Officer*

# Alfreton FP21



*November 2022* - An excellent wooden boardwalk has been installed and it's now possible to use a path near Alfreton Derbyshire without getting wet feet. In addition to the extensive boardwalk the short section of path has bridges over two water courses, these have both been cleared out but water still runs across the ground making the works a very welcome path improvement. The water courses mark parish boundaries so the flooded area includes three paths, Alfreton FP21, Swanwick FP1 and South Wingfield FP57. The following messages have been received from Derbyshire County Council over the years, as recorded on the FID and digital archive.

*July 2009* - "I know his path and agree the boardwalk at this point needs extending. I'm hoping to get this resolved by the walking festival but unfortunately I cannot guarantee this as we have previously had problems gaining access to carry out the work."  
(Response from DCC when John Harker first raised the problem)

*March 2021* - "This is being investigated in discussion with the relevant landowner"

*October 2021* - "As you are aware there are some substantial drainage issues on the land around Oakerthorpe brook, making progress across the footpath very difficult.

Colleagues in the Flood Risk Team are assisting us in investigating the cause of the flooding, and are having discussions with the landowners to advise how the existing drainage system may be improved. An extension to the existing boardwalk is also being considered. The footpath in its current state is potentially hazardous to the public, and we have reluctantly decided to temporarily close the path to the public, until conditions on the path have improved. Please be assured that we are trying to resolve this matter as quickly as possible."

*Ken Brockway, Footpath Inspector*



# WALKING THE DOG

You don't have to ask.  
You *know* I want to go out.

Why else would I comply  
with all your weird requests?  
Sit.  
Stay.  
Fetch.  
Drop.

I don't actually care  
whether you think I'm a Good Boy  
or not. But I'm a realist.  
I can't open doors.

So don't flatter yourself  
with that Man's Best Friend stuff.  
My Best Friend is my Nose  
and your Best Friend is the Woman  
or now, possibly, the Small Noisy One.

Do I want to go out?  
Do I want to cock my leg  
where the Cocker Spaniel  
left his mark?

Do I want to take a dump  
in the daisies?

Chomp  
on a chicken bone?

Sniff  
that beagle's butt?

You're supposed to be the brainy one.  
What do *you* think?

Lydia is from New York but has lived in Yorkshire for over 40 years. She is multi-talented, as well as being a gifted poet, she is a cellist, a print maker and holds a patent for a braille music transcription system. *WALKING THE DOG* is taken from her book, *A History of Walking*, published by Happenstance (available at [lydia.poetry@icloud.com](http://lydia.poetry@icloud.com)) and is reproduced here by kind permission of both Lydia and her publisher.

# Walks for PNFS members

**IT IS VITAL that attendees check all train times and [pnfs.org.uk](http://pnfs.org.uk) for any updates.**

Latest details of walks can be found in the next issue of *Waymark* or on [pnfs.org.uk](http://pnfs.org.uk).

Contact the relevant co-ordinator if you would like to lead a walk.

## SHORT WALKS - On second Wednesday of each month

John Fisher, Co-ordinator, [johnfisher560@btinternet.com](mailto:johnfisher560@btinternet.com), 01625 439298 or 07432 825624

<b>15 April 2023</b> John Fisher 01625 439298 07432 825624	<b>SATURDAY</b> (to try improve participation numbers and diversity). Congleton to Kildsgrove via Staffordshire Way. 8 miles, easy, one steady climb. Train from Manchester Piccadilly via stations to Congleton at 09:47, or from Stoke-on-Trent at 09:56 via Kildsgrove. Walk starts Congleton station 10:25.
<b>13 May 2023</b> Ross Myddelton 07941 547378	<b>SATURDAY.</b> Radcliffe Metro to Prestwich Metro, 7 miles, easy. Includes part of the Irwell sculpture trail, Clifton aqueduct and Philips Park. Walk starts Radcliffe Metro 11:00.
<b>14 June 2023</b> Martin Riley 07908 081959	Norden near Rochdale circular, 8 miles. Manchester Victoria 09:37, arrive Rochdale railway station 09:50 for onward travel to Rochdale bus station, 10 mins walk max. Stand L bus R8 10:20 to Norden arrive 10:39. Walk starts 10:45 near Bridge Inn, Edenfield Rd, Norden.
<b>12 July 2023</b> John Harker 07929 051978	New Mills to Marple, 8 miles approx. The walk will take in a new public bridleway that PNFS was involved in getting added to the definitive map on the outskirts of New Mills. The route beyond that will be towards Thornsett, Rowarth, Moor End and Mellor. Manchester Piccadilly 09:48 or Sheffield 09:14. Walk starts New Mills, Central Station 10:15.
<b>9 August 2023</b> Brian Lomas	Details to follow.
<b>13 September 2023</b> David Bratt	Details to follow.
<b>11 October 2023</b> Mick Chatham	Littleborough circular, 8 miles. Further details to follow.
<b>8 November 2023</b> Ken Smith	Details to follow.
<b>13 December 2023</b> John Fisher	<b>Joint walk, short and longer groups.</b> Lyme Park, 6-7 miles. Social afterwards at Disley pub. Walk starts and ends at Disley station. Further details to follow.

## LONGER WALKS - On last Wednesday of each month

Ken Smith, Co-ordinator, [kensmith4rj@icloud.com](mailto:kensmith4rj@icloud.com), 07918 154959

<b>26 April 2023</b> Bill Minshall 07717 802468	Minshall Prestbury Circular Walk to Alderley Edge and back. Train Manchester Piccadilly and Stoke to Prestbury Railway Station arrive at 10:30. Walk starts at 10:35 10 miles
<b>31 May 2023</b> Ken Smith 07918 154959	Glossop to Greenfield Walk Train 09:33 am Piccadilly arrives Glossop 10:03. Walk start at 10:15 11 miles 2144ft ascent
<b>28 June 2023</b> Ken Brockway 01773 287225	Stone Staffordshire Circular Walk Taking in Downs Bank, Moddershall and Stone Circular Challenge Train Manchester Piccadilly to Stoke-on-Trent then change Train to Stone Walk starts at 10:30 12 miles
<b>26 July 2023</b> Ross Myddelton 07941 547378	Silverdale to Arnside Train 08:48 Piccadilly arrives Silverdale 10:29. Book Arnside return. Walk starts at 10:30 11 miles



<b>30 August 2023</b> Gavin Miller 07951 746523	Burnley to Todmorden Walk Train 10:08 from Manchester Victoria. Buy a return to Burnley. Walk starts from Burnley Manchester Road Station 10:50 11 miles 2300 ft ascent
<b>27 September 2023</b>	Walk leader required
<b>25 October 2023</b> Paul Easthope	Glossop Circular Walk Train Manchester Piccadilly 09:33 arrives Glossop 10:03. Walk start at 10:15. Walk details to follow
<b>29 November 2023</b> Gavin Miller	Walk details to follow
<b>13 December 2023</b>	<b>Combined Christmas shorter and longer walk</b> - see shorter walk

<b>WEEKEND WALKS</b> - All on Saturdays Shirley Addy, Co-ordinator, <a href="mailto:smaddy@talktalk.net">smaddy@talktalk.net</a> ; 07434 897143 text	
<b>1 April 2023</b> David Gosling 07841 647275	Hayfield. This PNFS history walk will start at PNFS Plaque 1 and visit several sites of historical importance for PNFS and its predecessor societies including Signpost 1 and Bridge 1, the Snake Path (the Society's first victory) and the site of the Kinder Trespass. 10 miles and quite hilly (1,700 ft ascent). Walk starts at 10:00 from Hayfield Bus Station SK03590 86923 (P&D) or bus 358.
<b>20 May 2023</b> Mick Chatham 07792 709198 01706 379318	<b>Moved from 6 May due to the Coronation.</b> Littleborough over to Watergrove the submerged village. 10 miles medium. Starts from Littleborough railway station 10:00 (time may change nearer the time), OL15 8AR, GR SD93800 16200. Free adjacent parking
<b>3 June 2023</b> Linda Smith 07808 319733	Frodsham to Delamere (and return via a different route). This walk will dispel the myth that Cheshire is a flat county. We will cover 11 miles and climb 1,400 ft of ascent, taking in part of the Sandstone Trail, passing through two of the most wooded areas of the county and getting fantastic views over the Mersey estuary. Walk starts 09:30 at Frodsham Railway Station car park (£1.50 for over 6 hours), WA6 7DN, GR SJ51867 77862.
<b>1 July 2023</b> Mick Chatham 07792 709198 01706 379318	Todmorden (definitely not up to Stoodley Pike!). 10 miles, medium, on the tops. Starts from Todmorden railway station 10:00 (time may change nearer time), OL14 7AA, GR SD93500 24100, free adjacent parking.
<b>5 August 2023</b> Ross Myddelton	Brock. Details to follow
<b>2 September 2023</b> Jenny Allen	Cheshire West. Details to follow.
<b>7 October 2023</b> Ann Haden 07766 194900	Litton. Glorious and spectacular dales, historic Eyam and lovely Foolow. Morning climbs. Meet outside the shop 10:00, GR SK16500 75150, SK17 8QU, on-road parking.
<b>4 November 2023</b> Mark Chung	Wycoller. Details to follow.
<b>2 December 2023</b> Danny Allen	Details to follow.
<b>6 January 2023</b>	Walk leader required.
<b>3 February 2024</b>	Walk leader required.
<b>2 March 2024</b>	Walk leader required.
<b>6 April 2024</b>	Walk leader required.



This 8 mile walk started from the beautiful and unspoilt Ribble Valley village of Downham. Led by Shirley Addy, it was enjoyed by eleven pioneers. Photographs by Murray Fullerton, Jim Kershaw and Shirley Addy.

**First Weekend Walk ~7 January 2023**





This 8 mile walk started from the beautiful and unspoilt Ribbles Valley village of Downham. Led by Shirley Addy, it was enjoyed by eleven pioneers. Photographs by Murray Fullerton, Jim Kershaw and Shirley Addy.

