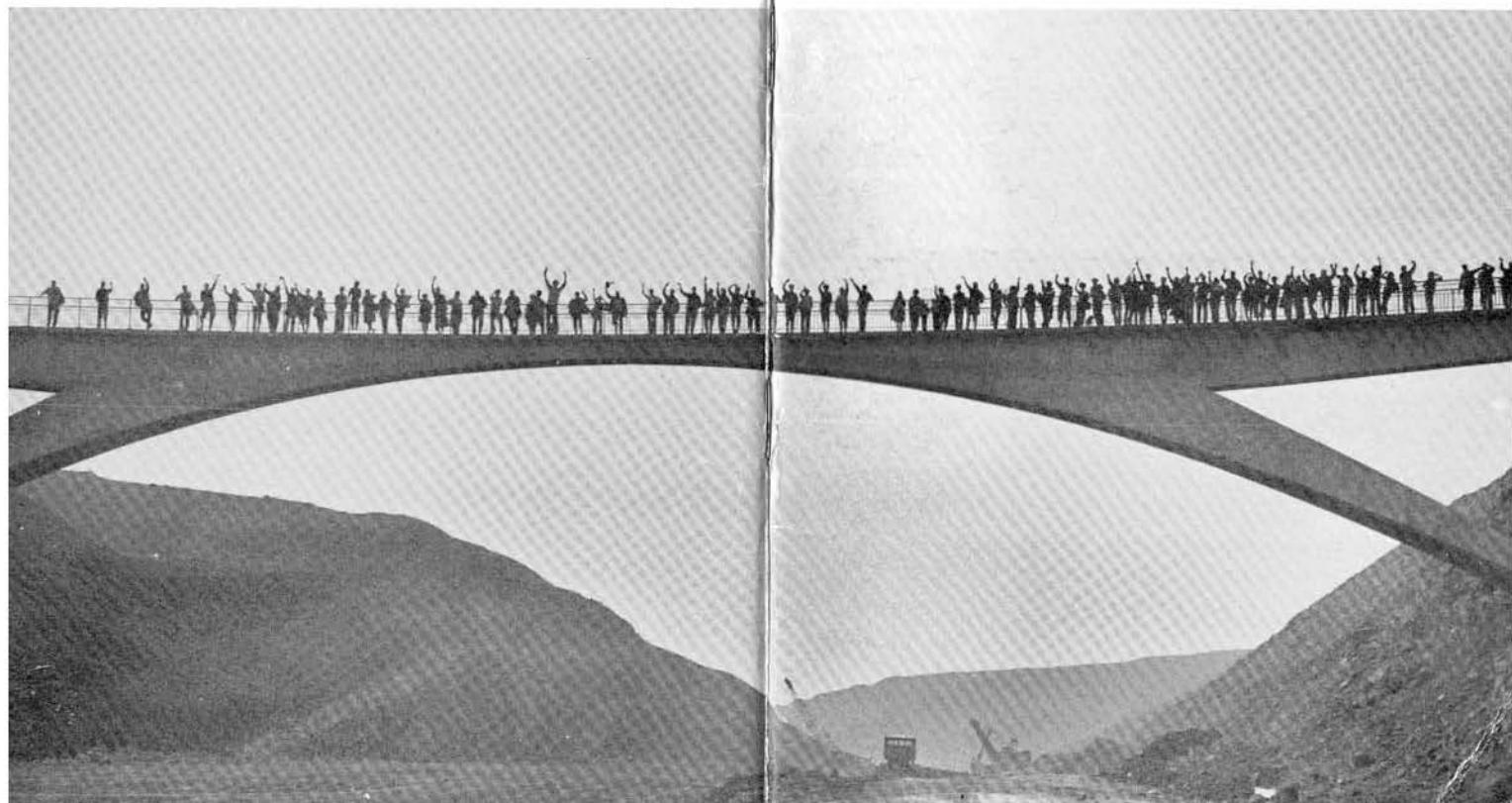


PEAK AND NORTHERN
FOOTPATHS SOCIETY
1894-1972

Annual Report 1971-72



**THE PENNINE WAY/M62 FOOTBRIDGE NEAR BLEAKEDGATE—
EASTER SUNDAY, 1971**

The ramblers had just completed the inaugural walk of the Society's Middleton-Pennine Way Link Route and were the first public rambling party to cross the recently opened footbridge.

(photo courtesy Guardian/Robert Smithies).

PEAK AND NORTHERN FOOTPATHS SOCIETY

Founded in 1894

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FOREWORD

The Local Government Bill, which will replace the present multiplicity of rural district councils and other small authorities by a much smaller number of large ones based mainly on the towns, is bound to have its effect on the footpaths system, but just what, it is hard to say. Large, impersonal authorities may be less susceptible to pressure from local big-wigs, but may equally prove more autocratic and indifferent to public opinion.

In the amenity preservation field the Countryside Commission accepted Sir Jack Longland's recommendation that every National Park should be controlled by an independent planning board as the Peak Park is now, but the Government rejected their proposals. Subsequently the Commission came to terms with the county councils and all Parks (except the Peak and the Lakes) will remain under the direct control of the counties, though each must now have its own committee. The Government has recently undertaken to shoulder the major part of the administrative costs; this is an important step forward.

The tide of reaction against the public gains made at the time of the 1949 National Parks Act continues to flow strongly, but it is only fair to point out that it started well before the present Government came to power, and may well derive from opposition within government departments going back to the earliest days when the Parks were set up without adequate financial resources. Certainly it was the previous Government that sponsored the 1968 Countryside Act, which turned the National Parks Commission into the Countryside Commission and shifted the emphasis from amenity protection to recreation. The encouragement of mineral prospecting, which presents such an alarming threat in Snowdonia and elsewhere, dates from the same period. Recently, the adoption of new limitations on the terms of office of Government nominees to National Park Committees has led to the wholesale and foreseeable dismissal of many experienced people, including Phil Daley, Patrick Monkhouse and Arthur Raistrick.

However, in our own domain, there are definite signs that the Government is discouraging some of the more unreasonable or legally baseless attempts at footpaths closure, and accepts that paths, though little used now, may be required in the future. This is the most hopeful and helpful development for a long time.

COMMENTARY

Arthur Smith

Our Vice-President, who was knocked down by a car on 3rd August, 1970, and spent most of 1971 in hospital, is happily now at home again, and we hope that his condition will continue to improve. It has been a very prolonged, painful and frustrating experience for Mr. Smith and a great anxiety to his wife. May they have a happier 1972.

Sheffield Meeting

At the request of members in the Sheffield district the Society held a meeting at the Victoria Hotel, Norfolk Street, Sheffield, on 1st March, 1971. After an introductory talk by our President, Mr. Newton spoke on the work of the Society and was followed by Mr. L. G. Meadowcroft. About 50 people attended.

The Highways Act, 1971

This new Act is mainly concerned with speeding up the procedure of orders and hearings necessary for the construction and improvement of roads, including "side road orders" in respect of minor roads, bridleways and footpaths affected by the main development. Periods for exhibition of plans and objections are both reduced from thirteen to six weeks and objectors must state clearly the grounds of objection. They may also have to specify the exact route of any alternative they put forward. Side road orders may be made concurrently with the main order. In the event of exceptional difficulties, such as very adverse weather conditions, the Minister can extend the six-weeks period for objections.

Under the previous 1959 Act side road orders to close or divert footpaths, etc. could only be made in respect of new trunk roads and motorways. Now such orders can be made for construction or improvement of any classified road. This opens up a disturbing prospect of further closures, leaving new roads as barriers to walkers, but the Act requires the Minister not to confirm a closure unless satisfied that another convenient route is available. The shortening of objection periods will, of course, add to the difficulties of voluntary societies such as ours.

The passing of the Act provided an opportunity for a number of minor reforms and, in particular, the effect of the "unhelpful ruling" referred to on page 5 of our last report has been nullified.

Local authorities will again be able to sue in their own name (without the Attorney General's permission) in cases of obstruction. They will also be able to take vehicles on to footpaths and bridleways to repair stiles, footbridges, etc. Previously the land-owner's permission had to be obtained and was not always forthcoming.

Rationalisation to be Re-styled

The landowners' and farmers' organisations are continuing their efforts to secure a considerable reduction in the size of the footpath network, but "rationalisation"—a word associated with the unpopular Beeching rail closures—is to be dropped in favour of "Re-styling" or "Re-designing." We remain of the opinion that no such wholesale re-appraisal of all footpaths is necessary or desirable and that existing legislation provides ample facilities for changes where landowners really need them. Mistrustful? Yes, indeed! We have not forgotten the widespread misuse of the theoretically reasonable ploughing regulations of the 1949 Act, and the almost total disregard of its provisions for the restoration of paths after ploughing. The revised ploughing procedures of the 1968 Countryside Act are also being widely ignored.

Meanwhile, West Sussex is persevering with its review of footpaths and has made orders for 22 extinctions and 26 diversions in three parishes alone, but local opposition is said to be considerable. Similar plans are afoot in neighbouring East Hampshire and other counties, and nearer home we hear that Cheshire is doing some unofficial tidying up in connection with belated parts of its survey.

Country Landowners' Association and National Farmers' Union representatives have submitted a case for complete rationalisation of the public footpaths system in Leicester and Rutland, but the Highways Committee has rightly replied that any initiative must come from landowners and each case must be considered strictly on its merits.

More Ministerial Encouragement for "Hobby Walkers"

Last year, we reported the Minister for the Environment as favouring the retention of existing public rights of access to the countryside unless there were convincing reasons for closures. This welcome trend is continuing. In rejecting a closure order at Chislet, Kent, the Ministry Inspector reiterated the above-mentioned view and added that evidence of lack of local need was not of itself a convincing reason for closure and that an

unclassified road was not a reasonable substitute for enthusiastic country walkers. It had been said that the path was only used occasionally by "Hobby Walkers."

In a case at Ploughley, Oxfordshire, the Minister over-ruled his Inspector who recommended a closure because local people approved of it and the objectors were mostly "outsiders." The Minister said that the path was likely to be used in the future, and the fact that it had been obstructed and little used recently was not a sufficient reason for closure. Another instance in which the Inspector was over-ruled was at Bare (Morecambe) where the Minister did not accept that use by horse riders, cyclists and vandals, misuse by dogs, and existence of an alternative road, constituted a case for closure.

A determined effort by local authorities, farmers and land-owners to close a path at Boot in Eskdale also failed and the Inspector again pointed out that *the issue was whether the path, if in a good state of repair, would, ignoring temporary circumstances, be likely to be used by the public.* He added that it was not sufficient to argue simply that the extent of use of a right of way was small, without producing convincing reasons for removing that right. Benefit to the owner or occupier of the land is not a material consideration, he said.

Another *legally* irrelevant ground for closure, firmly rejected by an Inspector, was that experimental "advanced passenger trains" going at 150 miles per hour would constitute a danger to users of a path crossing the railway at Ashfordby, Leicestershire. So they might, but the law does not provide for path closure for this reason.

The clear message from all this is that you cannot establish that a path is "not needed for public use" under Section 110 of the Highways Act simply by proving that it is little used at present. The Minister is wisely taking possible future use into consideration and is not encouraging a state of closure orders. It is also worth noting that obstructing a path before trying to get it closed is likely to be counter-productive!

Erratum

Last year's reference to lame ducks and stiles produced a scholarly rebuke from a reader who reminded us of Charles Kingsley's delightfully Victorian verse:—

" Do the work that's nearest
Though it's dull at whiles
Helping when we meet them
Lame dogs over stiles."

Doggie!—Beware of Farmers!

We doubt if any of our members keep tigers or boa constrictors, but if they do they should study the Animals Act (1971) which makes the owner fully liable for any damage done by his pet. The act replaces the old common law rules which were particularly inadequate in respect of dangerous animals. More to the point here, if you have a dog you will be liable for any damage it does to farm animals, and if it is caught attacking livestock their owner is authorised to shoot it (subject to certain qualifications). The Commons Society, from whose Journal these points are culled, advises walkers to keep their dogs on a lead in farm land—a dreary prospect for owners and dogs alike. Sheep worrying is a serious matter for farmers, and they need every reasonable protection against it. Most farmers will probably behave with reasonable discretion, but it was disturbing to hear recently of friends who were accosted quite gratuitously by a farmer who said “I’m glad to see you’ve got your dog on a lead. You’ve saved me a bullet.”

Peak Forest Canal

Our friends in the Peak Forest Canal Society report that, after a ten years’ struggle, it has been agreed that nineteen miles of the Ashton and Lower Peak Forest Canals are to be fully restored for navigation. Most of the cost will be borne by the Waterways Board and local authorities, but the P.F.C. Society is expected to raise £3,000. If you are interested and would like to contribute, the treasurer is Mr. A. T. Mason, 5 Grosvenor Road, Marple, Cheshire.

DEFINITIVE MAPS AND THE FOOTPATHS SURVEY

(A summary by Frank Head)

Before the National Parks and Access to the Countryside Act of 1949 the status of most public footpaths in England and Wales was legally undefined, as is still the case in Scotland today. Paths shown on inclosure award maps and certain other categories of paths were definitely public, but the rights of the public over other paths were a matter of opinion, unless and until a dispute arose and a ruling was given by the courts in a particular case.

The 1949 Act called upon all county councils to institute a survey of all footpaths and, in effect, to sift out those that were definitely public from those that were doubtful. No provision was made for any determination that a path was definitely not public, and the omission of a path from the official map does not therefore mean that it is private; its status, though doubtful, remains undefined.

The footpaths survey was carried out in three stages—the draft, provisional and definitive stages—marked by the production of corresponding maps and statements. Preparation of the draft maps involved the counties in a great deal of work, in which they were helped by their district and parish councils, and sometimes by voluntary societies and individuals. The counties were required to include all the footpaths, bridleways and roads used as public paths ("RUPP's") which, in their opinion, were public rights of way. "Bridleway" incidentally is not another name for a green lane—it denotes a right of way for walkers, horseriders and (since 1968) cyclists. Information of a more detailed nature was recorded in statements accompanying the draft maps.

After the publication of a draft map there were opportunities for objections by landowners, who might claim that private paths had been included, or by the public who might say that public paths had been left out. In either case the county had to appoint persons to hear the objections, and then to determine whether to modify the map or not. Any modification had then to be advertised to the public and an opportunity provided for counter-objections. These, in turn, led to further hearings at which both objectors and counter-objectors could state their cases and the county then issued its final determinations. Any dissatisfied person could, however, appeal to the appropriate Minister and another hearing would then be arranged followed by a final Ministerial decision.

This completed the draft map stage and the county then produced its provisional maps and statements, which could only be challenged by landowners, lessees, etc., and not by the public. Any dispute at this stage was taken to Quarter Sessions where the county would defend its position and call members of the public as witnesses, and the court would make a final, legally binding decision. Resolution of all such disputes was followed by the publication of the definitive map.

Inclusion of any path in a definitive map is conclusive evidence that the path was public at the relevant date of the survey, and apart from any subsequent legally authorised change in its status it must remain so. To take account of such changes and to permit of the inclusion of new rights of way and paths wrongly omitted from the first map, the counties are required to produce a revised

map every five years. The review procedure is generally the same as the original, but under the Countryside Act of 1968 there is no provisional stage and hence no opportunity for landowners to appeal to the courts.

Chapel Footpaths

The foregoing summary has been written in the past tense, which is where the whole of the first survey should have been for at least ten years. Unfortunately a few counties have still not completed it. Derbyshire is only at the draft map stage in respect of Chapel-en-le-Frith Rural District and they have only recently published their determinations in respect of contested and omitted paths. The Society in consultation with the Sheffield and Manchester Areas of the Ramblers' Association has withdrawn its claims in eight cases, but is maintaining them in respect of some twenty paths. In due course this will necessitate a number of informal hearings at which it will be necessary to produce witnesses to testify that they have used the paths in the twenty years' period between 1934 and 1954.

At the time of writing we are urgently in need of witnesses in respect of the following paths:

Parish of Chinley Buxworth and Brownsde. Footpath from Chinley 9 N. of The Haugh (G.R. 018836) S.E. then E. then S. to join Chinley No. 12 N. of Barn Cottages (G.R. 021832).

Parish of Hayfield. Footpath from B.R. 53 E. of Highgate Head (G.R. 043863) S.E. to Clough Head then S.E. and S.W. to join B.R. 71 S. of Clough Head (G.R. 046859).

Hope Parish Council. Footpath from Killhill Bridge (G.R. 172839) N. under the railway to join F.P. 22 S.W. of The Homestead (G.R. 174843).

Wormhill Parish Council. Footpath from Buxton Road at Lower Bibbington (G.R. 075771) E. then N.E. then S.E. to Longridge Lane nearly opposite Wibbersley Farm (G.R. 079772).

Wormhill Parish Council. Short footpath from road at St. Margaret's Church (G.R. 123742) N.W. past farm buildings through two stiles to road at Bagshawe Arms.

Hope Parish Council. Footpath from F.P. 3 N.E. of Marsh Farm (G.R. 164838) S.E. crossing railway to join path No. 2 W. of Schools (G.R. 168837).

Parish of Chapel-en-le-Frith. Footpath No. 56 (.836m.)—That part from F.P. 57 E. to junction with F.P. 45 at Railway Station (G.R. 053794).

Parish of Charlesworth. Footpath No. 47 (.095m.)—From Penistone Road N.W. of Old House (G.R. 052980) N.E. to railway thence E. and N. under railway to F.P. No. 52 (G.R. 055982).

Parish of Chisworth. Footpath No. 15 (.475m.)—From Parish boundary at Ludworth Intakes (G.R. 991913) N. crossing F.P. No. 14 then N.W. to Sandy Lane (G.R. 991920).

Parish of Green Fairfield. Footpath No. 6 (.380m.)—From Parish boundary at Tim Lodge (G.R. 086731) S.E. by S.W. of Tim Lodge Plantation to F.P. No. 7 N. of Pictor Hall (G.R. 090726).

Parish of Hartington Upper Quarter. Footpath No. 4 (1.995m.)—That part from A.515 Ashbourne-Buxton Road E. of Dowlow Farm, S.W. to F.P. 3 S.W. of Dowlow Farm (G.R. 108676). (The alternative to this short length is via F.P. 3).

Parish of Hayfield. Footpath N. 39 (.494m.)—From F.P. No. 16 by Mill Ponds S. of Hegginbottom (G.R. 024871) N.E. to footbridge then N.E. to Swallow House Lane (G.R. 031873).

LIBRARY

The library is housed in the Central Library, Manchester. Books will be issued to members, who hold a current ticket, by the staff at the central service counter on the first floor.

A list of books was published in the 1968 Annual Report.

BIG BROTHER—WE'RE WATCHING YOU

Says the Society's Closure and Diversions Secretary—Donald Lee

There have been so many battles in 1971 that, apart from the Tyldesley footpath, I am devoting only a paragraph to each. Interested readers can refer to the 1971/72 editions of "Footpath Worker" published by the Ramblers' Association, for further aspects of some of the cases.

Our last report mentioned that *ROCHDALE CORPORATION* were not heavy handed in applying their undemocratic 1872 Act to close footpaths. 1971 proved me wrong. Footpath A1 (2½" O.S. Sheet SD81. G.R. 860.146 to 859.149) which runs behind Norden Vicarage to Woodhouse Lane was a favourite with ramblers as it gave access to paths around Greenbooth and Knowl Hill, until the Corporation allowed a firm of builders called "Norwood" to build right across it. Then, when everything was finished, they applied for a diversion order along indirect estate roads, sure in the knowledge that it would be difficult, if not impossible, for objectors to win, especially as under the 1872 Act the Corporation are judge and jury. Sure enough, the Corporation dismissed our objection without a proper hearing.

To show who was boss, they followed this up by closing footpath E29 at the rear of Shelfield Lane, Norden (SD81. G.R. 866.140 to 866.141), after receiving representations from adjoining residents organised most inappropriately by a Mr. Stiles, who objected to the public walking near their gardens. Clearly, the main reason was that they wanted a free bit of extra land. Despite our objections we were overruled by the Council and ridiculed in the Council Chamber by one Councillor, calling our activities "a giggle"—we shall see.

We also had a bit of unpleasantness from *STOCKPORT CORPORATION* who, after receiving complaints about "goings on"—sometime I really must write an article on the stories people put forward to get longer gardens—on a path behind Bilson Drive, Edgeley, (SJ88. G.R. 878.890 to 880.891), decided to use the questionable section 108 of the Highways Act, 1959 to get it closed by the local magistrates. The Corporation's Solicitor endeavoured to gag the Society at the hearing by using all sorts of obscure legal technicalities, but the spider got caught in its own web and the magistrates thought so little of the Corporation's case that they did not even bother to hear the objectors before dismissing the case. Clearly, footpath enthusiasts will have to watch Stockport Corporation very carefully in the future.

Another little short-cut caused some red faces at *STALY-BRIDGE CORPORATION*, too. Footpath 101, which runs from Ashes Lane to Mottram Old Road (SJ99 G.R. 974.976 to 976.976) was, until the mid-60's, a very pleasant access route to the hills. The Fox Hill development spoiled things a little, but the builder agreed to divert the path and we accepted this. Then, when things were half completed, he went bankrupt; when another builder came along to finish the job the path was conveniently forgotten and when certain houses were handed over to the new residents they found portions of path running through garden and back yard. In 1968 the Society asked the Corporation to do something and it took them 3 years to move—by trying to close the path. The result was local pandemonium and this caused the Corporation to think again, especially when we said we were quite prepared to force an inquiry. The latest we hear is that the path will be improved in 1972.

How not to go about a footpath alteration was demonstrated by *FAILSWORTH U.D.C.* who proposed closing a handy path, footpath 17 (SD80 G.R. 888.013 to 889.013), which local residents used to get to a bus stop on Broadway. The closure was, they said, needed to lay out a school playing field, but when the Society told local people they were faced with a six-times longer run for their bus each morning a howl of protest went up. A slight diversion of footpath 19 was feasible which would preserve the short-cut and at the same time allow the playing field. This suggestion was ultimately adopted, but why didn't the Council think of it first?

Perhaps the case which generated the greatest number of objectors was at *ROTHERHAM* where the Corporation proposed to shut a path off Moorgate (SK49. G.R. 435.906 to 440.908) which local residents used to get to one of the town's open spaces. The reason for closure was that new "executive" style homes were to be built and the Corporation did not want to inconvenience the new residents by a footpath at the end of their gardens. Sheffield R.A. helped the Society and over a thousand objectors forced the Corporation to climb down.

At *STAVELEY* the Council there backed Councillor E. Fairs to get footpath 27 (SK47. G.R. 453.745) diverted away from his new home at Woodthorpe. The diversion was to be on to a busy road, which might have been convenient for the Councillor, but was hardly a fair exchange for public. Despite the adverse publicity, the Council did their best for their Councillor and really faced the music at an enquiry when I attended to speak on behalf of some local individual objectors. The Councillor lost.

Another case where there was plenty of opposition was at *WHITEFIELD* where the Council proposed to divert footpaths 31-34 (SD80. around G.R. 804.046) across the Jewish Golf Course for the equal convenience of the public and golfers. This time the Society was in the unusual position of supporting the authority for the very good reason that we had suggested the alterations. Anyone who knows the area around the old Philips Park bridge will know that the land contours have been altered considerably by the construction of the M62 motorway, and consequently the paths were ill-defined. However, many of the local residents considered that the footpath alterations were a prelude to the laying of roads and the development of the golf course for housing. In face of the tremendous local opposition Whitefield Council did not proceed, but some day something will have to be done about these paths.

During 1971 two new footpath societies were born out of local closure threats.

At Wigan, which is a footpaths no-man's land—covered neither by Liverpool R.A. nor ourselves—a firm of builders, Healey of Alderley Edge, in conjunction with *WIGAN CORPORATION*, wanted to divert a pleasant railway-side path called "Beggars Walk" on to estate roads. (SD50. G.R. 577.079 to 577.081). This was completely unnecessary and would have spoiled a pleasant walk for local people. I sent a letter to the 'Wigan Observer' and a local man, Jim Walmsley, read it, agreed with it and contacted me to see what could be done to save the path from the builders' clutches. The result was the announcement of a public meeting and the formation of the Wigan Footpaths Society. Just before the date of the inquiry, we organised a public inspection over the path and although it was a raw January day, 150 local people turned up. The inquiry, too, was very lively and when the result was known—that the path was to stay—there was a celebration walk. Now the W.F.S. are busy surveying the town's local footpaths, which has never been done before. Any members living near Wigan should get in touch with Jim at 63 Swinley Road, Wigan, to give him a hand.

A very similar situation arose at *MILNROW* where the Council wanted to divert five footpaths near Tunshill, footpaths 178 to 182 (SD91. in the region of G.R. 933.128) on to the proposed estate roads of a large new development. The Milnrow Literary & Scientific Society had, for some time, been worried at the indiscriminate spread of development in the village and this time they decided to take a stand by forming the Milnrow Footpath Committee. Both a pre-inquiry walk and the inquiry itself were very well supported with the footpath enthusiasts putting forward

two alternatives for new routes. The Secretary of State in deciding in favour of the Council, nevertheless recommended that one of our suggested routes be implemented in the future because of the obvious concern for the environment shown by local people. Meanwhile the M.F.C. are out inspecting their local paths each month and finding plenty of obstructions to keep the Council busy.

A cheeky little case in 1971 was at *NEW MILLS* and concerned the attempted closure of a stretch of footpath 114 (SK08. G.R. 009.860) adjacent to Chadwick's Garage in Hayfield Road. For the last few years the path—a useful link with other tracks—was intermittently being blocked by a tip controlled by Chadwicks. At first the Council saw that it was cleared, but then got fed up of doing this and instead of prosecuting for wrongful obstruction, they decided to side with Chadwicks and get the path closed so that the tip could be extended over the path. With grim determination they faced the bad publicity and the inquiry was hilarious.

Chadwicks would not rise to the occasion and give evidence in support of the Council's bid on their behalf and when a local resident pointed out that there was a Council manhole on the part of the path where it was proposed to tip, what else could the Council's Surveyor do, but state that even if the closure application was granted they would not, after all, be able to allow tipping. Naturally, we won and the path will stay for future generations of walkers.

The blackest mark of 1971 was earned by *TYLDESLEY U.D.C.* for their attempt to close footpath 277 on Astley Moss (SJ69. G.R. 697.992 to 696.989).

In March, 1970, whilst out walking, I came across the path which was completely ploughed out, so I reported this to the Council, who, in writing, promised that it would be reinstated. Instead, so I found out later, negotiations commenced between Grundy Bros. of Allwood House Farm and Mr. J. Eaton, the Local Secretary of the National Farmers' Union, in order to get the path extinguished. Yet, the first intimation the Society had was by public notice in The London Gazette during December, 1970. Perhaps the Council thought they could rush closure through in the winter time when few ramblers would be walking over Astley Moss.

Even after this blatant courtesy, we told both the Council and the farmer that we were prepared to agree a diversion which would remove the path from the centre to the side of a field, but the farmer's advisers, out for a pound of flesh, evidently recommended that our reasonable compromise solution be ignored. I can only suspect that it was intended to use this case, if successful, as a blueprint for wholesale 'rationalisation' of footpaths across agricultural land in the region.

The inquiry, held in August, 1971, preceded by the Society's now customary pre-inquiry public walk, was certainly the most lively I have ever attended. We were faced with a hostile line of "experts" and farmers. The Council agreed that the path was unnecessary as there was an alternative—but failed to point out that the alternative was twice as long, indirect and not signposted. The N.F.U. man said he could not understand the trouble, especially since the Union had been very good in providing new paths in Lancashire—but when I asked him for some specific examples I couldn't get an answer. The National Coal Board also sent a representative because they were the landowners who had handed the land over to Grundy Bros. to cultivate. They made the rather amazing admission that the N.C.B. do not draw attention to existing rights of way when handing land over to their new tenants—we shall obviously have to take this aspect further. One farmer who spoke against us accused the ramblers on the pre-inquiry walk of dropping litter and intimated that the litter was still there for the inspector to see. The litter (planted?) turned out to be a couple of large potato sacks as used by local farmers. Smear campaigns like this will hardly help to improve relations between farming and rambling interests.

The Secretary of State made known his decision in December and followed the recommendation of his inspector, Mr. J. R. Mossop. As this is of much more than local importance I am quoting the following extracts from the Department of the Environment's letter of decision:—

"In his report the inspector came to the following conclusion:—

'I am of the opinion that, whilst Astley Moss may not be a particularly beautiful area of the country, it does provide an area of peace and quiet amid rural surroundings away from the highly-developed urban and industrial areas nearby and as such is a very valuable amenity area for local residents. Ramblers and others wishing to walk in the area should not be confined to one or two paths, but should have a choice of ways by which they can come and go and thus derive full benefit from the surroundings. Although, because of its condition, public footpath no. 277 has probably been disused for some years, I consider that if it was marked and perhaps signposted, it would be used by the public and add to their enjoyment of the area. I do not consider that the cultivation of the field through which the footpath passes would be unduly hampered or that this is sufficient reason to allow its extinguishment. The presence of alternative footpaths in the area is not, to my mind, a significant factor.'

The Secretary of State accepts the inspector's findings of fact and agrees with his conclusion. For the reasons stated he is not satisfied that the footpath is not needed for public use and accepts the inspector's recommendation. He has, therefore, decided not to confirm the order."

A very satisfactory conclusion to a very successful year.

MIDDLETON—PENNINE WAY LINK ROUTE

An invigorating 10-mile footpath route planned by Donald W. Lee

This footpath route along scenic and historic public footpaths, is the first of a number planned to link Lancashire towns with the Pennine Way. Only a fraction of the many fascinating footpaths in the area have been utilised and ramblers should subsequently explore those adjacent to the route. All are worth walking and strangers who think S.E. Lancs is all 'muck and mills' will be surprised. The route up to New Hey is easy but the last 4 miles to The Pennine Way should only be attempted if you are equipped for and used to rough moorland walking.

Maps required: 1 inch O.S. Sheet 101 2½ inch O.S. Sheets SD80/90 and 91. A to Z Street Atlas of Manchester.

Walk Details and Map References

(SELNEC buses from Manchester, Oldham and Rochdale to Middleton).

STAGE 1: Middleton—Tandle Hill—New Hey (6 miles).

From Middleton Parish Church G Ref 872.063. R at Ring'O Bells down Clarke Brow to Borshaw Rd. Take path opposite along Whit Brook passing old grammar school on left. 874.064. Emerge on to Jubilee Road.

Turn up, and opposite Jubilee Terrace take path to Hilton Fold Lane, Little Green. 879.064. Take path almost opposite by Rose Cottage; this passes mill lodge and rising gradually bearing L reaches Scowcroft. 886.065. Go through farmyard L at unsurfaced lane under railway and over Rochdale Canal, dropping to towpath 888.065.

L along towpath to first overbridge at Hr. Borshaw. 884.070. Here R along unsurfaced Borshaw Lane for one mile, passing Chadderton Gate Farm. 892.075, Hr. Stake Hill. 896.079, to Hough. 901.081.

Here L just before barn, along boggy track in N direction to Tandle Hill War Memorial 901.088, a fine point and picnic spot.

Leave Memorial in N.E. direction to and through park gate in iron railings, keep railings on R for 100 yds to stile—don't go through but continue on undulating path to Thornham Old Road (unsurfaced) at 905.093.

Turn R along the Road and cross A627 road at Summit. 910.096. (Buses:—Rochdale Oldham and Ashton) continue along Thornham Lane to Castleton Road.

Turn R then L by Gravel Lane Methodist Ch. 914.097. on to Pit Lane (unsurfaced). Pass Snipe Leach on L 916.099, a pit shaft on L 917.101, continuing along a track between hedges to B6194 road at Burnedge 919.104.

L a few yards then R along unsurfaced lane after $\frac{1}{4}$ mile passing outhouses on L. As lane begins to descend turn L at 922.107 on to rough path.

This crosses a stream 922.108 and goes through stile 20 yds away; R here and keep fence on R. Go through another stile keep same direction across pasture to further stile. Ascend track to Garside, a refurbished farm. 924.112. Continue by sett paved track dropping to cross River Beal at Ellenroad 930.114, into Bentgate St. first R into Sycamore Ave. and after 100 yds on L a path between houses leads to A640 at New Hey.

STAGE 2: New Hey—Pennine Way (4 miles).

Buses:—Rochdale and Manchester.

Trains:—Rochdale, Oldham, M/c (not Sundays).

R along A640 for 100 yds and L up H'field Road passing New Hey Station on R. Turn L up steps to Church St., below church left round church. 937.117 and R at Vicarage along track to Bradley—a farm. 938.119.

L behind farm keeping to rising path which later drops to run in front of derelict houses, Heys 939.123, to emerge on to Head Lane, a rough track.

Here R along lane to Carr 945.127 and uphill by boggy track to Tunshill Lane, unsurfaced 946.129. R and fork L after 50 yds. Keep Dick Hill on L and reach Doldrums 952.133.

(Here if weather bad advisable to finish walk by turning L and making for Hollingworth Lake, bus to Rochdale.

$\frac{1}{2}$ mile from Doldrums on 1,000 ft contour 961.133, with Turf Hill on R turn sharp L at junction of tracks. The track at times indistinct, but the wall on L is a good guide first going N and

then E between Ben Heys and Binns Pasture, high above Longden End Brook along the watershed of Windy Hills, but keeping summit of Windy Hill itself to L.

Bleakedgate Moor W.T. Station at 1,359 ft 982.144. should now be in view. Our track has been disturbed by motorway tippings so make a beeline for Station keeping the buildings on the L. Join the concrete access road and 50 yds past the buildings the Pennine Way (undefined on the ground) crosses our path on the Lancs—Yorks border. 983.144.

The link walk finishes here (X12 Express Bus, North Western from nearby A672, to Oldham and Manchester) but if weather permits the walk should be extended along The Pennine Way, over the new footbridge across the M62 and by following intermittent cairns and stakes along the Lancs—Yorks border reach Blackstone Edge and the 'Roman' road. L down this road to Lydgate. 956.164 and Littleborough (Buses to Rochdale, Trains to Manchester). This extension is 4 miles long.

Historical and Other Notes

MIDDLETON. A cotton town with older roots. Its conspicuous Medieval Parish Church with wooden 'dovecote' and the old grammar school (built 1586) are on our route.

LITTLE GREEN. Once an outlying hamlet. Our path from Middleton is an example of a church-way.

ROCHDALE CANAL. Built 1794 to 1802; traffic declined after adjoining railway opened 1839. Last commercial boat 1937, but Canal Co. still in existence and making profit from selling water. When Manchester Corporation complete work on their linear canal park (1972?) it will be possible to walk right to the city centre by footpath all the way.

BURNEDGE. An old isolated mill settlement still mainly untouched by progress. We pass some quaint cottages and farms nearby.

NEW HEY. The white spire of St. Thomas' Church (1875) dominates the village. Milnrow, of which New Hey is part, have an active Footpath Committee who regularly patrol the area's 400 paths.

DOLDRUMS. Now just a map name but there was once a colliery, a 'travellers' pub and a farm in this lonely spot.

WINDY HILLS/BLEAKEDGATE. This fine ridge walk is a very old moorland packhorse route of departed glories, now being reclaimed by nature. At least one historian, H. C. Collins ('The Roof of Lancashire' 1950) considers it may have been Roman. 'Bleakedgate' is its local name and one it certainly lives up to, especially in mid-winter.

Warning: In icy weather conditions keep well away from the W.T. pylons to avoid falling icicles.

THE PENNINE WAY. This is Britain's first long-distance footpath stretching for 250 miles from Derbyshire to Scotland. It was suggested by Tom Stephenson in 1935, but took 30 years to open. Explorers should carry with them 2 books, 'The Pennine Way' (Tom Stephenson 1970 HMSO) and 'Pennine Way Companion' (A. Wainwright 1969).

FOOTPATHS REPORT FOR 1971

(Sheet numbers of 2½ in. maps given in brackets, e.g. SJ98)

Footpaths in Cheshire

Marple U.D. F.P. 193 Windlehurst Road to Lomber Hey. 951863. Gap made by the side of a locked gate, pending the erection of a stile. Path on Definitive Map (SJ98).

Marple U.D. F.P.70 Dan Bank. 938887. Signpost now erected. Path on Definitive Map (SJ98).

Hazel Grove and Bramhall U.D. F.P. 30 Ramsdale Road to Robin's Lane. 980851 to 891856. The Council have now cleared the over-growth, drained the effluent into the sewer, built a retaining wall where the path has been eroded, erected new stiles and had the barbed wire removed from the fence. (Map SJ88).

Stalybridge M.B. F.P. 101 Mottram Old Road to Ashes Lane. 976976 to 974976. Path not to be closed but to be reinstated. Path on Definitive Map (S.J.99).

Congleton Hearing

Congleton M.B. F.P. 62 Congleton Edge Road to Hollybush Farm 381368 where it joins F.P. 61 leading to Congleton Edge. Order for diversion to enable developments to be carried out in accordance with planning permission not confirmed by the Secretary of State for the Environment. Path on Definitive Map (SJ86).

Cheshire Rural Committee

Concrete examples of surplus pylons which mar the countryside should be reported by members as Electricity Boards are not subject to the usual planning controls, but the Planning Director is prepared to press either Boards or local farmers involved. Examples are in Lonedendale and Marple Dale.

Footpaths in Derbyshire

Chesterfield R.D. F.P. 14 Wingerworth 366680. Diversion on to a line outside the gardens of the houses on Chartwell Avenue. (Map SK36).

Chesterfield R.D. F.P. 22 Brimington. 408745. Diversion 50 yards to enable Training Workshop to be built (Map SK47).

Hope Woodlands F.P. from A57 Road 191865 to B.W. 13, N. of Crookhill Farm. 186869. Diversion alongside the boundary on the N.E. side of the 'home' field.

Chesterfield R.D. F.P. 40 Holmesfield. 307765. Diversion from passing through the porch of a house at Adamfield Farm to a line commencing at the existing steps off Fox Lane approx. 25 ft. to the east. (Map SK37).

New Mills U.D. F.P. 150 Marsh Lane to Howcroft Farm. Blocked hole in the wall at Beard Hall 009847 is not a stile. The gate should be used. Representative from New Mills informed by the farmer that he has no objection to anyone using the path providing that they close the gate. Path on Definitive Map (SK08) but subject to Diversion Order dated 3.9.54 at Howcroft Farm when approx. 240 yds in a S.E. direction towards the Farm was extinguished and an alternative path provided.

Chesterfield R.D. F.P.'s 68 and 72 Holestone Moor. 338614 to 342615. Diversion to parallel farm tracks. Original paths on Definitive Map (SK36).

Chapel-en-le-Frith F.P. 6 Charlesworth Grouse Inn. Stile restored and Signpost replaced by Derbyshire C.C. after complaint by inspector regarding the rebuilt wall.

Bolsover U.D. F.P.'s 36 and 37 Markham Colliery. Closed to allow for the disposal of waste until 1989 when restoration and signposts will be erected on the new footpaths in approximately the same position as the existing footpaths. Paths on Definitive Map (SK47).

Great Longstone F.P.'s 14, 18, 22 and 28. Longstone Moor Road. 205732. Temporary stopping up for a period of one year due to mineral extraction. A temporary new F.P. to the south of the above, and connecting with all the F.P.'s, will be provided.

Great Longstone F.P. 27 Blakedon Hollow. The closure of the F.P. and B.W. to enable the construction of a tailings disposal reservoir will not be made, the application having been withdrawn.

Footpaths in Lancashire

Failesworth U.D. F.B. over canal demolished at 921008. F.P. 127 to Daisy Nook severed. British Waterways have now constructed a causeway and provided steps on each bank.

Manchester C.B. F.P. 139 West Didsbury between Darley Avenue and Palatine Road on the embankment of the River Mersey. Mersey and Weaver River Authority to reinstate the path on the top level.

Footpaths in Yorkshire (W.R.)

Kiverton Park R.D. Waleswood. 465835. Five F.P.'s across open-cast site will be restored by the National Coal Board after some four years required for the extraction of coal, and another five years for the agricultural rehabilitation of the land.

Rotherham C.B. F.P.'s 1 and 3 Moorgate. Not to be closed due to objections made.

Silverwood Colliery, Wickersley. Diversion to higher level, lined with trees, in lieu of the sludgy paths at the bottom of the spoil heap.

Footpaths in Staffordshire

Leek U.D. Rushton, F.P. 47. Hug Bridge to Wormclough. Wire removed from stile by new occupier.

Leek U.D. Rushton F.P. 13. From F.P. 7 to Parish Boundary S.W. of Bentley House. New stile in new fence to enable access to existing stiles.

Leek U.D. Rushton F.P. 42. From F.P. 40 to S.W. of Ashmore House to County Road N.E. of Longedge End. Occupier sees no reason for a stile, since path 'never used,' but prepared to put one if required.

Leek U.D. Rushton F.P. 43. From County Road E. of Earlsway House to County Road S.W. of Newhouse. Offending wire removed from stile.

Biddulph Valley Railway Line. Now disused, is a Rambler's Way and runs through lovely unspoiled scenery from Brunswick Wharf in Congleton, Cheshire, to Gillow Heath, Biddulph, for 3 miles.

Leek R.D. F.P.'s 16 and 17 Endon. 920528. New F.P. between the two, and through a row of new houses. F.P. 16 through old quarry was dangerous. (Map SJ95).

Leek R.D. F.P. 4. 925520. Diagonal path across field to be diverted to one following the field boundary.

GENERAL

Our thanks are due to all who have in a voluntary capacity and in many ways helped to keep footpaths open for the benefit of the public in general, and also to those Authorities who have co-operated with us to make objects possible.

Many complaints have been received during the year, investigated and considered by your Council, but only in those cases where final and factual information is available are particulars given. Numerous matters not mentioned are under consideration and will be referred to in future Reports.

The Society was represented by the General Secretary at meetings in Buxton, of the Voluntary Joint Committee for the Peak District National Park, in Chester of The Rural Committee of the Cheshire Community Council, in Matlock of the Countryside Standing Conference Conservation Advisory Group of the Derbyshire C.C. in London of the Commons, Open Spaces and Footpaths Preservation Society, In Oldham of The Medlock and Tame Valley Conservation Committee and of the Conservation Societies in the Manchester area.

We are also represented by Mr. J. Needham at meetings in Leeds, of the Pennine Way Council.

With the exception of the County Groups we are also affiliated to the C.P.R.E. Branches of the Lancashire and Peak District. Illustrated Talks were given by the General Secretary to: Christ Church Men's Meeting, Ashton-u-Lyne: Hatherlow Young Wives' Group: Methodists' Men's Forum, Ashton-u-Lyne: Sale Civic Society: United Field Naturalists Society, Oldham: The Disley Society, and by Mr. D. W. Lee to Culcheth Civic Society.

FOOTPATH INSPECTORS

We are grateful to those who responded to our appeal for additional Inspectors last year and the year before. Thanks to them our position is much better than it was, but there are still gaps we should like to fill. If you are willing to help, please choose from any of the areas A to AF shown as vacant. Offers to deal with part of an area are acceptable. An outline of the duties is given below, and the Society will reimburse Inspectors for all reasonable travelling expenses incurred in the work.

Duties of Inspectors

The primary duty of an Inspector is to investigate footpath complaints made to the secretary and to take appropriate action. Time permitting, he should also inspect the paths in his area.

Complaints may arise from misleading notices, deliberate obstruction or removal of stiles, disappearance of footbridges, locking of gates, blocking of paths by undergrowth or overgrowth, ploughing without reinstatement, or personal intimidation by land-owners, tenants, uncontrolled dogs, bulls, etc. All of these call for positive action on our part.

On receipt of a complaint the Inspector should first visit the path in question and establish the facts. Complainants sometimes encounter obstructions because they are not on the path. For this purpose, 2½-inch maps are essential and the Society will provide them. It is also desirable, but by no means essential, to consult the official "definitive map" of footpaths (if there is one) at the Local Council Office. Inclusion of a footpath in such a map is conclusive evidence that it is a right of way, *but the opposite is not true*. An omitted path may still be public, though it will be much harder to prove that it is. It is useful to be able to refer to a definitive map and quote the official F.P. Number, but inability to do so need not deter an Inspector from following up a complaint.

If the complaint is confirmed, a tactful approach to the owner may help in some cases, but it is best to avoid involvement in disputes. It is unwise to remove an obstruction unless you are quite sure the path is public, and then only so much of it as is necessary for *you* to get through.

Having fully ascertained the facts, Inspectors should report to the Secretary (quoting map, grid reference and official path number, if available), who will then write to the appropriate local authority. Inspectors should also attend the Society's Council Meetings and submit *brief factual reports on their work*. They will be lent a copy of a recently issued booklet on the "Law of Footpaths," and an Inspector's card of authority.

Offers of help should be addressed to the Society's Secretary.

SIGNPOSTS

List of signposts, etc., maintained by the Society in Lancashire, Cheshire, Yorkshire (W.R.) and Staffordshire.

Post No.	Grid Reference	Position
29	981 778	Near Summerclose Farm, Kettleshulme.
46	722 786	At Yew Tree House, Tabley.
50	192 986	On Mickleden Edge at junction of paths.
51	198 006	At Little Brockhouse, near Hazelhead.
52	197 015	At Hazelhead, near old Flouch Inn.
76	219 912	At Foulstone Delf, Strines.
79	962 086	At Grains Bar.
81	707 782	Near Flittogate Farm, Knutsford.
82	997 726	On Macclesfield-Buxton Road, south of Stake Farm.
83	983 691	On Cart road to Shutlingsloe Farm.
90	707 806	Near Hollow-wood Farm, Tabley.
91	692 806	Near Littley Farm, Arley.
102	988 836	On Disley-Whaley Bridge old road at Higher Disley.
103	003 694	On Buxton-Allgreave road S.E. of Sparbent.
104	989 692	Near Clough House, Wildboarclough.
105	000 710	On path one mile south of "Cat and Fiddle" Inn.
109	979 820	At Dissop Head Farm. Path to Lyme Park.
115	982 804	Near Lower Cliff Farm, Lyme Handley.
116	973 809	South of Bowstonegate Farm.
119	963 841	Near Elmerhurst Cottages, Lyme Park.
120	002 905	West side of Gun Lane, opposite Gun Farm.
123	137 905	Near Townend Cottage and junction of paths, Ilam.
126	990 820	Opposite Bowstonegate Farm.
127	676 156	Near Belmont Village, north of Wright's Arms.
129	702 179	On Darwen Road near the late Old Green Arms.
130	703 181	On Darwen Road north of the late Old Green Arms.
131	991 688	Near Crag Hall, Wildboarclough.
132	998 686	On Buxton-Allgreave road, east of Crag.
134	987 807	On lane opposite Handley Foot Farm.
135	722 865	Opposite "Ye Olde No. 3" Inn, Altrincham-Lymm Road.
136	713 862	East side of A56 road at Agden Brow.
137	712 854	On Agden Lane, south-west of Agden House.
138	724 851	Opposite Booth Bank Farm.
139	726 858	On Reddy Lane, near a cottage.
140	746 778	On lane near to Blackhill Farm, Knutsford.
141	730 763	On Sudlow Lane, opposite to a cottage.
142	979 696	On Shutlingsloe path prior to a stepboard stile.
143	970 703	On Shutlingsloe path near a plantation.
144	975 698	Close to wallside.
145	997 799	On Saltersford Road, south of Green Head Farm.
146	983 052	On footpath Burnedge Lane to Dobcross.

147	146 509	Post west of Stepping Stones in Dovedale.
148	982 827	South of Bolder Hall, Higher Disley.
149	889 696	South-west of Gawsworth Church.
150	981 832	South end of Green Lane footpath, Disley.
151	977 830	Near East Lodge, Lyme Park.
152	984 826	Moorside Hotel, Higher Disley.
153		On Erwin Lane, north of Buxterstopps Farm.
154	935 805	Keepers Cottage, Pott Shrigley.
155	955 807	Keepers Cottage, on F..P. for Higher Poynton.
Six finger posts between Slippery Stones and Cut Gate End, Derwent.		
One finger post at Bradfield Gate Head, Derwent Edge.		
One finger post (No. 22) between plates 90 and 91.		
One finger post (No. 23) near Castle Mill.		
One finger post (No. 24) near Castle Mill.		
One finger post (No. 30) near Mellor Church.		
One footbridge, near Broomycrofthead, Macclesfield Forest.		

Derbyshire County Council maintain the direction posts and footbridges erected by the Society within the administrative area.

SIGNPOSTS

Additional Posts

No. 156 Grid Ref. 987 698 on the road at Wildboarclough. Footpath via Bank Top connects to Shuttingloe Farm, and the footpath to Langley, which is also signposted by the Society. This signpost was provided by Friends of Mildred Robertson. The ceremony took place September 26th, 1970, and Mr. Harry Gilliat, Vice-Chairman, accepted this gift on behalf of the Society. The Society is grateful to the Macclesfield R.D.C. for providing the post, and labour to erect it; this was arranged by Mr. J. A. Thompson, District Surveyor.

No. 157 Grid Ref. 983 790 at Kettleshulme, near to Reed's Bridge on the footpath to Charles Head. The signpost was provided by friends of the late Jim Widdicombe, who for many years enjoyed this part of the countryside.

No. 158 Grid Ref. 975 790 at Charles Head, Kettleshulme. This signpost was presented by the Stockport C.H.A. Rambling and Social Club in memory of the late Bill Clayton.

Both these signposts are erected, and the dates of the future ceremonies will be announced. The Society is again grateful to the Macclesfield R.D.C. for providing the posts, and labour to erect them. The footpath is now signposted at each end.

Re-erection

Once again No. 80 signpost on the Disley-Whaley old road is in place. The original one, erected in August, 1935, and provided by the C.H.A. was found beyond repair through vandalism in January, 1965. The present one was presented by the C.H.A. Section "D" on the occasion of their 50th Anniversary in 1971. The ceremony took place on 9th October, 1971, and Mr. H. E. Wild, Vice-President accepted the signpost on behalf of the Society. We wish to thank the Whaley Bridge U.D.C. through Mr. B. Ashfield, Surveyor, for erecting this signpost for us at Longside Plantation, Grid Ref. 997 820.

Cranberry Clough

A new signpost is now provided at Cranberry Clough, Derwent, Grid Ref. 170 953, just beyond the Cranberry Clough footbridge in Yorkshire (West Riding). Thanks are due to Mr. Len Stubbs and friends of his for providing transport and erecting this signpost on November 7th, 1971.

Working Party

May 7th, 1972. Arrangements have been made through the Warden Guides, Ramblers' Association (Manchester Area) and the Adventure Group to spend May 7th, 1972, SIGNPOSTING in the Derwent Area. If any other groups and clubs wish to participate in erecting some four signposts and painting many more in the Derwent area, please contact Signpost Supervisor.

New Gifts

The Society wishes to acknowledge gifts of signposts from the following: Messrs. Almond, Clough, Dale, Ellis, Mayall, Lomas, Altrincham C.H.A. and Manchester Holiday Fellowship. Arrangements are being made at present, and when the signposts are erected the above will be notified of arrangements for dates of the ceremony with the respective clubs and persons. The Ramblers' Association (Sheffield Area) are to provide a signpost to the late Victor Reed in the Parish of Holmesfield (Derbyshire); the date suggested for the ceremony is Saturday, April 8th, 1972 at 3.0 p.m.

FOOTPATH INSPECTION WALKS

Save Our Paths

Whilst there has been quite a falling off in enthusiasm in the jointly sponsored footpath inspection many of the more faithful members of the Ramblers' Association supporting the scheme continue to maintain vigilance and report any incidents of blockages of footpaths.

Contact has been made during the last few months with groups of interested people in many parts of the area including, Hollingworth, Saddleworth, Radcliffe, Littleborough and Todmorden.

Members are asked to watch for information regarding a Footpath Fortnight to be held in Saddleworth in the early part of the summer, when all the paths in Saddleworth are to be walked. The scheme is supported by the local Member of Parliament.

Mid-week Walks arranged by Mr. A. O'Brien and members of the Ramblers' Association, Manchester Area. All the walks are of a moderate nature and further details can be obtained from 62 Beechfield Road, Milnrow, Rochdale.

April 5—Handforth	...	10.07 train	Piccadilly Station
May 10—Greenfield—		10.00 bus	Lever Street
	Stalybridge
June 14—Roddlesworth	and 09.55 train		Victoria Station
	Tockholes
June 28—Norden	...	10.13 bus	Canon Street
July 12—Chinley	...	09.43 train	Piccadilly Station
Aug. 9—Poynton	...	09.50 train	Piccadilly Station
Aug. 23—Cheesdon—			
	Ashworth Valley	09.50 bus	Canon Street to Bury
		or 10.00 train	Victoria Station to Bury
Sept. 13—Marple	...	10.00 train	Piccadilly Station
Sept. 27—Whaley Bridge—			
	Buxton	...	09.45 train
Oct. 11—Glossop	...	10.15 train	Piccadilly Station

Times should be checked, they may have been altered.

MEMBERSHIP

Once again we have come to the end of another year. In last year's report I asked every member to try and get at least one new member—well we have certainly had a lot of new members but not enough and certainly not one for each of our members; so once again I am appealing to our members to try again.

If you are in a walking club what about taking a few of our Membership Leaflets and distributing them. The more members the better, numbers count. If only those who go out and walk would join us we would count our numbers in thousands and not in hundreds so lets see if we cannot make our membership reach at least the thousand mark—THIS YEAR!!!

JOHN NEEDHAM.

ANNUAL DINNER

We have always been fortunate in obtaining first class speakers for our annual get-together, and this year was no exception. Our principal speaker was the chairman of the Countryside Commission, John Cripps, and we listened intently to his well projected deliverance upon matters near and dear to our hearts.

Our second guest, Donald Wroe, Surveyor to Hazel Grove and Bramhall U.D.C. was a last minute stand-in for Dereck Woodcock of Radio Manchester who was unable to attend. Donald gave us a cogent but humorous address, taking advantage of his personal knowledge of our chairman to act as his foil.

This was the last time we would meet at The Albion, due to re-development, and after the programme ended, there were many who lingered on with an extra drink and pleasant conversation amongst their fellow members and guests.

To the management and staff at The Albion we would like to place on record our appreciation of the service we have received.

LIST OF AFFILIATED BODIES, 1971

Alderley Edge, Wilmslow and District Footpath Preservation Society.
Barnsley District Footpaths Society.
Barnsley Mountaineering Club.
British Naturalists Association, Manchester Branch.
Buxton Field Club.
Camping Club of Great Britain and Ireland.
College for Adult Education Rambling Club.
C.E. Holiday Homes, Manchester Section.
C.E. Holiday Homes, Sheffield Section.
C.E. Holiday Homes Ltd., Warrington.
C.H.A. Birch Heys, Manchester.
C.H.A. Altrincham and District Rambling Club.
C.H.A. Ashton under Lyne and District Rambling Club.
C.H.A. Bury and District Rambling Club.
C.H.A. Eccles Rambling and Social Club.
C.H.A. Leicester Rambling Club.
C.H.A. Leigh and District Rambling Club.
C.H.A. Manchester C Section Rambling Club.
C.H.A. Manchester D Section Rambling Club.
C.H.A. Mansfield Rambling Club.
C.H.A. Oldham Rambling Club.
C.H.A. Rochdale Rambling Club.
C.H.A. Sheffield B Section Rambling and Social Club.
C.H.A. Stockport Rambling and Social Club.
Crescent Ramblers, Northwich.
Derbyshire Pennine Club.
Disley Society.
Department of Health and Social Security Sports and Social Club.
Good Companions Rambling Club.
Halcyon Rambling Club.
Hanliensian Rambling Club.
Hazel Grove and District Owner Occupiers Association.
Holiday Fellowship Ltd., London.
Holiday Fellowship, Bolton Group.
Holiday Fellowship, Bury Group.
Holiday Fellowship, Manchester Group.
Holiday Fellowship, Oldham and District Group.
Holiday Fellowship, Rochdale Group.
Holiday Fellowship, Sheffield Group.
Knutsford Society.
Macclesfield and District Field Club.
Macclesfield Rambling Club.
Manchester Associates Rambling Club.
Manchester and District Rambling Club for the Blind.
Manchester Fellowship (Rambling Section).
Manchester Rambling Club.
Mansfield Rambling Club.
Marple District Rambling Club.
Marple District Ratepayers' Association.
Moor and Mountain Club.
North Western Naturalists Union.
Poynton Rambling Club.
Peak Wardens' Association.
Ramblers' Association, Derbyshire Area.
Ramblers' Association, Liverpool Area.

Ramblers' Association, Manchester Area.
Ramblers' Association, Nottingham Area.
Ramblers' Association, Sheffield Area.
Rucksack Club.
Saddleworth Pedestrians' Club.
Sheffield Clarion Ramblers.
Sheffield Co-operative Party Rambling Club.
Sheffield Rambling Club.
South East Lancashire County Scouts' Council.
Spire Rambling Club.
Stockport Field Club.
Sutton in Ashfield Rambling Club.
Thelwall Owner Occupiers' Association.
United Field Naturalists' Society.
Wayfarers Rambling Club, Manchester.
Wayfarers Rambling Club, Nottingham.
W.E.A. Stockport Rambling Club.
Wigan Footpath Society.
Y.H.A. Droylsden.
Y.H.A. Sale and District.
Y.H.A. Sheffield.
Y.H.A. Stockport.