

# SIGNPOST

Magazine of the  
Peak and Northern Footpaths Society

Number 63 - Winter 2019



**NW side of Marsden Moor showing burnt moorland**  
*Photograph by David Norton*



Our recent half year meeting was held in Sheffield for the first time to provide the opportunity for members on the east side of the Pennines an easier journey to the meeting.

Indications are that it has been a success as out of 40 members attending, 14 said they would not have attended a meeting in Stockport. The Trustees are agreed that a future meeting will again be held away from Stockport at another alternative venue. No final decision has been made, but various suggestions have been raised for towns or cities on the west side of the Pennines. Our AGM will again be held at the Britannia Hotel in Stockport on Saturday, 18 April 2020 when a buffet lunch will be served between morning and afternoon sessions.

In the questions session of the HYM meeting there were various points raised about the presentation of pages on the website, when I indicated that work was in progress on some revisions. I have been assured by members of the sub-committee that various proposals have been suggested and that within a few weeks firm proposals will be brought to the management meeting for approval. So for those who are concerned about the appearance, the society is working hard on some revisions. However, we must not

lose sight of the fact that the website does provide much information for members of the society, and we need to be aware of that fact.

Many of us will have been out and about during the summer months and experienced the extremes of weather we have had. I am sure that many of you will have received a drenching at some point, whilst many will have found a few days unbearably hot. I myself was out on one of the hottest days of the year and enjoyed a pleasant lunch seated under some trees in Onecote in the Staffordshire Moorlands. Onecote is actually rather high up, at around 1,000 feet above sea level and despite the height it was unbearably hot at lunch time. It was even hotter in the valley below with little breeze to cool things down. It made me wish for a cold winter's day! Now winter is upon us I am thinking of those very pleasant summer days, now long gone.

At our AGM last April we heard from the Woodland Trust about some of the work they do in some of our most precious woodland. I have mentioned before about the work in felling trees going on around some of our reservoirs, now that the coniferous trees have reached maturity, and the subsequent replanting work that follows.

I have recently had a look with a fellow footpath inspector of an overgrown path in a section of woodland at Langsett, close to Langsett reservoir, and now a very popular walking area for dog lovers, runners and some longer distance walkers setting off for the Upper Derwent Valley. The section of path was reported to Barnsley Public Rights of Way some months ago, but unfortunately nothing has happened to clear the path, which has become overgrown, and invisible on the ground. If a tree is blown over and falls across a path the Authority

will come along and clear in fairly quick time, but it seems in this case that they are happy for walkers to use a bridleway not too far distant. This is what our footpath inspectors are facing on an ever increasing scale as Public Rights of Way departments are cut back to save money. Remember that lack of money does not prevent the local authority from carrying out what is required by law. Our duty as Peak and Northern Footpaths Society is to keep all footpaths open to the public for them to enjoy at their leisure.

*David Hurrell, Chairman and Trustee*

## Editorial

This issue of Signpost is my fourth and marks the end of my first year as editor.

It has been fun producing every issue and I would like to thank everyone for their many contributions. Unfortunately, it has been necessary to shorten a few of them purely for space considerations.

I hope that in spite of much rain of late, you have managed to enjoy some wonderful walking.

Carry on walking!

*Shirley M Addy, BA, Editor and Footpath Inspector*

## AGM 2020

The next AGM will be on Saturday, 18 April 2020. Full details will be published in the next Signpost but in the meanwhile go to [pnfs.org.uk](http://pnfs.org.uk)

## Footpath Inspection Blog

I have started a blog with a view to spreading the word about what PNFS does. The idea is to communicate something about the work that the society undertakes and which is often hidden from the world.

It is from my perspective as a footpath inspector and coordinator of inspectors, but I would be keen to include contributions from others to show other aspects of PNFS work. Just write a piece and send to me, preferably with some relevant photos, and I will edit it and submit the blog post. The advantage of a blog is that you can go into more detail than is possible with facebook, twitter etc.

The views expressed are my own, and not necessarily PNFS policy. This is essential as far as I am concerned, because I wouldn't want to get every blog checked and approved. The risk is that I may say something that is controversial or incorrect, but I am willing to risk that. Any mistakes can be corrected so I have already thanked Kate Ashbrook for correcting my mistake about the date of the Kinder Trespass.

The link to the blog is <https://footpathinspector.wordpress.com>. If you want to see what I am saying, you can 'subscribe' which means you will be notified when a new blog is posted. I very much doubt that I will maintain my current rate of four blogs in three days, but that is just because I am getting started.

I hope that along with the other publicity work that Jenny, Debby and Louise are undertaking, the blog will be another type of publicity that uses modern forms of communication and reaches new audiences. Please share the link with anyone who you think might be remotely interested.

*David Gosling, Footpath Inspection Co-ordinator*

# Edale Cross

Any self-respecting rambler in the Peak District will know something about Edale Cross (grid reference SK07717 86099) on the edge of Kinder Scout as it has been a landmark on the old packhorse trail between Hayfield and Edale since the twelfth century. The medieval cross, also known as Champion Cross, is cut from local gritstone and was probably erected by Cistercian monks around 1157. It once marked the boundary of the former Royal hunting grounds of Peak Forest but today serves as the parish boundary marker between the villages of Hayfield and Edale.

According to Historic England the cross may once have had a taller column and folklore records that the shaft was once thrown down and damaged. Local farmers are reputed to have recovered the cross in the early nineteenth century re-erecting it in its current position. However, there are carvings on the stone which may belong to the seventeenth century so in reality the true story of the cross remains a little dubious.

The cross is now protected by drystone walls on three sides which also provide an ideal alcove for a sheltered lunch stop when rambling in the area. I've passed the cross dozens of times during my walking career but it wasn't until a recent lunch stop that I first noticed that the metal information plaque associated with the monument was deteriorating significantly. The words were barely readable, three of the four fixing screws were missing and its wooden mounting had rotted to pulp.

I discussed the situation with a couple of walking friends and we resolved to do something about it before the plaque eventually disappeared. I contacted Historic England by email offering to refurbish the sign and then waited a few days for a response. I didn't really think they would want just anyone mucking about with their monument but, much to my surprise, Historic England was very encouraging and granted permission to carry on. I thought we were just volunteering to repaint the plaque but when we recovered it from the cross we realised there was significant bending and cracking in the metalwork. Repairing this was going to be beyond our amateurish skills.

During recent months I had been in contact with the PNFS to arrange sponsorship of a memorial signpost (S582) to be placed on The Roaches in Staffordshire. The help of Footpath Officer, David Morton, was invaluable in arranging that and it was whilst I was in conversation with him that I mentioned the Edale Cross plaque. David put me in touch with Leander Architectural of Dove Holes, Buxton, who produce the PNFS's signs and are based within three miles of my house.

I quickly arranged a visit to Leander and I was amazed that they were able to tell me all about the plaque. The plaque was manufactured by The Royal Label Factory of Stratford upon Avon which merged with Leander Architectural in 1998. Therefore the original purchase order details were still on record enabling the new paint work to match exactly that of the original specification. Leander repaired the damage and sandblasted the plaque before applying a base primer and two top coats of the correct paint. That just left me the lettering to repaint with the



special protective paint also supplied by Leander. I owe a huge thanks to the manager at Leander for carrying out the work at what was I'm sure a hugely discounted price.

The completed plaque was mounted on a piece of well-seasoned English oak before being returned to its rightful position alongside the cross in late July. Without the help of David and PNFS this project may not have had the successful conclusion it deserved. Thank you.

*Roger Bennet, Member*



## Help Shape the Future of Your Website

**PNFS** Peak & Northern Footpaths Society (est.1894)

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### Welcome to the PNFS

The Peak & Northern Footpaths Society has been active for well over 100 years, promoting the interests of public footpath users in the North Midlands and North West of England. We monitor, protect, and improve the footpath network for the benefit of all.

**Monitor:** Our team of over 100 volunteer footpath inspectors regularly walk footpaths checking for problems and reporting them to the responsible local authority. We also monitor proposals affecting rights of way. Local authorities in the region are required by law to inform us about all such proposals.

**Protect:** We work with local authorities (who are often short of resources) to get footpath problems resolved as soon as possible. We investigate planning proposals and respond to them to ensure that the interests of walkers are properly taken into account.

**Improve:** We erect signposts and bridges to help walkers. There are hundreds of our signposts and dozens of our bridges in the region, and more are being added all the time.

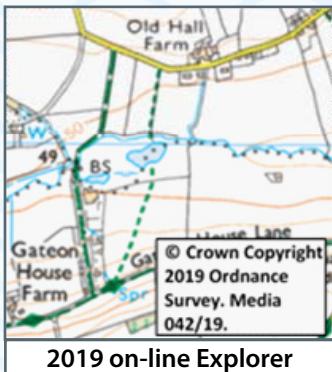
We are a registered charity and all of our work is done by volunteers. Whether you are a rambler, a stroller, a fell walker or a dog walker, we can help each other.

[More about the PNFS](#) [Join Us](#)

At the recent Half Yearly Meeting, there was a discussion about the society's web site. A number of people suggested changes and additional features, several of which were already being worked on. If any member has ideas about how to improve the web site they are encouraged to email them to me at [webmaster@pnfs.org.uk](mailto:webmaster@pnfs.org.uk).

*Mel Bale, Membership Secretary, Webmaster and Trustee*

# Waders Not Required



2019 on-line Explorer

Many PNFS members will be aware of gaps in the RoW network where paths do not meet up. This extract from the current on-line OS Explorer map seems to show an example. It depicts part of the Bardsey/East Keswick area of north east Leeds. Two Public Footpaths head towards a pond (part of a fishery accessed from the bridleway to the west), but come to an end on reaching it. However, the OS map is wrong on two counts. Firstly, there is a continuous RoW from the southern bridleway up to the road past Old Hall Farm, apparently passing through the pond en route. Secondly, you will not need a pair of waders - or a boat - because there is a causeway across the pond along which the RoW is waymarked.

The causeway is definitely not a recent development as there are two large trees growing on it. The LeedsRoW Unit has confirmed that the RoW has existed since at least the 1950s when the Definitive Map was drawn up. I have asked them to assess whether the trees have any long term implications for the stability of the causeway.

The 1974 OS Pathfinder map correctly showed a continuous RoW – but then there was no pond. From 1991 onwards Pathfinder and then Explorer maps have shown the pond and the erroneous gap in the RoW. People (presumably local) are walking the path – I saw evidence of use particularly on the northern half. I had walked in the area previously but not bothered with this path because of the gap on the OS map. Having recently become an Inspector I set out to be as thorough as possible and was pleasantly surprised with my “discovery”.

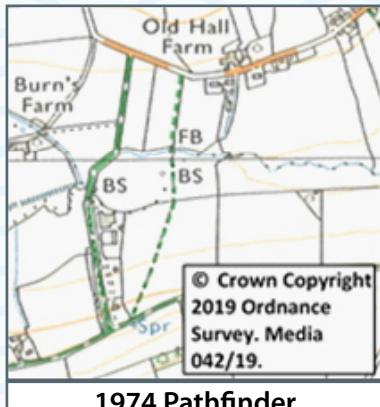
Incidentally, I also reported a missing stile at the fence just south of the pond and one has now been provided.

I have found three other examples in the same area of paths being shown incorrectly on the Explorer map. In one case only 150m of a 500m long bridleway is shown. The missing part goes along an unadopted road in an area of rather exclusive housing. There are CCTV cameras galore and a snarling dog behind many garden gates. It is the kind of place where someone might be reluctant to walk through without the assurance offered by seeing a RoW marked on an OS map. In each case the Leeds RoW Unit has said they will ask OS to correct the Explorer Map.

*Andrew Harter, PNFS Inspector and  
Taylor House Volunteer*



View south across causeway



1974 Pathfinder

# Codnor Lodge Lane

In August I heard from Derbyshire County Council that the metal barrier shown in the first photograph had been removed by the landowner. It is situated on Codnor Restricted Byway (RB) 35 (known as Lodge Lane) in the Amber Valley district of the county, about 2 miles north of the town of Heanor off the A610 Nottingham Road. This RB was only added to the Definitive Map and Statement (DM&S) just over 12 months ago based on historic evidence going back to an C18th Enclosure Award. This section of it is metalled and confined between hedgerows. The metal barrier had a lock at the left hand end requiring a number code to unlock it. An RB should be usable by walkers, horse riders, carriage drivers and cyclists. This was impossible for the latter three categories and extremely difficult for walkers unless you squeezed through a tiny gap at the left end, pressing yourself into a hawthorn hedge.

I reported this issue, and others further on, to DCC 12 months ago as I am inspector for Codnor Parish. I had to wait until I knew that the Order adding it to the DM&S had been confirmed. A year on and I returned to check on progress to find that there had been none. This was despite assurances from officers that the landowners had been told to remove obstructions on the RB and that progress had been made.

I sought, and was given, authority by the Courts & Inquiries Committee to serve the initial notice under section 130a of the Highways Act 1980 requiring DCC to get the barrier removed (and the other obstructions further on). I informed DCC of this but gave them further time (until the end of July), to get things sorted otherwise I would serve the notices. I was promised progress by the officer dealing with this case who had received an assurance by the barrier's owner that it would be removed. On the morning I was writing this article, I received an email telling me that it had been removed. The barrier was at grid reference SK4313 4883.

There are other issues on the RB further north. Where the RB changes from an enclosed route to one running along the edge of a field, open on one side there is another padlocked field gate preventing progress to all but walkers (a public footpath goes off the RB at this point hence the wooden stile). The second photo shows this as yet unresolved obstruction for which I have authority under s.130a.

The open field section runs in the adjacent parish of Aldecar and Langley Mill for which I'm also the inspector. The RB section here is RB52. The third photo shows the junction of this RB with another RB called Castle Lane. I was standing on Castle Lane when I took the 3rd photo looking back through the obstructing tied up gates which prevents anyone getting through. I had to climb over an adjacent fence. I have authority under s.130a for this blockage. The field beyond is churned up by tractors and used as a manure heap. The surface of the RB is unusable given its



legal use by walkers, horse riders, carriage drivers and cyclists so I also have authority to serve notice under section 56 of the Highways Act 1980 for a surface "out of repair". Perhaps by the time of a future magazine, I can report the resolution of these additional issues.

*John Harker, Footpath Inspector*



## Windows at Taylor House



In October 2017, a Strategy Day was organised by David Gosling to discuss ways in which the PHFS could extend its activities in new areas or do things differently or better. I was one of the inspectors who were invited to attend, along with the Society's officers. During the day, I suggested that photographic film showing our countryside be placed over Taylor House's front windows. This would act as an advertisement to what PNFS is about. There were many other ideas generated on the Strategy Day so it was a while before my suggestion received full consideration.

I was delighted to learn that Taylor House's front and side windows now display splendid colour images. Three high resolution photographs were selected of the Great Ridge above Edale, the Roaches and Higger Tor, from the portfolio of Peak District photographer, Michael Cummins. The images are printed on Contra Vision perforated film, which displays the images from the outside while retaining see-through clear vision from the inside. Cee Graphics installed the images on the windows. As well as improving the appearance of Taylor House, the 'new' windows mean that volunteers who work on Mondays now enjoy privacy and much reduced glare on bright days.

*Photographs by David Gosling*

*Shirley M Addy, Editor and Footpath Inspector*



# It was dry when we started the July Longer Walk

IT WAS dry when we left Macclesfield. The first indication that July's PNFS longer walk may not go to plan was when the board at Macclesfield Station showed the connecting train from Manchester and Stockport was running late. This could mean missing the bus up to the Cat and Fiddle where we were to start walking. In a fine example of the sort of (non-)integrated transport we are used to in this country: the Buxton bus no longer calls at Macclesfield station except on Sundays. However, with what counted as a sprint for holders of bus passes, all seven of us made it up the hill to the bus station, even getting there before the bus. "Ah, good, it's all going to be fine after all," I thought. WRONG.

"I wouldn't bother" said the bus driver when I told him we were going to the Cat and Fiddle. "Anyway, you're not dressed for it" he added, looking at my bare knees below my shorts. "It's a snorkel outfit you need for up there". I had been quite pleased with the walk when I did the recce on a fine summer day. Up over Shining Tor, down to Pym Chair, then past Windgather Rocks, up to Charles Head, then down to Bollington and along the canal back to Macclesfield. Lots of fine views over rolling countryside and a hatful of PNFS signs and even a PNFS funded footbridge along the way.

As we stepped off the bus on the day, it was not raining, but it clearly had been a lot earlier. Visibility in the murk was about ten yards. The first few minutes led us back down the road to reach the track towards Shining Tor. We tried to dodge the spray from the juggernauts looming out of the mist towards us, not always successfully. After about 20 minutes we reached Shining Tor and I told those who didn't know it about the 360 degree view. There was still a 360 degree view of nothing but mist. A drizzle had started and I suggested we might use the stone bench there to change into our waterproof trousers, but in true rambler style we chose to pretend it wasn't raining. We hadn't got far down the paved path before we changed our minds and had to accept that it really was raining. It was coming at us from the west in great sheets, as near to horizontal as makes no difference. When the paving ended we were walking on tracks which had become rivers and paths which were ponds.

After about 90 minutes of this, near Pym Chair, we had a conference. There was no sign of a let-up. The leader tried to consult his map, which quickly became a sodden useless lump. There were no dissenting voices to the suggestion that we shorten the walk. Plan B was to head down-hill to Whaley Bridge, this having transport back to Macclesfield and Manchester/Stockport and importantly we would have our backs to the wind. We were not too proud to take the road past Windgather Rocks, rather than the adjacent footpath, and we could just make out the rocks above us in the gloom. At a road junction with a sign invitingly reading 'Kettleshulme ¾' we had another conference. "Does Kettleshulme have a bus service?" "Yes" replied Alan, "the same bus as we'd get from Whaley Bridge". "Kettleshulme it is, then." The road into Kettleshulme was awash as we splashed our way down to the bus stop. Half an hour to the bus. "Where's the pub?"

"Are you open?" we asked timidly as we peeped through the door. "Yes, if you don't want food. The kitchen's flooded." We went into the dry warmth. Some ordered the cup that cheers, others the glass that cheers, and we were kindly allowed to eat the butties we had brought with us. It was still raining when we left and the bus was a welcome sight to bear us back to Macclesfield.

There are some long memories amongst PNFS members and one or two of those present were kind enough to remind me that I have 'form' in the matter of weather. You see, the first walk I ever led for PNFS was also aborted in similar circumstances, but it had NOT been dry when we left Littleborough Station. The plan had been to walk up the Roman road to the Aiggin Stone, the Pennine Way over Blackstone Edge, Windy Hill down to Hollingworth Lake then Littleborough. By the time we reached the Aiggin Stone, we were utterly drenched and could barely stand up in the wind. At that point we gave up and dripped back to Littleborough, where I made my first acquaintance with the Red Lion. It was an 'If you don't remember it, you weren't there' kind of day. One or two WERE there and suggested I might be acquiring a reputation for this kind of thing. The Littleborough walk was later rerun without mishap and perhaps I'll get the chance to complete this walk on a better day. I was lucky to have good-humoured and stoical companions on both occasions and, if you've not yet joined us for one of our monthly walks, don't be deterred. You will be made welcome and conditions can hardly be as bad again. And things could really have been worse. This was, after all, the day the dam at Whaley Bridge threatened to burst. It STILL wasn't raining when we got back to Macclesfield, though.

*Gavin Miller, Trustee*

## Breamfield DMMO

While taking a look at the Derbyshire online Register of Definitive Map Modification Orders I spotted one submitted by Wirksworth Town Council. It is always good to see community involvement in footpath matters. For details see <https://apps.derbyshire.gov.uk/applications/right-of-way/details.asp?appID=04266>. Sixty one users had completed evidence forms to support the claim for a footpath between St Helen's Lane and Breamfield Lane. In addition a copy of a map extract "Wirksworth Potential Tree Planting" had been submitted. So I thought I would go and take a look while out exploring other unrecorded routes.

From Breamfield Lane it was a drive serving a number of properties but then a gate across the drive gave access to the last house. On the gate a notice with felt pen read 'No Footpath'. I pressed on and could see that an overgrown walled track continued along the desired course so I took this through nettles and brambles. Fortunately no one was about so I wasn't questioned and reached a hand gate giving access to St Helen's Road. On the road side a commercially produced sign 'No Footpath'.

Now my wife says I am obsessed by footpaths, passionate perhaps and I am a member of PNFS so that must say something but I have to say on this occasion I agree with the landowner, this is not a footpath. I had not gone out unprepared: on this occasion it was not clippers, slashers or cutters for barbed wire that I needed. For this path I'd taken 'history' having found that in 1806 the Wirksworth Parliamentary Enclosure had set out this route. *"Breamfield Road One other public carriage horse and drift road from St Helens Road over the said common to Shottle road (now called Breamfield Road) near Breamfield Houses."* Yes, the landowner was correct it isn't a footpath, it's a public carriageway, not sure how they will feel when HGVs start using their drive.

*Ken Brockway, Footpath Inspector*



## Old Humpy gets put back together again

When the sun shines and there's good news on a path there must be a picture. Ironville FP13 is the towing path of the disused Cromford canal. The Portland Arm was a short spur off the main canal that served Jacksdale and linked with a tramway from Portland Colliery. Over years the bridge over the arm entrance had crumbled and unsympathetic

repairs had been carried out. The Cromford Canal and Codnor Park Reservoir Committee put together a grant application which was successful and the bridge has been restored by a local stonemason.

*Ken Brockway, Footpaths Inspector*

# Will Mystery Solved

G H B Ward was a very early (pre-WW1) inspector for PNFS - indeed the only inspector east of the Pennines. On his death in 1957, his will left £36,000 to the Hallamshire Footpaths Society which he established before the Great War and which was affiliated to PNFS. He was its chairman. The society folded up not long after his death and voted to give all its assets to PNFS.

*Information board shown on the Five Weirs Walk along the river Don in the east end of Sheffield near Meadowhall shopping centre.*

## SPONSORS

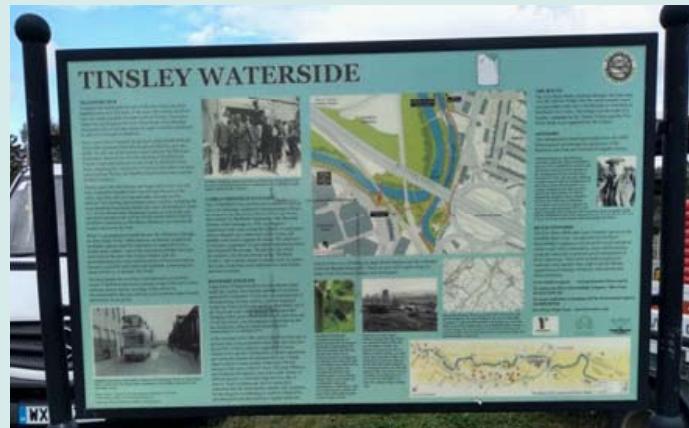
This interpretation board part funded from the GHB Ward bequest and through the generosity of the Ramblers and Peak and Northern Footpaths Society.



*GHB Ward known as Bert Ward was sometimes called the "Prince of Ramblers". Born in 1876 in Sheffield he worked in the steelworks and was an active member of the Amalgamated Society of Engineers (now part of Unite). He was also a lifelong socialist involved with the establishment of the Labour Party. But his passion was cycling, walking and the right of all to roam in the Peak District. In 1900 he founded the Sheffield Clarion Ramblers and later the Federation of Ramblers Association and was a key organiser of the moors movement from 1907 to 1935 which eventually led to National Trust's purchase of the Longshaw Estate and the designation of the Peak National Park in 1945. He died in 1957 and a Trust was set up in his memory which has funded this Board.*

This bequest could not be honoured until his last surviving daughter died in the early 2000s. The executors, a firm of solicitors, did not know what to do with the £36,000 as the Hallamshire had disappeared. Fortunately, I heard about the will and I knew the history of the demise of the Hallamshire and alerted the late Adrian Littleton to this potential windfall. The solicitors agreed that since the PNFS had taken over the assets of the Hallamshire in the late 1950s, it had a legitimate claim to the money bequeathed to the Hallamshire. Hence PNFS were £36,000 richer. Serendipity at work.

*John Harker, Footpath Inspector*



The PNFS has recently formed an **Investment Subcommittee**. Its remit is to advise the trustees on the Society's investment policy and strategy.

If any member would like to volunteer to join the committee they should contact the treasurer by email on [treasurer@peakandnorthern.org.uk](mailto:treasurer@peakandnorthern.org.uk) [treasurer@pnfs.org.uk](mailto:treasurer@pnfs.org.uk).

# Horse Spooked at Oldham FP50



I read with interest David's article where he had to stand up to allow a horse to pass him because it was frightened of him. This was on a lane in the countryside. I had a similar experience but this time on the pavement on the busy Oldham to Ashton main road. I am in charge of a group of RA volunteers including PNFS's Martin Riley, and on 5 September 2019 we were clearing a short urban path, Oldham FP50 as requested by the Oldham ROW Officer. I had left my green trolley, which I use for carrying tools, in

the middle of the pavement. A lady on horseback came up from behind and asked me to move it as the horse would not pass as it was an obstruction! The horse trotted past and they went on their way. A first!



*John Walton, PNFS and RA Member*

*Photographs: FP50 before and after clearing by Mike Lawton and John Walton respectively; Martin Riley and the offending trolley by John Walton*

## Alan Hooley

Every Monday at Taylor House there is a dedicated team of volunteers. They are assessors who receive from local authorities a stream of footpath orders, consultations on proposed footpath diversions, closures and creations, objections, and other correspondence. The assessors work closely with inspectors who undertake site visits to comment on proposed diversions. Alan Hooley joined the Consultation and Orders department in February 2004. In the following year he became its manager, replacing Peter Crofts, and remained so until his retirement.

In a typical year Alan would have received 120-175 orders, responded to over 200 pre-order consultations, dealt with 150 other correspondence items and lodged a dozen or so objections. Quietly and efficiently, he worked with good humour and dedication. His previous work in local government and his legal knowledge stood him in good stead, but it was his meticulous attention to detail and his systematic approach which made him such an outstanding leader of this team.

Alan was a regular attendee at Taylor House except when Lancashire Cricket Club was playing at home! He was always friendly and approachable and would stop what he was doing to deal with any queries from us. He retired earlier this year and his absence has already been felt as a great loss to the Society and particularly to the Consultation and Orders section. We miss his friendliness and professional skills very much. Terry Norris now oversees the assessors team.

*Brian Hamilon, John Grimsey and others*



# The Chesterfield Round

It's nice to discover a new walking route close to home. On recent walks I had come across waymark arrows for the Chesterfield Round so decided to investigate. It has a good web presence at <https://chesterfieldramblers.com/chesterfieldroundwalk/> where a guide is downloadable along with the route in gpx format. Thirty four miles sounded like two good days and with access by bus from home it was a perfect challenge. Shame I committed to a weekend with a poor forecast but there was no backing out so off we go.

Starting at Clay Cross a link path proved impossible but once on the Round the signage was good and paths to the usual Derbyshire standard.

Launched in 2005 it's good to see that the local RA group still maintain signs and publicity and in places RA volunteers have installed stiles and gates which suggests some sections were difficult before the route was devised. The west side skirts the Peak District park boundary so the countryside mirrors more familiar paths further west with gritstone walls and rolling terrain with very little arable cultivation. Some excellent view points, many with sight of the famous crooked spire of Chesterfield. The route has a series of well positioned information boards at either view points or in popular locations which should invite others to explore the whole route. There are other bus links to split the thirty miles into shorter sections so it should appeal to all abilities. The drawback on the west side is the lack of services or perhaps I honestly mean pubs. We pass a rather posh hotel at Stone Edge and get tantalisingly close to Holymoorside so after Linacre Reservoir we make a small detour to The Gate, just in time as the heavens open.

The route crosses the A61 Chesterfield to Sheffield road over a bridge that is more familiar from below while making the trip by car to walk at Hathersage or beyond. We put a spurt on to Unstone for the bus but on the way another board is perfectly located to offer a view south over Chesterfield. Much rain over night and our departure from Unstone has a torrent on the road. We are heading east along the top of the Round close to West, Middle and Nether Handleys. The walk then turns south to cross the Chesterfield canal. Here I was surprised to see a boat on the move. A bedraggled novice steerer grappling with the tiller of a day boat, in the rain while the child on board played pirates.

The route includes an interesting path through the urban sprawl east of Chesterfield and we pause in Brimington church porch for lunch. Above Ringwood Hall a strange tree turns out to be a disguised telecommunication mast. I take the wrong path in West Wood and then it's impossible to cross the raging stream forcing a detour so when the path meets the road at Calow by an Inn, in we go. More torrential rain prevents a swift half and when we manage to leave a river has formed down the field and then disappears under a barn door. The skeleton of Sutton Scarsdale Hall looks especially daunting on this dark damp day, fencing now surrounds the structure that we once were able to explore at close quarters.

The M1 motorway is now seen and heard. We cross the A617 close to junction 29 and turn west and we join the Five Pits Trail. Easy walking for a few miles along what were rail lines serving the many collieries. The once ugly spoil heaps are now green with trees and bushes. Not far now past North Wingfield but then a flooded and fenced path obstructs us so we are forced to take to the road and hop back on the bus at Tupton rather than a road walk to Clay Cross. A great walk, even in the rain. Ten stars, give it a go.

*Ken Brockway, Footpath Inspector*



# Reopening the Public Footpath Through Browns Houses at Silverdale

In January this year a public inquiry was held in Carnforth over five days before a Planning Inspector to decide whether there was a public footpath above the sea wall at Browns Houses in Silverdale. This arose as a result



of an application to amend the Definitive Map of Lancashire Rights of Way by the Society. We were requested to act by local people who were aggrieved that they were being denied use of a path which they had always used to walk from the end of Lindeth Road, along a track above the sea wall and through a gate onto the foreshore. The alternative route along the foreshore is badly eroded and covered by sea water when tides are high. This route is difficult to use at all times by the elderly.

The case for recognising this route as public was presented by Lancashire County Council and was based on evidence from walkers who had used the path in the past, maps showing the route from the eighteenth century onwards, surveys by the parish council and statements from previous owners of Browns Houses. The present owners of Browns Houses who opposed the application had a full opportunity to put the case against the track having public status.

Following the Inspector's decision the owners of Browns Houses have erected a number of signs at both ends of the path stating the land is private. Whilst these signs are lawful, almost all public footpaths are over private land, they are clearly intended to discourage use of the path above the sea wall. There is also a further sign directing walkers onto the public path along the foreshore.

To make the situation clearer on the ground and to give walkers confidence to use the track above the sea wall the Society intends to erect a metal sign showing clearly the line of both the footpath along the foreshore and that through Browns Houses. We understand that the Council will be erecting a sign near the tree on the foreshore at the other end of the path.

The effect of our victory is that there is now a definitive footpath passing through the pedestrian gate at the side of the field gate, along the track above the sea wall and then through a gate onto the foreshore. Do feel free to use this route despite the discouraging notices.

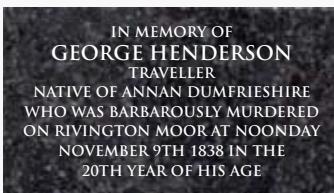
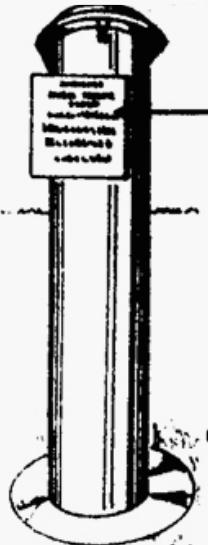
The Society hopes very much that this route is adopted as part of the England Coastal Path. The Silverdale to Cleveleys section is presently being considered by Natural England. We believe that the present proposal is for the path to go inland to avoid the path above the sea wall which was being disputed at the time. Now the public status of the route has been confirmed we are looking to it being revised so walkers can use the path above the sea wall in front of Browns Houses. A report on the proposed route should be released in Autumn 2019. Eight weeks will be allowed for comment by organisations and individuals. Owners of land affected by the proposals will be able to object. The matter will be resolved by the Secretary of State. The Society will be making a representation that the route is amended to use this path.

*Terry Norris, Consultations Manager at Taylor House*

# Murder on the Moors 1838

On a pleasant day in January 2019 my group of intrepid retired teacher friends walked to a famous landmark, Winter Hill, to view the television mast, other aerials and the surrounding Lancashire landscape. We also saw the memorial pillar and plaque to George Henderson who was murdered on Winter Hill which is on Rivington Moor. We all knew about this memorial known as Scotsman's Stump (at SD 66100 14698) but not many facts concerning it so I decided to do some research.

*Cast iron memorial pillar known as Scotsman's Stump. Plaque reads:*



*Illustration: copyright B W Gerrard, Bsc, PEng, MIET*

*Acknowledgements to Lancashire Constabulary, Inspector W Lloyd*

About 2.30 pm on Friday, 9 November 1838 George Henderson, a 20 year old native of Annan, Dumfrieshire, died on Winter Hill from a gunshot wound to the head. The dead man had been employed by John Jardine, a draper of John Street, Blackburn, to sell goods from door to door carrying his wares bundled on a staff. Robbery was the motive for the crime as he was known to have £15 in his possession. He had stayed overnight at the Cock Tavern, Blackrod, with his friend, Thomas Rutterforth, who was in the same business, and had left at 8 am the following morning. When his body was found his trouser pockets were inside out and torn. Only 1/11½d was recovered from the left side pocket.

Henderson was to meet a friend and fellow countryman, Benjamin Burrell for dinner at Belmont. The direct route for travellers from Wigan to Blackburn was over Winter Hill through Belmont. Near the top of

the hill were a group of houses known as Five Houses, now long gone. In one, William Garbett kept a beer house and he also owned a coalpit some distance away on the route to Belmont. The dying man was found in the ditch at the side of the track half a mile north east of Five Houses by a 14 year old boy named Thomas Whowell returning from a coalpit. He heard moans coming from the ditch and saw the blood on the ground. He ran back to the coalpit to summon help and the man was carried to the beerhouse at Five Houses where he died.

The local constable, Robert Makant collected evidence and the local surgeon, Dr George Wolstenholme carried out the post mortem and recovered lead shot from Henderson's head. James Whittle who had been seen shooting on the moor at the time was arrested. He admitted shooting in the area with a borrowed gun and when the remaining cartridges were checked the pellet charge matched those taken from the deceased.

The inquest was held in the cellar room of Mr Lambert's Inn, Moorgate, Horwich (now the Blundell Arms) and lasted two days during which twenty-two witnesses were called. At the later assizes the jury returned a verdict of wilful murder against James Whittle and he was taken from the inn to Kirkdale prison. The assize trial took place at Liverpool on 2 April 1839. The case for the prosecution opened at 9.10 am and concluded at 6 pm. A strong plea was made for adjournment but his lordship recommenced the trial at 7 pm. The jury retired at 9 pm, returning at 10.20 pm with a verdict of not guilty and Whittle was discharged.

Little is known of Whittle after the trial other than he became blind, shunned company and died in middle age. A search at Horwich Parish Church burials showed that a James Whittle, aged 56 years, died on 6 April 1871. In 1838, this man would have been 33 years of age. Public interest continued in the case and in 1912 Bolton Field Naturalists erected the present cast iron memorial pillar to take place of a tree, near the site of the murder, that had been cut away by souvenir hunters. The pillar is now maintained by Bolton Boy Scouts.

# Reopening a Path in Calderdale

I was approached by our inspector for Brighouse in Calderdale who was concerned about the obstruction of a path from Lees Lane to the Whitehall Road (A58). Whilst only 121m long it is a very useful link being opposite a path emerging from Lightcliffe golf course. Most importantly it takes walkers away from the horrendous noise of traffic along the A58. The inspector had included the path in a book, "Country Walks Around Brighouse" published by Brighouse Civic Trust in 1973. Checking council records revealed that the path was not included on the Definitive Map but in May 2013 was subject to a claim for public status on the basis of 20 years use as a public footpath. The claim was due to be determined in 13 or 14 years i.e. 2030 to 31 which was outrageous. However if such a claim has not been determined within a year the applicant has the right to ask the Secretary of State to direct the Council to reach a decision within a specified time, usually from 6 to 18 months. Such decisions are delegated to the Planning Inspectorate.

Councils usually have a priority system whereby each claimed path is allocated a ranking in the list of outstanding claims. Our path was in place 65. Until a few years ago directions were routinely refused if the Council had applied its priority criteria appropriately even if, as was normally the case, it meant the matter would not be decided for many years. Now however the Planning Inspectorate has changed its approach and it routinely grants a direction. Rights of way activists have taken advantage of this change and applied for directions in so many cases that some highway authorities, eg Kirklees, have had to appoint additional staff to cope with the work load.

In our case the applicant proved somewhat elusive. She had moved house and married. Eventually however she was found and was very pleased to agree to apply for a direction with the assistance of the Society. This was duly granted and the application determined within the specified period. The applicant's case was accepted and an order made to add the path to the Definitive Map. Fortunately this was not subject to any objection so could be confirmed by the Council. The path is now open again and recorded on the definitive map as Brighouse 157.. Unfortunately, unlike the case with a diversion, there is no obligation to comply with the Equality Act by providing path furniture which complies with the appropriate British Standard. The stiles at the ends of the path are of a very poor standards and the stone steps off the A58 need clearing of vegetation to make them easier to use. Also no signpost has been erected. Such an unsatisfactory result is largely because of the Council's getting rid of almost all public rights of way staff in Calderdale.

All Councils are obliged to produce a register of applications for Definitive Map Modification Orders which is available for inspection on line. There may well be over a hundred, some of which will never be determined because of either the death of the applicant or of the witnesses who have provided statements of their use of the path being claimed.

I would urge all inspectors and others with knowledge of paths in their area to inspect the register and inform the Society of any which you consider particularly important. If there is likely to be a significant delay before they are determined we will work with the applicant to apply for a direction. Many of the claimed paths will be cases where the path has been used for many years but has been closed by the landowner. Until the path is recorded on the Definitive Map neither the Council nor the Society can take steps to enforce the law to reopen the path.

Photograph shows the start of the path from the A58.

*Terry Norris, Consultations Manager at Taylor House*





# Book Review: How to Draw a Map

by Malcolm and Alexander Swanston, published by Harper Collins

If like me you have a life long passion for maps you will probably find a book titled 'How to Draw a Map' hard to resist, but beware and remember the old adage 'Don't judge a book by its cover' or more accurately, in this case, its title. Don't get me wrong, this book by father and son pairing of Malcolm and Alexander Swanston is a good read and probably just about worth your hard-earned cash, but the book's subtitle 'A Mapmaker's journey through history' is a more accurate description of the book. The text doesn't offer any serious help to the modern-day cartographer, whether they be an amateur or a profession as to how to create their own map.

As with any disappointment perhaps the best advice is to find the positives in what you have before you and there are certainly plenty to be found here. The book contains 65 maps, they are contemporary black and white representations of historic maps drawn by Alexander Swanston. The original maps range from the earliest known map of the 'world' produced 4,500 years ago, through to ones created by Ptolemy (c. 150CE), the Anglo-Saxon Mappa Mundi (c. 1040 CE), Mercator's World Map (1569CE) and many more.

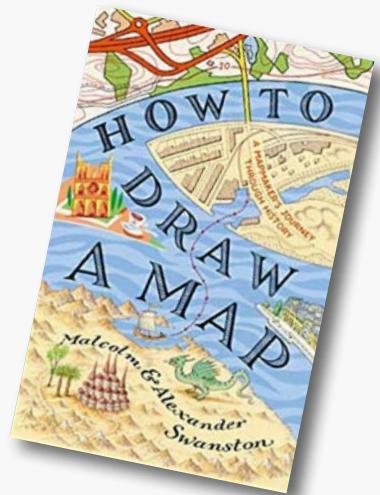
The early part of the book shows how exploration and map-making were inextricably linked. When we set out to explore somewhere new today we may have a paper map with us, more often than not we also have the convenient backup of an electronic map that not only confirms where we really are but also tells us what is all around us. The original map makers had no such luxuries. The reasons for their explorations were to produce maps that others could then use for their own purposes. The book describes how maps afforded the privileged the power to exploit both other peoples and other parts of the world.

Later chapters deal with the importance of maps during wartime and cover both the First and Second World Wars in some detail. Accurate maps were vital during the conflicts and needed to be constantly updated to show the positions of opposing forces.

Sadly modern cartography is almost entirely absent from the book. There are only a couple of mentions of GPS and GIS (Geographical Information Systems) and the enormous benefits and potential of both technologies are barely mentioned. Such omissions limit the appeal of the book and are opportunities missed.

I did enjoy the book. Whilst it doesn't live up to its title it does provide a useful history of some aspects of map-making. However, it is hard to escape the feeling that with a little more effort, such as the inclusion of some of the original maps and an index, the book could have been even better. I recommend that you browse it yourself before deciding whether or not to buy it or indeed put it on your Christmas list!

*Mel Bale, Membership Secretary, Webmaster and Trustee*





## Harry Scott

Harry has been a stalwart member of the Society and our principal contact with Staffordshire and Stoke on Trent going back to the days when Derek Seddon was chairman and making valiant and ultimately successful efforts to keep PNFS together as a viable organisation. He became Courts and Inquiries Officer in 2002 and was described as 'our indefatigable agent for Staffordshire' in the 2004 Annual Report. In 2007 David Bratt referred to Harry as part of the 'formidable team' (with Rhoda Barnett, Terry Norris and John Harker) that was making the Society's presence felt among the Highway Authorities we deal with.

Harry has worked assiduously to protect many of the paths of Staffordshire against the depredations of councils, landowners and developers. His patience and determination led to many successes, though some took many years to achieve. He monitored planning applications, proposed diversions and in a typical year submitted over a hundred footpath

reports. He was part of the team that successfully defended the claim for the Bridestone footpath on the Cloud. In 2011 his big achievement was the provision of a £25,000 bridge over the Church Eaton Brook in Stafford Borough, after 17 years of campaigning. He has been pressing Stoke-on-Trent to create over 1,300 new rights of way which he, in collaboration with The Ramblers, have identified. The metropolitan boroughs were excluded in the 1949 National Parks and Access to the Countryside Act from the requirements to create a definitive map of PROWs in their area, so towns like Stoke did not have a definitive map. Harry has been working with the Ramblers to get Stoke to put this matter right. Stoke has now appointed an officer to deal with over 600 paths.

Terry Norris comments about Harry, 'We first met amongst the clashing egos at the Council meetings which used to take place in the Quaker Meeting House in the centre of Manchester. On a personal level I was inspired by his example to set up a way markings scheme in the parish of Denby Dale in Kirklees.' The Society will undoubtedly miss the huge volume of work that Harry undertook in Staffordshire but we wish him a long and happy retirement – no doubt dreaming of footpaths!

*David Gosling, Footpath Inspection Co-ordinator*

## Launching PNFS Path Checkers

Many PNFS members and other people who use rights of way want to help PNFS protect and preserve our footpaths, but they do not want to make the commitment to become a footpath inspector.

We are launching a new scheme aimed at all users of footpaths. We are inviting them to become path checkers. As path checkers they will report on any footpath problems when they find them by making use of modern forms of communication and social media. PNFS will receive the reports as part of its existing role monitoring the rights of way network. It is already possible to report a fault by completing a fault report form from our website, but we want to simplify the procedure for a wider range of footpath users. The typical PNFS footpath inspector tends to be retired with plenty of leisure time, whereas other users may be an explorer, scout or guide, Duke of Edinburgh student, student volunteer, parent with children, middle-aged walker or member of a running group.

We need to raise awareness of the scheme through social media to reach such a wider audience and publicise more widely PNFS as a modern and active charity working for all users of footpaths and bridleways. We need to have simple ways of reporting a problem on a phone, tablet or laptop. Watch out for full details in the next issue of *Signpost*. In the meantime, if you want to register to be a Path Checker, email [Inspection@pnfs.org.uk](mailto:Inspection@pnfs.org.uk)

*David Gosling, Footpath Inspection*



# Dinckley Bridge



One of the casualties of Storm Frank, which swept across the North of England on Boxing Day 2015, was Dinckley footbridge. This was a suspension bridge constructed by the Lancashire County Council in 1951 but was damaged beyond repair by severe flooding of the River Ribble. I visited it a few days after the storm and found its cables, planking and rail to be quite twisted. As an indication of how the Ribble had risen there was much vegetation wrapped round the bridge.

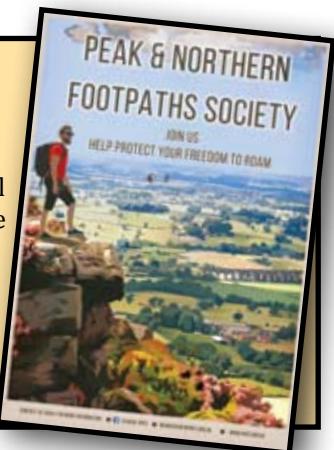
There are two public footpaths leading to the bridge, from Hurst Green and Dinckley, but it is not a PROW, presumably because it is owned by the LCC. The new one was opened in April 2019 at a cost of £1.5 million which was provided by the Department of Transport. As well as being of rigid construction and higher than the old one, it has a long ramp at each end for wheelchair or mobility scooter users. Whilst many walkers may have preferred the more graceful original bridge as painted by my late father, some may not miss its swaying motion.

*Shirley M Addy, Editor and Footpath Inspector*

## PNFS Request for Help

Would you like to help promote the Society in your area? Would you be able to put an A4 size poster in your local library or leave a few leaflets in your favourite café or local train station? If so, we would love to hear from you. We are looking to promote the Society across our region to raise our profile, increase membership and advertise the good work we do.

If you can help, then please contact Jenny Allen (Trustee) via email [ja1pnfs@gmail.com](mailto:ja1pnfs@gmail.com).



# Trials and Tribulations of a Footpath Inspector



I have recently taken over inspecting rights of way in Longdendale in the borough of Tameside. This turned out to be quite a contrast to Tintwistle in Derbyshire that I also inspect. To be fair, Tintwistle only has 23 paths, mainly moorland with few stiles and gates and a section of the Pennine Way that is well maintained.

Longdendale, although in Tameside, is a fairly scenic area covering Hollingworth, Mottam, and parts of Broadbottom, 95 paths in all. I found over half the paths have some faults ranging from no signs from the highway to a washed-away footbridge. This was the main problem in the parish. It appears there had been no bridge on FP4 in Swallow wood for over two years, and reported by the previous inspector Pat Thomas a number of times. The next major problem was a new fence across FP89 topped with an electric stock wire cable, again reported by Pat Thomas until she almost gave up with pushing Tameside for some action. Another major problem was FP100 blocked at both ends with a padlocked gate at one end and a notice "private land do not enter" at the other end.

After a lot of effort from Jenny Allen, one of our Courts & Inquiries Officers, we have had some success with Tameside Council. The washed-away footbridge on FP4 has been replaced - but not before a letter 'before action' to issue a Section 56 notice was sent to Tameside. FP89 that was blocked with a fence and electric stock cable now has a new stile. We had to issue a Sec 130a notice eventually before Tameside would take any action. The path had been blocked for over a year. It is a shame that a gate was not installed. The lame excuse from Tameside was, due to having to meet the Sec 130a notice deadline, they didn't have the time to have a gate made. However they had over a year to take action but then left it to the last minute.

Numerous stile problems were encountered. Overgrown paths, which I tried to clear to the best of my ability with the few hand tools I carry, but a few defeated me completely. Tameside should have a yearly path clearing programme for such paths. Looking back at previous reports it appears a regular problem on these paths. A few very boggy areas, one of which has appeared on the faults list for ten years without Tameside taking any action with the landowner.

I found three definitive line path changes by Tameside that on consulting their paper definitivemaps had not been entered on the map by the use of a Definitive Map Modification Order (DMMO) - FP32, FP74 and FP75. On another, the landowner had changed the line of FP19 for their own convenience. I must admit that it was a better line than the very boggy field churned up by horses. Also problems were on the definitive line of FP 98, where the stile into the wood was not on the definitive line. There were a number of waymarking problems. On the obvious ones such as at stiles I fixed waymarker discs. Photographs show the new FP89 stile and FP4 bridge.

*Paul Easthope, Treasurer and Footpath Inspector*

# Signpost Report

**New Signposts, August to October** - Two new signposts have been installed, taking the total to 522. They are:

S595 at GR SD 94768 10325, at the top of Jordan Brow, Crompton Fold, Crompton FPs 30 and 35; in honour of Ida Ashworth, founder and president of Oldham Wednesday Walkers, whose members funded the sign. Photograph by Ted Wolfe

S597 at GR SK 07161 99420, at the back of Crowdne campsite, Tintwistle, Longendale on FPs 15 and 23; IMO Neville "Nev" McGraw; funded by our treasurer Paul Easthope.

Thanks to our editor Shirley Addy, seven signposts: 594, 598, 599, 601, 602, 603 and S604 are ready to be erected around the lower Ribble Valley and Bowland. Access for S598 and S599 will require a prolonged dry spell.

S594 at SD 65371 36406, north of Stydd Manor farm, Ribchester

S598 at SD 68448 33648, at Ashes Farm, Copster Green, Ribble Valley

S599 at SD 67995 33286, at Ashes Farm, Copster Green, Ribble Valley

S601 and S602 at Pain Hill Farm, one mile west of Slaidburn

S603 and S604 at Little Snodworth, Wilpshire, north of Blackburn

S600 at Bickerton, suggested by footpath inspector John Alexander, has been delayed, but should be ready soon.

Thanks to Brian Parke, I am hoping for one or two new signs in Wingerworth, Chesterfield, as well as a thirteenth one in Ashover via member Richard Felton.

Further suggestions by footpath inspectors are always welcome, especially for signs in "sign-free" rural parishes.

**Maintenance** - Three more signs have been shot-blasted, powder-coated and "highlighted", prior to being fitted to new posts. They are 141, 161 and 222.

S142 stands on the NW side of Shutlingsloe, on Wildboarclough FPs 23 and 37.

S161 stands in front of Jenkin Chapel. Its softwood post had been provided by CCC after it had been cut down by the BBC, who were filming the marriage scene for "Jane Eyre" at Jenkin Chapel. It is in memory of Lil Almond from Canada.

S262 stands at Dam Side Farm, Peak Forest and, like 142, had fallen over.

My Access Database enables me to list our 522 signs in order of "Date Last Inspected", so I have recently been in action inspecting neglected signposts. Yesterday I went over to Thorpe Salvin near Worksop, where we have three signposts on the Cuckoo Way/ Chesterfield Canal. S523 is only 100 m west of the Derbys/Notts boundary! I also checked signs at Moscar, Aston (Rotherham), Holmesfield and Owler Bar. In August I got up to Low Gill, Wray to check two signs, while I was checking locations for 601 and 602 at Slaidburn.

**Memorial Plaques** - On 15 August a plaque was fixed to S510 in Hope Woodlands by Bill Buckley and myself in memory of his dear wife Margaret, who repainted remote S247 for us at the head of William Clough.



# Parish Notes ~ Whaley Bridge

On 1 August 2019 the emergency at Toddbrook Reservoir put Whaley Bridge on everyone's map. Three months later, the dam is still under investigation and the pumps are still in place, but it's more or less business as usual in the town and people are trying to look forward rather than back.

Whaley Bridge remains a busy little town of about 6,000 residents. Set on the edge of the Peak District National Park, it is known as the gateway to the Goyt Valley. With excellent bus and train services, a bike shop, arts and crafts, antiques and plenty of cafés, pubs and restaurants, it is a hub for walkers and cyclists. You can set off from Whaley in any direction and find routes to suit all interests and levels of fitness – hill and moorland, river valleys, farmland, bridleways or woodland walks. The Peak Forest canal towpath offers a level, accessible route that can take you to the historic basin at Buxworth or the locks at Marple, while a network of footpaths leads up into the surrounding hills. The Midshires Way, Goyt Way and Peak District Boundary Walk also converge on the town.

Everywhere you go around Whaley Bridge, the past is there to rediscover. Since mediaeval times, the meeting of the rivers made it a place where trade routes crossed: for silk or salt, stone or coal, livestock or grain. The Industrial Revolution brought large-scale textile manufacture to the town, with the cotton mills taking advantage of water power from the rivers. The canal opened in 1800, the railway in 1832 and the mills were going strong well into the 1960s. In the 19th and early 20th centuries, Whaley Bridge was a much busier working town than it is now though in those days the traffic was horse-drawn and any congestion would be caused by herding sheep rather than double-parking cars. People worked at the mills, the mines and quarries, the canal wharves, the farms, and all the associated industries such as dyeing, smithying or

railway engineering, and the streets were bustling with all the shops anyone could need, from clog-makers to corn merchants. You can trace the history of the town in features such as the transhipment warehouse, the old railway tracks, the cobbles and ginnels and street names.

The welcome you get in Whaley's pubs or cafés when you arrive is only the start. You need a map and walking boots and as many days as you can spare to explore the area.

*Judy Brown*

*This article is part of a series of Parish Notes which will be published both on the website and in future editions of the magazine. Readers who would like to contribute are encouraged to contact Mel Bale at [webmaster@pnfs.org.uk](mailto:webmaster@pnfs.org.uk).*

## French Walkers Rights

The Club Vosgien seems to be the French answer to walkers' rights. You may know of it already, but if you don't, here is a link (see below) sent to me by a member of the public who recently wrote to me about PNFS signs that have gone missing over the years and are no longer listed on our website. He lives near Owler Bar and coincidentally spotted me on my tour of inspection last week. He may come to Taylor House at some point to look at our records.

The tab on their website <https://www.club-vosgien.eu> dealing with signs is called "le balisage", which also can mean beacons, buoys and runway lights. According to Wikipedia the club's head office is in Strasbourg. It was founded in 1872, when I imagine it was under Prussian occupation. Its first chairman was Curt Mundel, whose guidebook was in German. It has 111 local branches and about 34,000 members! I wonder if it was known to our founding fathers in 1894 when PNFS was formed.

*David Morton, Signpost Officer*

# Walks for PNFS Members

All walks are on Wednesdays - Please check all train times and [pnfs.org.uk](http://pnfs.org.uk) for any updates

## Short Walks

**John Fisher, Walks Co-ordinator**

**15 January** (note third Wednesday) - Leader: David Hurrell (0114 288 474). Edale circular, 7 miles, 600 ft ascent; Manchester Piccadilly 09:41 or Sheffield 10:14; walk starts Edale station 10:50

**12 February** - Leader: Martin Riley (01706 848408). Failsworth Metro to Bowker Vale Metro 7 miles; walk starts Failsworth Metro 11:00

**11 March** - Leader Dave Rigby (01484 846412). Greenfield circular, 7 miles, some hills; Manchester Piccadilly 10:17 or Huddersfield 10:28; walk starts Greenfield station 10:50

**8 April** - Leader: Tony Littler (01270 587956, mob 07812 069869). Congleton circular via The Cloud, 8 miles, steep in parts; Manchester Piccadilly 09:44; walk starts Congleton station 10:30

**13 May** - Leader: Ross Myddleton (07941 547378). Details to follow in next Signpost and on website



Photograph by Peter Gunn from September's longer walk from Tutbury to Uttoxeter. The scene is the memorial to the 1944 Faulds, Staffordshire explosion when over 3,000 tons of MOD bombs blew up.

## Longer Walks

**David Bratt, Walks Co-ordinator**

**29 January** - Leader: Martin Riley (01706 848408). Linear walk Diggle to Greenfield, 10 miles/ 1,200 ft ascent, includes infamous Saddleworth FP55; Manchester Piccadilly 09:58 to Greenfield, also Manchester Victoria 09:52, change Stalybridge, then bus 356 at 10:45 to Diggle; walk starts 11:00 Diggle bus interchange

**26 February** - Leader: Tony Littler (0781 206 9869). Broadbottom circular, 10 miles/1,300 ft ascent; Manchester Piccadilly 09:33; walk starts Broadbottom railway station 10:00

**25 March** - Leader: Phil Gadsby (0161 748 5757). Linear walk Horwich to Wigan, 10 miles moderate; Manchester Piccadilly 09:57; walk starts Horwich Parkway railway station 10:30

**29 April** - Leader: Bill Minshall (0751 892 6031). Alderley Edge circular walk, 10 miles/1,200 ft ascent; Manchester Piccadilly 09:30; walk starts Alderley Edge railway station 10:20

**27 May** - Leaders: David Hurrell (0114 288 6474) and Dianne Fortescue (07796 954 930). Grindleford circular walk 10 miles/1,000 ft ascent including Carl Wark and Higger Tor; Manchester Piccadilly 09:42 (arrive 10:43) or from Sheffield 10:14 (arrive 10:29); walk starts Grindleford railway station 10:45



August longer walk group led by Dave Rigby. Taken by Peter Gunn, the photograph features an unusual statue near Diggle.

# The Peak and Northern Footpaths Society

Taylor House, 23 Turncroft Lane, Offerton, Stockport, SK1 4AB

Registered Charity No 212219

0161 480 3565

[mail@pnfs.org.uk](mailto:mail@pnfs.org.uk)



## Mostest of the Most Signs

It is waymarking gone mad! This is at Eastham Woods country park on the Wirral in 2013. Looks like the gate is not really necessary.

*Martin Riley, Member*

***Signpost* is edited and published for the Society by  
Shirley M Addy**

**Contact via [editor@pnfs.org.uk](mailto:editor@pnfs.org.uk) or by post via Taylor House  
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