THE GOYT VALLEY, HARTINGTON UPPER QUARTER, DERBYSHIRE

ARCHAEOLOGICAL SURVEY 1994

John Barnatt

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ILLUSTRATIONS

All figures are bound in a separate volume to make their use easier when cross referencing with different parts of the text.

HOW TO USE THIS REPORT

The following archaeological report is a result of a field survey of the farm or land undertaken by a Peak National Park survey archaeologist. It is divided into nine major parts to allow easy access to different aspects of the information.

Part 1 is a brief description of the natural landscape of the area surveyed.
Use this section for background information on the nature of the landscape surveyed.

Part 2 is a summary of the types and the date of archaeological features identified.
Use this section for an overview of the archaeological features within the survey area.

Part 3 is a description of the farm field boundaries.
Use this section for an overview of the existing field system.

Part 4 discusses changes in land use and communication routes over time, based on the sites identified on the ground and basic documentary work. It also reviews the archaeological characteristics of different zones within the survey area.
Use this section for an outline of the development through time of the survey area as an archaeological landscape, and to assess the archaeological character of zones within survey area.

Part 5 lists the maps, showing all the archaeological features recognised by the survey. The maps themselves are bound in a separate volume with the other figures.
Use this section, with the accompanying figures volume, to find out the locations of sites within the survey area.

Part 6 is the catalogue, listing all the archaeological features discovered by the survey.
Use this section for detailed description and an interpretation of each site.

Part 7 is an assessment of relative importance.
Use this section as a guide to the importance of individual archaeological features in the survey area.

Part 8 is an outline guide to managing archaeological features.
Use this section for general suggestions on how archaeology can be managed in the landscape without undue interference with usual land management practice.

Part 9 is a glossary.
Use this section for definitions of archaeological terms used in the report.

Part 10 is a bibliography of published and archive documents consulted in the writing of this report.
Use this section if more background or detailed information on the types of site found within the survey area is required.

In addition, in the Appendices there is a description of all the archive material produced in conjunction with the survey and where it is kept, and a note of how the survey information was recorded.

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The archaeological survey of this area was carried out in Summer 1994, for the Upper Goyt Liaison Group. Survey comprised systematic search of the valley, and discoveries were sketch-plotted on an OS 1:2500 base (the Board's Phase 1 survey standard) (Figs 15-29). Problems were encountered in the extensive plantations west of the river (see Fig. 9), which often could not be adequately searched. Time did not allow extensive archive research to be undertaken, thus this report should not be taken as a history of the valley, but one that largely concentrates on the extant archaeology.

PART 1

THE GOYT VALLEY: TOPOGRAPHY, GEOLOGY AND SOILS

The Goyt Valley lies within the South Pennines, cutting into a high area of moorland near the western edge of the Peak National Park (Fig. 1). It comprises a deep valley running northwards. At its source the river lies at 530m and drops to c. 200m OD. by the time it leaves the survey area. The high moorland ridges to east and west, and the high moorland basin at the head of the river to the south, are commonly between 400 and 560m OD. Both the main valley and its several tributaries are steep-sided and narrow-bottomed, thus there is little which is ideally suited for agriculture. Exceptions occur to the east of the river, where there are small shelves by the ruins of Brownhill and Nook Farms, and at the extreme north at a lower altitude near Fernilee.

The river follows a geological line of weakness at the base of a major syncline. The beds of rock are a combination of shales interleaved with others of sandstone. The latter are of Woodhead Hill Rock and Rough Rock sandstones, and Chatsworth Grit, and being harder than shale form the shelves and ridgetops. The shales contain occasional beds of coal, including the Ringinglow, Simmondley and Yard seams.

Much of the upper moors and ridges are covered with blanket bog, while the lower slopes and shelves have thin acid soils, varying from occasional sandy soils where sandstone occurs beneath, to clays with shale beneath. The low shelf in the extreme north, at Fernilee, is covered by glacial boulder clay.

PART 2

ARCHAEOLOGICAL SITES IN THE GOYT VALLEY

Some of the main archaeological features inspected in 1994 had been recorded previously in the Derbyshire and Cheshire Sites and Monuments Records (SMRs) (7 cases - features 12, 59, 101, 105, 181, 203, 265). Of these two were inadequately recorded; of the 163-172 shafts in the Goyt Moss Colliery (feature 203) only 18 were previously noted, and the Fell's Experimental Railway (feature 105) was located in the wrong place. The 1994 survey recorded a further 36 nationally or regionally important sites, comprising a barrow (feature 56), the ruins of Errwood Hall (feature 89), coal mines (features 2, 119, 120, 121, 143, 149, 150, 151, 160, 174, 214, 218, 243, 246), a limekiln (feature 173), a peat cut (feature 167), the cutting for an unfinished railway (feature 134), a tramway to a coal mine (feature 100), a tramway from a quarry (feature 183) which provided stone to build the Cromford and High Peak Railway's Bunsal tunnel (feature 182), braided hollow ways (features 31, 32, 103, 154), and stretches of disused turnpike roads (features 22, 126, 223, 250, 264, 272, 273) and an unfinished example (feature 224). A further 223 locally important archaeological features and 8 groups of buildings were recorded, only 11 of which had been previously entered in the SMRs (features 24, 33, 47, 50, 55, 85, 191, 222, 251, 261, 267) and 1 was recorded as a listed building (feature 80).

Features of National and Regional Importance

A number of important archaeological sites exist in the valley and these are mostly industrial sites of post-medieval date. Much of the area is bleak and high, and has been little used except for the exploiting of its natural resources. Roads and tracks lead to coal mines and quarries and also cross the area from Buxton to Macclesfield, Bollington and Whaley Bridge. Some of these through routes may well have begun being used in medieval times. Several of the small farms that once stood in more sheltered locations beside the river Goyt, and on valley-side shelves, may also have similar or earlier origins.

The only prehistoric site is the newly discovered probable barrow (feature 56; Fig. 2) on a high shelf to the east of the river. This ceremonial monument may well date from the Later Neolithic or Earlier Bronze Age, built in the period 2500-1500 BC. It has survived because it lies on land which was not enclosed until the 18th or 19th century and which has never been radically improved. From the barrow, the only well drained shelf of relatively flat land which is clearly visible, and which is at a low enough altitude to be farmed reasonably intensively from prehistory onwards, is that around the ruins of Brownhill and Nook Farms (features 50, 55). This may well be where the people that built the barrow around 4000 years ago once lived. If so, medieval and post-medieval agricultural activity has destroyed surface evidence for earlier domestic and agricultural structures.

The only other early sites previously postulated cannot be substantiated. Evidence for the courses of two postulated Roman roads (features 24, 31) could not be found within the survey area. Pyms Chair (feature 33), on the ridgetop west of the valley, is said to be a cross base. While the surviving feature could easily be natural, Anglo-Saxon cross fragments have been found nearby, and thus it is likely that a boundary cross of 9th or 10th century AD date probably stood somewhere in the vicinity.

Thus, little can be said of the valley for Later Prehistory, Romano-British, Early Medieval or Medieval times. If settled at all, it would have been by a few isolated farms and the area was very much a remote backwater. This was also the case in recent centuries and the development of post-medieval farms is discussed in Part 4.

The valley was transformed in the 1930s with the building of the Fernilee Reservoir and the demolition of Errwood Hall (feature 89) and all farms within the water catchment area. Further flooding of the valley bottom took place in the 1960s when Errwood Reservoir was built upstream of the earlier reservoir. Most of the buildings above the flooded areas are now piles of rubble with low walls visible in parts; these are classed here as archaeological features of local importance. One wall of Errwood Hall still stands above door height and the others are clearly traceable. To the south, the paths, a fountain and flower beds of the small formal garden survive as earthworks.

The most important industrial sites in the Goyt Valley are its coal mines (Roberts and Leach 1985; Leach 1986, 1987). Of paramount significance is the Goyt Moss Colliery (features 203, 214, 243), where there are 163-172 shafts, over 50 opencast pits, and a drainage sough entrance. The development of mining can be clearly traced in the range of surface features (detailed in Part 6), from early opencast workings in the 17th century, through 18th century simple bell pit shafts, to later shafts with gin engines and linking causeways in the later 18th and earlier 19th century, and to pillar and stall working in the later 19th century with air, pumping and engine shafts. This is probably the best suite of surviving surface coal mine features in the region and is of national importance. Another large coal mine in the vicinity was the Thatch Marsh Colliery, much of which falls outside the survey area to the south-east, on Axe Edge Moor. However, small areas of this, dating from the 18th and 19th centuries, lie within the area examined (features 218, 246). Smaller coal mines also occur behind Errwood Hall and in Shooter's Clough (features 143, 149-151, 160), by Wildmoorstone Brook (feature 174), east of Bunsal Cob (features 119-121) and in Mill Clough (feature 2).

A site of importance, because of its rarity, was the Fernilee gunpowder works (feature 59). This opened in the early 19th century and closed just over a hundred years later. In its later phases at least, for which relatively detailed maps are available, it had many buildings linked by tramways, each set well apart from its neighbours because of the complex and volatile nature of the production process. Its site has now been flooded beneath the Fernilee Reservoir.

Another regional rarity is the limekiln (feature 173) above the south-east end of Errwood Reservoir. A handful of limekilns are recorded off the limestone plateau, with one exception, to the west (Barnatt 1986). The example in the Goyt Valley is the most northerly of these recorded to date. Equally rare, because of its low-lying topographical location in the valley, is the peat cutting (feature 173) between Shooter's Clough Bridge and Goytsclough Quarry.

The other main aspect of the post-medieval archaeology of the Goyt Valley is its communication routes. Amongst the more important of these is the major braided hollow way between Buxton and the Goyt Valley (feature 103), splitting westwards to Macclesfield and Bollington (features 154 and 31/32). These may well have medieval origins. They lessened in importance in the later 18th and the 19th centuries with the building of surrounding turnpike roads, which meant that much traffic probably went round rather than take the direct but hilly route. However, they continued in use as walled lanes or tracks until this century. Equally important are examples of disused stretches of 18th century turnpike roads abandoned in the early 19th century (features 22, 126, 223, 250, 264, 265, 272, 273). These allow rare glimpses of original road widths and surfaces, and include a variety of walled, ditched and unbounded examples. Two parallel ditches east of the Cat and Fiddle appear to mark the line of an unfinished and undocumented road (feature 224).

Of major importance is the line of the Cromford and High Peak Railway, one of the earliest railways, opened in 1831 (feature 12) (Rimmer 1985, Nixon 1969, Harris 1971). The stretch in the Goyt Valley is particularly interesting in that it includes a range of features illustrating the topographical barriers that were met and the solutions used to overcome them. These include cuttings, embankments, a tunnel (feature 181) and a long inclined plane with two winding engines (feature 101). A new discovery is a tramway (feature 182) used in the period 1825-1831 to transport the stone to line the tunnel, dug from a quarry high above. A second tramway (feature 100) branches from the line to a coal mine active in the 1840s (features

119-121). At the top of Long Hill is a deep cutting running south-eastwards, the spoil tips of which fall within the survey area (feature 134). This appears to be the site of a mid 19th century railway line that was never finished. Another curious feature is a short stretch of inclined plain (feature 105) running parallel to the main Cromford and High Peak Railway incline. This may have been built in connection with Fell's experiments for an alpine railway undertaken in the 1860s, but more probably dates from the 1820s, built as an experimental stretch of incline prior to the construction of the first railway here.

Features of Local Importance

The majority of archaeological features of local importance within the surveyed area are of post-medieval date. Some are redundant structures related to past farming, including buildings, mostly demolished or ruined (features 7, 10, 11, 29, 39, 40, 42, 43, 47, 50, 53, 55, 60, 63, 74, 78, 84, 111, 112, 114, 115, 118, 133, 146, 147, 180, 196, 228, 230, 236, 253, 263, 271), platforms (features 9, 54), boundary banks and lynchets (features 19, 25, 26, 28, 44, 54, 61, 64, 65, 75, 76, 77, 83, 90, 104, 144, 177, 184, 186, 197, 198, 231, 234, 271), boundary stones (features 152), sheepfolds (features 41, 78, 81, 90, 98, 128, 141, 156, 179, 180, 210), dew ponds (features 71, 163), a walled spring (feature 20), drains (feature 237), possible domestic peat cuts (features 34, 187, 226) and cairns and mounds of uncertain date and function (features 82, 142, 161, 262).

There are quarries, some of which are agriculture-related, providing wall-building stone (features 4, 6, 58, 66, 117, 123, 124, 125, 135, 164, 185, 199, 201, 205, 206, 216, 217, 227, 245, 247), while others may be for road building (features 23, 27, 57, 127, 241, 244) and a few are associated with the Cromford and High Peak Railway (see below). In the one relatively large quarry (feature 168) are the ruins of a paint mill (feature 190), with mill pond and leat above (features 192, 194). There are a large number of small wall builders quarries, usually found close to drystone walls, which are not individually catalogued in Part 6, but which are shown on the survey area maps.

Minor features associated with coal mining include 19th century shafts in the Goyt Moss Colliery (features 252, 254-260, 275), a possible isolated shaft (feature 269), and outcrop workings or quarries (features 245, 248).

There are post-medieval roads, tracks and hollow ways which link settlements, fields and industrial sites (features 1, 3, 5, 18, 21, 30, 31, 32, 37, 45, 46, 48, 49, 51, 52, 67, 68, 69, 70, 72, 73, 79, 85, 91, 97, 100, 107, 108, 109, 110, 116, 122, 123, 130, 137, 148, 153, 154, 155, 160, 162, 166, 169, 170, 175, 176, 188, 189, 195, 200, 207, 213, 215, 219, 221, 229, 249, 274). Associated with these are bridges (features 96, 113, 191, 222, 235, 261), guidestones and posts (features 208, 220, 228, 232, 233, 251, 266), a roadside bank (feature 238), terrace (feature 132) and gullies (feature 131), and freestanding gateposts against turnpike roads (features 129, 239, 240).

The Cromford and High Peak Railway has a number of minor features associated with it, including the site of a winding house (feature 138) and its reservoir (feature 139), a reservoir leat (feature 99), a stone shed (feature 13), cutting waste heaps (feature 106) and quarries used to build embankments and trackside walls (features 62, 102, 140, 179).

Features associated with Errwood Hall are its cemetery (feature 157), woodland paths (features 158, 159), the probable site of a tennis court (feature 145), plantation walls (features 86, 87, 88, 242), a ruined tree-wall (feature 165) and a shrine (feature 80). There is also a more modern shrine (feature 136). There are also shooting cabins (features 36, 202, 204, 209) and lines of grouse butts (features 171, 172, 209, 211, 212), some of which are still in use today.

20th century features associated with the reservoirs include their embankments (features 16, 93) and associated buildings and weirs (features 14, 15, 17, 94, 95), rain gauges (features 92, 133, 223), an underground tank (feature 193), a small modern dam (feature 35), stone quarries dug to build the 1930s structures (feature 38) and clay pits to line the 1960s reservoir (feature 8).

PART 3

FIELD BOUNDARIES IN THE GOYT VALLEY

While field boundaries are very much part of the archaeology of an area, they are not easily listed in a catalogue because of their number and nature. Individually they may superficially seem of limited archaeological value, but put together they are of crucial importance in defining the character of the archaeological landscape. Those field boundaries comprising the currently used field systems and moorland enclosure, at the date of the survey, are not included in the catalogue of sites given below (Part 6). Due to this, and the archaeological importance of field boundaries in the landscape, they are briefly described here.

The currently used boundaries in the valley are dry-stone walls, with the exception of a few hedges in the valley bottom to the north near Fernilee. The walls appear to be of similar post-medieval construction throughout and use the local sandstones and gritstones. However, the majority of walls are now ruinous. Equally most hedges are poor, with large gaps. The main exception to this rule are the fields on the main shelf by the ruins of Brownhill and Nook Farms, and on the ridge above and to the north, which are often kept in good repair.

There is little notable wall furniture built into the boundaries. Most common are stone gate posts and there are occasional sheep throughs.

While walls are constantly being repaired and occasionally rebuilt, thus the most recent reconstruction work may well have been in this century, the line of a boundary is sometimes much older. Often footings, and other features such as wall furniture, date back to the original construction of the boundary.

The existing field systems are the result of a sequence of enclosure from the medieval times up to the 19th century. The moorland enclosure above dates from the 18th and 19th centuries. This development through time is discussed in Part 6. In the present century, with the demolition of farms in the 1930s when the reservoir was built, many walls have been allowed to fall into disrepair.

Much of the land west of the Goyt is now afforested. While areas of Stakeside, the moor east of Foxlow Edge, and the enclosed land below Hoo Moor to the east have been planted this century, much of the other woodland dates back to at least the first half of the 19th century. Indeed, high areas of Withinleach Moor and Hoo Moor were planted in the last half of the 19th century but are again treeless.

PART 4

THE GOYT VALLEY: CHANGES IN LAND USE THROUGH TIME

Archaeology is about how humans have used and affected the landscape in the past. This is not restricted to obvious archaeological monuments such as prehistoric burial barrows, ancient hillforts, churches and castles. It includes all the remains of human activity which has taken place across the land through time and survived above or below ground to the present day, whether 5,000 or 50 years old. This record includes the relics left by farmers, labourers, miners and quarrymen, as well as those built by the church and landed gentry.

To help identify changing land use through time post-survey searches of published works, archival documents and maps has been undertaken. This has included a search of the previously-published archaeological literature, as well as unpublished material in the Derbyshire and Cheshire SMRs and in the Peak Park Joint Planning Board archaeological archive. Relevant texts are listed in the bibliography. A series of large scale maps was also consulted to facilitate the dating of boundaries and other features. Those used were Chatsworth Estate maps of 1614 and 1853, a 1776 private enclosure agreement plan for part of Fernilee parish, the 1804 Enclosure Award plan of Hartington, the tithe Maps of Taxal for 1845 and Fernilee for 1849, and the Ordnance Survey 25-inch maps published in the 1880s. These provide established key dates, that allow the development of boundaries and buildings to be assessed. Less-detailed maps, Burdett's 1762 county map, Sanderson's 1836 county map, and the Ordnance Survey 1-inch map of c 1840, were also sometimes useful.

While virtually all the survey area now falls within the Derbyshire parish of Hartington Upper Quarter, there have been radical 20th century boundary alterations. The traditional county boundary up until this century was the River Goyt. East of this the survey area divided into the parishes of Hartington Upper Quarter to the south and Fernilee to the north. West of the border was the Cheshire parish of Taxal.

The maps enable something of changes in land-use to be plotted for the area surveyed from the 17th century onwards, and for projections back into the medieval period to be made. This can be divided into three main topics, the development of farming and enclosure, resulting categorisation of the landscape, and the development of communication routes.

The Development of Farming and Enclosure

When looking at the development of the archaeological landscape, in many ways it makes sense to start with the present landscape and work backwards through time, pealing off 'layers of the onion'. This allows the assessment of information for any given period to be placed in a better context, in the sense that a clearer understanding can be reached as to what extent later destruction has biased the pattern and distribution of what survives. Thus, this approach is adopted here.

The 20th century has seen radical changes to the valley, with the building of Fernilee Reservoir in the 1930s and Errwood Reservoir in the 1960s. The depopulation of the valley in the 1930s has led to agricultural decline. All the enclosed land is permanent pasture, has been planted with conifers, or is slowly reverting to moorland. Most moorland enclosure walls, and many in traditional in-bye land, have been left to decay. Land still used as improved pasture is largely to the north-east of the survey area. The north-western areas have had extensive woodland since at least the early 19th century and these plantations have been extended southwards to nearly double their extent since the 1930s. The higher areas to the south are rough grazing and grouse shooting moors. While large areas have always been used in this way, some parts were enclosed in the 18th and 19th centuries but are now reverting to moorland.

By the mid 19th century most of the field systems and moorland enclosure in the Goyt Valley had already taken place (Fig. 2). The one exception is on the hillside between Errwood Hall and Errwood Farm, where plantations were extended upslope and enclosures placed between them. The only major uncertainty in interpretation is in Fernilee parish, where the 1849 tithe does not show the majority of boundaries, even though most at least were certainly there by that date.

For the periods before the mid 19th century only the area within Hartington parish has available map data. In this parish all the moorland enclosure took place in the first half of the 19th century (Fig. 3), instigated by the Parliamentary Enclosure Award of 1807 (using plans dated 1804). A private enclosure agreement for a small part of the survey area within Fernilee parish enclosed land in 1776. It is likely, by comparison with general trends for the region, that the moorland enclosures of the rest of Fernilee parish, and all Taxal parish, took place in the 18th or first half of the 19th centuries. Most of the decorative plantations surrounding Errwood Hall had been created by 1845, but are not shown on the Ordnance Survey one inch to a mile map of c. 1840. The exceptions are three small plantations on Foxlow Edge which must have been created in the 1830s.

In 1614 only a very small area of the Hartington part of the survey area was enclosed (Fig. 4). These enclosed parts lay next to the river, all named St Johns Holding, focused on the hamlet at Goytsbridge, named at that date Goit Houses. They were enlarged somewhat in the 17th or 18th centuries. Small enclosures were also added at this time at the eastern fringe of the survey area, spreading upslope from the medieval farms further east in Burbage township. The enclosure to the south, above Derbyshire Bridge, was probably laid out soon after the building of the 1759 turnpike road which gives access to this area. Moss House, whose land this probably was, is shown on Burdett's map of 1767.

In the Taxal and Fernilee parts of the survey area enclosure can be identified that is of similar character to those of pre 19th century type in Hartington. Some at least are presumably equally early to those identified in Hartington for 1614.

When the pre 1614 farms and enclosures were built is far from clear. The only placename documentation in the medieval period is probably for Upper Hall Farm (see feature 47) in Fernilee parish, which may well have been here by the early 14th century (Cameron 1959 - note: no data available for Taxal parish). Some other farms may be equally early, given the vagaries of survival of medieval documentation.

When the Domesday Book was compiled in 1086 there was no recorded settlement in the Goyt Valley (Husain 1973, Morgan 1978). However, it is known that not all individual farms and hamlets were recorded in the Domesday Book, particularly if they were subsidiary to other settlements and thus they did not need to be named for tax purposes. This said, the Goyt Valley was certainly one of the most remote parts of the Peak District. Many of the surrounding settlements were recorded as waste in 1086, and the area lay within two hunting forests. These hunting reserves comprised relatively desolate areas where deer and other game was allowed to roam freely, they were often moorland wastes. Only lowland forests had extensive tree-cover. The river Goyt was the western boundary of the Forest of the Peak (Kerry 1893, Cox 1905, Anderson and Shimwell 1981). This was formalised as a royal hunting reserve by the Norman kings, although it may have been used similarly in Anglo-Saxon times. West of the Goyt was Macclesfield Forest, which was held by the Earls of Chester in Norman times but reverted to the crown in the 13th century (Husain 1973). The forest laws were relaxed in the mid 13th century and gradually fell out of use, until both forests had effectively ceased to exist by the second half of the 17th century. Significant encroachment into the forests by farmers had started by the late 13th century.

Landscape Categorisation

The analysis of land use through time allows the Goyt Valley to be divided into a number of zones which have different characteristics (Fig. 5). While change to the landscape is often inevitable and sometimes desirable, wherever possible the character of each area should be retained (or at least not destroyed thoughtlessly).

Zones A, B - Traditional Enclosure: These small valley-bottom areas have been enclosed and modified since at least the early 17th century onwards and may well have late medieval origins. They are characterised by small irregularly-shaped fields, with distinctive curving upper boundaries at the moor edge. They are truncated downslope by Errwood Reservoir.

Zone C - Traditional Enclosure/Industrial Features: As A-B, but the integrity of Zone C has been all but destroyed by 20th century changes. Its 19th century railway features and the 1960s reservoir embankment and buildings give it a very different but equally important character.

Zones D, E, H, K - Traditional Enclosure: These zones are much like A-C, but less is known about their development due to lack of early maps. They again are characterised by irregularly-shaped fields, often quite small in size. With the exception of H which terminates at an ancient road, their upper limits are again defined by curving boundaries. With the exception of K, they centre on shelves rather than the valley bottom. All are truncated downslope by the reservoirs.

Zone F - Traditional Enclosure/Industrial: This zone is the only 'lowland' part of the survey area. Little is known about its development due to lack of early maps, but the field pattern of small hedged fields predates the 19th century and the hamlet of Fernilee with which it is associated has medieval origins (Cameron 1959). With modern development and the growing out of hedges, the zone has lost much of its traditional character. However, its 1930s reservoir embankment and buildings give it a very different but equally important one.

Zone G - Traditional Enclosure: This zone was characterised by relatively small rectangular fields on steep land. They are of uncertain date due to lack of early maps, but may well have been built in the 17th or 18th century. The zone has been truncated downslope by Fernilee Reservoir. The visual integrity of the zone has been destroyed by planting the whole area with trees this century. Even if it was thought desirable to restore its previous character, the remaining field boundaries are now so ruined that this would be difficult.

Zone I - Traditional Enclosure: In the 19th century this area comprised small irregular fields round a building, built at an unknown date prior to this. The whole is now ruinous or gone and the surviving features have archaeological but not landscape importance. In landscape terms the area is effectively now part of zone X.

Zone J - Parkland: This zone is a small area of enclosed parkland with ornamental stands of trees. It was laid out in this way in the first half of the 19th century after Errwood Hall was built. It may have previously been an area of small enclosures connected with Castedge Farm, similar to zones A-I, the internal walls of which were removed when it was landscaped.

Zone L - Traditional Enclosure: This zone was an isolated area of small irregular fields round Goytsclough Farm, built before the 19th century at an unknown date. Their visual integrity has been destroyed by planting most of the area with trees this century. Even if it was thought desirable to restore its previous character, the remaining field boundaries are now so ruined that this would be difficult.

Zone M - Traditional Enclosure: This zone was an isolated area of small irregular fields laid out in the second half of the 18th century round a group of three smallholdings. While

now largely ruinous, the character of the area, as one of in-bye surrounded by moorland, is still largely apparent because of ruined walls and/or vegetation differences.

Zone N - Traditional Enclosure: A small area of irregularly-shaped fields that was created in the 17th or 18th centuries. It is still in use as in-bye.

Zone O - Late Enclosure: This area is characterised by large straight-sided fields created in the 18th or early 19th centuries. The main through walls at least were in place before the superimposition of the 1767-76 turnpike road. Much of the land has improved or semi-improved vegetation, but significant areas of wet or steep land have never been ploughed.

Zone P - Late Enclosure: A single large field of late 18th or early 19th century type. Its visual integrity has been destroyed by planting trees this century.

Zone Q - Late Enclosure: A small area comprising two rectangular fields of late 18th or early 19th century type, which have now reverted to moorland although the ruined walls remain.

Zone R - Late Enclosure: A small area of irregular fields on dissected land, built in the first half of the 19th century. The majority of these remain. The exception are the north-eastern fields, which were either planned but never laid out, or fell out of use soon after inception.

Zone S - Late Enclosure: A large irregular field which was added to those of zone M in the first half of the 19th century. These have now reverted to moorland but ruined walls remain.

Zone T - Late Enclosure: This zone was characterised by relatively small rectangular fields between plantations, which were laid out in the last half of the 19th century. They have been truncated downslope by Errwood Reservoir. The visual impact has been marred by planting the whole slope above with trees this century.

Zone U - Parkland Plantations: A series of decorative plantations have been superimposed on zones J, T and X. These surround Errwood Hall and were largely laid out in the first half of the 19th century. Some, particularly those near the hall, contain exotic species, including a large number of Rhododendron and Azalea. The plantations largely remain, with the exception of a line of small plantings on Foxlow Edge within circular or in one case rectangular boundaries; two of these had gone by the 1880s and the others are also now treeless. Several of the plantations to north-west and south-east have lost much of their visual impact by being incorporated into much larger 20th century plantings.

Zones V, W, X - Late Moorland Enclosure: Large areas of moorland in the central part of the Goyt Valley are characterised by having been subdivided by walls, now mostly ruined, into large parcels in the late 18th or more probably early 19th century. In the case of zone V much of this walling took place after 1804 and before the building of the Cromford and High Peak Railway in the late 1820s. With most or all these moorland enclosures it was probably never the intention to improve the land, but only to segregate sheep. One wall on Withinleach Moor, in the north-western part of zone X, bounded a 19th century plantation which has now gone.

Zone Y - Late Moorland Enclosure: As V-X, but in the southern part of the survey area.

Zone Z - Late Moorland Enclosure: As V-Y, except the moorland boundary divisions were ditches rather than walls, apparently created in the last half of the 19th century.

Zone AA - Unenclosed Plantation: This large area has been a plantation since at least the first half of the 19th century.

Zones BB, CC - Unenclosed Moorland: These large zones have always been moorland.

From the above descriptions it is clear that the following zones retain their traditional archaeological landscape characteristics:

Zones A, B, D, E, H, J, K, M, N, O, R, S, U, V, W, X, Y, Z, AA, BB, CC.

Others have taken on important new characteristics:

Zones C, F.

Others have effectively lost their traditional appearance:

Zones G, I, L, P, T.

The Goyt Valley has had more radical 20th century changes to its character than most parts of the region. These have revolved round the building of the reservoirs. However, the impact has spread out beyond the flooding of the valley bottom to affect the valley as a whole. Most serious has been the 1930s depopulation of the valley as it fell within the water catchment zone. Thus, even in those in-bye zones listed above as retaining their archaeological landscape character (zones A, B, D, E, H, J, K, M, N, O, R, S), they have changed in that the buildings associated within them have been removed. As part of this return to 'wilderness' large parts of the western side of the valley have been planted with trees (zones G, L, P, X) changing their character irrevocably.

Communication Routes

Taken together, all roads, tracks and railways, present and past, form a complex arrangement of routeways (Fig. 6). Some show continuity of route, but with changes in character, as road building evolved. Others either fell out of use, or were routes on new courses, reflecting changing priorities. The main change that took place, in the late 18th and early 19th centuries, was that with the increasing enclosure of the uplands, people lost the freedom to roam at will. Thus there is a change from braided hollow ways to walled roads and lanes.

The communication routes prior to the mid 18th century comprised braided hollow ways crossing extensive moorland, and presumably walled lanes through farmland in the valley bottom (Fig. 7). The system cannot be fully reconstructed, particularly in the farmland, where it is difficult to push back the date of present lanes with any confidence, because of the lack of clues as to their true antiquity. A combination of these two types of road was the normal pattern throughout the region (Radley 1963, Dodd and Dodd 1974, Hey 1980).

The major early routeways which passed through the Goyt Valley all ran east/west, used by through traffic which was passing to or from the Cheshire Plain, to Buxton and beyond. To the east there were three main crossing point of the high ridge, each largely determined by alternate routes out from Buxton. The two northern ones (176 and 103/108/110) converged on Goytsbridge, where there was a packhorse bridge, and then diverge depending on whether the destination was Bollington, Macclesfield via Rainow (31/32) or Macclesfield direct (154/155). There may have been an alternative fording place between Bunsal and Errwood for traffic going to Bollington or Rainow. A less well used route (188/195) crossed the southern part of the Goyt Valley passing through Goytsclough.

The route from Macclesfield to Buxton via Pyms Chair (31/32/103) is the most widely braided and has clearly been extensively used, probably over a long period. This has been suggested to be part of a saltway of medieval origin from Northwich and Middlewich, through Buxton, to Sheffield and Chesterfield (Dodd and Dodd 1974).

Local communication, between the farms in the valley, would have been mostly north/south and is harder to reconstruct in detail.

Routes at the southern, upstream, end of the valley (219/215/213/207/200) may have been exclusively for traffic from the 17th and 18th century coal mines here (Roberts and Leach 1985).

In the 18th century the communication network changed radically with the building of turnpike roads (Radley and Penny 1972, Dodd and Dodd 1974, Roberts 1992) (Fig. 8). The first turnpike in the early 18th century was the main coach road from Derby to Manchester, via Buxton, turnpiked in 1724. This fell just outside the survey area to the north-east. However, as with many early turnpikes its course was later diverted in favour of a more suitable route. This road was first improved between Buxton and Whaley Bridge by taking a new route that avoided the particularly high ground of Combs Moss. The new road was laid out as reasonably direct route through the survey area, between 1767 (Burdett's county map - Hartley et al. 1975) and 1776 (anon. 1776), probably by the well known road builder Blind Jack of Knaresborough. It was diverted again between 1812 and 1824 to avoid the steepest gradients, by taking a course that winds round with the contour as much as possible.

The other main turnpike road within the survey area ran from Buxton to Macclesfield and was first built in 1759. It again was diverted, this time in 1821. Another turnpike was constructed by a rival trust in 1773, with a short branch added in 1778, both built to gain access to the lucrative trade from the Goyt Moss coal mines to the limekilns at Grin Low (Roberts and Leach 1985, Roberts 1992). A branch to Congleton was added in 1789.

The local 19th century network of lanes between farms in the Goyt Valley, and those running out across the ridgetops, can be reconstructed from maps drawn at the time (Fig. 8). These were largely walled lanes, with some exceptions on moorland to the south. On moorland they often followed the earlier braided hollow way routes.

The major change in the transport network in the 19th century was the building of the Cromford and High Peak Railway in the late 1820s (Nixon 1969, Harris 1971, Rimmer 1985). This was one of the earliest railways and originally was designed as a tramway with horse drawn trains. However, steam locomotives were introduced soon after it was completed. The section of the line which runs through the survey area was closed in 1892.

Two short tramways have been identified associated with the main line. One ran from a quarry and was used to provide stone to build the Bunsal Tunnel in the late 1820s. The other ran from the Bunsal Cob incline to a coal mine known to have been active in the 1840s.

PART 5

THE GOYT VALLEY: LOCATION OF ARCHAEOLOGICAL FEATURES

The plans listed below (Figs 10-24) record all the archaeological sites identified in the valley during fieldwork in 1994. The plans themselves are in the figures volume. A key to the location of each of the survey maps is given in Figure 9. Each archaeological feature is identified by a number which corresponds with that used in the catalogue given in Part 6.

Fig. 10 Archaeological features at Goyt Forest (north)
Fig. 11 Archaeological features at Fernilee
Fig. 12 Archaeological features at Goyt Forest (south)
Fig. 13 Archaeological features at Fernilee Reservoir
Fig. 14 Archaeological features at Hanging Rock
Fig. 15 Archaeological features at Withinleach Moor
Fig. 16 Archaeological features at Errwood Reservoir
Fig. 17 Archaeological features at Long Hill Top
Fig. 18 Archaeological features at Shooters Clough
Fig. 19 Archaeological features at Wild Moor (west)
Fig. 20 Archaeological features at Wild Moor (east)
Fig. 21 Archaeological features at Deep Clough
Fig. 22 Archaeological features at Goyt Moss
Fig. 23 Archaeological features at the Cat and Fiddle (east)
Fig. 24 Archaeological features at Derbyshire Bridge

It should be remembered that although the Goyt Valley was surveyed systematically, this was done rapidly over a short period of time. There may well be a few further archaeological features which were missed, particularly if the earthworks are low to the ground. This is inevitable in that some features are only visible under specific light conditions, when the sun is low or at a particular angle. Vegetation also causes seasonal problems in some locations, for example in summer and autumn when bracken is fully grown. Old woody heather can also mask features. Survey in woodland can be particularly problematic if the understorey is thick, or if the trees are young and low to the ground. This problem was particularly acute in the Goyt Valley west of the river in the large plantations. These have few fire breaks or rides which made adequate searching impossible. However, in most of these areas the topography is such that it is predicted that there will never have been many archaeological features here.

A further problem to bear in mind is that the archaeological feature visible at the surface also have buried deposits beneath them. These include foundations, postholes, pits and artefacts. Pits in particular often contain burials or other deposits which tell us much about the people who dug them. Where surface earthworks have been levelled, often hundreds of years ago, the buried archaeology can often still remain. Thus, there may well be further important archaeological sites in the valley that remain undiscovered.

PART 6

THE GOYT VALLEY: CATALOGUE OF ARCHAEOLOGICAL FEATURES

1. Hollow Way (Fig. 10)

A short stretch of slight hollow way. Potential continuation in both directions falls beyond the survey area. It may be a northerly continuation of the ridgetop hollow way (feature 30) from Pym's Chair.

2. Coal Mine Shafts (Fig. 10)

Just above the stream are four mounds, one certainly, and the others presumably, containing run-in coal mine shafts. A search was made for further features, but the general area is wooded. There is a dense understorey in parts and dense young trees elsewhere, thus further features may remain undetected. The mine had simple shafts without mechanical winding gins, thus they must be relatively shallow. The Simmondley coal seam outcrops nearby and was probably first identified in the stream bed. Analogy with the Goyt's Moss Colliery (feature 203) may indicate this shaft type is of 18th century date. However, their form may well be a product of the depth of the seam rather than date. Thus, the 17th to 19th century should be considered as the potential period of extraction. They are not given in Farey's list of mines published in 1811, thus are unlikely to have been active at that date.

3. Hollow Way/Terraced Path (Fig. 10)

Running diagonally down from the crest of the scarp is a terraced path. Near the stream, where the slope again becomes particularly steep is a short stretch of hollow way. These may be parts of the same little-used routeway, although its destination in both directions is unclear. It is not obviously a through route. Local features include the quarries at the scarp crest (feature 4) and coal mines by the river (feature 2).

4. Quarry Pits (Fig. 10)

A small group of stone-getting pits at the crest of a scarp. Stone was possibly transported down the adjacent terraced path (feature 3).

5. Terraced Track (Fig. 10)

A terraced cart track which runs from Hoo Moor, with branches to Normanwood Farm and to the north-east. The last is shown on the c. 1840 Ordnance Survey one inch to a mile map, while the north-east branch may well have fallen out of use by this date. There is no evidence that the track ever extended westwards to the Mill Clough coal mines (feature 2).

6. Quarry (Fig. 10)

A small quarry with approach track marked on the 1899 Ordnance Survey six inch to a mile map. Within the plantation, not inspected 1994.

7. Possible Building Platform (Fig. 11)

A small rectangular platform on the gentle hillside, which may mark the site of a building. No building is shown on Ordnance Survey maps of 1840, 1881 and 1899.

8. Clay Pits (Fig. 11)

These extensive clay pits, mostly water filled, were dug in the 1960s to line Errwood Reservoir (feature 93). They are dug in a surface deposit of boulder clay, at the point where this comes nearest to the reservoir.

9. Platform/Water Tank (Fig. 11)

A lynchet marks one corner of a platform which looks relatively modern. To the north-east is a lined water tank, again of 20th century date.

10. Building (Fig. 11)

The ruins of a rectangular, one-storey, stone shed. This is marked on the 1879 Ordnance Survey twenty-five inches to a mile map, the first map available for this part of the valley which shows such buildings.

11. Lodge (Fig. 11)

A small ruined stone building on a slope, built below road level, which looks much like a small outbuilding. However, it is marked 'lodge' on Ordnance Survey maps of 1879 and 1891. The building pre-dates 1849 as it is shown on the Fernilee Tithe map.

12. Cromford and High Peak Railway (SMR Derbys 7171, 7174, 14929) (Figs 11, 13, 16, 17, 20)

This early railway line was built to link the Peak Forest Canal at Whaley Bridge, with the Cromford Canal at Cromford Wharf (Nixon 1969, Harris 1971, Rimmer 1985). It was started in 1825. The line from Cromford to Hurdlow was opened in 1830 and the northern stretch through to Whaley Bridge opened in 1831. The railway was designed as a freight line, primarily carrying coal, lime and agricultural produce. Passengers were also carried from 1833 to the 1870s. Initially it was used as a tramway for horse drawn wagons, but by 1833 steam locomotives had started being used, and these fully replaced horses in the 1860s. Over its whole length the line has a vertical range of 987 feet. There were several inclines where trains were winched up on chains, and later flat ropes, using stationary steam-driven winding engines. That at Bunsal Incline, which originally had two winding houses, but subsequently modified in 1857 to use the top house only, had a vertical range of c. 470 feet. Ordnance Survey twenty-five inch to a mile maps of 1879-80 show the line was single track, except on, and immediately beyond either end of, the Bunsal Incline where it was double. The northern end of the line, including all that within the survey area, was closed in 1892, after a new link through to Buxton had been completed.

A long stretch of this abandoned railway, now mostly converted to a footpath, runs through the survey area. In the northern part, it takes a near straight line, running by the side of Fernilee Reservoir, with only one significant change of angle. In parts there are minor cuttings and embankments and there is a small stone shed (feature 13) beside the line. At Bunsal Cob the line ran up a long inclined plane, passing under a bridge (feature 96), to an engine house part-way up (feature 101), over a bridge (feature 261), to a top engine house (feature 138) and reservoir (feature 139). Associated with the line are spoil heaps (feature 106) and a trial incline (feature 105). The incline, with the exception of its lowest part, was converted to a road in the 1960s when the Errwood Reservoir was built. From the top of the incline the rail line takes a more sinuous course, following the contour. Much of it is terraced into the hillside, or in shallow cuttings, or on low embankments. There are two high embankments where the line crosses a stream. One supported the original 1820s line, while the other was built in the 1860s to lessen the curvature of the bend. The line runs to the Bunsal Tunnel (feature 181) and re-emerges to the south-east outside the survey area. Associated with the tunnel are a tramway (feature 182) leading to the quarry (feature 183) which provided the tunnel lining.

13. Shed (Fig. 11)

A one-storey stone shed, built against the site of the Cromford and High Peak Railway line. It is not shown on the 1879 Ordnance Survey map, thus it was presumably built some time between 1879 and 1892, the date at which this section of the line was closed (Rimmer 1985).

14. Water Treatment Works (Fig. 11)

A large rectangular building which was built in 1937 to house the treatment plant for the Fernilee Reservoir (feature 16). It was extended in 1962 when the Errwood Reservoir (feature 93) was built. This plain building is constructed in a uniform pre-1939-45 war style.

15. Reservoir Overflow/Bridge/Stone Shed/Weirs (Fig. 11)

At the east side of the Fernilee Reservoir Embankment (feature 16), a weir leads to a stone lined overflow channel, embanked to the west side. The road along the embankment top crosses the overflow on a two arched bridge. The overflow channel leads to a circular stone-lined pool at the base of the embankment. Here there is a small stone shed. A weir leads to a lower pool with battered stone sides. All the features were presumably built in the 1930s.

16. Fernilee Reservoir Embankment (Fig. 11)

A large embankment retains Fernilee Reservoir, built between 1932 and 1936 by Stockport Corporation. It is stone fronted, while downslope it is earthen. The top has a road along it, walled on the reservoir side and hedged on the other. Associated with the reservoir are a valve house (feature 17), overflow weirs (feature 15), and a treatment works (feature 14). The reservoir is approximately 1.8km long, 0.3km wide and 30m deep.

17. Fernilee Reservoir Valve House (Fig. 11)

Within the reservoir, close to the embankment, is a valve house. This comprises an octagonal tower on a circular base, with access via a cast iron footbridge. It was presumably built in the 1930s.

18. Terraced Track (Fig. 11)

A terraced track zig-zaging diagonally down the steep slope. This was probably only a field access track made to reach the isolated ground by the river.

19. Line of Orthostats (Fig. 11)

A line of 19 small orthostats, some obviously rough quarry-dressed, placed at the edge of the lane to Madscar Farm. These are presumably part of a field boundary and as such are an example of a boundary type only rarely seen in the region. No boundary has been recorded here on maps from 1845 onwards, the date of the earliest detailed map available for this part of the survey area.

20. Walled Enclosure (Fig. 11)

A wall surrounds a buried reservoir tank fed by a drain further upslope. It is not show on the 1881 Ordnance Survey twenty-five inch to a mile (surveyed 1870-72), hence was built in the late 19th or early 20th centuries.

21. Track (Figs 11, 13)

A track in a hollow way, which was the farm access track to Shawstile (feature 43) from the 1767-1776 diversion of the Derby to Manchester Turnpike (feature 22). The eastern section went out of use between 1812 and 1824,when the Turnpike was diverted again to the line of the present main road. The western section, stopping at the new road, was still in use until it was re-routed to its present line between 1849 and 1879.

22. Disused Turnpike Road (Figs 11, 13, 14)

This is a fine stretch of abandoned 18th century turnpike, which is terraced onto the slope and made up of a raised, grass-covered, causeway over much of its length, with a lynchet downslope and ditch upslope. Robbing at the southern end adjacent to where it joins the

present road, shown on the 1880 Ordnance Survey map, has exposed the gritstone cobble make-up of the original road surface. When first built the road was unwalled. However, a wall has been added subsequently to the eastern side. Near the northern end is a road builders quarry (feature 23) adjacent to the road.

This stretch of road was built between 1767 and 1776, as a diversion of the original 1724 Derby to Manchester Turnpike (Radley 1963, Dodd and Dodd 1974, Roberts 1989). The construction date, not previously tightly defined, has been narrowed down here. The road (at feature 126) is shown on a private enclosure agreement map of 1776. In contrast, it is not shown on Burdett's 1767 county map.

The road at 22 was abandoned between 1812 and 1824, when a new turnpike diversion was built to the west (the present main road), which took a more sinuous route to achieve a gentler gradient.

23. Quarry (Fig. 11)

A small but relatively deep quarry adjacent to the 1767-1776 turnpike diversion (feature 22). Between the quarry and road is a symmetrical mound of spoil which may have supported a loading crane. The quarry may well have been dug in the 18th century to provide material to build the causeway of the turnpike.

24. Roman Road - Postulated Site (SMR Derbys 7156) (Fig. 11)

The 1824 turnpike road from Buxton to Manchester, sited immediately east of this part of the survey area, may well roughly follow the line of an earlier Roman Road, although there is no direct evidence for much of the line between Buxton and Whaley Bridge (Dodd and Dodd 1975, Wroe 1982). However, there seems no justification for the precise line as shown on the SMR map and marked on Figure 11. This is poorly drained land which has never been ploughed. If there was a Roman road here it is expected that traces of it would have been observed.

25. Possible Field Boundary Bank (Fig. 11)

A slight bank which is either the site of a field boundary, or is the product of ploughing. No boundary has been recorded here on maps from 1879 onwards, the date of the earliest detailed map available for this part of the survey area.

26. Field Boundary Bank (Fig. 11)

A clearly defined bank which is probably the site of a field boundary. No boundary has been recorded here on maps from 1879 onwards, the date of the earliest detailed map available for this part of the survey area. Most probably the boundary was superseded when the adjacent Cromford and High Peak Railway line (feature 12) was built in the late 1820s.

27. Quarry (Fig. 11)

A small but relatively deep quarry adjacent to the 1812-1824 turnpike diversion (the present main road). The quarry may well have been dug in the early 19th century to provide material to build the causeway or walls of the turnpike.

28. Field Boundary Lynchet (Fig. 11)

A slight lynchet which marks the site of a field boundary, probably a hedge, shown on the 1881 Ordnance Survey map.

29. Building - site of (Fig. 11)

A small rectangular building is shown on the 1849 Fernilee tithe map and the 1879 Ordnance Survey twenty-five inch to a mile map. The depiction on the 1899 map suggests it was ruined

by this date. It was set at right angles to the lane but at an awkward angle to the railway line, which may suggest it was built prior to the 1820s.

30. Braided Hollow Way (Fig. 12)

A little-used braided hollow way following the ridgetop northwards from Embridge Causeway (feature 31) and Pym's Chair (feature 33), heading towards Kettleshulme. On the east side of the ridge are slight scars which may indicate the ridgetop in general was used in dry weather. The routeway may continue further northwards as feature 1. The route was converted to a walled lane in the last half of the 19th century, thus the hollow ways pre-date this.

31. Braided Hollow Way/Postulated Roman Road (Figs 12, 15, 16)

The present walled lane, known as 'The Street' or 'Embridge Causeway', has traditionally been claimed as a Roman road. It is clearly the line of a traditional routeway, as redundant hollow way braids, some deep, exist to either side for much of its length. Before the reservoir was built it ran from a ford and the packhorse bridge at Goytsbridge (see feature 191), where it continues eastwards as feature 103. Westwards it ran to the ridgetop at Pym's Chair (feature 33) and near the ridgetop an alternative branch (feature 32) ran to Oldgate Nick.

While the route probably has medieval origins, used as a salt way (Dodd and Dodd 1975), the suggestion that it is the course of a Roman road (Dodd and Dodd 1975), has not been substantiated. An alternative postulated route, following the 1759 turnpike from Buxton to Macclesfield (Wroe 1982) is probably even less likely, as this appears to be a new road with no associated braiding. There is no evidence that a Roman road ever ran westwards from Buxton and this should not be assumed to have existed.

32. Braided Hollow Way (Fig. 12)

A braided hollow way, some branches of which have been heavily used. It a branch of the main east/west through route (feature 31), which runs through Oldgate Nick at the ridgetop rather than past Pym's Chair. This branch may well have medieval origins and had been abandoned prior to c. 1840 at latest, as it is not shown on the first edition Ordnance Survey one inch to a mile map.

33. Pym's Chair - Possible Cross Base (SMR Cheshire 308/1936) (Fig. 12)

The site acquired its name from a non-conformist preacher who is said to have preached here in the 18th century. Immediately adjacent to the road at the ridge-crest, on the south side, are two boulders (or one that has split), with a possible crudely-defined cross socket between them. They are inscribed 'P C'. Other than the initials, the whole could be a fortuitous arrangement. However, three Anglo-Saxon cross fragments were found nearby in 1987 by Clive Hart, confirming that a cross stood somewhere in the vicinity. These are now in Sheffield City Museum. Other examples of late crosses, of Angle-Scandinavian type, are known in East Cheshire and other parts of the western Peak District uplands. These including some in remote boundary locations, as at the Bow Stones above Lyme and Robin Hood's Picking Rods near Ludworth (Bu'lock 1972).

34. Possible Peat Cut (Fig. 12)

Two amorphous, shallow, hollows that are either a small domestic-type peat cutting or are fortuitous peat erosion hollows.

35. Dam (Fig. 12)

This small dam is a modern feature, built in recent years. It is approached by a recent extension to the main forestry track.

36. Shooting Cabin (Fig. 12)

Two sides of a dry-wall retained platform, each about 3m long, are all that remain of a shooting cabin. It is marked as a 'shooting lodge' on the 1881 Ordnance Survey map (surveyed 1870-72), the earliest map of this part of the valley showing such details. At this time it was within an extensive plantation. By 1899 the trees on the ridge crest in the vicinity of the lodge had been cleared, and the lodge seems to have still been in use.

37. Terraced Track (Fig. 13)

A terraced track running diagonally down the steepest part of the hillside. This may be a field access track, running from the north/south lane above the steep part of the slope, to lower land below. It does not appear on maps from c. 1840 onwards, the date of the earliest available detailed map of this part of the valley.

38. Quarry/Causeway (Fig. 13)

A relatively large and deep quarry cut into the precipitous face of Issue Tor. Its flat working platform at the base of the face is approached by a carefully-made causeway running up the slope diagonally. This may well have supported a tramway. The quarry was dug in the 1930s specifically to provide the stone needed on the Fernilee Reservoir and associated structures (features 15-17).

39. Stubbin - Demolished Building (Fig. 13)

The demolished remains of a building, comprising bases of walls surrounded by rubble. These are arranged in an L-shaped range with three compartments, with a small attached outbuilding or yard at the south-east corner. Stubbin is marked on the c. 1840 Ordnance Survey one inch to a mile map, the first available map of this part of the valley. The more detailed Taxal tithe map of 1845 shows a rectangular building, with no wing to the east. This wing is not unambiguously marked on maps of 1881 and 1899.

40. Intake - Demolished Buildings (Fig. 13)

The demolished remains of two buildings, comprising bases of walls surrounded by rubble. That west of the lane is long and rectangular. The rectangular building east of the lane was set at right-angles to the track, and being more substantial may have been the dwelling. Intake is marked on the c. 1840 Ordnance Survey one inch to a mile map, the first available map of this part of the valley. The more detailed Taxal tithe map of 1845 shows both buildings, as do Ordnance Survey maps of 1881 and 1899.

41. Fold (Fig. 13)

A small, ruined, rectangular fold built against the side of a ruined drystone wall. The wall was built between 1849 and 1870-72, and the fold may be of the same date, although it is not shown on Ordnance Survey maps of 1881 (surveyed 1870-72) and 1899.

42. Stone Shed (Fig. 13)

This comprises the ruins of a small stone building with a door on the downslope side. It is marked on the Ordnance Survey map of 1899 but not that of 1881 (surveyed 1870-72), suggesting it was built between these two dates. That it stood within a field suggests it had an agricultural purpose.

43. Shawstile Farm - Demolished Buildings (Fig. 13)

The demolished remains of three buildings, comprising bases of walls surrounded by rubble. That to the west is long and rectangular. To the north is a small rectangular building by the lane side. The small rectangular building to the east is surrounded on three sides by a ruined wall. The farm is marked on Burdett's 1767 map, the first available map of this part of the

valley. The more detailed 1849 Fernilee tithe map and Ordnance Survey maps of 1880 and 1899 show that the farm was radically restructured between 1849 and 1880 and again between 1880 and 1899. By the last date it had taken on the form found in ruins today. In 1880 the present building by the road existed, but the western range was set at right-angles to the building that replaced it. To the east there were four small buildings, all north of that present today. There was also a small building in the field north of the lane. In 1849 this last building was already present, but there were only two buildings south of the lane, one of which may have been incorporated in the 1880 western building.

44. Field Boundary Bank (Fig. 13)

A relatively clearly defined bank at the site of a field boundary. The western half was marked on the 1879 Ordnance Survey map. However, no boundary has been recorded further east from 1879 onwards, the date of the earliest detailed map available for this part of the survey area.

45. Hollow Way (Fig. 13)

A short stretch of track in a shallow hollow way of uncertain date and function. It may be part of a pre turnpike route, which possibly continues as feature 46, that roughly follows the same line as the turnpike (the present road), built 1812-1824.

46. Terraced Track (Fig. 13)

A cart track terraced into the steep hillside, which forms a loop from the 1812-1824 turnpike diversion, giving access to Upper Hall Farm (feature 47). It is unclear if this route was created at the same time (or subsequent to) the 1812-24 re-routing of the turnpike, or whether it is an earlier route which links with feature 45. It is marked on the c. 1840 Ordnance Survey one inch to a mile map, the earliest detailed map of this part of the valley which is available.

47. Upper Hall Farm - Demolished Buildings (SMR Derbys 7101) (Fig. 13)

The demolished remains of six buildings, comprising bases of walls surrounded by rubble, in a tight but irregular arrangement, with associated yards, garden and orchard. In the central yard there are two low pillars for supporting a grindstone, one of these was originally part of a mullioned window. The farm is marked on Burdett's 1767 county map, the first available map of this part of the valley. The more detailed 1849 Fernilee tithe map and the Ordnance Survey map of 1880 shows that the farm was restructured between these dates. By 1880 it had taken on the form found in ruins today. The extent of restructuring is uncertain, it may be that it was only three of the smaller outbuildings that were built, while one very small building was demolished. However, it is impossible from maps to tell if other buildings were also altered of rebuilt, if there are buildings occupying the same sites at both dates.

The date of the farm is far from clear. It has been suggested on the basis of the similarity in place name that the farm is the site of Overfarnileygh, recorded in 1323 (Cameron 1959). However, there is no confirmation of this at present (also see feature 111). Assuming the reused mullion noted above came from a building on site, then this indicates the farm has been here since at least the 17th century. Against a particularly early date, the location on a steep slope, which is not an obvious choice of site, suggests this farm is not the first settlement in the vicinity, but a later addition to the settlement pattern.

48. Terraced Track (Fig. 13)

A terraced track running from Upper Hall Farm a short distance to the north, giving access to adjacent fields. It appears as it is today on the 1880 Ordnance Survey map and there is no evidence that it was ever longer than now, thus it is probably only a field access track.

49. Terraced Track (Fig. 13)

A terraced track which runs down the valley side from Upper Hall Farm (feature 47) as far as the disused railway line (feature 12). It is marked on the 1880 Ordnance Survey map as running a short distance beyond the line, giving access to fields here. There is no positive evidence that it ever went beyond, the short distance to the Powder Mills (feature 59).

50. Brownhill Farm - Demolished Buildings (SMR 7157) (Fig. 13)

The demolished remains of four buildings, comprising bases of walls surrounded by rubble, in a tight but irregular arrangement, with associated yards, garden and orchard. The rubble contains several chamfered stones which are parts of demolished windows and doors. The farm is marked on Burdett's 1767 county map, the first available map of this part of the valley. The more detailed 1849 Fernilee tithe map and the Ordnance Survey map of 1880 and 1899 shows that it remained much the same from 1849 onwards. The small outbuilding to the north-west was added after 1899, when two small buildings nearby were demolished.

The farm was first recorded in 1640 (Cameron 1959). However, its origins may be substantially earlier than this, given its location at one end of the most favourable agricultural land in the survey area.

51. Hollow Way (Fig. 13)

A well defined hollow way, braided near Brownhill Farm (feature 50), that runs to near Nook Farm (feature 55), and then continues up the valley as routes 72 and 91. It is shown as a footpath on the 1880 Ordnance Survey map, but it may well be an earlier route of greater importance, which predating the 1767-1776 Derby to Manchester Turnpike diversion (parts of the present main road) linked farms up the valley.

52. Terraced Tracks (Figs 13, 16)

A terraced track that starts at Brownhill Farm (feature 50) and runs to ruined buildings (features 53/63). Beyond it splits, one branch running to fields above, the other following the slope, in part as a walled lane, giving access to fields in the next tributary valley. These appear to be field access lanes. However, they are mostly not clearly marked on maps from c. 1840 onwards, suggesting they were little used by this date. Thus, they could be part of through routes between farms that pre-date maps that show such features.

53. Field Barn - Demolished Building (Fig. 13)

The demolished remains of a two-compartment building, presumably once a field barn, comprising bases of walls surrounded by rubble. At the north end is a small retained platform. It does not appear on the 1849 Fernilee tithe map but does on the 1880 Ordnance Survey map, indicating it was built between these dates.

There was a second building a short distance to the south, of which footings remain (feature 63). To the west of this was a third building, present in 1849 but gone by 1870-72.

54. Platform/Possible Field Boundary Bank (Fig. 13)

A large rectangular platform of unknown function, defined by lynchets upslope and downslope. A slight bank running from the upslope edge is either the site of a field boundary, or more probably is the product of ploughing. No platform or boundary has been recorded on maps from 1879 onwards, the date of the earliest detailed map available for this part of the survey area.

55. Nook Farm - Demolished Buildings (SMR Derbys 7105) (Fig. 13)

The demolished remains of four buildings, comprising bases of walls surrounded by rubble, in a tight rectangular arrangement, with associated yards. By the access track to the farm is a

fallen gatepost with 017760 inscribed at the base. The farm is marked on Burdett's 1767 county map, the first available map of this part of the valley. The more detailed 1849 Fernilee tithe map and the Ordnance Survey map of 1880 shows that the farm was restructured between these dates. By 1880 it had taken on the form found in ruins today, except for the building of a small outbuildings to the north between 1880 and 1899 and the demolition of one building in the early 20th century. The extent of the 1849-1880 restructuring is uncertain. It may be that it was only the main building that was enlarged and two of the smaller outbuildings that were added. However, it is impossible from the maps to be certain if other buildings were also altered of rebuilt, when there was a building at any given site at both dates.

The farm was first recorded in 1767 by Burdett (Cameron 1959). However, its origin may be substantially earlier than this, given its location at one end of the most favourable agricultural land in the survey area.

56. Probable Barrow (Figs 13, 25)

This stony mound measures 10.0x11.0m and is about 0.5m high. The centre has been robbed, entered from the downslope side, and there are two other minor disturbances at the sides. Although there are no documented excavations, and thus the character of any finds made here are unknown, the site has every appearance of a prehistoric burial mound. Details of its dimensions and siting characteristics have been appended to the Peak District Barrow Survey (Barnatt 1989 - site 20:7).

57. Quarry (Fig. 13)

A moderate-sized quarry pit next to the 1812-1824 Derby to Manchester Turnpike diversion (the present main road). It may well have been used as a source of building stone for this.

58. Quarry (Fig. 13)

A moderate-sized quarry pit near the crest of a steep slope. Its proximity to Brownhill Farm (feature 50) may suggest it was used as a source of building stone for this. Alternatively, it may have been used for surrounding drystone walls.

59. Fernilee Gunpowder Works - site of (SMR Derbys 7185) (Figs 13, 26)

This industrial complex was built at beginning of the 19th century, as indicated by a surviving 1801 licence granting permission to produce gunpowder (John Leach pers. comm.). Thus, tradition that powder had been made here since the 16th century (Harris 1971) is probably untrue. The factory was still working in 1919, but closed soon afterwards (Harris 1971). At one stage a hundred men were employed here. Gunpowder works are a rare type of industrial site and it is unfortunate that it now cannot be inspected, as it lies beneath Fernilee Reservoir. It was the only example in the Peak District.

Figure 26 shows the site as it was in 1919, taken from the Ordnance Survey 25 inch map of this date. The main buildings were sited next to the river on its western side. From here an extensive network of tramways linked the buildings to others scattered over a wide area. This arrangement reflects the complex sequence of stages necessary in the manufacture of gunpowder and the combustible nature of the process. At least one serious accident occurred shortly before the works closed, when three people were killed. Because of the narrowness of the valley bottom and the winding of the river, the subsidiary buildings were placed on the other side of the river to the central complex, both to the north and south. Thus, there were 4 tramway bridges and 5 road or foot bridges. There was also a leat or narrow canal to the west of the river. At some other gunpowder works it is known that materials were transported between buildings along canals because of their extremely volatile nature.

Little is known of the early layout of the works. The first edition Ordnance Survey one inch to a mile map of c. 1840 marks it on the west side of the river, where the main buildings were sited in 1919. However, the scale of the map is inadequate for understanding detail. The 25

inch to a mile map of 1880 shows that most of the main buildings west of the river and those to the north were already in place by that date, as were the accompanying tramways and leats or canals (and including two short waterways that had gone by 1919). The buildings and tramways to the south were added after this date, but were in place by the time the 1899 Ordnance survey six inch to a mile map was produced.

60. Masters - site of (Fig. 13)

The site of a farm flooded beneath Fernilee Reservoir in the 1930s. The farm is marked as a single rectangular building on the 1845 Taxal tithe map, the first available detailed map of this part of the valley. Ordnance Survey maps of 1881 and 1899 show what is presumably the same building.

61. Possible Field Boundary Lynchet (Fig. 13)

While this break in slope may mark the site of a field boundary, it seems more likely that it is a natural feature with geological explanation.

62. Quarries (Fig. 13)

Two small quarries at the side of the Cromford and High Peak Railway, presumably dug in the 1820s to provide material for its embankment.

63. Calf Hey - Demolished Building (Fig. 13)

The demolished remains of a three-compartment building, presumably once a field barn or more probably a dwelling, comprising bases of walls surrounded by rubble. The site is marked on Burdett's 1767 county map, the first available map of this part of the valley. The more detailed 1849 Fernilee tithe map shows the surviving ruined building (or one that was subsequently replaced by a building close by).

A short distance to the west was a second building, present in 1767 and 1849, but gone by 1880, the date of the Ordnance Survey twenty-five inch to a mile map.

There was a third building a short distance to the north, of which footings remain (feature 53). This may well have been a field barn and was demolished at around the time the second building was removed.

64. Field Boundary Lynchet and Ditch (Fig. 14)

A lynchet, with downslope ditch, which fades to the south and may well be unfinished. No boundary has been recorded here on maps from 1880 onwards, the date of the earliest detailed map available for this part of the survey area. The large field which feature 64 was subdividing was probably taken in from moorland in the 18th century and certainly pre-dated the building of the Buxton to Whaley Bridge turnpike diversion of 1767-1776.

65. Boundary Bank (Fig. 14)

A well defined bank, probably marking the site of a boundary, as it is probably too narrow to be a causewayed road. The bank is closely followed by the boundary drystone wall and the former may be the initial marker of the boundary, probably dating to the 18th century, created before the building of the Buxton to Whaley Bridge turnpike diversion of 1767-1776. The bank aligns with the continuation of the wall to the south.

66. Quarries (Fig. 14)

Four small quarries which look much like wall builders quarries. However, in two cases they are overlain by walls, which may suggest they are earlier.

67. Terraced Paths (Fig. 14)

A braided terraced path running up the hillside, coming from the direction of Upper Hall Farm (feature 47) and Brownhill Farm (feature 50), and heading towards Hanging Rock and the traditional route through to Buxton. It may have connected with route 68/70. This route was not superseded until the enclosure of this area in the 18th century and the building of the turnpike diversion below between 1767 and 1776.

68. Braided Hollow Way (Fig. 14)

Shallow braided hollow ways run along the slope then run up to the ridge crest. Downslope they head towards Upper Hall Farm (feature 47) and Brownhill Farm (feature 50) and may continue as feature 67. Over the ridge they continue as feature 70, heading towards Buxton. This route was not superseded until the enclosure of this area in the 18th century and the building of the turnpike diversion below between 1767 and 1776. One branch of 68 continues southwards along the slope and fades away. The date and purpose of this branch is far from clear.

69. Braided Hollow Way (Fig. 14)

Shallow braided hollow ways run diagonally up the slope to the ridge crest. Downslope they head to the track to Nook Farm (feature 55). Over the ridge they continue as feature 70, heading towards Buxton. This route was not superseded until the enclosure of this area in the 18th century and the building of the turnpike diversion below between 1767 and 1776.

70. Braided Hollow Way (Fig. 14)

Shallow braided hollow ways wind up the steep slope. Over the ridge to the west they continue as feature 68 and 69, running to various farms in the Goyt Valley. To the east, outside the survey area, they head towards Buxton. This route was not superseded until the enclosure of this area in the 18th century and the building of the turnpike diversion below between 1767 and 1776.

71. Dew Pond (Fig. 14)

A large dew pond embanked on the downslope side. This has been here since at leat 1879, the date of the earliest available map which shows such details. The field in which it sits was probably taken in from moorland in the 18th century.

72. Tracks (Figs 14, 17)

A short track leading from Nook Farm (feature 55) to a stone quarry (feature 117).

73. Hollow Way (Figs 12, 15)

A slight hollow way which runs southwards from hollow way 32, which fades away to the south, and has an uncertain purpose and destination. One possibility is that it gave access to the walled area above, the site of Pym's Chair Plantation, which was planted with trees between c. 1840 (Ordnance Survey one inch to a mile map) and 1845 (Taxal tithe map). The trees were removed in the first half of this century.

74. Building - site of (Fig. 15)

The footings of a rectangular building. It is marked on the 1845 Taxal tithe map, the first available detailed map of this part of the valley, and on the 1881 Ordnance Survey map (surveyed 1870-72). The Ordnance Survey map of 1899 shows it as ruined. The building is the correct shape and size to have been a field barn, but interpretation as a dwelling cannot be ruled out.

75. Field Boundary Lynchets (Fig. 15)

Slight lynchets mark the site of a field boundary. No boundary has been recorded here on maps from 1845 onwards, the date of the earliest detailed map available for this part of the survey area. Feature 75 is one of several boundaries (see features 76-77) of fields which surrounded a building at feature 74 and which were already falling out of use by the mid 19th century.

76. Field Boundary Bank and Ditch/Lynchet (Fig. 15)

A bank and ditch marks the site of a field boundary. A path follows the ditch and passes between two gateposts at the eastern end. The boundary feature turns a right angle here and runs as a lynchet to a drystone wall. No boundaries have been recorded on maps along the courses of the feature 76 earthworks from 1845 onwards, the date of the earliest detailed map available for this part of the survey area. These are part of a group of boundaries (features 75-77) of fields which surrounded a building at feature 74 and which were already falling out of use by the mid 19th century.

77. Field Boundary Bank and Ditch (Fig. 15)

A bank and ditch mark the site of a field boundary. No boundary has been recorded on maps from 1845 onwards, the date of the earliest detailed map available for this part of the survey area. This is one of several boundaries (see features 75-76) which surrounded a building at feature 74 and which were already falling out of use by the mid 19th century. Feature 77 predates and is overlain by the feature 76 boundary, which in itself pre-dates the mid 19th century. Feature 77 looks to be the original eastern boundary of the enclosures here.

78. Ruined Sheep Folds/Building (Fig. 15)

The demolished remains of a building, comprising bases of walls surrounded by rubble. The walls are arranged in a large, long rectangular structure with central partition, with a smaller cells at either end. The Ordnance Survey map of 1881 (surveyed 1870-72) shows the main rectangular structure divided into four equal parts, while the 1899 map shows the present twofold division. The way the feature was depicted on these maps suggests it was a sheepfold. However, the c. 1840 Ordnance Survey one inch to a mile map name the feature as 'Within Leech', and the type of depiction on the 1845 Taxal tithe, both suggest it was a dwelling. If so, then the folds were created out of its ruins.

79. Track (Fig. 15)

An access track leading to feature 78 from the flatter land above.

80. Catholic Shrine (Listed Building 912/2/10003) (Fig. 15)

A small circular building with conical roof which is kept in good repair. Inside is a small 'altar'. The shrine was built in the late 19th century by the owners of Errwood Hall. An inscription reads:

Nunca se le Invoca Envarro A San Jose Prueba de Gratitud.
D. De Y. 1889.

81. Sheepfold (Fig. 15)

A rectangular, two-compartment, sheep fold. This is shown on the 1881 Ordnance Survey map (surveyed 1870-72) but not the 1845 Taxal tithe map, suggesting it was constructed between these dates.

82. Cairn (Fig. 15)

A small cairn of stones, which has accumulated no soil in its interstices and is thus relatively modern, perhaps placed here in advance of wall repair.

83. Possible Lynchet (Fig. 15)

Slight lynchets either marking the site of a removed field boundary, or the product of burying a pipe. No boundary has been recorded here on maps from 1845 onwards, the date of the earliest detailed map available for this part of the survey area. It runs parallel to feature 144 and these may be remnants of enclosure associated with Castedge (feature 146), which pre-dates the conversion of this area into a small area of parkland after the building of Errwood Hall in the 1830s/40s.

84. Errwood Farm - Demolished Buildings (Fig. 16)

The demolished remains of three buildings, comprising bases of walls surrounded by rubble, in a linear rectangular arrangement, with associated yards. The farm is marked on the c. 1840 Ordnance Survey one inch to a mile map, the first available map of this part of the valley. The more detailed 1845 Taxal tithe map, and the Ordnance Survey maps of 1881 and 1899, show that the farm was altered between these dates. The 1881 map (surveyed 1870-72) shows a fourth building to the south-west of the three that remain in ruined form. This did not exist in 1845 and had been converted to a yard by 1899. The most northerly of the three remaining buildings was added between 1845 and 1870-72.

85. Track (SMR Derbys 7168) (Fig. 16)

A farm access track leading from The Street (feature 31) to Errwood Farm (feature 84). It has been here since at least c. 1840, the date of the first edition of the Ordnance Survey one inch to a mile map, the first detailed map of this part of the valley.

86. Plantation Wall (Fig. 16)

A ruined circular wall at the site of a plantation. This was already present in 1836, the date of Sanderson's map, the earliest detailed map available for this part of the survey area. It may have been built in the 1830s at the date of the building of Errwood Hall (feature 89), but it is shown on the 1836 map while the hall is not, which suggests it is an earlier feature. By the time the survey for the 1881 Ordnance Survey 25 inch to a mile map took place in 1870-72, it appears to have lost its trees.

87. Plantation Bank (Fig. 16)

A slight circular bank at the site of a plantation. This was already present in 1836, the date of Sanderson's map, the earliest detailed map available for this part of the survey area. It may have been built in the 1830s at the date of the building of Errwood Hall, but it is shown on the 1836 map while the hall is not, which suggests it is an earlier feature. By the time the survey for the 1881 Ordnance Survey 25 inch to a mile map took place in 1870-72, it had been abandoned .

88. Plantation Wall (Fig. 16)

A ruined circular wall at the site of a plantation. This was already present in 1836, the date of Sanderson's map, the earliest detailed map available for this part of the survey area. It may have been built in the 1830s at the date of the building of Errwood Hall, but it is shown on the 1836 map while the hall is not, which suggests it is an earlier feature. By the time the survey for the 1881 Ordnance Survey 25 inch to a mile map took place in 1870-72, it had lost its trees.

89. Errwood Hall - Demolished Building/Garden (Figs 16, 19)

The ruins of Errwood Hall mostly comprise walls which externally are about a metre high. After demolition in the 1930s it was tidied up and made safe in the 1960s by bringing the interior level up to a similar height throughout, made possible by walling up the lower parts of some of the window gaps. The exceptional part of the ruins is a large portion of the southern

wall, which faced the garden. This stands to nearly the base of the first floor level and includes a door and three windows. Two are french windows flanking the door, the other, located in one of the two slightly protruding wing ends, is a three light Venetian window. Originally the house was mostly of two-storeys and built in Italian Villa style (Craven and Stanley 1982). In plan it had three main wings round a small central courtyard. The east wing had a squat third floor turret over the main door to the house. To the north, at the fourth side, was a complex arrangement of service buildings.

The house is usually stated to have been built in the 1830's by the Lancashire industrialist Grimshawe family (Craven and Stanley 1982). However, its construction date may be the 1840s rather than 1830s as it does not appear on maps of 1836, c. 1840 and 1845. Also, census returns suggest the family was not in the valley until the 1840s (Geoff Howe pers comm.). Against a construction date late in the1840s is the fact that most of the decorative plantations in the valley round the hall are shown on the 1845 Taxal tithe map, even though the hall is not. It seems likely that the hall must at least have been started by this date.

Errwood Hall was sold in 1930. Stockport Corporation appear to have used it until 1934 as a youth hostel, as which date it was abandoned. It was demolished shortly afterwards, together with all other dwellings in the water catchment area of Fernilee Reservoir.

The house was built on a very restrictive site, constructed on only a small area of levelled ground, with steep hill above to the west and steep drops elsewhere to two streams. Other than the small garden described below, the whole valley surrounding the house is wooded, with many rhododendrons and azaleas, imported by the family in their thousands in the mid 19th century. The woods and isolated location of the hall give it a purposefully secluded character, hidden away in its own private valley.

At the south side of the house are the earthworks of a small formal garden, comprising a square arrangement of border paths, with four paths to the centre dividing the whole into quarters. At the centre of each quarter is a small circular mound, presumably once flower beds, surrounded by flat spaces, once lawns. At the centre is a fifth circular mound, the site of a fountain, which the paths go round. At the centre of the southern side of the garden the path leads to a short flight of steps leading up to a walkway (feature 159) through rhododendrons and other shrubs, leading eventually to Castedge (feature 146), where there were two cottages and kitchen gardens. There is a second flight of steps part way along this path. Beyond this, a third flight at right angles led to another path, going to the cemetery on the hill above (feature 157). On the eastern, downslope, side the garden was retained by a high revetment wall, the facing of which has now been mostly removed.

The land west of Castedge (feature 146) comprised a small area of enclosed parkland with small stands of trees within it, each walled round. A tennis court also stood here (feature 145). The two stream valleys running away from the house to the north-west and south-west, and the ridgetops above, had further decorative plantations.

90. Ruined Plantation Wall or Sheepfold (Fig. 16)

A ruined stone wall which is either the site of a plantation, as with features 86 and 88, or is a ruined fold. No wall has been recorded here on maps from 1845 onwards, the date of the earliest detailed map available for this part of the survey area. By this date the adjacent wall, which appears to cut across the feature, was already built.

91. Track (Fig. 16)

A disused track that led up to Errwood Hall (feature 89). This was abandoned when this part of the valley was flooded in the 1960s.

92. Rain Gauge (Fig. 16)

A small circular platform, walled at the edge, supporting a rain gauge. Presumably built in connection with the 1930s Fernilee Reservoir (feature 16).

93. Errwood Reservoir Embankment (Fig. 16)

A large embankment which retains Errwood Reservoir, built between 1964 and 1967 by the Stockport and District Water Board. It is stone fronted, while downslope it is earthen and has two distinct near-horizontal steps dividing it into three sections. The top has a road along it, walled on the reservoir side and hedged on the other. Associated with the reservoir are a valve house and overflow shaft (feature 95) and a building below it (feature 94). The reservoir is approximately 1.7km long, 0.3km wide and 30m deep.

94. Errwood Reservoir Building (Fig. 16)

A small hexagonal building at the base of the reservoir embankment (feature 93), built in the 1960s, controlling the water at the outflow of a underground overflow channel from the valve shaft (feature 95).

95. Errwood Reservoir Valve House and Overflow Shaft (Fig. 16)

In the north-east corner of the reservoir is the overflow shaft, built in the 1960s, and comprising a circular stepped weir dropping to the central shaft. An underground channel then runs to feature 94. Above one side of the valve shaft is a hexagonal valve house tower, with a foot bridge to the shore.

96. Bridge (Fig. 16)

A narrow, single-arched, bridge taking a track over the Cromford and High Peak Railway. The line runs through a cutting, which has been backfilled on the south-eastern side, burying one side of the bridge. The visible side has a single arch similar to that at bridge 261. Bridge 96 was presumably built in the 1820s when the railway was first constructed.

97. Hollow Way (Figs 14, 16, 17)

A hollow way with two main braids, running down a valley from Nook Farm (feature 55) to Bunsal Farm (feature 111). The route, which crossed the Cromford and High Peak Railway by bridge 96, presumably built in the 1820s, was still in use in the early 20th century.

98. Sheepfold/Sheepwash (Fig. 16)

A two-compartment, dry-walled, sheepfold and/or sheepwash sited adjacent to the stream. It is marked 'fold' on the 1880 Ordnance Survey map, the earliest available detailed map of this part of the valley.

99. Leat/Cairns (Figs 16, 17)

A narrow channel runs from a spring, following the contour, built as a leat that fed the reservoir for the Cromford and High Peak Railway engine house (feature 101), built in the late 1820s and abandoned in 1857 (Rimmer 1985). Along, and near, its course are at least 11 small piles of stone, some within the leat itself. These seem to have been placed here in advance of an aborted repair, perhaps in the 1850s.

100. Tramway (Figs 16, 17)

This feature runs from the entrance to the Shrigley's Pit coal mine (feature 121) to disturbed ground by the Bunsal Incline lower engine house (feature 101). It is carefully designed to follow the contour horizontally and is retained on the downslope side, with a narrow causeway throughout. It was almost certainly a single-track narrow-gauge tramway from the colliery to the 1831 Cromford and High Peak railway line (feature 12). Unfortunately the area where there was presumably a siding, between the engine house and the bridge (feature 261), has been badly disturbed. In the tramways western part it overlies track 116 (see this). The tramway was in use in the 1840s, when there is documentation of some of its wagons

being damaged (see feature 121), but presumably was already out of use by 1857 when the lower engine house (feature 101) was abandoned and the railway line here was remodelled (Rimmer 1985).

101. Engine House/Reservoir (SMR Derbys 7174) (Fig. 16)

This engine house and associated features was built in 1825-31 and was abandoned in 1857 (Nixon 1969, Harris 1971, Rimmer 1985,). When first built, the Bunsal Incline was divided into two straight sections, with engine house 101 part way up, at the change in angle. This wound wagons up the lower part of the incline, to a short horizontal section by the engine house, where wagons were transferred to the upper incline chains connected to engine house 138 at the top. In 1857 the incline was modified, with a new sweeping curve at the centre, making engine house 101 redundant, the whole incline haulage being powered by the top engine house. The redundant engine was subsequently used at Grin Quarry to operate a crusher (John Leach pers. comm.).

With the lower engine house being abandoned and the incline being re-routed, there are important early railway features remaining. The engine house was a substantial building built of gritstone ashlar, traces of which remain at the edge of a large engine pit within the building. Further, north-west is the support for a winding drum. with two massive gritstone blocks, one in place, the other now fallen to the base of the steep embankment. To the north-east is an embanked reservoir fed by a leat (feature 99), which was used to supply water to the steam engine in the winding house. The bed of the single line track next to the engine house can still be traced. There are several square stone blocks, each with a single drilled hole, which supported the fish-bed rails. Further examples of these have been incorporated in the later roadside wall immediately to the north-west of 101. On the other side of the line to the engine house are low banks and wall footings at the site of a garden wall and small outbuilding. Originally these were associated with an engine keepers cottage nearby to the west. This was removed when the incline was modified and quarry 102 dug.

102. Quarry (Fig. 16)

A small quarry at the side of the railway incline, which was probably dug to provide stone when the incline was remodelled in 1857. An estate map of 1853 shows it had not been dug at this date and thus it cannot date to the first building of the incline in the 1820s (see feature 101). The quarried area held the original engine keeper's cottage.

103. Braided Hollow Way (Figs 16, 17)

A major braided hollow way can be traced from south of Bunsal Cob, winding up the eastern valley side, to the top of long hill. Some of the braids are deep and the swathe of tracks is up to 300m wide. It was part of the main traditional route through the valley, from Buxton to Macclesfield and Bollington. It has origins as a medieval salt way (Dodd and Dodd 1975). The main route crossed the Goyt and continued westwards as features 31 and 154.

A northerly branch, which can be followed on 19th century maps, went to Bunsal Farm (feature 111). This was still in use as a track at this time and a bridge (feature 261) under the Cromford and High Peak Railway (feature 12) was incorporated in the incline when it was built in the 1820s. Features on the route west of the bridge were destroyed in the 1960s at the time Errwood Reservoir was built.

A southerly branch ran to Goytsbridge and is described here as feature 110. In the beginning of the 19th century, at the time of the Hartington Enclosure Award, the then current braid (part of feature 103 upslope and feature 110 downslope) was transformed into a walled lane (feature 107).

The Main swathe of 103, west of Bunsal Incline (see feature 12), ran down to the upper wall of fields and then turned sharply to the north-east. This was presumably to avoid pre-existing enclosed fields, recorded on the 1614 estate plan, the earliest map of the valley, and possibly of medieval origins. The 1899 Ordnance Survey map shows the main hollow way

ran down to the river, suggesting the river was forded here rather than upstream at Goytsbridge (see feature 191). This part of the route probably fell out of use at a relatively early date. The enclosures on the east side of the river that block it were built between 1614 and 1804. This falling out of use may have taken place when the packhorse bridge (feature 191) at Goytsbridge was built.

104. Field Boundary Ditch (Fig. 16)

A well defined ditch marks the site of a field boundary. No boundary has been recorded here on maps from 1614 onwards, the date of the earliest detailed map available for this part of the survey area. However, it seems likely that feature 104 post-dates 1614, as there were no enclosures this far up the hill until the Enclosure Award at the beginning of the 19th century. This said, feature 104 fits uncomfortably with the Enclosure Award wall immediately to the north which runs diagonally to it. Thus, it may be that 104 was built after the construction of the Cromford and High Peak Railway in the late 1820s.

105. Possible Experimental Railway Incline (SMR Derbys 7149) (Fig. 16)

Documentary sources indicate that between 1863 and 1865, somewhere on or near an incline of the Cromford and High Peak Railway line in the general vicinity of Whaley Bridge and Buxton, experiments were carried out by a Mr J. B. Fell while designing the first alpine self-propelled railway from Lyons to Milan. The site of this experimental railway is far from clear. There are no positive indications that a postulated course, suggested to have run under bridge 261, then upslope along one of the courses of hollow way 103, is correct. It seems unlikely to have existed here, as the hollow-ways are all too narrow and/or uneven to have had a rail line laid along them.

An experimental incline was identified in 1994. This highly unusual linear feature comprises an upslope cutting into the slope, with a small area of bedrock exposed at the upper end, and a downslope embankment. The end result is a carefully levelled area that is c. 90m long and c. 3m wide, which drops with the slope at a slightly less-steep incline than it, with a gradient that is consistent throughout. It overlies most braids of hollow way 103 and in turn is overlain by a relatively modern-looking cart or vehicle track in its lower half. The incline is likely to be of 19th century date.

Feature 105 is clearly a very carefully built incline, with a flat bed and consistent gradient, thus it is almost certainly a railway feature. However, its design seems unlikely to fulfil criteria for Fell's experiments. He is likely to have wanted to test both the capability of a locomotive to pull up a long slope, and to see how it performed on relatively sharp bends. The feature at 105 is straight and is too short to achieve a head of steam to test the pulling capacity of an engine (John Leach pers. comm.). Thus it seams more likely that feature 105 dates from immediately prior to the building of the main Cromford and High Peak Incline in the late 1820s, built for an experiment to test the capability of horses to pull wagons up the gradient (see feature 12).

A diary written in the 1860s places Fell's experimental work at the Cromford and High Peak Railway's inclines at the Shallcross Incline (SK 014798), and there is independent documentation that the incline was closed at this time, perhaps allowing Fell to use the pre-existing line (John Leach pers. comm.). However, this incline is also straight, therefore performance on curves could not be tested.

106. Waste Heaps (Fig. 16)

These irregular waste heaps, some up to c. 2m high, lie immediately to the downslope side of the Bunsal Incline (see feature 12). They were presumably placed here in the 1820s during the construction of the Cromford and High Peak Railway, being excess material from digging the cutting at the top of the incline, and possibly the digging of reservoir 139.

107. Goyt Lane - Walled Lane (Figs 16, 17)

A little used walled lane from Goytsbridge to the Derby to Manchester Turnpike at the top of Long Hill. The bottom half of the lane fell out of use in the 1960s when the new reservoir flooded its bottom end and a new road into the valley was built down Bunsal Incline (see feature 12). Lane 107 was created in the beginning of the 19th century, at the time of the Hartington Enclosure Award, when the then current hollow way route (feature 103 upslope and feature 110 downslope) was transformed into a walled lane.

108. Hollow Ways (Fig. 16)

A hollow way running diagonally up the slope through the in-bye. This appears to be an internal field lane from Goytsbridge, already presumably disused by 1853 as it is not shown on the estate map of that date. Slight hollow ways of unknown date run from the top of enclosure onto the moor above.

109. Braided Hollow Ways (Figs 16, 17, 20)

A slight braided hollow way running eastwards from Goytsbridge. The braids follow the contour above route 179 and fade away as less steep land is reached. They may be local access routes, of pre 19th century date, from the hamlet farms to upland grazing areas.

110. Braided Hollow Ways (Figs 16, 19)

A swathe of braided hollow ways, mostly shallow. These run eastwards from Goytsbridge, and are visible up the steepest part of the slope. They head towards route 103 and probably joined it to the north-west (see feature 137). At the beginning of the 19th century one of the braids was converted to a walled lane (feature 107).

111. Bunsal Farm (Hallowr) - site of (Fig. 16)

The site of a farm which was presumably demolished when the Fernilee Reservoir was built in the 1930s, the footings of which were lost when the Errwood reservoir was built in the 1960s. It is marked as two buildings in a yard on the 1853 Hartington estate map, and Ordnance Survey maps of 1880 and 1899 show what are presumably the same buildings.

The 1614 estate plan of Hartington parish shows enclosures round the farm site, but no buildings. Burdett's 1767 map shows a building and names the settlement Hallowr (Over Hall). Thus, the farm may well have been founded between these two dates. Alternatively, Hallowr may equate with Overfarnileygh recorded in 1323 (also suggested to be at Upper Hall Farm - see feature 47). However, although there is a similarity of name, a correlation with Bunsal Farm is problematic in that it lies just over the Fernilee parish boundary in Hartington parish.

112. Errwood Cottage - site of (Fig. 16)

There were buildings within the Goytsbridge hamlet on the west side of the river, the sites of which were flooded beneath Errwood Reservoir in the 1960s. Two buildings are marked next to the bridge on the 1845 Taxal tithe map, the first available detailed map of this part of the valley. By 1870-72 (the survey date for the 1881 Ordnance Survey map) the westerly of these two buildings had been demolished and a new L-shaped building added further west, on the other side of the lane to Errwood Hall (features 89, 91). Also a new wing was added to the eastern building to make this L-shaped. Both buildings were presumably demolished in the 1930s when Fernilee Reservoir was built.

113. Bridge - site of (Fig. 16)

This is the site of the packhorse bridge at the centre of Goytsbridge (Dodd and Dodd 1975). It was re-erected further upstream (feature 191) in the 1960s when the upper valley was flooded.

114. Goytsbridge Farm - site of (Fig. 16)

The site of a farm within the Goytsbridge hamlet, flooded beneath Errwood Reservoir in the 1960s. Two buildings are marked on a 1615 estate map. By 1853, the date of a further estate map, the farm comprised three buildings to either side of Goyt Lane (feature 107). One immediately north of the lane may well be one of those shown on the 1614 plan, while the other two were additions. The second 1614 building was nearer the river, at a site where there was no building by 1853. The three buildings present in 1853 remained until the 20th century and were presumably demolished in the 1930s when Fernilee Reservoir was built.

115. Goytshead Farm - site of (Fig. 16)

The site of a farm within the Goytsbridge hamlet flooded beneath Errwood Reservoir in the 1960s. Goytes heyd is recorded as a placename in 1546 (Cameron 1959). Three buildings are marked on a 1615 estate map. In 1853, the date of a further estate map, the farm comprised three buildings but these were not certainly in the exact same locations as those shown in 1614. The three buildings present in 1853 remained until the 20th century and were presumably demolished in the 1930s when Fernilee Reservoir was built.

116. Terraced Track (Figs 16, 17)

This carefully terraced track, in part retained by drystone walling on the downslope side, runs from the track connecting Bunsal Farm and Nook Farm to the main Buxton to Whaley Bridge road. It follows slopes diagonally and runs to the 1840s tramway (feature 100) from the Shrigley's Pit coal mine (feature 121). The tramway overlies it and utilised its course westwards to Bunsal Cob. The trackways destination may have been to Goytsbridge Bridge, but the area around Bunsal Cob was badly disturbed when Errwood Reservoir was built and the routeway cannot now be traced. Its careful construction may indicate it was built to take coal from the colliery, but it was superseded when the nearby railway was built. A possible adit (feature 119) opens on to the track.

117. Quarries (Fig. 17)

Two moderate-sized quarries on the ridge crest, probably dug for building or walling stone. The northern one has an access track (feature 72) leading to Nook Farm (feature 55).

118. Ruined Building (Fig. 17)

A ruined one-storey building, built on a small terraced platform which extends beyond the structure on the downslope side. In parts the building is still nearly full height. The central room, although small, is the largest of the three and has a fireplace in the upslope wall. The two side rooms are smaller, the one to the north-west particularly so, being the correct size for a privy. The building may well be associated with Shrigley's Pit (feature 121), a coal mine known to be active in the 1840s. If so, it was probably a multi-purpose workshop, smithy and store.

119. Possible Coal Mine Adit (Fig. 17)

An oval hollow above the stream opening on to track 116, which may be a run in mine adit cut into the Ringinglow coal seam. If so, it is part of the coal mine described under feature 120-21 and is presumably of similar date to feature 120.

120. Coal Mine Adit (Fig. 17)

A mine adit in a deep hollow, cut to exploit the Ringinglow coal seam. The adit is still open and comprises a low tunnel cut in rock, which dips gently with the strata. The hollow has had a drain cut across it which may well have been designed to keep water out of the adit. Feature 120 may well be part of the coal mine described under 121 and is presumably of

similar or somewhat earlier date (also see feature 119). That it has no tramway running to it may suggest it pre-dates the Cromford and High Peak Railway built in the late 1820s.

121. Shrigley's Pit - Coal Mine Adit/Stone Shed (Fig. 17)

An elongated hollow in the hillside marks the collapsed entrance to a mine adit cut into the Ringinglow coal seam. At the entrance is a spoil heap following the contour, with a flat working area on its top. By the adit entrance are the footings of a small drystone-walled shed. A tramway (feature 100) terminates at the working area, passing a ruined building (feature 118). Adits at 119 and 120 on the other side of the stream are also part of the complex.

This mine is known to have been working in the 1840s as there is surviving documentation of a dispute between Shrigley, the owner, and the Cromford and High Peak Railway Company, caused by damage to the mine coal trucks (John Leach pers. comm.). This implies that the tramway from the mine to the railway was in use at this date. It must have fallen out of use by the late 1850s when the railway incline was remodelled (see feature 101).

122. Possible Track (Fig. 17)

A possible terraced track running diagonally up the slope; alternatively it may be a natural terrace. It is cut at the downslope end by a landslip hollow, while upslope it fades away. If a track, it presumably ran to the Shrigley's Pit coal mine (feature 121).

123. Terraced Path/Quarries (Fig. 17)

Four small trial quarry pits on the crest of a steep spur. One, sited below the crest, is approached by a terraced path.

124. Quarries (Fig. 17)

Two small quarries on the ridgetop which look much like wall builders pits. However, in one case it is overlain by a wall, which may suggest an earlier date.

125. Quarries (Fig. 17)

Two small quarries on the ridgetop which look much like wall builders pits. The wall which surrounds then was already in place by 1849 when the Fernilee Tithe map was drawn. The quarries cut track 72.

126. Disused Turnpike Road (Fig. 17)

This stretch of abandoned 18th century turnpike, is now a grass-covered lane with drystone walls to either side. When first built the road was probably unwalled, as indicated by another stretch of the same road (feature 22), and a freestanding gatepost (feature 129) set beyond the wall and probably dating from before the wall was built. Maps illustrate that the walls had been added by the mid 19th century. There is a road builders quarry (feature 127) adjacent to the road, and upslope drains to the south-east (feature 131).

This stretch of road was built between 1767 and 1776, as a diversion of the original 1724 Derby to Manchester Turnpike (Radley 1963, Dodd and Dodd 1974, Roberts 1989). The construction date has been narrowed down here for the first time. It is shown on a private enclosure agreement map of 1776. In contrast, it is not shown on Burdett's 1767 county map. The road at 126 was abandoned between 1812 and 1824, when a new turnpike diversion was built to the east (the present main road) that took a more sinuous route to achieve a gentler gradient.

127. Quarry (Fig. 17)

A small quarry at the side of the 1767-1776 diversion of the Derby to Manchester Turnpike (feature 126), which may well have been dug when the road was built to provide road metaling.

128. Fold (Fig. 17)

A small rectangular fold abutted to the roadside wall of the 1767-1776 Derby to Manchester Turnpike diversion (feature 126). It is marked on the 1879 Ordnance Survey map, the first available detailed map of this part of the valley.

129. Gatepost (Fig. 17)

This freestanding gatepost lies adjacent to the 1767-1776 Derby to Manchester turnpike road diversion (feature 126) (Dodd and Dodd 1974, Roberts 1989). As it is set out of alignment with the roadside wall (which has two in-situ gateposts for the field track), this suggests the post pre-dates the wall. It may well have been set up as part of a pair when the road was first built, at a time when it had no roadside walls, as a gate restricting access onto the track from the turnpike.

130. Hollow Way (Fig. 17)

A slight hollow way running parallel to the 1812-1824 diversion of the Derby to Manchester Turnpike, the existence of which suggest the turnpike followed a minor pre-existing route.

131. Gullies (Fig. 17)

A series of parallel narrow gullies, which appear to be drains, presumably dug at different dates, to keep water off the 1767-1776 diversion of the Derby to Manchester Turnpike (feature 126).

132. Terrace (Fig. 17)

A short terrace that may have been built as an embankment for the 1767-1776 diversion of the Derby to Manchester Turnpike (feature 126). Alternatively, it is a fortuitous geological feature.

133. Demolished Buildings/Rain Gauge (Fig. 17)

An iron railing set in a square marks the site of a rain gauge, presumably dating from the 1930s. Two amorphous piles of rubble mark the sites of earlier buildings, although 19th century maps indicate they do not now accurately reflect their original shapes. A 1853 estate plan shows three small roadside buildings, and by 1879 (Ordnance Survey twenty-five inch to a mile map) the central one of these had been enlarged. The function of these buildings is not known. The buildings were demolished in the 1930s when the Fernilee Reservoir was built.

134. Waste Heaps/Unfinished Railway Cutting (Fig. 17)

Large spoil heaps lie to the side of a deep, long and straight cutting, which lies just outside the survey area. A previous owner of Longhill Farm, which is sited adjacent to the cutting, has 19th century documentation of a claim for compensation from a railway company driving a line from Ambergate to Buxton for cutting their property in half (John Leach pers. comm.). The company building this line, the Manchester, Buxton, Matlock and Midlands Junction Railway Company, never registered their intention to build a railway over Long Hill, thus the cutting must have been an early trial carried out without official sanction. Presumably it was undertaken in the 1840s as part of the planned Manchester to Matlock line, seeking a high level route over the western moors, perhaps with the intention of joining the Cromford and High Peak Railway at the top of the Bunsal incline. In the event, the final line chosen was

started in 1848-9, starting from the south and laid from Ambergate to Rowsley. It was not extended to Manchester until 1860-67, when the Midland Railway laid the line up the Wye valley and through the long Dove Holes tunnel (Hudson 1989).

135. Quarries (Fig. 17)

An unusual group of small/moderate linear quarries in two parallel lines, suggesting they were following specific beds of stone. They are cut by the present walled lane planned in 1804, but cut the hollow-ways (feature 103) that proceeded the lane. This suggests they were dug just after the turn of the 19th century to provide walling stone for nearby walls laid out at the time of the Hartington Enclosure Award.

136. Shrine (Fig. 17)

A small outdoor shrine comprising a stone plinth, flanked by re-used gateposts, supporting a small stone cover protecting a mosaic plaque. When inspected in 1994 the feature had recently been restored. The shrine was first erected in the mid 20th century (Geoff Howe pers. comm.).

137. Hollow Way (Fig. 17)

A slight hollow way which runs parallel to lane 107. One braid appears to be a continuation of route 110, a pre 19th century route joining route 103 and replaced by 107. The other braid is more difficult to understand, as it turns northwards, here overlying the 103 hollow ways, and then fades away.

138. Engine House - site of (Fig. 17)

This engine house, located at the top of the Bunsal Incline, was constructed for the Cromford and High Peak Railway (feature 12). It was built in 1825-31 and was abandoned in 1892 when this part of the line was closed (Nixon 1969, Harris 1971, Rimmer 1985,). When first built, the Bunsal Incline was divided into two straight sections, with engine house 101 part way up, at the change in angle. This wound wagons up the lower part of the incline, to a short horizontal section by the engine house, where wagons were transferred to the upper incline chains connected to engine house 138. In 1857 the incline was modified, with a new sweeping curve at the centre, making engine house 101 redundant, the whole incline being powered by the top engine house.

The top of the incline is within a cutting, which includes a broad area south of the line at the change of angle. This is the site of the demolished engine house. No footings or other associated features are visible, with the exception of the large reservoir used to feed the steam engine, set at a distance, and described here as feature 139.

139. Reservoir (Fig. 17)

This reservoir, retained on the downslope side by the embankment of the Cromford and High Peak Railway, was built in the 1820s and fed the Bunsal Incline top engine house (feature 138). It is not clear if the reservoir was artificially deepened, or whether enough water was retained by the embankment without resorting to further excavation.

140. Quarries (Figs 17, 20)

A moderate-sized quarry with 5 quarry pits to either side of the Cromford and High Peak Railway. There are two embankments here, one supporting the original 1820s line, the other built in the 1860s to lessen the curvature of the bend. The quarries presumably provided material for both embankments.

141. Sheepfold (Fig. 16)

A triangular fold built abutted to the roadside wall of lane 107. In the north-east corner is a footgate and the internal side of the east wall incorporates a small stone-lined recess. The fold is shown on the 1880 Ordnance Survey map, but not an estate map of 1853, suggesting it was built between these two dates.

142. Mound (Fig. 18)

A small earthen mound measuring about 5.0m across and 0.3m high, built on thick blanket peat. That it has not been masked by peat growth suggests it is not a prehistoric burial feature. One possibility is that it is a medieval or early post-medieval county boundary marker, used before the adjacent drystone wall was built.

143. Castedge Colliery - Coal Mine Shafts (Fig. 18)

On the hillside above Castedge are four to seven coal mine bell-pit shafts. Those downslope to the south-east have virtually no spoil, indicating the coal seam was very close to the surface. One shaft to the north-west has more spoil and must have been somewhat deeper. They are all sunk into the Simmondley coal seam. Analogy with the Goyt's Moss Colliery (feature 203) may indicate this shaft type is of 18th century date. However, their form may well be a product of the depth of the seam rather than date. Thus, extraction in the 17th to 19th century should be considered. As they lie within parkland created when Errwood Hall (feature 89) was built in the 1830s-40s, they are unlikely to be later in date that this. In 1811 Farey's list of collieries notes one at Castedge, but it is unclear if this refers to the features at 143 or those at 150 and 151.

144. Lynchet (Fig. 18)

A slight lynchet to either side of the site of a field boundary. No boundary has been recorded here from 1845 onwards, the date of the earliest detailed map available for this part of the survey area. It runs parallel to feature 83 and these may be remnants of enclosure associated with Castedge (feature 146), which pre-dates the conversion of this area into a small area of parkland after the building of Errwood Hall in the 1830s-40s.

145. Platform - Probable Disused Tennis Court (Fig. 18)

This level rectangular platform is about the correct size for a tennis court and given the proximity to Errwood Hall (feature 89) this seems a likely interpretation. It does not appear on Ordnance Survey maps of 1881 and 1899 (surveyed 1870-72, 1896-7), thus it is likely to have been created after these dates, built before the hall was sold in 1930.

146. Castedge - Demolished Building (Fig. 18)

The demolished remains of two buildings, with associated yards, comprising bases of walls surrounded by rubble. There was a third building to the south-east, at the northern end of Errwood Hall's kitchen garden. This was apparently a greenhouse (Geoff Howe pers. comm.). A fourth building to the south is listed as feature 147. The main building at the centre, once a dwelling, is long and rectangular and has nine internal divisions. The other stone building, to the north-west, was a small outbuilding.

Castedge is marked on Sanderson's 1836 map, the first available map of this part of the valley. The more detailed Taxal tithe map of 1845 shows the main building but not the two outbuildings. The north-west outbuilding had been added by 1870-72 (the survey date of the 1881 Ordnance Survey map), while the greenhouse had been added by 1899 (Ordnance Survey map). The main building was lived in by staff of Errwood Hall (feature 89). However, it was probably in existence prior to the hall and therefore may have started life as a farm or cottage. The buildings were demolished in the 1930s when the Fernilee Reservoir was built.

147. Castedge - Demolished Building (Fig. 18)

The demolished remains of a rectangular cottage, at one end of Errwood Hall's kitchen gardens. It is marked on Sanderson's 1836 map, the first available map of this part of the valley. It was lived in by staff of Errwood Hall (feature 89). However, the building was probably in existence prior to the hall and therefore may have started life as part of a farm or as a cottage. The building was demolished in the 1930s when the Fernilee Reservoir was built.

148. Terraced Track (Fig. 18)

A terraced cart track, running from Castedge (feature 146) and Errwood Hall (feature 89) to the crest of Stake Side ridge, and then continuing along a still-used stretch of track, to join the Buxton to Macclesfield Turnpike between Stake Farm and the Cat and Fiddle. Throughout its length it rises up steep slopes diagonally. There is a branch to coal mines at feature 150, and two branches on the steep slope above, presumably built for plantation management. The main track already existed in c. 1840, the date of the earliest map of this part of the valley. It was possibly built in the 1830s, at the time Errwood Hall was built, as an access route from the south-west.

149. Castedge Colliery/The Little Mine - Coal Mine Adit (Fig. 18)

A small oval hollow, masked by rhododendron bushes, with a small adjacent spoil heap, is the run-in entrance to a coal mine adit. It is shown on a mine plan dated 1933 as a level previously giving access to pillar and stall working and subsequently kept open as a second entrance for ventilation purposes (anon 1933). The Simmondley coal seam is noted as only one foot three inches thick (0.4m). The mine was only worked intermittently, as coal is shown as extracted in 1933, 1930 and prior to 1920. The adit at feature 149 was at a higher level than that at feature 160, as the seam dipped steeply to the east. Thus, it is likely that the 149 level was driven at an earlier date and coal worked up-dip from this before level 160 was driven. The 1933 plan supports this as it marks the seam up-dip as 'old workings' while that downdip is labelled differently, noted as 'coal got previous to September 1920'. Thus level 149 is likely to date well before 1920. This is supported by the 1899 Ordnance Survey six inch to a mile map which shows adit 160 but not 149, suggesting the latter was already disused except for ventilation by this date. It was within the small ornamental plantation by this date.

150. Castedge Colliery - Coal Mine Shafts and Adit (Fig. 18)

On the slope above the stream are between one and four bell pits dug to the thin Simmondley coal seam, together with a run-in adit with spoil heap. The two certain features are connected by a track running diagonally to the Errwood Hall to Cat and Fiddle track (feature 148). The track is crossed near the adit by a wall known to have been here since at least the mid 19th century; there is no sign of a gate. These features are a relatively early part of Castedge Colliery, as are features 143 and 151, worked prior to driving levels 149 and 160, which worked the coal further underground, down-dip, immediately south-east of features at 150 and 151. When the first workings at 150 took place is not clear, but this is likely to have been in the late 18th or early 19th centuries. In 1811 Farey's list of collieries notes one at Castedge, but it is unclear if this refers to the features at 143 or those at 150 and 151.

151. Castedge Colliery - Coal Mine Shafts (Fig. 18)

On the slope above the stream are five bell pits dug to the thin Simmondley coal seam. One of the run in shaft hollows contains water and this has previously been mistaken for a dew pond. These shafts are a relatively early part of Castedge Colliery, as are features 143 and 150, worked prior to driving levels 149 and 160, which worked the coal further underground, down-dip, immediately south-east of features at 150 and 151. When the first workings at 151 took place is not clear, but this is likely to have been in the late 18th or early 19th centuries.

In 1811 Farey's list of collieries notes one at Castedge, but it is unclear if this refers to the features at 143 or those at 150 and 151.

152. Boundary Stones (Fig. 18)

These curious stones appear to be boundary markers. There are five of them, all small thin slabs under 0.5m high with rounded tops. There are two pairs, with stones facing each other and set about a metre apart. These are aligned diagonally up the slope, and the line is continued upslope by a slight path leading to a step stile over the ridgetop wall. The fifth stone stands alone, below the others, out of line and next to a wall corner. The upstream face of this is crudely inscribed '1837', and while the downstream face is marked '36'. Of the two paired stones, the two upstream stones are inscribed '37' and '36' on the upstream and downstream faces respectively. The other two stones are plain.

The date 1837 roughly coincides with the building of Errwood Hall in the late 1830s or early 1840s (feature 89) and the boundary may have been defined at the date the estate was acquired. However, it is unclear why the stones appear to have two consecutive dates. Alternatively, the numbers may be parcel numbers, but this does not explain why one is inscribed '1837'. The path may have been a traditional access path to the mines below (feature 151), defined at the time the hall was established.

153. Terraced Path (Figs 18, 19)

Two terraced paths, one from track 148, the other from Castedge (features 146, 147), lead to a footgate into woodland to the east. These may be landscaped paths through the hall grounds, built by the owners of Errwood Hall (feature 89), rather that normal through routes.

154. Braided Hollow Way (Figs 19, 19)

A braided hollow way running up the steep spur from Goytsbridge, running south-westwards to the Stake Side ridgetop, and heading in the direction of Macclesfield. It continued east of Goytsbridge towards Buxton as route 103. This route had been abandoned by the mid 19th century, by which time it had been replaced by track 148 and blocked by enclosure walls. Most of the braids are shallow, with the exception of the most south-easterly which is deep. This was still in use in c. 1840.

155. Hollow Way (Fig. 18)

A track in a shallow hollow way, which demonstrates that the adjacent modern track is a continuation of track 148 and/or route 154, and that it was in use before the intervening drystone wall was built. This wall is shown on the c. 1840 Ordnance Survey one inch to a mile map, the earliest available map data for this part of the valley.

156. Sheepfold (Fig. 18)

A small rectangular fold abutted to a drystone wall, both ruined. The fold is not shown on maps of 1845, 1881 and 1899, although it may be just that it was overlooked as there were adjacent trees.

157. Cemetery (Fig. 19)

A small fenced family cemetery on the hilltop above Errwood Hall, a short walk from the hall along terraced paths through woodland. It was built for the Catholic occupants of the hall. The central gravestone, placed on a raised mound, commemorates the builder of the hall, Samuel Dominic Grimshawe who died in 1883, his wife Jesse Mary Magdalen Grimshawe who died in 1893 and a child who died in infancy. There is a family vault beneath this (Geoff Howe pers. comm.). There are four other gravestones, these record deaths occurring in 1882, 1896, 1901, 1903, 1909, 1911, 1924, 1929 and 1930. Three further graves are marked by un-inscribed iron crosses. The whole is surrounded by an ugly modern fence.

158. Terraced Paths (Fig. 19)

Two terraced formal paths wind round the hill above Errwood Hall (feature 89). They start at short flight of steps from path 159 and lead to the family cemetery on the hilltop (feature 157).

159. Terraced Path (Fig. 19)

A formal woodland path starts at a flight of steps from the garden of Errwood Hall (feature 89). A second flight follows shortly. A third flight of steps leads to further paths (feature 158) and the family cemetery (feature 157). Path 159 continues westwards and joins the track to Castedge (feature 146). At the junction, flanking path 159, are two formal gateposts in fine ashlar, now dilapidated and part-missing.

160. Castedge Colliery/The Little Mine - Coal Mine Adit/Ruined Buildings/Track (Fig. 19)

A small hollow just above the stream marks the site of a run-in coal mine adit. Adjacent to this are the possible overgrown footings of a small stone building, while on the other side of the stream are the remains of a ruined stone shed and a terraced approach track from the lane above. The adit is shown on a mine plan dated 1933, as one of two levels (see feature 149), giving access to pillar and stall working. The plan also shows the approach track, which had two small adjacent buildings next to it (anon 1933). The possible building next to the adit entrance is not shown. The Simmondley coal seam is noted as only one foot three inches thick (0.4m). The mine was only worked intermittently, as coal is shown as extracted in 1933, 1930 and prior to 1920. The feature 149 adit was at a higher level than that at feature 160, as the seam dipped steeply to the east. Thus, it is likely that the 149 adit was driven at an earlier date and coal worked up-dip from this before adit 160 was driven and the coal between the two taken out. This coal is largely marked as removed before September 1920, and thus adit 160 must pre-date this. This is confirmed by the 1899 Ordnance Survey six inch to a mile map which shows adit 160 and a building on the other side of the stream.

161. Mounds/Pits (Fig. 19)

This area has at least 17 small mounds, mostly with adjacent pits. One possible explanation is that they are at the sites of mature trees which have blown over. No trees are shown here on maps from the mid 19th century onwards.

162. Road (Fig. 19)

A short stretch of road running from the present road to Errwood Reservoir. This was part of the main route up the valley until the 1960s, when the road was diverted in conjunction with the reservoir being built. The road had followed the feature 162 line since at least c. 1840, the date of the Ordnance Survey one inch to a mile map, the earliest map of this part of the valley.

163. Dew Pond (Fig. 19)

A small dew pond embanked on the downslope side. It is marked on the 1881 Ordnance Survey twenty-five inch to a mile map (surveyed 1870-72), the first available detailed map which shows such features. It is likely to have been created earlier in the 19th century.

164. Quarry (Fig. 19)

A small quarry with upcast downslope. This may be a trial quarry rather than a wall builders pit.

165. Ruined Tree Wall (Fig. 19)

A ruined drystone wall surrounding a single mature tree. This is shown on the 1899 Ordnance Survey map (surveyed 1896-97) but not that of 1881 (surveyed 1870-72), suggesting it was built between these two dates.

166. Terraced Track (Fig. 19)

A carefully terraced track, continuing that still in use from Errwood Hall (feature 89) and Castedge (feature 146), to the other side of the present valley road. It starts as a wide, well built, terrace to a point opposite peat cut 167, where it suddenly changes to a crude terraced path. This feature is not shown on maps from c. 1840 onwards. It may be an unfinished route from Errwood Hall, built in the 1830s, which was abandoned as impractical due to the steepness and/or instability of the valley-side immediately upstream of its terminal point. Alternatively, it could have been a scenic carriage drive that was never intended to be extended, the users from the hall dismounting at this point and walking the rest of the picturesque route to the stream.

167. Peat Cut (Fig. 19)

A large, well-defined, peat cut, with the dug edges upslope. Who was cutting this peat and at what date is far from clear. Presumably it was used at Goytsclough Mill (feature 190) or one of the nearby farms (features 114-15, 146, 196). It is unlikely to have been used at Errwood Hall (feature 89), as this is adjacent to Castedge Colliery (features 143, 149-51, 160).

168. Goytsclough Quarry (Figs 19, 21)

A relatively large gritstone quarry cut into the steep hillside above the river. The road runs through the dressing floors, with large waste heaps dropping steeply to the river below. At its southern end are footings of Goytsclough Mill and other buildings (feature 190). The lack of broken products suggests it was building stone that was being quarried. There is a local tradition that it was worked in the 17th century by Pickford's, of later transportation fame (Harris 1971). The Pickford's certainly owned land in the valley in the mid 19th century, as their name appears on an 1853 estate map. However, the quarry has the appearance of a later feature, of 18th or 19th century date. It is shown on the Ordnance Survey one inch to a mile map of c. 1840. The northern part of the quarry had reached roughly its present extent by 1870-72, the date that the survey was undertaken to produce the 1881 twenty-five inch to a mile Ordnance Survey map. However, the quarry face south of the Deep Clough stream, catalogued here as feature 205, was not started until the 20th century, when the remains of the Goytsclough Mill were removed (see features 190, 205).

169. Track (Fig. 19)

A track which became disused when this part of the valley was flooded in the 1960s. It gave access to moorland from Goytsbridge and continues here as feature 170. It is shown on the c. 1840 Ordnance Survey one inch to a mile map, the first map of the valley which shows such details.

170. Braided Hollow Way (Fig. 19)

A little used hollow way with two main braids, both shallow. It gave access from Goytsbridge, via feature 169, to moorland. At least one of the braids is of some antiquity, as it is truncated by the upslope enclosure wall which has been here since at least 1614 as illustrated by an estate map of that date.

171. Shooting Butts (Fig. 19)

A line of 6 disused shooting butts, all turf built, semi-circular in plan, open to the north-east and facing south-west. Downslope to the east, nearer the stream is a second line of disused

butts (not shown on the plan), which now each comprise only boards on two timber uprights. Both sets of butts are presumably 20th century in date.

172. Shooting Butts (Fig. 19)

A line of 5 currently-used shooting butts. The southern two comprise a simple turf wall with boards. The three northern butts have recently been rebuilt in stone (and the other two presumably will be rebuilt in the near future). These are U-shaped in plan, open to the south-west and face north-east.

173. Limekiln (Fig. 19)

This is a fine example of a limekiln. It is drystone-wall retained on the downslope side, the wall still standing to nearly its original height. At the centre of this side is the drawing hole, with a short passage leading to the internal base of the kiln. This passage is bottle-shaped in section, with a top hole separated from the passage below by a horizontal slab. This was presumably a draft hole. The kiln was loaded from the top and there is a short approach track from the north-west which joined lane 107. It was emptied from the lane below the kiln, which again joins lane 107. The location against this routeway suggests that lime was brought down lane from the Buxton/Burbage area, the nearest source of limestone. Coal to fire the kiln may have come from within the valley, perhaps from the bell pits at feature 174. The lime from the kiln was presumably used on the fields in the immediate vicinity and on the fields below in the valley bottom around Goytsbridge (see features 114-115).

174. Coal Mine Shafts (Fig. 19)

On the gentle slope above the stream are five bell pits sunk into the Ringinglow coal seam, which was presumably discovered in the stream bed nearby. One shaft mound is crossed by a drystone wall built in the first half of the 19th century. Analogy with the Goyt's Moss Colliery (feature 203) may indicate this shaft type is of 18th century date. However, their form may well be a product of the depth of the seam rather than date. Thus, any date in the 17th to early 19th century should be considered for extraction. They are not given in Farey's list of mines published in 1811, thus are unlikely to have been active at that date.

175. Track (Fig. 19)

A track in a shallow hollow way which may be relatively modern, associated with grouse shooting.

176. Braided Hollow Way (Figs 19, 20)

A braided hollow way which ran from Goytsbridge to Buxton. It continues west from Goytsbridge as features 31 and 154. In the valley bottom feature 176 comprises shallow hollow ways, but further east as it rises it becomes heavily braided, some deep. On the ridgetop it is a single deeply-cut hollow way. The route is probably of some antiquity, thought to be on a salt route which ran through Macclesfield and Buxton, coming from the salt production centres on the Cheshire Plain and going to Sheffield and Chesterfield (Dodd and Dodd 1975). It was disused by the early 19th century at the latest, as it is truncated by the Cromford and High Peak Railway built in the 1820s.

177. Field Boundary Banks and Ditches (Fig. 19)

A series of four banks and ditches mark the sites of field boundaries in an area which had reverted to rough grazing by 1880 when the 25 inch to a mile Ordnance Survey map was produced. The two northern ones are shown on an estate map of 1853 but were disused by 1880. These lie in an area that had been enclosed since at least 1614, as illustrated by an early estate map drawn at that date. The two southern boundaries lie within an area enclosed between 1614 and 1804, the date of the Hartington Enclosure Award map. The two redundant boundaries here are internal divisions that were probably put in at an early date but which had been abandoned by 1804.

178. Stone (Fig. 20)

This small vertically-placed stone stands c. 0.5m high. While it has possibly been set upright by man, it is more probably a fortuitously placed stone that has arrived in its present position through natural agencies.

179. Quarries/Sheepfold (Fig. 20)

A moderated-sized quarry with four pits adjacent to the line of the Cromford and High Peak Railway. The largest one was probably dug in the 1820s to provide material for the adjacent embankment, while the others may have provided stone for the trackside walls.

Adjacent to the quarries is a sheepfold. This has been added since 1879, the date of the Ordnance Survey first edition twenty-five inch to a mile map.

180. Ruined Building/Sheepfold (Fig. 20)

Adjacent to the Cromford and High Peak Railway line (feature 12) are the stone footings of a rectangular shed. This is not shown on maps of 1853 and 1879, and it may have been a temporary structure built and used in the 1820s while the tunnel (feature 181) was being dug.

Nearby is a two-compartment sheepfold abutting a boundary wall. This has been rebuilt but retains two footgates and a small, square, stone-lined, niche on the inside of the eastern wall. The fold is shown on the 1879 Ordnance Survey map but not an estate plan of 1853, suggesting it was built between these dates.

181. Bunsal Tunnel Entrance (SMR Derbys 7173) (Fig. 20)

This railway tunnel is part of the 1820s Cromford and High Peak Railway (Nixon 1969, Harris 1971, Rimmer 1985). The north-west end has lost its original ashlar terminal facing and the first metre or so of the tunnel lining. At the point where it survives intact, it is sealed with steel doors. The tunnel is approximately 540m long and the south-east end falls outside the survey area. The quarry which provided the gritstone lining has been identified (feature 183) and this is linked to both ends of the tunnel by a tramway (feature 182).

182. Tramway (Figs 20, 22)

From quarry 183 a terraced causeway runs down across the contour keeping a regular gradient, turns sharply at a stream and continues gently down in a shallow gully. On a flat area below a well-defined causeway splits, one branch leading as a narrow terraced causeway to the north-west end of the Bunsal Tunnel (feature 181), the other heading towards its other end.

This feature has all the characteristics of a tramway. Its association with features 181 and 183 indicate that it was used to transport stone from the quarry to both ends of the Bunsal tunnel, to be used for its lining.

183. Quarry/Stone Shed (Fig. 20)

A moderate-sized stone quarry cut into a massive gritstone bed. This has two main working areas with a single dressing floor below, on the flat crest of the spoil heap. Below this are the ruins of a small stone-built shed, presumably for tools. Tramway 182 leaves the quarry to the south-east.

The quarry was dug in the 1820s specifically to provide stone for lining the Bunsal Tunnel (feature 181) on the Cromford and High Peak Railway (feature 12).

184. Field Boundary Lynchet (Fig. 20)

This lynchet extends the line of a ruined wall to the south-west. The wall ran continuously here until removal after 1879, the date of the 25 inch to a mile Ordnance Survey map. It was built some time between 1614 and 1804 as illustrated by maps of these dates.

185. Quarry (Fig. 20)

A long thin quarry, presumably following a specific bed of rock. It interrupts boundary feature 186, but is overlain by a later drystone wall. The wall has been here since before 1804, the date of the Hartington Enclosure Award plan. Thus, the northern pit of the quarry at least presumably dates from prior to 1804. However, the southern part of the quarry was walled out between 1804 and 1853, suggesting it was still active at this time.

186. Field Boundary Bank and Ditch (Fig. 20)

A clearly defined bank and ditch of small proportions, as usually found defining pre-19th century field boundaries. There is a possible continuation in the next field southwards, on the other side of quarry 185, but here only a gully is clearly visible. To the north the boundary feature appears to terminate at a drystone wall.

The feature as a whole cross-cuts the present field pattern, which has been here since at least 1804, as these fields are shown as pre-existing enclosure on the Hartington Enclosure Award plan of this date. However, while Feature 186 was created well before 1804, it post-dates 1614, the date of an early estate map which shows this whole area as open common.

187. Probable Peat Cut (Fig. 21)

Two shallow pits which may well be peat cuts, but alternatively could be fortuitous erosion or peat-fire scars. If peat cuts, they were presumably dug by the occupiers of Stake Farm, as this is the only dwelling in the vicinity (but outside the survey area). Feature 187 lies within the nearest peat source to the farm.

188. Braided Hollow Way (Fig. 21)

A hollow way, relatively little used, with shallow braids. The braids are most extensive on the slope from the western ridgetop. Further east it is a single hollow way, in parts hard to follow. It went to Goytsclough Farm (feature 196), then continued eastwards as feature 195.

189. Track (Fig 19)

A short stretch of hollow way, truncated at the south-east end by Goytsclough Quarry (feature 168). The date and destinations of this feature are obscure.

190. Goytsclough Mill/Cottages (Fig. 21)

At the southern end of Goytsclough Quarry (features 168, 205) are several ruined structures. To the north of the Deep Clough stream is a levelled platform, once walled round and retained on its downslope side to the east. In the south-west corner of the platform are slight traces of a rectangular building or yard. South of the stream are traces of a second building, comprising only one surviving corner set into the steep slope above the stream. A rectangular bank further east, in the base of the quarry, may well be nothing more than quarry spoil.

These ephemeral traces are all that remain of the Goytsclough Mill complex. It is shown on various 19th century maps. The 1845 tithe map of Taxal shows three main buildings, one of which appears to be that identified north of the stream. When the 1881 Ordnance Survey 25 inch to a mile map was surveyed, in 1870-72, the main building to the east had been enlarged, while the building north of the stream may have been in ruins. By the time the 1899 six inch to a mile edition was produced (if not before) several smaller outbuildings seem to

have been added, that with a surviving wall corner south of the stream being one of these. By this date the whole complex was in ruins. It was subsequently (after 1909) mostly quarried away (feature 205). The mill pond (feature 192) and its leat (feature 194) survive on the hill above.

On the 1881 Ordnance Survey map the complex is shown as a paint mill, stone from the quarry presumably being used as the grinding agent for producing pigment. It is thought to have been using barytes as the source of pigment (John Leach pers. comm.). Barytes was commonly used in the making of white paint. It is unclear if this was quarried or mined in the vicinity, there are no known sources, or whether it was imported from mines on the limestone plateau to the east. Barytes is known to have been mined on Grin Low south of Buxton, a site connected to the upper Goyt Valley coal mines (see feature 203) by turnpike roads. One of the buildings on site was domestic rather than industrial in character, comprising cottages (Geoff Howe pers. comm.).

The c. 1840 Ordnance one inch to a mile map shows the mill as a 'scouring mill', used for preparing wool, indicating a change of use in the mid 19th century. The first known map showing the site, where it is marked simply as a 'mill', is Sanderson's county map of 1836. It was presumably built in the 18th or early 19th centuries.

191. Packhorse Bridge (Fig. 21)

A single span, narrow packhorse bridge, with a plain round arch. This bridge, of probably 17th or 18th century date, was rebuilt here in the 1960s when its original site at Goytsbridge (feature 113) was flooded under Errwood Reservoir (Dodd and Dodd 1975).

192. Mill Pond (Fig. 21)

An elongated pond following the contour, which is embanked on the downslope side and retained internally by drystone walling. Water is fed to the pond by a contour leat (feature 194). It was used by Goytsclough Mill (feature 190), sited by the stream below to the north and now mostly removed by quarrying. There are no clear traces of a mill race. The pond is shown on the 1845 tithe map of Taxal and was presumably built at the same date as the mill, probably in the 18th or early 19th centuries.

193. Underground Reservoir (Fig. 21)

This 20th century underground reservoir is embanked on the downslope side, has part of its top walled round, and has walled manhole entrances at the corners.

194. Mill Leat (Figs 21, 22)

This leat follows the contour, starting at the River Goyt and feeding the covered reservoir (feature 193) above Goytsclough Quarry. The first part of its course, below the lower road is now covered, but originally was probably open. The leat was first built to feed the mill pond (feature 192) for Goytsclough Mill (feature 190), probably built in the 18th or early 19th centuries.

195. Hollow Way (Figs 21, 22)

A little used hollow way leading from Goytsclough Farm, and route 188 beyond, to a ford over the River Goyt (now with modern bridge - feature 222). East of the river it comprises two braided branches heading towards Buxton. The north-eastern route fades away and cannot be followed out of the survey area. The eastern route becomes a relatively deep hollow way as it crosses the ridgetop. It is overlain by the long north/south drystone wall at the survey area edge. There is no sign of a gate, and as the wall has been here since at least the 1820s, as shown by its relationship with feature 12, this suggests route 195 was disused by this date.

196. Goytsclough Farm - Demolished Buildings (Fig. 21)

The demolished remains of two buildings, with associated yards or gardens, comprising bases of walls surrounded by rubble. The dwelling was at the north-east. The other was a smaller outbuilding. The farm is marked on the c. 1840 Ordnance Survey one inch to a mile map, the first available map of this part of the valley. The more detailed Taxal tithe map of 1845 shows both buildings. They were demolished in the 1930s when Fernilee Reservoir was built.

197. Boundary Ditch (Fig. 21)

A deeply-cut gully dug through the blanket peat, which continues a boundary wall westwards and meets a similar feature (198) at right angles. They are shown on the Ordnance Survey map of 1881, surveyed in 1870-72, but not on the 1845 tithe map for Taxal. This suggests they were built between these two dates. Against this is the change in wall angle at the eastern end of feature 197, the wall here by 1845, which suggests feature 197 already existed before this date but was not shown on the map. In either event, the ruler straightness of both boundaries 197 and 198 suggests they are 19th century features.

198. Boundary Ditch (Figs 21, 23)

A deeply cut gully dug through the blanket peat, which meets a similar feature (197) at right angles. They are shown on the Ordnance Survey map of 1881, surveyed in 1870-72, but not on the 1845 tithe map for Taxal. This suggests they were built between these two dates. Against this is the change in wall angle at the eastern end of feature 197, the wall here by 1845, which suggests feature 197 (and thus 198) already existed before this date. In either event, the ruler straightness of both boundaries 197 and 198 suggests they are 19th century features.

199. Quarry (Figs 21, 22)

A moderate-sized quarry with several pits, all adjacent to the old north/south valley road. This road has been here since at least the beginning of the 19th century, but began to be superseded when the present road was built below between 1845 and 1870-72. The dressing floor of the quarry is on the line of the road, which may suggest that it was in used after the old road ceased being in general use. The quarry is not marked on the 1881 Ordnance Survey twenty-five inch to a mile map (surveyed in 1870-72).

200. Terraced Paths/Track (Figs 21, 22)

Two parallel paths lead diagonally up the hillside. They continue along the crest southwards, as a terraced track, returning down the slope diagonally to join feature 207. Where it crosses a stream gully it is carefully retained by drystone walling on the downslope side. The purpose of feature 200 is uncertain. It does not appear to be associated with nearby coal mining. One possibility is that it was built in association with early grouse shooting; there is a shooting cabin relatively close by (feature 202).

201. Quarries (Fig. 21)

A group of four small quarry pits at the crest of the steep valley side. While they may be wall builders pits for a nearby wall, one of them has a drywalled platform within it and they lie adjacent to track 200.

202. Jacob's Cabin - Shooting Cabin (Fig. 21)

Stone footings remain of a square shooting cabin. This is marked on the 1881 Ordnance Survey map (surveyed 1870-72), the first available map to show such detail.

203. Goyt's Moss Colliery (Burbage Colliery/Castids Common Colliery) (SMR Derbys 7145) (Figs 21, 22, 23, 24, 27, 28, 29)

The distribution of all the colliery features in relation to other archaeological features is given in figures 21-24. To bring all the colliery features together they have been redrawn on figure 27. Analysis of the colliery is presented in figures 28 and 29. Because of the importance of the colliery, data was collected on each shaft in the form of sketch surveys and brief description. Copies of the field recording sheets are included in a supplementary volume. The catalogue numbers used in the shaft survey are given on figure 27. Note, this is a separate numbering sequence to the catalogue numbers for the Goyt Valley survey as a whole, as used on figures 21-24. One effect is that catalogue features 243, 252, 254-259, 275 also have different shaft survey numbers.

This colliery covers an extensive area of the Goyt's Moss basin at the head of the River Goyt. It exploited the Goyt or Yard Seam, which due to the complexly faulted and folded nature of the local geology, outcrops at the edge of a large oval area about 1.0x1.5km across, centred on Derbyshire Bridge. At the heart of this area, virtually all of which has had its coal extracted over the centuries, this seam is about 15-30m below the surface. Between the heart and the outcrop at the edge it is up to double the depth due to the ground surface rising steeply to the ridgetops which surround the basin. The seam was 1.4m thick but the coal was sulphurous and thus most suitable for industrial rather than domestic purposes. The majority of the output was used at the limekilns at Grin Low just south of Buxton.

The surface remains of the colliery are extensive and varied, including over 50 opencast pits, 163-172 shafts of various types, many with adjacent gin engine mounds, the majority with access causeways. There is also a drainage sough tail (feature 214), and associated turnpike roads (features 250, 264, 265, 272, 273), some of which were built especially to access the coal mines. The inter-relationship of dated roads to shaft causeways, the dendritic nature of the way causeways developed, and the different types of shaft present, allows the development of the colliery to be reconstructed.

Surrounding the majority of the shafts, which date from the 18th and early 19th centuries, are a scattering of others that were used for ventilation and drawing from a later 19th century mine, Burbage Colliery, which worked the then remaining reserves (features 243, 252, 254-260, 275). These reserves were removed using pillar and stall working, with the main access via a long adit driven from Burbage beyond the survey area to the east.

The general history of the colliery is relatively well documented (Roberts and Leach 1985; Leach 1986, 1987) and two colliery plans have also been consulted to compile the account given here (Staley 1818, anon. 1902). This description will concentrate on the visible archaeology, with only a brief restatement of the history to place features in their context.

Surface working probably started in the 17th or early 18th century, with shaft sinking beginning in the 18th century, probably by the 1730s. Access to the coal pits was initially by hollow way, but transportation was radically improved with the building of the Buxton to Macclesfield Turnpike in 1759. This made larger scale extraction more practical and production was increased, particularly from the 1780s onwards, and a peak in profits was reached between 1790 and 1810. In order to capture a part of these profits, the Buxton to Leek Turnpike Trust built a branch road to the colliery in 1773. From this date onwards the two trusts competed for the trade. Mining by sinking relatively closely-spaced shafts was the norm until the mid 19th century. By this date all the coal close enough to the surface to be economically extracted by this method had been removed. Two areas of reserve still remained, to the east and south, both predominantly at greater depth because of ridgetops above. To extract this coal a level was driven from Burbage, and air and pumping shafts sunk. The level, part of Burbage Colliery, a mine which also extracted coal from the Ringinglow seam under Axe Edge, reached the eastern area of the Goyt's Moss reserves in the 1850s. Working continued here until 1880. At the same time the level was gradually extended, reaching the southern reserves in 1868. These were exhausted by 1893. The coal supporting the main drive ways through both areas was removed in 1993-94, presumably collapsing these levels in the process.

Although all the 18th and early 19th century shafts depicted on figures 27-29 superficially appear to be integral parts of Goyt's Moss Colliery, this is not the case in some instances. The Castids Common area, west of the River Goyt and north of the 1759 road, lay within Cheshire rather than Derbyshire. Before 1780 they were mined as two separate enterprises. However, from 1780 mining in the two areas was controlled by the Duke of Devonshire, who owned the Derbyshire land and rented that in Cheshire. Both areas supplied the Duke's kilns at Grin Low. In order to maximise profits while the mines were at their peak, the Duke managed them directly through his estate from 1790 to 1828, rather than rent out the mining rights.

The different types of opencast pits and shafts employed over time are a direct reflection of the depth of the coal seam below the surface. The earliest features are the opencast pits to the north-east. These have been dug close together, and are irregular in shape and depth. They only occur at the north-eastern part of the coal outcrop, indicating this is where the coal was first discovered. In contrast, elsewhere round the peripheral outcrop there are no workings, indicating the position of outcropping coal was not known about until discovered in the 19th century by following the seam up from depth.

Close-spaced 18th and early 19th century shafts cover much of the visible colliery. There are 155-164 of these, and they are of 2-3 different types. All had one thing in common, they needed to be close together to overcome ventilation problems. Their close spacing also avoided the necessity to transport coal a long distance underground. A proliferation of shafts was only cost effective when each was relatively shallow. The earliest and shallowest shafts are recognised as simple hollows with no or only small spoil heaps. These would have had coal extracted by stowes (hand winches). At 2-3 examples at the north-eastern end of the colliery (shafts 152-4), the shaft hollows have diametrically opposite small mounds at their edges. The presence and character of these mounds may indicate that the shafts here had large frames erected to support hand wound head gear. If the shafts were similar to lead mines in the region the stowes were normally much smaller.

As shafts became deeper hand winches would have become impractical. For deeper shafts horse-drawn gin winding engines were used. These could have been of two basic types. The first to be developed (nationally rather than regionally) was the cog and rung gin, where the horse went round the shaft which had winding gear above. The later and more easily used whim gin had the horse circling the winding gear to one side of the shaft. By the early 18th century gin engines are well documented in Peak District lead mines. The earliest documentation is of the whim type, but cog and rung gins may well have also been in use (Jim Rieuwerts pers. comm.). The introduction of gins of any sort at Goyt's Moss may not have taken place until the mid or late 18th century, as shafts didn't become deep until this time.

Recognition of shafts which had whim gins is relatively easy (but not so in every case). These engines were normally placed on the upslope side of the shaft, to increase clearance. In many cases the gin was placed on a flat-topped, circular, mound which increases clearance further and also helped prevent water entering the shaft. An examination of the distribution of different types of whim gin features across Goyt's Moss (figure 28) suggests the trend to place the gins on a mound increased through time. Whim gins set on the ground surface or in slight hollows occur to the south and south-west, in an area likely to have been mined in the mid to late 18th century. In contrast, whim gins on high mounds are found to the east and north-west in areas mined at a late 18th or more probably early 19th century date.

Identifying cog and rung gins is problematic. In theory they should be visible as a relatively large-diameter, flat-topped, platform or hollow surrounding the shaft, used by the horse. Features matching this description do exist (figure 28). However, all these features are open to alternative explanation as the product of the collapse of shafts and the subsequent infilling of the resultant hollow.

As shafts fell out of use it was normal practice to seal them. To save time and materials, this is thought to have usually been done by blocking them a short distance below the top with

boards and then backfilling above this. In the western part of the Goyt's Moss Colliery small quarry pits cut adjacent to the sides of shafts are common that were used for this purpose (figure 28). Elsewhere, it may well be that shaft backfilling was achieved by removing part of the gin mound, or by collapsing the ginging (the drystone walling lining the shaft) at the top of the shaft. This would leaving a relatively small hollow at the shaft top from the outset. There are many such features today. In many other cases evidence for method of backfilling has gone, due to subsequent extensive collapse of the ground surrounding the shaft top.

The majority of shafts have suffered major collapse as the timber boards have given way and material has dropped down the shaft, with subsequent erosion leaving a hollow 5-10m across. These now often holding standing water. At the other extreme, a few shafts have clearly had no collapse whatsoever (e.g. shafts 84, 93). Many more have relatively small hollows, suggesting that although collapse has taken place, much of the shaft still remains unfilled and is prone to further collapse (from a health and safety viewpoint even shafts with large hollows should not be assumed to be safe). That the shafts are dangerous is demonstrated by shaft 105 which opened up relatively recently and is currently fenced out.

At shaft 105 part the drystone ginging has been revealed. Elsewhere, ginging can be seen at shaft 102, while the top of a shaft cut in solid rock is visible at shaft 17.

The range of collapse into shafts is well demonstrated at those with gin mounds. The gin mounds, all of which would have been circular originally, now range from near intact feature, to others where only a crescentric mound survives at the point furthest from the shaft. On flat, poorly drained land many of the shaft hollows are shallow but relatively large. These are the ones that may have contained cog and rung gins. However, the most likely explanation for them seems to be that they have silted with soil and/or filled with peat. This interpretation is indicated by the existence of several identical shaft hollows which have an adjacent gin mound; these clearly never had cog and rung gins.

The majority of shafts are associated with access tracks, often traceable as raised causeways. In other instances they are visible today as little more than linear vegetation changes. The tracks are usually of cart width. However, there is a small discrete concentration of narrow banks to the north-west which may have been designed to be used by barrows or packhorses. One of the most noticeable characteristics of the causeways is that they frequently change direction at shafts. This is particularly noticeable on Castids Common to the west. The angle changes indicate that causeways were extended gradually from shaft to shaft, new stretches added as new shafts were sunk. That causeway construction was a continually ongoing process is confirmed by the colliery account books which frequently include payments for this (Roberts and Leech 1985). That the majority of shafts have relatively little spoil associated with them suggests the material was used in causeway construction. Some shafts, particularly where causeways only needed to be short, do have spoil heaps as well as causeways and gin mounds. Where they occur they are normally low and placed on the downslope side opposite the gin mound. Causeways run to them and they would have been used as working areas for transferring coal from the shaft to carts. They would have been particularly useful in areas of wet ground.

In 1790, at the beginning of the collieries peak production period, there were 8 shafts being used over the year, 2-4 at any one time, 4 of which were new shafts sunk in the year (Roberts and Leach 1985). On this basis the 155-164 identified shafts represents about 40 years of production. This does not tally with the known chronology. Thus, for much of the 120-150 years over which we know shafts were being sunk, there were probably only a maximum of 1-2 shafts dug per year. In the mid 19th century it became statutory that every colliery had to produce plans of underground workings showing yearly extraction. For the Goyt's Moss Colliery there are records from 1859 onwards. In the southern part of the reserves left by that date, in the area not reached by the main adit until 1868, there were four shafts dug in the late 1850s or early 1860s (see fig. 29). These were the last of the traditional closely-spaced extraction shafts sunk at the colliery.

The surviving accounts for 1790 also demonstrate that 23 people were employed on a permanent basis at the Goyt's Moss shafts, about half of them underground. Several others

were employed on a casual basis for specific tasks such as getting stone (Roberts and Leach 1985).

From an average spacing of 18th and early 19th century shafts it has been calculated that an average 2500 tons of coal was taken out of each shaft (Roberts and Leach 1985). However, the earliest shafts close to the river are significantly closer together and therefore production would have been less. In contrast, the early 19th century shafts to the east, immediately north of the 1759 road, are spaced further apart and may have had significantly higher yields.

From the mid 19th century onwards the extraction method changed to the use of underground adits, as detailed above. The record of acreage of coal extracted per year indicate that c. 15,000 to 25,000 tons per year were extracted from Goyt's Moss from 1859 to 1888. This compares with the c. 10,000 tons produced in 1790 (Roberts and Leach 1985). From 1889 until 1893 yield dropped off markedly as reserves became exhausted.

An analysis of the structural components within different parts of the colliery, taken together with dated roads and 19th century maps, allows the colliery to be divided into zones (figure 29) and their development to be discussed.

EARLY MINES

Zone	Characteristics	Dating Evidence
A	Opencast pits at the outcrop.	Approached by a hollow way not related to the 1759 road, therefore 17th or early 18th century in date.
B	16 simple shafts, 3 with winding mounds. 1 probably simple shaft or possibly 'cog and rung' shaft. Simple causeway development.	Approached by a hollow way not related to the 1759 road, therefore probably first half of 18th century in date.
C	14 simple shafts. 2 probably simple shaft or possibly 'cog and rung' shafts. 1 adit. No causeway development.	Approached by hollow ways not related to the 1759 road. Mines here were noted in 1734 as very wet. As a whole possibly late 17th and certainly first half of 18th century in date.
D	9 simple shafts. 1 probably simple shaft or possibly 'cog and rung' shaft. Atypical narrow causeway development.	Approached by a hollow way probably not related to the 1759 road, therefore probably first half of the 18th century in date.
E	3 simple shafts. 1 probably simple shaft or possibly 'cog and rung' shaft. No causeway development.	Analogy with zones B-D suggests a date in the early or mid 18th century. It is probable that zones E or I mines are those documented as mined by John Dickinson in the 1760s and 1770s.
F	9 simple shafts. 1 simple shaft or 'cog and rung' shaft. No causeway development.	Analogy with zones B-D suggests a date in the early or mid 18th century.

INTERMEDIATE MINES

G	6 simple shafts or cog and rung shafts. Simple causeway development. Causeway to sough tail and zone B.	At the end of the 1773 turnpike branch, that may have been blocked in 1780 (or 1804), mines therefore probably dating from 1773 to 1780 or somewhat later.

H	9 simple shafts. 10 simple shafts or 'cog and rung' shafts. 12 shafts with whim gin hollows. 2 shafts of uncertain type. Developed causeways.	All shafts are associated with causeways from the 1759 and 1773 turnpikes. There is a tendency for the simple shafts to be associated with the 1759 road, while the early whim gins, with two possible exceptions, are associated with the 1773 road. Therefore all shafts are probably c. 1760-1800, with a tendency for mining to move south through time.
I	4 simple shafts. 1 simple shaft or 'cog and rung' shaft. 2 shafts with possible whim gin hollows. 2 shafts of uncertain type. Developed Causeways in part.	Most of the shafts are associated with causeways branching from the 1778 turnpike extension and are probably the first shafts dug when this road was built. 2-4 others may be associated with those in zone E. It is probable that zones E or I mines are those documented as mined by John Dickinson in the 1760s and 1770s.

LATE MINES

J	20 shafts with whim gin mounds, 11 of which are high and mostly located to the north. 4 shafts with large spoil heaps that may have had whim gins on their tops. Developed causeways with dendritic pattern, analysis of which shows the trend of development is to gradually move northwards through time.	All the shafts are associated with causeways branching from the 1778 turnpike extension. They probably date from c.1780 into the early 19th century. Mining had ceased by c. 1840, as there are no shafts shown on the Ordnance Survey map of this date.
K	24 shafts with whim gin mounds, 8 of which are high and tend to be located to the east and north. Developed causeways.	The majority of shafts have causeways which branch from the 1773 turnpike, but all may date from after 1780. This is the postulated date in which the 1759 turnpike was walled and the area of mining transferred to south of the road. Six of the shafts are shown on the 1818 colliery plan, their location indicating that all the western and south-western shafts had already been closed. In contrast, the two most northerly shafts and the two most easterly shafts had still to be dug. Mining had ceased by c. 1840 as there are no shafts shown on the Ordnance Survey map of this date.
L	7 shafts with whim gin mounds, all but one of which are high. Developed causeways.	These shafts are not shown on the 1818 colliery plan, while 5 are marked on the c. 1840 Ordnance Survey map. Thus they were possibly started in the 1820s or more probably the 1830s. Only the most northerly shaft and the most easterly shaft had not been dug by c. 1840. The most easterly shaft was the only one still in use in the late 1850s and appears to have been retained later as an air shaft.

M	Documented pillar and stall workings reached by adit. 2 shafts with irregular waste heaps. 2 lost shafts.	Documented as working from the 1850s to 1880.
N	2 shafts with irregular waste heaps. 1 lost shaft.	A late shaft mine worked in the late 1850s and early 1860s.
O	1 shaft with irregular waste heap.	A late shaft mine worked in the late 1850s and early 1860s.
P	Documented pillar and stall workings reached by adit. 4 shafts with irregular waste heaps. 2 lost shafts.	Documented as working from 1868 to 1893.

Synthesis of the detailed points listed in the tables above allows an overview of the spatial development of the colliery to be undertaken.

The early mines occur in three places. The presence of surface workings in zone A suggest that the coal was first discovered here. Expansion into adjacent zones B and C was a logical progression from this. The knowledge that coal existed in zones A and B would probably have prompted the exploration and discovery in zone D. However, this area was exploited independently as the land was in different ownership. The third area of early mining comprises zones E and F. These may have been dug once coal in zones A-C was proven, leaving zone G unexplored as shafts here would have needed to be deeper. Alternatively, the coal is exposed by the stream at one point between zones E and F and thus it may have been found independently of workings at zones A-C.

While first exploitation may have taken place in the 17th century, extraction is likely to have been slow and zones B-D were probably active throughout the first half of the 19th century. Zones E and F may well have been active before the building of the 1759 turnpike, but that this general area of the colliery continued as the focus for mining once the road was built is indicated by the causeways from the turnpike that are found in zone H and probably I. It may well be that the mining at zones A-D had ceased by the 1750s, possibly because of the drainage problems documented in the 1730s.

After the building of the 1759 road, mining was probably still relatively slow for a while, compared with later in the 18th century. Mining at this time was restricted to part of zone H and probably I. The real impetus to increased production was the building of the 1773 turnpike, leading eventually to the boom of 1790-1810. The disposition of the two branches of the 1773 road suggests that at that time mining was active both in the western parts of zone H and in zone I, and was also started in zone G. Exploitation in the last area was presumably undertaken begun because shallow coal reserves elsewhere were becoming exhausted. This venture may have closed in 1780 with the postulated walling of the 1759 road (Roberts 1992). However, such an explanation is not correct in the area further west (zones I and J), where mining continuing north of the road. Thus, it may be that zone G was abandoned simply because of drainage problems.

That the shallow reserves were becoming depleted in the 1770s and 1780s led to the sinking of deeper shafts with gin engines. Although harder and more expensive or reach, there were large reserves at greater depth and output peaked in the decades to either side of the turn of the 19th century. The deeper mining may well have started in the 1780s, initially in the southern parts of zones H and J. From H mining gradually spread westwards into K, with the reserves at a reachable depth eventually running out to the west in the 1820s or 1830s. Thus, at this time, attention returned to the area north of the 1759 road in zone L, and mining was still active here in the 1850s. The mining to the north-west, in zone J, probably continued into the 19th century. It is not shown on the 1818 colliery plan, but it is unclear if this is because the land here did not belong to the Duke of Devonshire and thus was not included, or because the mining had already stopped. It had certainly ceased by c. 1840.

A new venture in the late 1850s and early 1860s was the sinking of shafts to the south into deeper reserves in zones N and O. These were the last shaft mines in the colliery. The

development of the Burbage Colliery from the 1850s to 1890s, associated with the driving of the adit from Burbage, has been discussed above.

204. Shooting Cabin - site of (Fig. 21)

Nothing was noted at this site. The 1881 and 1899 Ordnance Survey maps mark the location as a 'shooting box', showing a rectangular building.

205. Quarry (Fig. 21)

This quarry, a continuation of Goytsclough Quarry (feature 168) south of the Deep Clough stream, was not started until this century. The quarrying removed most of the ruins of Goytsclough Mill (feature 190). It comprises a single face, with spoil heap below road level. The lack of broken products suggests it was building stone that was being quarried.

206. Possible Quarry (Fig. 21)

This feature is marked on the 1899 Ordnance Survey six inch to a mile map as an 'old quarry'. It looks more like a natural scar cut by the river and it would have been difficult to remove stone to the road above on the other side of the river.

207. Terraced Track (Figs 21, 22)

A terraced track running diagonally up the steep valley side. This gives access to 18th century coal mines (see feature 203) from the road following the valley bottom.

208. Signpost (Fig. 22)

A rectangular, cast-iron, footpath sign. This was erected by the Peak District & Northern Counties Footpaths Preservation Society in 1964. Each of these signs has its unique inscription and is part of a numbered series started prior to the 1939-45 war. This is number 147 in the series.

209. Stone Structures - Possible Shooting Cabin and Shooting Butts (Fig. 22)

A series of small ruined structures along the base of Berry Clough that are difficult to interpret. At the western end is what appears to be a ruined drystone cabin. Nearby is a pile of stones that may be natural. Next to this is the first of four slight drywalled structures which may be ruined shooting butts. One of these has a low stone platform nearby.

Another explanation to be considered for the structures is that they are related to quarrying. There are two small quarries nearby, probably both trials, one obviously having produced thin flags. A third quarry, marked on the Ordnance Survey c. 1840 one inch to a mile map south of the 'stone cabin', was overlooked during the 1994 survey and thus is also likely to have been small. Given the small scale of all this quarrying, a related explanation for the stone structures is difficult to find.

210. Sheepfold (Fig. 22)

A rectangular sheepfold, with a footgate on the southern side, on a desolate knoll in the heart of extensive moorland.

211. Shooting Butts (Figs 22, 24)

Two parallel lines of shooting butts, both facing westwards. There are 8 in the currently-used western line. Each is carefully built of turf and stone, is D-shaped in plan with a stepped seat and entrance in the flat eastern side, and has a drain leading downslope to the east (except at the southernmost two butts). The disused eastern line of butts, of which there are six, were semi-circular in plan and turf built, except the southernmost which was drywalled and abutted a ruined field wall.

212. Shooting Butts (Fig. 22)

A line of 8 currently-used shooting butts. These are U-shaped, face north-eastwards and are built of turf and stone. At the north-western end of the line, on a slightly different alignment, are two ruined turf butts.

213. Hollow Way/Terraced Causeway (Figs 22, 24)

Two short hollow ways giving access to 18th century coal mines. That running north/south becomes a terraced causeway at its southern end, much like other shaft causeways within the colliery (see feature 203). That running east/west appears to give access to the mines from the valley road below.

214. Goyt's Moss Colliery - Coal Mine Sough (Fig. 22)

A coal mine sough entrance just above the river, cut into the base of a steep slope. The entrance to this horizontal tunnel measures about 1.5m across and 1.0m high, and has a fixed iron grill to prevent access. Water flows from it in all but the driest of weather. It was dug to drain coal mines immediately to the south-east, the shafts of which can be seen on the shelf above (see feature 203).

The date of this sough is uncertain; there are three possibilities. Workings nearby were described in 1734 as very wet and thus a sough may have been driven at this time. More probably, the wetness inhibited mining and this would explain why much of the area above was not mined until later. A second period of working took place in the 1770s, after a turnpike branch (feature 272) was driven over the shelf above. A letter dated 1776 notes two soughs being driven in the general area. One was a canal tunnel from Burbage (see feature 218), while the other may well have been that at feature 214, given that no other undocumented levels are known in the colliery (John Leach pers. comm.). A third period of working took place on the shelf above in the 1830s-1850s when all the remaining reserves were removed (see features 203, 259). The sough could have been dug or extended at this period.

215. Hollow Way/Causeway (Fig. 22)

A hollow way that gives access to 17th and earlier 18th century coal mines. At its western end it becomes a terraced causeway, much like other shaft causeways within the colliery (see feature 203). To the west it winds up to the ridgetop, where it is cut by quarry 216. Further west it continues as feature 219.

Route 215 is probably the original access track to Goyt's Moss Colliery (feature 203), created when opencast working started in the 17th or early 18th century. It was probably superseded when the 1759 Buxton to Macclesfield Turnpike was built (feature 265).

216. Quarry (Fig. 22)

A moderate-sized quarry on the ridgetop, with 5 pits. One of these is overlain by the 1759 Buxton to Macclesfield Turnpike (feature 265). Two others appear to cut a hollow way (feature 215) which leads to 17th and earlier 18th century coal mines (see feature 203). Thus, the quarries were probably dug in the 18th century, possibly to build the 1759 road.

217. Quarry (Fig. 27)

Two quarry pits on the ridgetop, respected by a 19th century track (feature 274). The quarrying may have taken place at the same time as that at 216.

218. Thatch Marsh Colliery - Coal Mine Shafts (Fig. 22)

A tight concentration of 13 coal mine shafts, some with downslope spoil heaps, four connected by causeways. These shafts lie at the northern end of the Thatch Marsh Colliery

(Roberts and Leach 1985, Leach 1986, 1987, John Leach pers. comm.). The Ringinglow Coal outcrops immediately to the east of the shafts and dips steeply to the west. This was a good quality coal in a seam that was 1.2m thick and thus it was extensively exploited. The seam as a whole, running south behind Axe Edge to Orchard Common, was worked from the 17th, if not 16th, century to the early 20th century. Three of the shafts at 218 were active in the early 1760s when Burdett surveyed for his 1767 county map (Hartley et al 1975). All the shafts in the 218 area are likely to date from the mid to late 18th century. A plan of 1818 shows an adit or sough, thought to have been that documented as a 'new sough' in 1751, which drained the area being mined in the1760s.

By the early 19th century the method of working employing closely-spaced shafts had been superseded and coal was being extracted at a greater depth via an adit to the east. The area immediately south of 218 and the 1759 turnpike road (feature 265) was being worked from this new adit when it first opened in the 1810s and was known as the Thatch March Colliery (Staley 1818). The area downdip of the 218 workings was not worked until the 1860s, when it was part of Burbage Colliery (anon. 1902).

219. Hollow Way (Fig. 22)

A broad hollow way running eastwards from the ridgetop. This is a continuation of the 17th and/or early 18th century colliery access route (feature 215). It pre-dates the 1759 Buxton to Macclesfield Turnpike (feature 265).

220. Milestone (Fig. 22)

This wedge-shaped stone, in sandstone, is badly worn. It lies on the 1759 Buxton to Macclesfield turnpike (Radley 1963, Dodd and Dodd 1975, Roberts 1989). The inscription is only partly visible:

To Buxton 2 Miles	To .....ield . Miles

Burdett's map of 1767 shows the same stone at a site over the brow of the hill, about 200m east of its present site, suggesting it has been moved. One possibility is that it was taken down in the 1939-45 war and subsequently replaced wrongly.

221. Track (Figs 22, 24)

This track links the 1759 Buxton to Macclesfield Turnpike in the north, to the 1773 Goyt's Moss branch of the Buxton to Leek Turnpike in the south. A prominent coal mine shaft (feature 246) lies half way along it. The track was probably built as a colliery causeway, presumably when shaft 246 was sunk.

222. Modern Bridge (SMR 7183) (Fig. 22)

This modern metal footbridge has mistakenly been listed in the SMR as the packhorse bridge at feature191.

223. Disused Turnpike Road (Fig. 23)

This stretch of abandoned 18th century turnpike is now a grass-covered causeway, visible because of a vegetation change, and because it has low banks to either side. It is not clear if the banks were an original feature, or were added subsequently.

The road was built in 1759, as part of the original Buxton to Macclesfield Turnpike (Radley 1963, Dodd and Dodd 1974, Roberts 1989). The section at 223 was superseded in 1821 when the turnpike was diverted southwards to the line of the present main road. Part of the old route remains in use today, but that at 223 was gradually abandoned. The c. 1840 Ordnance Survey one inch to a mile map shows its full length. However, the 1881 twenty-five

inch to a mile map (surveyed 1870-72) shows it running from the east to behind the Cat and Fiddle, but not beyond the walled parish boundary here.

224. Possible Road (unfinished?) - site of (Figs 21, 23)

This feature comprises two parallel gullies which are about the correct width apart for drains to either side of a road causeway. However, there are no indications that a causeway was ever built here. In the absence of other likely interpretations, it seems that feature 224 marks the line of a road which was never built. It was possibly laid out in the early 19th century, at a time when a diversion to the original 1759 Buxton to Macclesfield turnpike was being planned. The present main road is the route chosen and built in 1821 (Radley 1963, Dodd and Dodd 1974, Hey 1980, Roberts 1989).

225. Rain Gauge (Fig. 23)

A circular platform for a rain gauge (now gone), edged by a continuous, low, drystone wall. This was surrounded by iron railings which have now collapsed. To the north there are two ornate gateposts for a footgate.

226. Peat Cutting (Fig. 23)

Two well-defined rectangular peat cuts with a small amorphous mound nearby. These were presumably dug in the late 18th or 19th centuries by one of the four dwellings to the east (features 228, 230, 236, 263).

227. Quarry (Fig. 23)

A moderate-sized stone quarry containing many pits, indicating thin bedded sandstone was removed. It cuts a coal mine causeway which may well be 18th century in date (see feature 203). Given the quarry location it was probably the source of stone for the surrounding walls and for the buildings on the 1759 road to the south (features 228, 230, 236, 253, 263).

228. Marchington Farm - Demolished Buildings/Milestone (lost) (Fig. 23)

The demolished remains of two buildings comprising bases of walls surrounded by rubble. The dwelling was to the east and had 5 rooms. The other structure was a smaller outbuilding and had two rooms. Both buildings are shown on the Taxal tithe map of 1845, the first available map of this part of the valley which clearly marks buildings. They are built against the 1759 Buxton to Macclesfield Turnpike and therefore are unlikely to have origins before this date. They may at one time have been 'The Coach and Horses' inn (Ward 1946-7). Both buildings were demolished in the 1930s when Fernilee Reservoir was built.

A guidestone is marked here on the 1881 Ordnance Survey map. This was not found in 1994, but presumably it was of the same design as others on the 1759 Buxton to Macclesfield Turnpike (see feature 220).

229. Terraced Track (Fig. 23)

A short terraced track leading to the stream. It is not clear if it continues to the north side of the 1759 Buxton to Macclesfield turnpike. Its function is equally obscure.

230. Moss House - Demolished Buildings (Fig. 23)

The demolished remains of a long rectangular building, comprising bases of walls surrounded by rubble. The main range has 5 rooms and there are two more abutted to the back. This dwelling is marked on Burdett's 1767 county map, the first available map of this part of the valley (Hartley et al 1975). The detailed Taxal tithe map of 1845 shows what appears to be the same building as that which remains today in demolished form. A colliery plan of 1818 also shows this (Staley 1818), but also marks a small building in front of it at the east end. The house was built against the 1759 Buxton to Macclesfield Turnpike and

therefore is unlikely to have origins before this date. It is the only habitation shown on Burdett's 1767 map and thus is likely to have been the first in the line of buildings built against this sheltered stretch of road. It was demolished in the 1930s when Fernilee Reservoir was built.

231. Field Boundary Banks and Ditches (Figs 23, 24)

Well-defined boundary ditches, broadened by erosion, with intermittent traces of a slighter internal bank. They define the southern fields of the demolished Moss House (feature 230). These were already here prior to 1804, as those within Derbyshire are shown as pre-existing enclosures on the Enclosure Award map of that date. They were probably built shortly after the construction of the 1759 turnpike road and the building of Moss House (feature 230), which was in existence by 1767. A corner of the outer enclosure became redundant when it was clipped by the 1821 turnpike diversion (see feature 223). This arrangement suggests the fields were already little used by this date as the road could have easily avoided them.

232. Guidepost - site of (Fig. 23)

This could not be found in 1994. It was presumably a cast iron milepost, of circular drum design, as found elsewhere on the Buxton to Macclesfield 1821 turnpike diversion (see feature 251) (Dodd and Dodd 1974, Roberts 1989).

233. Guidestone - site of (Fig. 23)

This is marked 'stone' on Ordnance Survey maps from 1881 onwards, set at a road junction created in 1821 (see feature 223). It could not be found in 1994.

234. Field Boundary Bank and Ditch (Fig. 24)

A well-defined boundary ditch, broadened by erosion, with a slighter internal bank. These define a close around the demolished Moss Hall (feature 263). This close was here prior to 1804, as it is shown as a pre-existing enclosures on the Enclosure Award map of that date. The earliest likely construction date coincides with the building of the 1759 turnpike road.

235. Derbyshire Bridge (Fig. 24)

A small, low, stone bridge with a single span, crossing the River Goyt. The road up the valley has been here since at least 1818 as it is shown on a coal mine plan of this date. The style of the bridge suggests it is not significantly earlier than this. Thus it may have been built in 1759, or subsequently, when the traditional valley route was upgraded to form a link road from the 1759 Buxton to Macclesfield Turnpike.

236. Goyt's Moss Farm - site of (Fig. 24)

The site of a rectangular building, demolished in the 1930s when Fernilee Reservoir was built. The footings were removed much more recently when the site was developed as a car park. The building is marked on a colliery plan of 1818 (Staley 1818). It is built against the 1759 Buxton to Macclesfield Turnpike and therefore it is unlikely to have origins before this date.

237. Drains (Fig. 24)

Two adjacent sets of land drains at the relatively flat head of a small stream. Those to the north-west comprise parallel narrow gullies with a feeder to the stream. Those to the south-east are drains with covering stone slabs visible at ground level. It is hard to see why any drainage for agricultural purposes would be attempted here. Another possibility is that the area was drained to keep water out of adjacent late 18th and early 19th century coal mine shafts (see feature 203).

238. Turnpike Bank (Fig. 24)

Intermittent traces of a roadside bank can be seen on the south side of the 1773 Goyt's Moss branch of the Buxton to Leek Turnpike road (feature 264). It is not clear if this bank was an original feature, or if it was added subsequently.

239. Gatepost (Fig. 24)

This freestanding gatepost lies adjacent to the 1773 Goyt's Moss branch of Buxton to Leek turnpike road (Dodd and Dodd 1974, Roberts 1989). As it is set out of alignment with the roadside wall, this suggests the post pre-dates the wall. It may well have been set up (as part of a pair) when the road was first built, at a time when it had no roadside walls (see feature 238), as a gate restricting access to the mine access causeway from the turnpike.

240. Gatepost (Fig. 24)

This freestanding gatepost lies adjacent to the 1773 Goyt's Moss branch of Buxton to Leek turnpike road (Dodd and Dodd 1974, Roberts 1989). As it is set out of alignment with the roadside wall, this suggests the post pre-dates the wall. It may well have been set up (as part of a pair) when the road was first built, at a time when it had no roadside walls (see feature 238), as a gate restricting access to the mine access causeway from the turnpike.

241. Quarry (Fig. 24)

A moderate-sized quarry adjacent to the 1773 Goyt's Moss branch of the Buxton to Leek Turnpike (feature 264). The upper pit may have been dug by the road builders, whereas the lower quarry workings run parallel to the road suggesting they post-date it. These may have been dug when the roadside wall was built (pre 1836 - see feature 264).

242. Ruined Wall - Possible Plantation (Fig. 24)

This ruined wall on a steep slope has tumbled stonework defining two sides of a square, with a third side marked by a slight lynchet. The fourth side is undefined. The feature is probably an unfinished plantation wall, presumably of 19th century date. It is not marked on any maps and there is no evidence that trees were ever planted. It is hard to see why anyone would want to establish a small plantation here.

243. Burbage Colliery - Coal Mine Shaft (Fig. 24)

This blocked shaft has a large, irregular spoil heap on the downslope side to the west. There is a slight cart track leading north-westwards to a pre-existing gate in the 1759 turnpike wall. This was probably used while the shaft was being sunk. The shaft is marked on a 1902 plan of Goyt's Moss Colliery, which shows that it was the main shaft sunk to the long adit to the Burbage Colliery entrance beyond the survey area to the east (see feature 203). The shaft is noted as 148 feet (45m) deep and may well have been used for ventilation, dug when the level was first driven, probably in the 1850s.

244. Quarry (Fig. 24)

A moderate-sized stone quarry approached by a track from the 1759 Buxton to Macclesfield Turnpike (feature 265). This was either dug by the road builders, or subsequently when the roadside walls were built in 1780 or 1804 (see feature 265).

245. Quarries (or Possible Opencast Coal Mine Pits) (Fig. 24)

A number of small pits follow the ridgetop drystone wall which was built in the first half of the 19th century. They may well be wall builders pits. However, it has also been suggested that they are surface coal mine pits, as the Goyt's Moss coal seam outcrops at approximately this location (Roberts and Leach 1985). There is no positive indication that this outcrop was ever known before the seam here was worked from underground in the last half of the 19th

century (see feature 203). If these were opencast coal workings, it is anticipated that they would comprise larger pits and be spaced closer together.

246. Thatch Marsh Colliery - Coal Mine Shaft (Fig. 24)

A large waste heap, with a shaft at the centre capped with a concrete slab. The western part of the mound may have had a gin circle on its flat top. This shaft lies within the Thatch Marsh Colliery (Roberts and Leach 1985, Leach 1986, 1987, John Leach pers. comm.), much of which lies outside the survey area. The Ringinglow Coal outcrops further east and dips steeply to the west. The coal seam as a whole, running south behind Axe Edge to Orchard Common, was worked from the 17th, if not 16th, century to the early 20th century. A plan of 1818 shows a tunnel, thought to have been used as a canal and to have been driven in the late 18th and early 19th century. This led to a shaft with gin circle at the location of feature 246. In 1818 the area immediately around the shaft was being worked and was known as the Thatch March Colliery (Staley 1818).

247. Pits - Possible Quarries (Fig. 24)

A circular hollow, with several other similar examples outside the survey area on the other side of the track, together with a narrow, sub-rectangular hollow to the west. These appear to be quarrying features, perhaps for shaft-lining material (John Leach pers. comm.). The late 18th century Old Engine Shaft lay immediately to the east (anon 1902, Roberts and Leach 1985). Closer examination of quarrying and coal mine features which remain eastwards beyond the present survey area may clarify interpretation.

248. Quarries (or Possible Opencast Coal Mine Pits) (Fig. 24)

A number of small pits which may well be associated with quarry 241. However, it has also been suggested that they are surface coal mine pits (as with feature 245), as the Goyt's Moss coal seam outcrops at approximately this location (Roberts and Leach 1985). There is no positive indication that this outcrop was ever known before the seam here was worked from underground in the last half of the 19th century (see feature 203).

249. Hollow Way (Fig. 24)

A short stretch of shallow hollow way cut by the pits of quarry 248. Not enough of the feature lies within the survey area to be sure of its interpretation. It presumably pre-dates the adjacent 1773 Goyt's Moss turnpike branch.

250. Disused Turnpike Road (Fig. 24)

This stretch of abandoned 18th century turnpike, is now a low, vegetation-covered causeway, which has no boundary walls or banks at its sides. It was built in 1789 as a branch of the Buxton to Leek Turnpike running to Congleton (Radley 1963, Dodd and Dodd 1974, Roberts 1989). While much of this branch route is still in use, the road at 250 was abandoned in 1821, when a diversion was built to the Buxton to Macclesfield Turnpike (the present main road).

251. Milepost (SMR Derbys 7180) (Fig. 24)

This cast iron milepost, of circular drum design, lies on the Buxton to Macclesfield 1821 turnpike diversion (Dodd and Dodd 1974, Roberts 1989). One of identical design once stood at feature 232. The one at 251 reads:

MACCL^{D} 8 3/4 MILES
BUXTON 3 MILES

252. Burbage Colliery - Coal Mine Shaft (Fig. 24)

This blocked shaft is surrounded by a relatively large but irregular spoil heap. Slumping at the shaft top has revealed 2-3 courses of drystone ginging built using local sandstone, with a shaft diameter of 1.2m. The shaft was marked on an 1902 plan of Burbage Colliery, which shows that it was the main shaft giving access to a small area of pillar and stall workings being mined in the late 1850s and early 1860s (anon. 1902). Later, these workings were subsumed in much larger pillar and stall workings active between 1868 and 1893, worked from a long adit to the Burbage Colliery entrance beyond the survey area to the east (see feature 203). In this period shaft 252 may well have been used for ventilation.

253. Buildings - site of (Fig. 24)

The site of two rectangular buildings, demolished in the 1930s when Fernilee Reservoir was built. The footings were removed much more recently when the site was developed as a car park. The building south of the road is marked on a colliery plan of 1818 (Staley 1818). It is built against the 1759 Buxton the Macclesfield Turnpike and therefore it is unlikely to have origins before this date. The second building, sited north of the road, was present by 1899. It appears both these structures were outbuildings.

254. Burbage Colliery - Coal Mine Shaft - site of (Fig. 23)

A shaft is shown at approximately this site on a plan of Burbage Colliery (anon. 1902). No sign of this was found during fieldwork and the plan has only become available subsequently; lack of time has prevented re-inspection of the site. The pillar and stall workings started in 1868 and had reached the vicinity of the shaft in the 1870s. The plan does not indicate the function of this shaft, which was noted as 20 yards (18m) deep. The most likely explanation is ventilation.

255. Burbage Colliery - Coal Mine Shaft - site of (Fig. 24)

A shaft is shown at this site on a plan of the Burbage Colliery (anon. 1902). No sign of this was found during fieldwork and the plan has only become available subsequently; lack of time has prevented re-inspection of the site. It was one of three shafts (also see features 256 and 257) giving access to a small area of pillar and stall workings being mined in the late 1850s and early 1860s (anon. 1902). Later, these were subsumed in much larger pillar and stall workings active between 1868 and 1893, worked from a long adit to the Burbage Colliery entrance beyond the survey area to the east (see feature 203). In this period they may have been used for ventilation.

256. Burbage Colliery - Coal Mine Shaft (Fig. 24)

A shaft is shown at this site on a plan of the Burbage Colliery (anon. 1902). There is a shaft hollow immediately next to the road. This has a wide diameter, suggesting the shaft ginging has collapsed. There is an irregular spoil heap to the west. It was one of three shafts (also see features 255 and 257) giving access to a small area of pillar and stall workings being mined in the late 1850s and early 1860s (anon. 1902). Later, these were subsumed in much larger pillar and stall workings active between 1868 and 1893, worked from a long adit to the Burbage Colliery entrance beyond the survey area to the east (see feature 203). In this period they may have been used for ventilation.

257. Burbage Colliery - Coal Mine Shaft (Fig. 24)

A shaft is shown at this site on a plan of the Burbage Colliery (anon. 1902). There is a shaft hollow immediately next to the road. This has a wide diameter suggesting the shaft ginging has collapsed. There is a low indistinct spoil heap to the north. It was one of three shafts (also see features 255 and 256) giving access to a small area of pillar and stall workings being mined in the late 1850s and early 1860s (anon. 1902). Later, these were subsumed in much larger pillar and stall workings active between 1868 and 1893, worked from a long adit

to the Burbage Colliery entrance beyond the survey area to the east (see feature 203). In this period they may have been used for ventilation.

258. Burbage Colliery - Coal Mine Shaft - site of (Fig. 24)

A shaft is shown at approximately this site on a plan of the Burbage Colliery (anon. 1902). No sign of this was found during fieldwork and the plan has only become available subsequently; lack of time has prevented re-inspection of the site. The pillar and stall workings started in the 1850s and had reached the vicinity of the shaft in the 1860s. The plan notes that it was an air shaft.

259. Goyt's Moss Colliery/Burbage Colliery - Coal Mine Shaft (Fig. 24)

A shaft, noted as twenty-eight and a half yards (26m) deep, is shown at this site on a plan of the Burbage Colliery (anon. 1902). This lies next to the 1759 turnpike road (made redundant in 1821 when the new road was built). In form it is much like those further west, with a deep shaft hollow, with an upcast mound downslope to the west and a relatively high whim gin mound upslope to the east. Its location, and its depiction on the plan of pillar and stall workings, suggests it was the last gin engine shaft sunk at the Goyt's Moss Colliery, dug in the 1840s or more probably 1850s (see feature 203). That it was shown on the later plan may indicate it continued in use after this date, either as an access or ventilation shaft, once the mine was worked from a long adit to the Burbage Colliery entrance beyond the survey area to the east (see feature 203).

260. Burbage Colliery - Coal Mine Shaft - site of (Fig. 24)

A shaft is shown at approximately this site on a plan of the Burbage Colliery (anon. 1902). No sign of this was found during fieldwork and the plan has only become available subsequently; lack of time has prevented re-inspection of the site. The pillar and stall workings started in the 1850s and had reached the vicinity of the shaft by 1880. The plan notes that it was an air shaft which was only 8 yards (7m) deep. The workings here were the last in this part of the colliery, having reached the eastern outcrop of the seam.

261. Bridge (SMR Derbys 7178) (Fig. 16)

A single-arched bridge in the embankment of the Cromford and High Peak Railway incline (feature 12), built in the late 1820s (Rimmer 1985). It has been suggested to be built for Fell's 1860s experimental railway (see feature 105). However, this seems unlikely, as it is unlikely that a 'permanent' bridge would be built for a 'temporary' experiment, especially as the incline would have had to be closed while construction took place. In any event, no evidence for Fell's railway has been found on a course that includes the bridge. The bridge is on the line of a track that was the last used braid of hollow way 103, the others of which are overlain by the 1820s incline. This track is marked on maps of 1804, 1853 and 1880. Thus it seems likely that the bridge was built with the incline at the time of the original 1820s work, as the track was an established route by this time.

262. Cairn (Fig. 16)

A small pile of stones with no soil in the interstices, which overlies a cart or vehicle track. This is probably a 20th century feature. It is unclear why the stones were placed here.

263. Moss Hall - Demolished Buildings (Fig. 24)

The demolished remains of a long rectangular building, comprising bases of walls surrounded by rubble. This has 4 rooms. There are also footings of two small sheds. The main building south of the road and the outbuilding to the north are marked on a colliery plan of 1818 (Staley 1818) and an estate plan of 1853. They are built against the 1759 Buxton to Macclesfield Turnpike and therefore are unlikely to have origins before this date. The northern outbuilding had gone by 1899. The second outbuilding, sited to the west, is not

shown on available maps. The main building was demolished in the 1930s when Fernilee Reservoir was built.

264. Disused Turnpike Road (Fig. 24)

This stretch of 18th century turnpike, is now a little-used track with drystone wall to the north side and bank (feature 238) to the south. When first built the road was probably unwalled, as indicated by freestanding gateposts (features 239, 240). One of these (feature 240), on the north side, is set beyond the wall and probably dated from before it was built. A short distance further west the wall curves out to incorporate two further gateposts that may well be of similar early date. Sanderson's 1836 county map illustrates that the wall had been added by this date. Quarry 241 may have been dug by the road builders.

This road was built in 1773, together with feature 272, as a branch of Buxton to Leek Turnpike running to the Goyt's Moss coal mines (Radley 1963, Dodd and Dodd 1974, Roberts and Leach 1985, Roberts 1989). The road at 264 was superseded between 1821 and 1840, when a new branch was built (the present road), running south to join the 1821 diversion to the Buxton to Macclesfield Turnpike (the present main road).

265. Disused Turnpike Road (SMR Derbys 7175) (Figs 22, 24)

This stretch of 18th century turnpike, is now a little-used hardcore track with drystone walls to either side. When first built the road was probably unwalled, as indicated by a stretch of the road further west (feature 223). There are probable road builders quarries (features 216, 217, 244) near to the road.

This stretch of road was built in 1759, as the original Buxton to Macclesfield Turnpike (Radley 1963, Dodd and Dodd 1974, Roberts 1989). The road at 265 was superseded in 1821, when a turnpike diversion was built to the south (the present main road) which took a longer route to achieve a gentler gradient. Maps illustrate that the walls had been added by 1836 when Sanderson drew his county map. It has been suggested that the walls were erected in 1780 when a license to do this was granted (Roberts 1989). This action, if it took place, was the result of the competition for the coal trade between the Buxton to Macclesfield and Buxton to Leek Turnpike Trusts. Walling the 1759 turnpike may have effectively denied access to the coalfield north of the road to the Buxton to Leek Turnpike Trust (but see feature 203). However, the nature of the depiction of the wall on the Enclosure Award map of 1804 may be taken to imply that it was not planned until this date, as it is shown as a new edge to a land parcel.

266. Milestone (SMR Derbys 7179) (Fig. 13)

This milestone lies on the west side of the Derby to Manchester Turnpike diversion built between 1812 and 1824 (see feature 22) (Dodd and Dodd 1974, Roberts 1989). It is made from sandstone and is wedge-shaped in plan, with a curved top. It is badly worn, the only readable inscription, other than a bench mark, is the word 'Buxton' on one of the two faces.

267. Postulated Earthwork (SMR Derbys 7105) (Figs 13, 14)

A 'rectangular earthwork' is listed in the SMR in the field immediately east of Nook Farm (feature 55). This 'earthwork' is nothing more than a field defined by ruined field boundaries of post-medieval date.

268. Postulated Millstone Working (SMR Derbys 7147) (Fig. 20)

The SMR marks Wild Moor Stones Edge as the site of millstone workings on the basis of a passing reference to millstone workings on Wild Moor Stones Edge in a paper on millstone working (Radley 1963-64). This ascription is in error, as the Wild Moor Stones Edge referred to is that north of Fox House on the East Moors (centred SK 267812)

269. Possible Coal Mine Shaft (Fig. 12)

This feature, next to hollow way 31, has the appearance of a coal mine bell pit. It is crossed by a braid of the hollow way and, as this was walled out prior to the mid 19th century, feature 269 is at least this old. It lies close to the outcrop of the Ringinglow coal seam, but no other indications that the seam had been discovered by miners have been identified along the hillside. One possibility is that it was a trial shaft that failed to find workable coal.

270. Hollow Way (Fig. 13)

A well defined hollow way running diagonally up the slope above Intake Farm. It was part of the main valley-side route running northwards from The Street (feature 31). This hollow way is shown on the c. 1840 Ordnance Survey one inch to a mile map, the earliest available map for this part of the valley, but had been superseded by 1870-72, the date the fieldwork was done for the 1881 Ordnance Survey map.

271 Ruined Stone Sheds/Bank (Fig. 19)

At the top end of a boundary bank or tumbled wall, set at right-angles, is a small fold or shelter, with one clear compartment defined by drystone walling. There is a possible second cell nearer the bank. Both are built into the steep slope.

The bank is not shown on maps from 1804 onwards and is likely to pre-date this, possibly dating from as early as the medieval period.

272. Disused Turnpike Road (Fig. 24)

An abandoned stretch of 18th century turnpike road. The southern half is now a footpath, in part causewayed. To the north there are banks and ditches to either side of the grassed-over causeway. This road was built in 1773, together with feature 264, as a branch of Buxton to Leek turnpike running to the Goyt's Moss coal mines (Radley 1963, Dodd and Dodd 1974, Roberts and Leach 1985, Roberts 1989). The northern section of the 272 road may have been abandoned in 1780 or 1804 (see features 203, 265), when the 1759 turnpike road was walled. However, it was in use again as a shaft access track in c. 1840 (see feature 203).

273. Disused Turnpike Road (Figs 23, 24)

This abandoned stretch of 18th century turnpike is visible as a cutting made into the steep valley side. It ran a short distance from the present road, to where the causeways to mine shafts start to branch. This road was built in 1778, as a short extension to the 1773 branch of the Buxton to Leek turnpike running to the Goyt's Moss coal mines (Roberts and Leach 1985, Roberts 1989). It was probably disused by c. 1840 at latest, as it is not shown on the Ordnance Survey map of that date.

274. Track (Fig. 22)

This ridgetop track links the 1759 Buxton to Macclesfield Turnpike to the south with braided hollow way 195 to the north. It is shown on the c. 1840 Ordnance Survey one inch to a mile map, giving access, via 195, to features at 209.

275 Burbage Colliery - Coal Mine Shaft (Fig. 22)

A shaft, marked as a pumping pit, is shown at this site on a plan of the Burbage Colliery (anon. 1902). A later abandonment plan shows it was 30 yards (27.5m) deep (John Leach pers. comm.). Today there is a relatively large shaft mound, with irregular ground above where the shaft has been backfilled, and a probable working platform to one side. As the shaft was used for pumping, there may have been a building at the surface, used to house a pumping engine. There are no clear traces of such a structure, but it may have been demolished and used to backfill the shaft. The site is approached by a causeway from the 1773 branch of the Buxton to Leek Turnpike. This causeway may predate shaft 275,

originally used to access earlier shafts immediately to the south. The pumping shaft was probably sunk in the late 1860s when the mine was first worked from a long adit to the Burbage Colliery entrance beyond the survey area to the east (see feature 203). Pillar and stall workings started in the late 1860s and reached the vicinity of the shaft in the early 1870s.

PART 7

THE GOYT VALLEY: ASSESSMENT OF RELATIVE SITE IMPORTANCE

The following is an assessment of the relative importance of the archaeological features discovered within the survey area. It is made by the National Park survey archaeologists in the light of archaeological features recorded regionally at the time of the survey.

The features in the Nationally or Regionally Important category are all important to the understanding of the archaeology of the Peak District. All contain valuable information which ideally should be recorded in greater detail than the brief inspection notes made during the rapid survey described here. This normally could take the form of more detailed survey. If at some point in the future a feature in this category comes under threat of damage or destruction, excavation may well be desirable if conservation measures cannot be negotiated. Only some of the features in the Nationally or Regionally Important category have been designated Scheduled Ancient Monuments and are protected by government legislation.

Locally important features are those which are important to the archaeology of the locality.

Standing buildings are listed separately because they present different management problems. In some cases they are protected under the Listed Buildings regulations. This separate listing is not to say that many buildings are any less important archaeologically than the features listed as of archaeological National or Regional Importance.

LEVEL OF IMPORTANCE	FEATURE CATALOGUE NUMBERS
Archaeological Features of National or Regional Importance	2, 12, 22, 31, 32, 56, 59, 80, 89, 100, 101, 103, 105, 119, 120, 121, 126, 134, 143, 149, 150, 151, 154, 160, 167, 173, 174, 181, 182, 183, 203, 214, 218, 223, 224, 243, 246, 250, 264, 265, 272, 273.
Archaeological Features of Local Importance	1, 3, 4, 5, 6, 7, 8, 9, 15, 16, 18, 19, 20, 21, 23, 24, 25, 26, 27, 28, 29, 30, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 57, 58, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 81, 82, 83, 84, 85, 86, 87, 88, 90, 91, 92, 93, 96, 97, 98, 99, 102, 104, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 122, 123, 124, 125, 127, 128, 129, 130, 131, 132, 133, 135, 136, 137, 138, 139, 140, 141, 142, 144, 145, 146, 147, 148, 152, 153, 155, 156, 157, 158, 159, 161, 162, 163, 164, 165, 166, 168, 169, 170, 171, 172, 175, 176, 177, 178, 179, 180, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 215, 216, 217, 219, 220, 221, 222, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 244,

Archaeological Features of Local Importance (cont.)	245, 247, 248, 249, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 266, 267, 268, 269, 271, 274.
Standing Buildings	10, 11, 13, 14, 17, 80, 94, 95

PART 8

MANAGING THE ARCHAEOLOGICAL HERITAGE

Many of the archaeological features found in the valley that have survived to the present day have a history lasting hundreds of years. Each site is a unique record of past activity, though it may be structurally similar to others, and once destroyed is gone forever. The humps and bumps identified as archaeology are also sometimes the visible tip of the iceberg, hiding buried archaeological deposits of settlement or ritual activity.

An individual feature is not only important in its own right, but also as part of a group. One type of group includes individual features related to other archaeological features in their local landscape. The other type of group includes features of the same type found elsewhere. Sometimes it is the general character of a piece of landscape that is archaeologically important. In some instances a number of features of local importance can take on added value when they occur together.

Not all archaeological features or landscapes can be conserved, nor is it desirable that the countryside become a fossilised cultural theme park. However, many features can be preserved at little or no inconvenience to landowners, and thus the character of landscapes can be maintained. The most important sites are often protected by law against any kind of ground disturbance, designated as Scheduled Ancient Monuments by the Department of National Heritage through English Heritage. Other features can be conserved with the aid of grants, such as the Countryside Commission's 'Countryside Stewardship' scheme or the Peak Park Joint Planning Board's 'Farm Conservation Scheme'.

More generally, many archaeological features have been destroyed in the past in ignorance that they are of archaeological interest. Once farmers and other land managers know interesting features exist, they are often all too happy to maintain them if there is no conflict of interest with the profitable management of the holding.

The notes on good conservation practice given below are aimed specifically at archaeological sites. It should be remembered that ideally a holistic approach should be adopted that includes ecological and landscape considerations. The Board's Farm Liaison Team offers advice on such issues.

After having survived for hundreds or thousands of years, for archaeological features to continue as earthworks often requires little active management. Instead, they are usually best left undisturbed, continuing with past management practice. Conservation can usually be achieved with a little thought when locating activities or buildings in relation to the archaeology. Often alternative sites are available, of little archaeological importance, which are no less convenient but will not cause damage to an important feature. Equally, leaving mounds and hollows, rather than creating flat fields, often has little effect on the way individual fields are managed or on the resulting profit they can yield.

A major exception to easy management of the archaeological resource is the care of standing buildings. Once these have become redundant they are expensive to maintain. If alternative uses or sources of repair grant cannot be found, then there is often little choice but to let them decay or to demolish them. In the sad event of this happening, the Peak District Survey Archaeologists would welcome the opportunity to do further recording, either by taking photographs, or exceptionally, by making measured drawings.

If buildings have to be demolished or earthworks levelled, then the archaeological work can be most easily undertaken if several months notice is given. This allows a considered course of action to be followed through, and work to be carried out at times which cause the landowner minimal inconvenience and delay.

In addition to the levelling of archaeological earthworks, any form of ground disturbance is a major threat to the protection of archaeological earthworks. This includes ploughing,

rotovating, erosion from vehicles or livestock, digging building foundations, and disturbance by tree roots or burrowing animals. Anything which protects the features from such activity is beneficial to the archaeology.

Ploughing and rotovating will often be considered necessary from a financial point of view. However, important features can sometimes be put down to permanent grass and other fields ploughed in their place with equal profit. Alternatively, rotovating or direct drilling can be acceptable when ploughing is not. The depth to which a plough penetrates the soil is also critical. Shallow ploughing, which has often taken place several times previously in many Peak District fields over the last 200 hundred years or so, does far less damage than deep ploughing. The latter may disturb burials and other deposits that until now remain intact. This said, any ploughing will reduce the height of earthworks.

Vehicles repeatedly crossing an area may quickly cause damage, especially when the ground is wet. If archaeological features cannot be avoided different routes should be followed each time a feature has to be crossed.

Damage from livestock can be reduced by placing supplementary feeders and licks away from archaeological features.

New buildings (some of which will need planning permission) can often be sited, at no inconvenience, to avoid archaeological features.

Tree planting should also avoid archaeological sites where ever possible, and the natural establishment of saplings or other shrubby growth should be prevented. Trees can seriously damage sites through root activity. The deep ploughing often used when preparing for new moorland planting destroys most archaeological sites. When trees have to be felled where archaeological sites are known, it is necessary to considering which direction they will fall, where the brash will be burnt, and the location of vehicular access to remove the timber. With large plantations, archaeological advice should ideally be sought in advance of new planting, replanting, thinning and clear felling.

Tipping and dumping (some of which may need planning permission) should be avoided as much as possible as they mask archaeological sites, making their recognition and interpretation impossible. Where tipping has to take place, advice should be sought as to least damaging alternatives. A detailed photographic or measured record of a site may be desirable before the tipping takes place.

Metal detecting activity can cause major damage to a site and the important information it may contain, while it vary rarely produces anything financially valuable. Often the only finds that can potentially date a site are removed. Knowing a find is from a site used over a long period is often of little use unless its exact relationship to particular features and layers is known. Thus the use of metal detectors to recover objects is discouraged, unless part of a recognised archaeological project.

Walls and hedges are often on old boundary lines which go back hundreds of years, and have archaeological landscape value even if they have recently been rebuilt or replanted. Wall furniture, such as sheep throughs, gate posts and water troughs should be maintained and retained during wall rebuilding. Where grown-out hedgerows are only identifiable by an occasional standard, these ideally should replanted as and when appropriate to ensure that the line of the old boundary is maintained in the landscape.

The above notes present a few general guidelines on good practice which we hope will help the management of the archaeology in the valley without causing serious inconvenience. If there are any specific questions about management or planned development on individual sites then please seek advice from Ken Smith, the National Park Archaeologist. Normally he can be contacted through the Farm Liaison Team caseworkers, or through Development Control caseworkers.

PART 9

GLOSSARY OF ARCHAEOLOGICAL TERMS USED

BARROW	A burial site covered by a mound of earth or stone. The mounds are usually round and date from the Later Neolithic to Earlier Bronze Age, from about 2500 to 1500 BC. They often contain several burials, some accompanied by simple objects; Gold and silver objects are not found in prehistoric round barrows in the Peak District. A few small mounds were built by Earlier Medieval ruling families around 600 to 700 AD, and contain the earliest Christian graves known in the region.
BRONZE AGE	The prehistoric period which comes between the Neolithic and the Iron Age, dating roughly from 2000 to 800 BC. This was the time of the introduction of metals and more importantly of permanently laid out field systems used by sedentary farmers. In the first half of the period people continued to use ceremonial sites such as barrows and stone circles. Few if any monuments were built after about 1500 BC.
BELL PIT	A shallow mine shaft, usually collapsed, surrounded by a mound of spoil. These were commonly used by coal miners and are often found in groups. It was easier to sink a new shaft nearby, rather than transport the coal long distances underground.
BUILDING PLATFORM	When buildings are constructed, the ground is often levelled by cutting into a slope, or by building up one end, to create a level terrace. Often the sites of demolished timber or stone buildings can still be identified by a surviving building platform. Prehistoric examples are commonly circular, while from the Roman period onwards they tend to be rectangular.
CEREMONIAL MONUMENT	In prehistory, in the Neolithic and Earlier Bronze Age from 3500 to 1500 BC, local people built many monuments used for pre-Christian ceremonies and rituals. The most common sites are round barrows and stone circles, but there are also single standing stones and unusual mounds, some long rather than round (long cairns), others with large stone chambers (chambered tombs).
CLEARANCE CAIRN	A pile of stones, often relatively small, which has been heaped in preparation of the adjacent ground for cultivation. In the Peak District the majority are of prehistoric date. However, later examples are known, including some made in the 20th century.
EARLY MEDIEVAL	The period which dates from the collapse of the Roman occupation during the 5th century (400s) AD until the Norman Conquest of 1066 AD. Distinguished, in England, by the change from Romano-British to more English society. Including, later influence by occupying Danes in the last 200 years before the Normans arrived. The whole period is also known as the Anglo-Saxon period, and the early part is known as the Dark Ages (though they were no darker than today, except in terms of our archaeological knowledge).
FIELD SYSTEM	Fields can often by recognised as falling within distinct types and into discrete units; these are termed here field systems. In the Peak District early examples can be identified that date back 4000 years to the Bronze Age. Other examples are Romano-British, while much of the present farmed landscape comprises medieval field systems.

GIN ENGINES/ GIN CIRCLES	The horse-drawn winding engines used from the early 18th century onwards to extract lead ore or coal from relatively deep mine shafts are called gin engines. These could have been of two basic types. The first to be developed was the cog and rung gin, where the horse went round a shaft which had winding gear above it. The later and more easily used whim gin had the horse circling the winding gear to one side of the shaft. The circular track left by the horse, often still recognisable today, is called the gin circle.
HOLLOW WAY	The line of a trackway, usually disused, eroded into a gully during its use in the past. Some major routes may be extensive networks of braided tracks running parallel to and crossing over each other. They often pre-date turnpike roads and were used by packhorse and foot traffic, and in some cases by wagons.
LATER PREHISTORIC	A term used here to denote the last 1500 years of prehistory, covering the later Bronze Age and the Iron Age. A time when ceremonial monuments were abandoned. The landscape was largely inhabited by settled farmers. New areas were cultivated with the introduction of larger, stronger ploughs which could turn heavier soils. The new areas probably included valleys such as that of the Derwent, and these may well have become more heavily settled at around the time farming, in areas like the gritstone eastern moors, was contracting with a deterioration in climate.
LYNCHET	An artificial bank formed by a build up or loss of soil against a field boundary, or deliberately produced as the downslope edge of a cultivation terrace along a slope. Lynchets are usually found running along slopes and accumulate soil upslope from downward movement of soil after ploughing which is trapped by the boundary. They loose soil downslope where ploughing cuts into the slope. Where a boundary has later been removed, a lynchet is often the main evidence that a wall or hedge once existed. Those forming cultivation terraces often appear in groups and date from the Medieval period and once lay within open fields.
MEDIEVAL	The period which dates from the Norman Conquest of 1066 AD to approximately 1500 AD. Also known as the Middle Ages.
NEOLITHIC	The prehistoric period which comes between the Mesolithic (Middle Stone Age) and the Bronze Age, dating roughly from 4000 to 2000 BC. This was the time of the adoption of the first agricultural practices, including cereal cultivation, but more importantly the rearing of domesticated animals, including herds of cattle and flocks of sheep. In the beginning, farmers moved around the landscape with their herds, much as they had in the Mesolithic (except they took animals with them rather than following wild game). It was only after more than a thousand years that they settled in permanent farms which they surrounded by hedged fields. They built impressive ceremonial monuments, often used to establish traditional right to the use of land, by burying the bones of the ancestors to overlook pastures.
POST-MEDIEVAL	The period after the Medieval, beginning at approximately 1500 AD and continuing up to the present day. Distinct from the Medieval because of the change from a feudal to capitalist society and the rapid development of industrialisation.
PREHISTORY	The period from the first human presence in the region, covering many thousand years, to the coming of the Romans and the first written documents just under two thousand years ago.

ROMAN	The period covering the occupation of the British Isles by the Roman Empire. In the Peak District beginning in the 70s AD and ending during the 5th century (400s) AD.
ROMANO-BRITISH	A term used to refer to native activity and settlement during the Roman occupation. Although the local farming people present when the Romans arrived adopted some Roman products, such as superior pottery, their way of life continued much as it had done in the Iron Age.
SITES AND MONUMENTS RECORDS	Lists of archaeological sites, and summaries of what is known about them, which (in the Peak District) are kept by County Archaeologists.
SOUGH	A horizontal tunnel excavated to drain waterlogged mine workings, to allow deeper mineral extraction.
TURNPIKE ROAD	The present road network was built in the 1700s and 1800s, often as toll roads known as turnpikes. These roads were a radical improvement on what went before and allowed the distribution of the commercial products of the industrial revolution. Their routes can still be recognised from their toll houses and distinctive milestones.
WALL FURNITURE	This term is used to cover such details found in drystone walls as gateposts, stiles, sheep throughs and water troughs.

PART 10

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APPENDICES

A: THE GOYT VALLEY: DESCRIPTION OF SURVEY ARCHIVE

Documents

1. - This report.
2. - A volume containing the illustrations to accompany this report.
3. - A volume containing the Goyt Moss coal mine shaft survey 1994: field sheets (retained by the PPJPB - viewable upon request).

Drawings (as included in reduced form in this report)

Figure 1 - Location of the Goyt Valley.
Figure 2 - Boundary changes in the late 19th century, at 1:10,560.
Figure 3 - Boundary changes in the early 19th century, at 1:10,560.
Figure 4 - Boundary changes in the 17th and 18th centuries, at 1:10,560.
Figure 5 - Archaeological categorisation of the Goyt Valley landscape, at 1:10,000.
Figure 6 - Communication routes in the Goyt Valley, at 10.560.
Figure 7 - Communication routes in the Goyt Valley, pre c.1750, at 10.560.
Figure 8 - Communication routes in the Goyt Valley, c. 1750-1900, at 10.560.
Figure 9 - The location of Figures 15-29 within the Goyt Valley as a whole, at 1:10,000.
Figure 10 - Archaeological features at Goyt Forest (north), at 1:2500
Figure 11 - Archaeological features at Fernilee, at 1:2500
Figure 12 - Archaeological features at Goyt Forest (south), at 1:2500
Figure 13 - Archaeological features at Fernilee Reservoir, at 1:2500
Figure 14 - Archaeological features at Hanging Rock, at 1:2500
Figure 15 - Archaeological features at Withinleach Moor, at 1:2500
Figure 16 - Archaeological features at Errwood Reservoir, at 1:2500
Figure 17 - Archaeological features at Long Hill Top, at 1:2500
Figure 18 - Archaeological features at Shooters Clough, at 1:2500
Figure 19 - Archaeological features at Wild Moor (west), at 1:2500
Figure 20 - Archaeological features at Wild Moor (east), at 1:2500
Figure 21 - Archaeological features at Deep Clough, at 1:2500
Figure 22 - Archaeological features at Goyt Moss, at 1:2500
Figure 23 - Archaeological features at the Cat and Fiddle (east), at 1:2500
Figure 24 - Archaeological features at Derbyshire Bridge, at 1:2500
Figure 25 - The barrow at Upper Hall (site 56), at 1:200.
Figure 26 - The Fernilee gunpowder works in 1919, at 1:2500.
Figure 27 - The Goyt Moss Colliery (site 203), at 1:2500.
Figure 28 - Analysis of shaft types in the Goyt Moss Colliery, at 1:2500.
Figure 29 - Analysis of the Goyt Moss Colliery, at 1:2500.

One folder of field notes (retained by the PPJPB - viewable upon request).

One folder of field sheets for the Goyt Moss coal mine shaft survey (retained by the PPJPB - viewable upon request).

B: FEATURE RECORDING - SURVEY SPECIFICATIONS

The survey undertaken to produce this report comprised systematic if rapid search of the land within the survey area. Every field (or part of moorland) was inspected from at least one vantage point and care was taken to avoid blind areas by taking in further vantage points. Every potential feature was inspected more closely to plot its extent, form and interpretation.

In enclosed land and where large scale maps were available, discoveries were sketch-plotted on an OS 1:2500 base. This is the National Park's Phase 1 survey standard. The plotting of features in these areas is relatively accurate because of the scale of the maps and the use of nearby features, such as field boundaries, to gauge relative locations between known points. We believe that under these conditions the normal error of plotted site locations is limited to plus or minus 5 metres.

On moorland, where 1:2500 or 25 inches to a mile maps are unavailable, OS 1:10000 maps are enlarged to 1:2500. This enlargement produces inherent errors in the accuracy of the reproduced OS plans. The plotting of sites is also made less accurate by the lack of nearby reference points on such open landscapes. To an extent this is compensated for by reference to vertical aerial photographs. We feel that on extensive moorlands the average error of plotted site locations is greater than plus or minus 5 metres. At worst, on the most featureless moorlands, up to 50m errors are possible. However, in every case the cumulative errors are in overall positioning. Each site is plotted in correct relative position to archaeological and other features in its vicinity and thus can be easily located on the ground.

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