



COMMUNITY BRIDGE SHOP

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Stocksbridge Walkers are Welcome

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Medium Walk: Hunshelf Bank – Green Moor – Huthwaite Hall

- Length 5.0 or 6.0 miles
- Grade - Undulating walk along well marked paths. Some rough ground with stiles and gates. Some sections can be boggy following wet weather. There are stepping stones across the River Don at 20. If these are impassable, the distance reduces from 6 miles to 5
- Start - Cote Green, Trans Pennine Trail (TPT) car park, Finkle Street Lane, opposite Plank Gate (near Wortley)
- Grid Reference – SK 299 993
- Maps – OL1 Dark Peak, OS Explorer 278
- Public transport – the 23 Penistone/Stocksbridge/Barnsley bus passes the car park entrance
- Refreshments - [The Bridge Inn](http://www.thebridgeinn.co.uk), Thurgoland
- Public Toilets – None on the route

Description

This is an undulating walk which goes over Hunshelf Bank to Green Moor before dropping down into the Upper Don Valley. We then climb up to the Trans Pennine Trail (TPT), then under the Rumtickle Viaduct before passing Huthwaite Hall. We return via the banks of the River Don and open farmland. The route passes sites of historical interest including quarries, mills, railways and old houses.



Stepping stones at Huthwaite (20)

Route Instructions

1. Leave the car park and turn left toward the trail (1). Go left on the trail for ~100 m
2. Just before the bridge over the road, take the path off to the right (2) down to the road junction



3. Cross the road and take the footpath down (3), over the stile, into the field. Cross the field keeping close to the fence on your left hand side

4. Cross the stile and go through the gate, opposite (4a), down to the River Don. Then either use the bridge or the stepping stones (4b) to cross the river

This is an ancient crossing point. Originally called the "Wortley Leppings", the old wooden bridge has long been replaced. "The Leppings" are passable with care. It is also possible to see the paved surface of the ford.

5. Turn right. Pass two old gate posts on your left and bear left. Do not follow the river bank. Just before the rise, opposite the marker post, take the right turn up the hill (5)

This part of an old trading route still retains the profile associated with a "Holloway" worn away by narrow wheeled vehicles over many years.

6. After a steep 150 m, the track reaches three stone gateposts. At this point, take the left fork, up through the rhododendron bushes (6)
7. The path climbs up hill following the ridge. Through the trees, down to your left you may be able to see Tin Mill Dam
8. The path becomes less steep as a stone wall and field appears on your right. Just after the third field, the path goes up some steps onto a lane. Go left along the lane, passing Holly Hall on your right, to the wooden gate. Cross the wooden stile (8) and then take the right path continuing up the ridge



9. As you approach the wind turbine, bear right, passing the turbine on your left. Cross a rudimentary stile (9), pass under the electricity cables and keep straight on with the stone wall on your right
10. After a field's length, a stone gateway leads into a field. Cross the field aiming for the copse which is straight ahead of you
11. Cross the stile (11) and drop down into Green Moor Delph. Follow the path to the right, ignoring a path to the left which goes up steps. At the junction, bear left, and continue down past the houses to the road at Green Moor

Delph Quarry, one of the oldest quarries in the area, stretched as far as the 2012/13 housing development. The latter is on the site of the, now demolished, Rock Inn. The red ex-telephone box is the Green Moor lending library. In 2012, Hunshelf Parish Council helped to secure the traditional red box from British Telecom for a sum of £1.00. It is stocked with books, local information and leaflets.



The small stone roofed building is Green Moor Pump House (well). Originally built in 1904, this provided water for the village until 1951. A 30' vertical ladder and a 20' stone passage provide access to the well head. It is managed by English Heritage who periodically allow access for visitors, especially at the annual [Heritage Open Days Weekend](#).

On the opposite side of the road are the Ivy Millennium Green and the stocks. The latter were originally situated near Peck Pond and were re-erected to commemorate the Coronation of King George VI on 12th. May 1937.



12. Turn right down the road for less than 100 m looking for a footpath sign indicating a path to your left
13. Follow the path down by the side of a bungalow (13). Climbing the stile, drop down through the wooded area. Pass through a kissing gate and continue downwards. Cross another stile and bear left
14. You will emerge into an open area. Head straight across, parallel to the main road (the road is uphill away to your left) crossing another footpath
15. Head for the farm track that has a hairpin turn in it. Climb the stile (15) and then take the right hand section of the farm track down towards the farm
16. Pass the farm and continue following the track, keeping the wall on your right
17. Go through the gate, or climb the stile (17) into the field. Cross the field and then swing down to the right, following the signed path towards the river
18. Cross the river by the bridge (18)
19. Climb up to the road and turn left. Just after the first house on the left take the signed footpath between the properties (19a). Follow the path, over a stile to the stepping stones. With care, cross the river using the stepping stones (19b)
20. If the river is impassable, go back to the road and turn left. You will rejoin our route at 27
21. After crossing the river, take the path to the right up the hill
22. Follow the path uphill. You will reach a crossroads where the path turns into a farm track. Continue straight ahead
23. After ~250 m, turn right down the farm track immediately after the farm buildings. When you reach the TPT (Blackmoor Crossing), turn right



24. Cross the viaduct

Barnsley Council sign-boards call this Romtickle Viaduct, local newspapers call it Rumtickle Viaduct and 1940s LNER plans call it Romptickle Viaduct. Built in 1844 from local faced [Ashar Stone](#), it formed part of the Sheffield to Manchester Railway which opened in 1845. Engineered by Barnsley native [Joseph Locke](#), it was built by the [Sheffield, Ashton-Under-Lyne and Manchester Railway](#). In 1847 the railway merged with the [Sheffield and Lincolnshire Junction Railway](#), the [Great Grimsby and Sheffield Junction Railway](#), and the Grimsby Docks Company, becoming the '[Manchester, Sheffield & Lincolnshire Railway](#).' In 1897 it was renamed as the [Great Central Railway](#) (GCR). Ownership passed to The London and North Eastern Railway ([LNER](#)) in 1923, and finally to [British Railways](#) Eastern Region in 1948.

25. Before the next over-bridge and subsequently, the Thurgoland Tunnel, leave the trail by taking the path over the stile on the left at the bottom of the ramp up to the road (25). Follow the path by the retaining wall and then on the other side of the field until you reach the river

26. Turn left over the stone stile (26), and then cross the field before going under the viaduct. Keeping the river on your right, follow the bank to the rise at the gate. Go over both the stone and wooden stiles and follow the path with the Old Mill across to your right



As you pass under the viaduct, look carefully at the inside of the arch which is to your right. Near the top, you may be able to make out a memorial stone (see photograph). Whilst building the viaduct in 1844, a stone fell and killed a navy, William Crawshaw. His workmates later built the stone block into the structure. The stone is 5th from the right, 20 rows from the ground.

27. At the road turn left up the hill. After ~300 m, take the path to the right (27)

28. If you wish to pass under the Hunthwaite Tunnel, do not turn right, instead follow Old Mill Lane for a further 200 m. Then turn right onto the TPT, passing through the Hunthwaite Tunnel



The original Huthwaite Tunnel (315 yards) was built in 1844. It had two tracks. Stone was used for both its lining and portals. The tunnel which is now part of the TPT was built as a result of the electrification of the Woodhead line, as the original tunnel could not include two tracks worth of overhead line equipment (OLE). Nationalisation of the railways occurred during the construction resulting in both LNER (1947) and BR (1948) date stones. The Sheffield-bound line was slewed onto the centreline of the original tunnel whilst the second bore took trains to Manchester. The original tunnel is now blocked at both ends with the TPT utilising the new tunnel. The latter has a slightly tighter curve and is also longer at 340 yards. The Woodhead route was closed in 1981 but the Deepcar-Barnsley Junction section - which included the tunnel - survived until 16th May 1983.



The Southern end of the Huthwaite Tunnel, showing the TPT and the blocked original tunnel

29. When you reach the Cote Lane bridge, leave the trail and follow the road down the hill, passing the Bridge Inn, on your right, to rejoin our route at 34
30. The path rises steeply and swings left, passing through some stone gateposts. Do not cross the stile into the field, instead follow the path to the right keeping the wall on your left
31. The path leaves the wood and crosses a field. At the corner of the field, go over the stone stile by the gate (31). Go along the path to the wooden stile into the field



32. Turn right and cross the field toward the lane.
Huthwaite Hall is to your right. Go through the gap in the wire fence and then turn right on the track heading towards the buildings

Completed in 1748, Grade II* listed, [Huthwaite Hall](#) was one of the first independent commissions from the prolific English architect, [John Carr](#) (1723–1807). Born in Horbury, he was twice Lord Mayor of York (1770 and 1785). [Fairfax House](#) in York, possibly the finest Georgian town house in England, is an excellent example of his work.

33. Take the stile in the wall by the gate to your left (33) and go across through fields to Huthwaite Lane
34. Walk down the Lane to the main road then turn right. Go past the Bridge Inn, then take the path on the left just before the bridge (34)
35. Follow the path by the river. Ignore the footpath to the left which goes back up to the TPT. After about 200 m, the path rises up above the river and passes through the woods. There is another footpath to your left which also goes towards the TPT. You may be able to see a number of fishing ponds through the trees on your right
36. At the end of the woods, the path opens out at Chemistry Cottages. Turn left up a track between the cottages and the out buildings opposite (36)

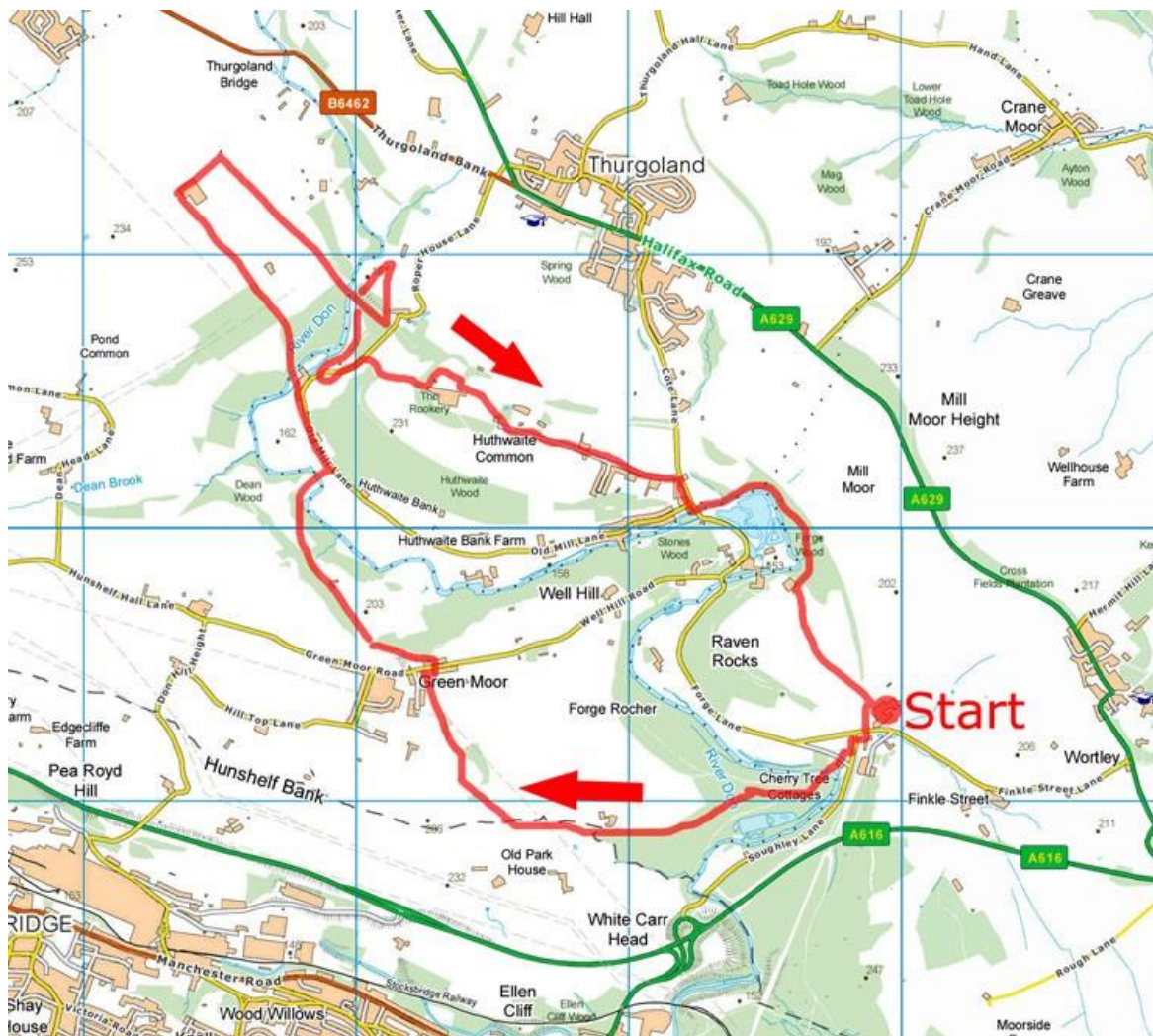
One of the buildings on your left is reputed to have been used to produce the serum which was required for the smallpox [variolation](#), a method which was introduced by [Lady Mary Wortley Montague](#) (1689-1762) into Western Europe from Turkey. She lived with her husband, the British Ambassador, in Constantinople, for two years, from 1716. She had both her children and the children of the Royal Family inoculated. However, she encountered a large amount of prejudice in spreading the practice, often due to the use of the lymph taken from people who were already suffering from smallpox. At the time, it was estimated that 20% of the population died of smallpox, with 60% catching the disease. [Edward Jenner](#) (1749-1823) later developed the much safer technique of vaccination using cowpox instead of smallpox.

Chemistry Cottages, apparently, are named due to their use for the production of an acid (green vitriol) used to scour wire. The ruin, (the Bandhouse), was supposedly where the Wortley Top Forge Band practiced.

37. The track opens out onto fields. Follow the track across over the fields. Cross the bridge over the TPT and turn right to return to the start point

If you return to the trail and turn left, the old Wortley Station buildings are close. These include the insignia of the long-defunct, [Manchester, Sheffield & Lincolnshire Railway](#). Wortley Station was in use from 1845 until 1955. The stationmaster's house was built in 1888.





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Historical information on the area is available from Stocksbridge and District History Society: <http://www.stocksbridgehs.co.uk/>

Please utilise the 'contact' link on our website if you wish to suggest any amendments to these instructions

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