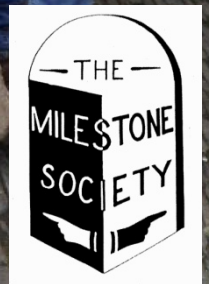


# The Milestone Society

Newsletter 44

Winter 2023



## MILESTONE SOCIETY COMMITTEE 2023/24

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Web Presence Co-ordination	Jan Scrine
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Editorial Panel (in addition to above)	Carol Haines, Mike Hallett, Ian Thompson
Heritage & Conservation Agencies Liaison	Jeremy Milln
Highway Liaison Manager	Alan Reade
Milestone and road history heritage	Mervyn Benford, Carol & Alan Haines
Restoration & listing enquiries	Ian Thompson
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Theft & Recovery Liaison	Robert Caldicott

### ON THE COVER

Okehampton Museum Tim Jenkinson and Kirsty Turner

*Photo: Bill Horner*

## **Editorial**

A belated happy New Year. 2022 was a challenging and productive year for the Society. The Committee has continued to meet via Zoom, but public events were restricted to two meetings. Thankfully, the AGM took place in October at Long Compton and was well attended, a highlight being a visit to the restored Four Shire Stone near Moreton in Marsh. Our long-standing Hon Sec John Atkinson stood down and has been replaced by Alison Montgomery. Another stalwart of the Society, Jan Scrine came off the Committee with Hilary Jones taking her place. It is inevitable that changes will occur to the organisation of the Society, and it is fortunate that we have been able to recruit two very able replacements for John and Jan.

As always, I am grateful to all contributors to the *Newsletter* and hope that you will find it informative. Unfortunately, a few errors crept into the last edition and I am very pleased to announce that Ian Thompson has agreed to join the editorial panel. As most of you will know Ian is a very active member from Cornwall and has written an excellent book of Cornish milestones. He is also enquiries officer for the Society and ably deals with a wide range of queries received by the Society.

At the AGM, Bruce Keith and Mike Hallett led a discussion on the future of the Society, which was very positive. I am grateful to Bruce for supplying information on this discussion for inclusion in the *Newsletter*.

I've had an excellent response to my request for contributions to the *Newsletter*, hence the bumper edition. I hope you find it interesting and look forward to receiving feedback and further material for the Summer edition.

*Richard Raynsford*

## **The Milestone Society - the road ahead.**

Firstly, thank you to all of you who took the time and effort to respond to my article in *Newsletter* No. 43, and to those who contributed so fully to the discussion session which Mike Hallett and I led at the AGM in October.

The session evidenced the strength of commitment which our members share for the future well-being of the Society and its ability to continue to punch above its weight championing our roadside heritage of milestones and mileposts.

At the Long Compton session, Mike reflected on the significant achievements of the Society in its first 21 years and highlighted potential areas of concern for the future. He outlined some of the ways in which new ways of working might bring benefits to the Society's purpose in the years ahead. There is much to think about if the Trustees and Executive Committee are to steer the right course to achieve results, areas I

sought to develop in members' minds as we discussed structure, governance, our charitable objectives and responsibilities and our legacy in terms of our very considerable database sets and archival material.

I was very encouraged to hear members call for maintaining our high standards on publications and developing our existing wealth of knowledge on recording, conserving, and restoring these important elements of our built, transport and cultural heritage. Clearly, we, as the recognised go-to Society on such matters, do have a critical role to play in ensuring that we heighten the profile of distance and waymarkers amongst the local, regional and national bodies with responsibility for this heritage. It's no easy task, but nonetheless a worthwhile effort.

When I wrote the article in *Newsletter* No 43, I was, I admit, very concerned that in losing a long standing, indeed outstanding, Honorary Secretary and a trusted and committed Committee member to our governance structure, that the Society faced a challenging future. I am, however, most reassured, as should we all, that the AGM brought us a new Hon Sec in Alison Montgomery and a new Committee member in Hilary Jones. Both ladies bring fresh blood and new energy and enthusiasm to the cause and, along with our experienced existing Committee members, the future is in good hands. I was also delighted to receive responses to my article from two members who will gladly volunteer to become more actively involved in helping to run the Society when time allows, perhaps in the next couple of years. All good.

That does not mean that no challenges remain – we need to plan our work strategically and carefully to ensure the focus remains on raising awareness of these stone and cast-iron distance markers, so they are afforded recognition in planning and conservation circles. Protection is only part of the story; however, conservation properly embodies letting the milestones tell their tale in the development of our transport network and as witnesses of our social and cultural heritage.

The new Executive Committee has been given a mandate by the membership to develop a roadmap for the next three to five years which will establish clear directions for the Society's future. The Trustees and Committee look forward to this journey and will keep you, the membership, attuned with our progress.

*Bruce Keith, Vice Chair*

### **Hilary Jones**

Having joined the Executive Committee at the 2022 AGM I thought it might be helpful to introduce myself properly.

I'm originally from Lancashire but moved to York as a teenager and now live in Wensleydale in the Yorkshire Dales. Yes, cheese country!

In between I lived and worked for 18 years in Glasgow. Didn't pick up any of the accent but can provide a Glaswegian dialect translation service...

My professional experience is in Highways. I was a Transport Planner with Strathclyde Region then Glasgow City Council for 10 yrs. I made the jump into the private sector with a company specialising in transport data collection and eventually became their Operations Director based at Bicester.

I joined the Milestone Society in 2019 having discovered it through a mention at a talk I'd attended. Having enjoyed leisure cycling I've noticed the milestones along the way and always had a soft spot for them.



Hilary at an appropriate location

Since joining the Society I've been doing some maintenance work (vegetation clearance, painting) on mileposts in my local area. I've had lots of support, initially from Christine Minto as the Yorkshire rep, and latterly from Ian Thompson and Jan Scrine as well. As my knowledge has increased, I've begun giving talks to promote the Society and also provided advice to a couple of Parish Councils. Loads still to learn and I'm regularly amazed at the depth of knowledge within the Society.

I am keen to continue supporting the Society so joining the Committee seemed a natural next step.

The Northern Spring meeting of the Society was held annually up to 2019 at Hebden in the Yorkshire Dales. As this is my local patch, I thought it would be good to get it going again. Details for the 2023 event, at Gargrave near Skipton, are in this *Newsletter*.

At home I work as support staff to our Bernese Mountain Dog (hence the Society Facebook photo) and try not to bore my husband too much with photos of milestones!

### **Terry Keegan Award 2022**

The Terry Keegan Award was presented to Dan Raymond who has submitted the following profile explaining his experience in building conservation.

I am a Chartered Building Surveyor living in Somerset. I have been involved with the care of old buildings for over 25 years. I first became interested in building conservation early in my career, realising that old buildings need particular care and

understanding when it comes to repair and maintenance and how important the use of the correct materials is in conserving buildings, such as the use of lime. I currently work for the National Trust helping to manage a portfolio of over 500 houses and cottages across Somerset and Gloucestershire most of which are over 100 years old and many are Listed and require particular care and attention. In 2021 I decided to return to education for the first time in



Dyrham Park GL\_CFBR14

Photos: Jan Scrine

20 years and started a Post Graduate Diploma in the Conservation of the Historic Environment at Birmingham City

University. The course has helped cement my existing knowledge and understanding of heritage while learning new things. Following completion of the course I hope to achieve Conservation Accreditation with the RICS and continue my journey in the field of conservation, helping to protect our important built heritage.



Daniel Raymond receiving TEK Award

*Daniel Raymond*

## Conservation, Restoration and Listing Queries

**Sussex** Carol Haines forwarded to Ian Thompson an email from Rogate and Steadham Parish Council about two milestones removed to nearby Petworth House in West Sussex during the Second World War. SX\_BRPF37 and SX\_BRPF41 stand either side of the entrance to the stable yard at Petworth, acting as wall protectors. Not unreasonably, the Parish Council would like their milestones back and were in negotiation with the National Trust at Petworth House. The Milestone Society felt that the milestones should be returned to their original roadside locations as shown in our records. Our Milestone Society member, Dawn Cansfield in Steadham is monitoring progress.

**Wiltshire** Nicholas Law at Historic England was concerned about an application to list a Swindon milestone (WI\_SNLC03 at SU1721 8639). Research by the Milestone Society showed that this milestone should read HIGHWORTH / 4 / SWINDON / 2. At some stage not long ago, the milestone had been re-carved to read HIGHWORTH / 5 / SWINDON / 3. The Society agreed that it was not appropriate to list the milestone, unless the original inscription could be reinstated.

**Staffordshire** Lauren Weaver of National Highways contacted the Milestone Society for advice about restoring the A5 Rising Sun Fingerpost (ST\_SK0306 at SK03322 06487). This was a replica installed in 1982. One wooden arm was missing and the



Original Rising Sun fingerpost

other two are split. Our national and local team were able to advise that the original fingerpost was now in store at Shugborough Hall where it had once been on public display. We sent photos of the original and arranged with the Collections Manager of Staffs CC for a National Highways engineer to see the original fingerpost to help inform the restoration of the replica. We were able to provide details of a number of local woodworking experts who could quote to do the restoration work.



Replica Rising Sun fingerpost 2007

The plaque in front of the replica fingerpost reads:

‘Walsall Metropolitan Borough  
This fingerpost is a replica of the original  
which stood on this site from 1777 to 1978.  
Reputed to be the oldest surviving signpost in  
England. It marks the junction of Watling Street  
and Chester Road. This copy was produced by  
R. Bridgeman and Sons of Lichfield on behalf  
of the Council and was erected in January  
1982. The original signpost can be seen at the  
Staffordshire County Museum at Shugborough Hall.’

**Middlesex** In August 2022, Angela Wallace contacted the Milestone Society about a boundary stone on Chiswick Road, London W4 (MX\_ACTO04pb at TQ203786) which had been damaged by vehicles parking on the pavement. She had reported this to Hounslow Council who were, in her words, useless. In November 2022, Angela was in touch again to say the boundary stone had now been broken in two. Fortunately, her friend had been able to rescue the broken top half and put it in safe storage nearby. In December 2022 Angela wrote again to say the Council had now agreed to take responsibility for this and to send a specialist to assess the restoration and future protection of the boundary stone.

**Leicestershire** It is not usually possible to list a milestone which has been fitted with modern replica cast iron plates. However, an enquiry from James White, Senior Conservation Officer for Leicestershire County Council concerned two milestones that were replated in 2006 and then listed in 2019.

Ravenstone Local History Group applied for and received Lottery Funding from the Community Fund – Awards for All of £700 in December 2005. To quote from the

website – ‘The project will refurbish and preserve the two turnpike milestones in the parish which were believed to be originally constructed in 1765. The award is for the manufacture of faceplates, to remove and refit pillars and to fit faceplates.’ The work was carried out and both milestones look really good.

Both milestones were listed Grade II by Historic England on 12 August 2019.

LE\_AZLE03 at SK40722 13630 ‘Approximately 120m south east of Alton Lodge, Ashby Road, Ravenstone, Coalville, Leicestershire, LE67 2AA’ is listed number 1464530. The listing statement says ‘This milestone probably dates from the C18, although the cast-iron plate is likely to be a C19 addition’.



LE\_AZLE04 at SK40722 13630 ‘Leicester Road, Ravenstone, Coalville, LE67 2AQ’ is listed number 1464531. The listing statement says, ‘This milestone probably dates from the C18, although the cast-iron plate is likely to be a C19 addition’.

LE-AZLE04 Replated listed Leicestershire milestone.

*Photo: Elliott Hill 2019*

The first milestone in the series, LE\_AZLE01 at SK37065 15917 was listed on 2 September 2005. This has a genuinely old cast iron plate, which was presumably the one used as a pattern for the two replica cast iron plates in 2006.

If anyone knows more of this story, please contact the editor.

**Kent** Kevin Lynch, Clerk to Worth Parish Council responded to a query from a Worth resident about a missing milestone. Kevin and the Village Caretaker, David Cleever, had found the missing milestone (KE\_LQ70 Grid ref. TR33514 55431, Grade II listed in 1987 No. 1247829) in a ditch not far from its original location, but broken in two. Kevin contacted the Milestone Society for advice on repairing the milestone. Unfortunately, our Kent representative Colin Woodward is no longer able to assist with this sort of thing, but nearby Milestone Society member Martin Chandler offered to help if he could. Ian Thompson described how the two halves could be drilled pegged and glued back together by a competent stonemason. Clerk Kevin and Caretaker David seemed to have the matter in hand. They had contacted a Kent CC highway engineer and had identified a local stonemason. Perhaps Martin will be able to report the successful completion of this project for the next *Newsletter*.

**Hertfordshire** Readers may recall an article in *Newsletter* 41 from Sandy Ross – ‘Watling Street and its historic milestones’, where Sandy was trying to protect his local milestones by getting them all listed. The most vulnerable of his milestones was on Dunstable Road, Redbourn, opposite Bylands House (HE\_LH25 at TL1029 1321). The milestone was set into a high brick wall. The milestone was there first and the wall was built around it. The threat to this milestone was that the site behind the high brick wall is to be developed by MPC Consultation as Redbourn Sports Centre and a small

estate of new homes. Other parties involved were Redbourn Sports Centre and Playing Field Trust and Jarvis Homes. When news was released of a public exhibition of the site plans in October, Sandy contacted Ian Thompson and they decided on a plan. Ian would write to MPC, Redbourn Sports Centre and Playing Fields Trust and Jarvis Homes expressing the Milestone Society's interest and concern about the impact of the proposed development on the milestone, and Sandy would attend the public exhibition and speak up about



HE\_LH25 at TL1029 1321, Dunstable Road, Redbourn, threatened by developments on the other side of the wall. *Photo: A.J. Ross*

the milestone. The idea was to show the developers that the milestone was important and that it could be used as an additional enhancement to their scheme – simply by leaving it in place. Time will tell, but we think our arguments have been successful.



YN\_SKOT04 at SE0501  
5183 Draughton milestone  
*Photo: Hilary Jones*

**North Yorkshire** Jane Markham, Clerk to Draughton Parish Council sought advice on the restoration and repair of six milestones in the parish. Hilary Jones volunteered to work with Draughton Parish Council on behalf of the Milestone Society. Following her site visit, there seemed to be one particularly difficult cast iron milepost, which had been broken but was almost complete (YN\_SKOT04 at SE0350 5236 Grade II listed number 1131685). There was a problem finding someone to undertake the repair of cast iron, but a website search revealed several specialists who responded promptly to initial enquiries, quoting very similar prices (around £750) to repair the milepost. Issues remained of removing the milepost from beside the busy main road, transporting it to the chosen repairer, restoring it and erecting it, but the project was off to a good start.

**Dumfries and Galloway** The Milestone Society photograph on Geograph taken in August 2011 showed that 'the old milestone by the B724, south of Townfoot Bridge, Mouswald' had one corner broken off the cast iron plate, but was in generally good condition. When Jon Glew and Rob Woodall visited on holiday in 2022, the cast iron plate had been further damaged and was now detached. It looked like a replica plate would have to be made and fitted. We needed a Milestone Society team to undertake the project. Christine Minto suggested Alverie Weighill in Dumfries, while Membership Secretary Ken Hawkins found Hugh Gregory in nearby Lockerbie. Hugh

knew a lot about restoring and maintaining old stuff! He ran two beautiful old cars - a 1923 Humber Chummy and a 1928 12 50 Alvis. Making a replica cast iron mileplate should be possible. First, recover the broken bits of the original, then take measurements from the surviving similar milestones on either side. The project was up and running.

**Lancashire** Chris Leather had been very active in Lancashire, finding new milestones and fingerposts to add to our databases. Working with Lancashire rep, John Armstrong, he found all the mileposts beside the Lancaster Canal, then explored the roadside milestones on the old A6 which ran parallel to the canal. Two roadside milestones needed attention, but Chris was not sure he could tackle these on his own. Chris lives quite a way from Lancaster, but Ken Hawkins found two Milestone Society members living much closer – Brian Jones and another Ian Thompson. Ian Thompson in Cornwall invited them to join forces with Chris to sort out the two troublesome milestones.

LA\_LABK09 at SD52340 74061 at Greenlands, Priest Hutton was overgrown and invisible. Chris felt it was difficult to gain access from the road and negotiated with the landowner of Greenlands farm to access the milestone from behind, using a farm track. Ian Thompson filled in the online form from Lancashire Highways to report a problem, saying that the Milestone Society team planned to sort the milestone out. Brian Jones had a look on the ground and promptly set to work clearing the milestone from the roadside.

LA\_LAGS02 at SD4797 5870 at Scotforth, Lancaster was in worse condition. It had lost both its cast iron plates and had slipped down the embankment away from the roadside. The first step would be to set the milestone back in position beside the road. It looked like this would require some heavy lifting equipment, so Ian contacted Lancashire Highways again through their automatic on-line form. We wait to hear more.

*Ian Thompson*

## **Obituary**

### **Dr Lionel Scott**

We're sad to report that Dr Lionel Scott passed away on 15<sup>th</sup> January after a short illness. He and June were enthusiastic members of the Yorkshire Group of the Society from its earliest days, when we used to meet up in people's homes. June's fascinating talks at our Hebden meetings were ably supported by Lionel; they also took an active interest in the milestones around their home area north of Leeds. However, Lionel will be best remembered as an erudite published scholar of ancient Rome and particularly its milestones, with articles in "*Milestones & Waymarkers*" which prompted lively debate among our members.

We send our condolences to June and family; he will be greatly missed. *Jan Scrine*

## **Ruth Thompson**

Shortly after the formation of the Society, Ruth with husband Alan joined. They had already written and published a book about the 79 milestones on all the tarmacked roads on the Isle of Arran. Some stones they had to dig out, others which were lost were replaced. For each stone they wrote a page of interesting facts, flora, local walks and history. Ruth was the organist at Brodick church for 8 years and once ran all the way round the island, 55 miles. She had a stroke in September and died just a few days before her 90<sup>th</sup> birthday in December.

*Christine Minto*

## **Milestones, Airfields (and lighthouses)**

An interesting e-mail discussion took place when Bruce Keith suggested that we needed an outstanding milestone for the front cover of the *Newsletter*, bizarrely this brought up the subject of milestones and airfields. Often when an airfield is constructed it requires the diversion of existing roads with a knock-on effect on any milestones that are located along them.

John Riddell gave the example of Edinburgh Airport where part of an old turnpike was cut off in 1947 and not replaced, he supplied photographs of a guidestone close to the airport which is affected by housing development and another at Turnhouse Road near the fifth milestone from Edinburgh.



Edinburgh Airport guidestone



Turnhouse Rd. guidestone

*Photos: John Riddell*

Hilary Jones discovered that the runway at the Leeds Bradford Airport crosses an old turnpike road which required the relocation of a guidestone and mounting block style milestone.



Sumburgh Head lighthouse

Bruce Keith informed us of a non-turnpike road that is bisected by the runway at Sumburgh Airport, this is now the A970 and leads to Sumburgh Head lighthouse, the road has several milestones along it.



A970 milestone (Geograph) *Photo: Hilary Jones*

Mike Hallett lives close to the former RAF Bassingbourn (now

Bassingbourn Barracks) where the Roman Ermine Street was crossed by the airfield taxiway. He also pointed out another example at RAF (USAF) Mildenhall in Suffolk where the Mildenhall to Littleport turnpike was diverted to build the airfield leaving a milepost within the base. Other examples supplied by Mike are London Gatwick and RAF Wyton where the runway crosses the Bury to Potton turnpike.



Location of former milestone USAF Mildenhall



Location of former milestone, London Gatwick



Location of former milestone RAF Wyton

Carol Haines pointed out that Norwich Airport cuts through the Norwich to Cromer turnpike road resulting in the loss of a milestone located just inside the northern perimeter of the airfield.

Ian Thompson drew attention to the example of RNAS Cudrose in Cornwall which was built over the A3083 road from Helston to the Lizard in 1947 and required the re-siting of two milestones. The A3083 has the southernmost milestone in Britain at SW703132, Landewadnack.



Southernmost milestone



Site of RNAS Cudrose on 1880 OS map

*Photo: Ian Thompson*

An example that I'm aware of is in Surrey where a milepost is located at a sharp corner near Painshill Farm, this was formerly the junction of the B2130 with the A281 Guildford to Horsham road until the 11<sup>th</sup> May, 1942 when the A281 was diverted to accommodate the construction of Dunsfold Airfield. This resulted in the loss of at least one milestone as shown on the OS map, Dunsfold Airfield is now closed and is being redeveloped for housing.

*Richard Raynsford*



Milepost on B2130, Painshill, Surrey



1:25000 OS map of Dunsfold Airfield

## Cornwall (Ian Thompson)

### Constantine Guidestone Restored

Parish Councillor Chris Painter of Constantine near the Helford River in Cornwall, wanted to repaint the Grade II listed granite guidestone in the centre of the village (SW7304 2909 No. 1310987). He approached Cornwall Council who referred him to Cornwall Highways, who referred him to the Milestone Society. Our records showed the guidestone had been repainted in 2000 as a Millennium Project. The style was unique to this particular stone. Our archive photograph of 2008 showed the paint in good condition. It was now quite difficult to read. Chris was able to use our archive image to enable a local signwriter to restore the guidestone again.



Constantine Guide Post No.1310987  
before re-painting (12.07.22)



Constantine Guide Post No.1310987  
Repainted (11.11.22) *Photos: Ian Thompson*

### The Roads through Connor Downs

To see the history of a road imprinted on the landscape, there is no better place to visit than Connor Downs in West Cornwall. Here, the original road, the turnpike road and the modern A30 road run side by side.

The original road went up and down and up and down across deep valleys taking the pack horse trains from the mines of Redruth to the port of Hayle.

Milestones were set up on this road in the 1730s – massive granite blocks with the inscriptions raised, not incised.

The turnpike road was not begun until 1839 which was very late in the history of turnpike roads. It turned Connor Downs from open moorland into a thriving community, growing around the 'Turnpike Inn', with triangular incised milestones marking the miles.

By 1985, Connor Downs had turned from a thriving community into a bottleneck, and a new by-pass was constructed, speeding motorists along the A30 towards their holidays in Penzance and Land’s End.

When a new arm was made in 2014 for the cast iron fingerpost near the Turnpike Inn in the centre of Connor Downs, it had the road number A30 with a line through it as a neat way to show the history of the route.

In July 2022, the Connor Downs Residents’ Association asked the Milestone Society for advice on repainting the fingerpost. Ian Thompson took the opportunity to write a piece for the *Residents’ Newsletter* about the old road and its original milestones.

Guide stone set upright

In the last *Newsletter* (43) the guide stone at Halwinnick Butts, Linkinhorne (SX3031 7409) was reported knocked over and leaning against the bank. By December it had been nicely set upright, the drainage channel had been cleared and a row of protective rocks had been added to keep turning vehicles at a distance. Thank you, Cornwall Highways. The inscriptions on the four faces are in large capitals, broken up to read:

CAM	RED	LIS	LAU
EL	GAT	KEA	N
FOR	E	RD	CES
DE			TON

Launceston and Liskeard are important destinations not far away. Red Gate was a key access point to the south west, but Camelford(e) was a very long way to the north west on a route no longer traceable across the moors. There are other similar guide stones not far from the one at Halwinnick Butts, but only this one indicates Camelford(e).

Note the image in *Newsletter* 43 was printed backwards. It is reproduced here the right way round.



Read more on page 12 about the historic milestone in this picture

Connor Downs Residents' Association Newsletter featured the pre-turnpike milestones on the original road



FSX303740 leaning guidestone



Restored Photo: Iain Rowe

### Famous Milestone knocked over again

The only milestone in the whole of Cornwall to feature in the National Benzole booklets of 'Famous Milestones' is not a milestone at all, but a capped guidestone on B3266 at SX057721. In the 1930s, it stood six feet tall, but since then the column had been broken and only a stump remained. Local funding was raised to make a new hexagonal column to the full height, using local granite. Sadly, when the highways team set up the restored guidestone they decided to bury almost half the column.



SX057721 Milestone in De Lank Quarry for repair *Photo: Ian Thompson*

It was not six feet tall, and, with such a large part of the column underground, when it was hit by a passing vehicle, instead of toppling over the column broke in two.

The broken parts were taken to De Lank Quarry to await repair. With lessons learned, when re-erected it should be set to the correct height this time and there are plans for extra bollards to offer some sacrificial protection to future vehicle onslaughts.

### Goonamarris Fingerpost in St Stephen in Brannel to be Restored

Countryside Ranger, Jenny Heskett, wrote to Roger Smith at the Cornwall Archaeological Society asking if he knew anyone who might help 'to revamp this nice old finger sign' in Goonamarris. Roger passed Linda's query to the Milestone Society's Ian Thompson.

At the same time, Rachel Tatlow, Cornwall Highways Manager, contacted Ian directly about the same fingerpost. Rachel's angle was that, if the rusty old fingerpost could be restored, highways would remove the reflective aluminium signpost, a process called 'decluttering'.



SW954550 Goonamarris, St Stephen. Fingerpost revealed when hedge was cut, with broken modern replacement.

*Photo: Ian Thompson*

Ian got on his motorbike and rode to Goonamarris, a hamlet in the china clay country near St Austell. He got into conversation with the elderly gentleman living in Goonamarris House immediately next to the fingerpost. The gentleman explained that for years he had complained that the council did not cut the hedge and that the old fingerpost was invisible, buried in the undergrowth. Eventually, this year he decided to cut the hedge himself, revealing the fingerpost in all its glory. Ian was able to explain that this was a rare example of a Charlestown Foundry fingerpost, identified by its large ball finial,

barber's pole spiral and fluted column, arms mounted with vertical bolts on a horizontal disc and with pointing hands.

The gentleman explained that the modern replacement had recently been hit by 'a Polish lorry following his satnav', breaking off the three rusty steel posts.

St Stephen in Brannel Parish Council has a sexton and team of maintenance operatives. Ian contacted Linda Ranger, the Clerk to the Parish Council. She replied, 'Great minds think alike!' She was already in touch with Cornwall Highways and hoped Highways and the Parish Council team would get the fingerpost restored and the modern sign removed by the spring of 2023.

### Boundary Stones

The mining district around Camborne and Redruth in mid-Cornwall is full of boundary stones. The Ordnance Survey 25" map of 1906 shows the crossroads at Tuckingmill with at least two dozen dots labelled 'Stone' lining the radiating roads. None were known to survive at this location, until Hannah Curnow of the Historic Environment Record department at Cornwall Council was driving to work one day and spotted a stone with a carved letter 'B' tipped through ninety degrees and built into a boundary wall. Well done, Hannah!



SW66229 41237 East Hill, Tuckingmill, Pool Boundary stone built into wall spotted by Hannah Curnow  
*Photo: Ian Thompson*



SW66229 41237 East Hill, Tuckingmill, Pool Boundary stone built into wall spotted by Hannah Curnow (close up)  
*Photo: Ian Thompson*

the Milestone Society as a possible stolen milestone. It had a capital 'B', similar to Hannah's boundary stone, but beneath the B was the number '8'. Was this a milestone from the other end of Cornwall, originally eight miles

Paul Barnett spotted a stone lying flat on its back in the pavement in Pool, not far from Hannah's boundary stone. It was at the crossroads of Agar Road and Wheal Fortune Lane, opposite the Railway Inn at SW67788 41627. Paul posted an image on Geograph and reported it to



SW67788 41627 Stone in the pavement in Pool  
*Photo: Paul Barnett*

from Bodmin? It seemed possible. Or was it yet another of the many B for boundary stones? There were no 'Stones' marked on the Ordnance Survey 25" map of 1906 near the crossroads. Google Earth street view images showed that in 2009 Paul's stone was invisible because it was beneath a breeze block wall. The Google Earth street view image for 2022 shows the wall cut back and the stone revealed.

**Cumbria (Terry Moore)**

At the Scottish/English border on the A7 at Scotsdike, just south of Canonbie at NY 38720 73196 a milestone with missing plates was found. This unrecorded milestone appears on the Geo-reference 6-inch maps dated 1913 as 81 ½ miles to Edinburgh. Being only one metre from the border stream on English soil it will be referenced as CU\_EDCL81, in line with the same milestone style as three other milestones running north to Canonbie and beyond. The border Toll Booth on the Scottish side remains intact at NY38729 73257.



CU\_EDCL81 looking south



CU\_EDCL81 SCOTSDIKE



Scotsdike Tollbooth *Photos: Terry Moore*

On the Penrith to Carlisle Turnpike CU\_PRCL08 was lost from the records until October 2021 when it was found in a garden near Calthwaite west of the A6. Previously reported in *Newsletters* No.42&43. After some lengthy negotiations with Highways Cumbria, it is now located just south of its original location by Blackrack Bridge, NY48462-42305, where it is less vulnerable to grass and dyke clearing machinery. Sadly CU\_PRCL04 near Plumpton has received another collision from grass cutting machinery so restoration with new plates is on hold.



CU\_PRCL08 Blackrack Bridge, Hesketh  
Photo: Terry Moore

Eden District Highways continued to fund restoration of the traditional Cumberland fingerposts with a further 9 being restored by Terry Moore at the end of summer.



BRICKHOUSE

Photos: Terry Moore



GREYSTOKE (north)



NEWTON REIGNY (north)

Highways England kindly funded the replacement damaged milestones CU\_WHWO02 Parton and CU\_WHCB04 Bigrigg on the A595 near Whitehaven with replica plates and sandstone supports. It was restored by Terry Moore and installed by a Penrith contractor Metcalfe in December.



CU\_WHWO02 PARTON



PARTON and BIGRIGG replicas



CU\_WHCB4 Bigrigg  
Photos: Terry Moore

**Devon** (Tim Jenkinson)

Devon's newest member of the Milestone Society, 20 year-old Max Piper, has been busy checking sites of milestones and boundary markers in the west and south of the county. Max has also made some important new discoveries and helped with clearing vegetation from vulnerable stones. One of his most significant finds has been a milestone on the west side of A380 dual carriageway between Newton Abbot and Exeter at SX 8777 7755. In very good condition and inscribed 11/miles to/Exeter/ it seems to have eluded previous searches in the area or might well be a replacement stone that has only just come to light.



A380 milestone  
Photo: Max Piper



Taviton milestone Photo: Max Piper

In late October 2022 Tim Jenkinson was contacted by Bill Radcliffe of the Princetown History Group on Dartmoor about a milestone he was concerned about on the south side of the B3357 at Taviton one mile to the east of Tavistock in West Devon. The stone at SX 4997 7460 was becoming obscured by vegetation and disappearing into the bank behind, within a matter of days Max was able to visit and clear it of moss and its inscription of Truro/51 Miles/Moreton/Hampstead/19/ could be seen once more. Interestingly the interpretation of the Ordnance Survey for this stone shows an erroneous inscription of Tavistock/1 Mile/.



Glaze Brook East stone  
2013  
Photo: Tim Jenkinson

Max has also confirmed the status of a previously unrecorded County Bridge stone first noted by Sheron Vowden in the village of Chudleigh Knighton on the B3344. Set in a wall on the northwest side at SX 8455 7736 about 80 metres uphill from Bunker's Bridge it is inscribed with a faint C. Two more C stones were cleared by Max and Tim in early December 2022 at Glazebrook Bridge near South Brent (SX 6904 5903) as both had disappeared, having been originally located and cleared in 2013.



Chudleigh Knighton C  
stone  
Photo: Tim Jenkinson

Using contextual photographs from that initial visit the duo was able to locate the stones which had succumbed to a downgrowth of vegetation. Max has since notified English Heritage to inform them of the existence of the stones and they have now amended their entries that had them as unfound in 1978. Information now posted on the Gateway site on how to locate them has been gleaned from TJ's Devon record sheets complete with 10 figure grid references.

Unfortunately, another C stone at nearby Brent Bridge was too deeply buried in a swirl of briars to be reached but a nearby milestone at SX 6976 5956 that once acted as a terminus stone for the Ashburton and Totnes Turnpike Trust c1820 was rescued from a similar predicament. Dartmoor National Park Authority have been alerted to the plight of the C stone.

More on the ground activity has taken place in the parish of Hennock on the eastern side of Dartmoor where two granite guideposts (GPs) at the foot of Shameface Lane (SX 8337 8002) and at Huish Cross (SX 8411 7984) respectively were cleared of brambles by Paul Buck and Tim in late September 2022. These unique markers along with others in the area show directions to various towns and villages in Devon including the city of Exeter, were written about by Tim in *Milestones and Waymarkers* Volume 8 (2015) pages 10 and 11. During their visit to Hennock an old marker inscribed with a large and very worn 'B' was discovered in an overgrown bank at SX 8347 8000 possibly marking the boundary between Bovey Tracey and the village.



Huish Cross, Hennock  
Photos: Tim Jenkinson



Shameface Lane, Hennock



From Newton 2 Miles  
Photo: Tim Jenkinson

At the beginning of November 2022 Tim and Max did an on the ground spot check of a series of markers on the now declassified road from Newton Abbot towards Shaldon in South Devon as far as the turn to Lower Netherton. All the stones were still extant including two milestones, a boundary marker which had been set upright since it had last been seen and a possible estate marker standing on a section of Haccombe Path at SX 8863 7062 that is inscribed with TCAREW and dated 1785. The second of the two milestones at SX 8863 7127 needed some attention and was cleared to reveal an inscription of From/Newton/2/Miles/.

A 19th century granite milestone inscribed with Okehampton/2/Miles/ that was returned to Devon after spending 63 years in Hertfordshire (see *Newsletter* 40 Winter 2021 page 23) has finally made its way to the Museum of Dartmoor Life in its hometown having been transferred there on August 26<sup>th</sup>, 2022, from a depot in Exeter. It was received back into Okehampton by County Archaeologist Bill Horner, Curator Kristy Turner and County Representative Tim Jenkinson. It is currently on display in the museum courtyard complete with an interpretation board explaining its history and how it was returned. It is still intended to return the stone to its original position on the B3240 at Drew Cottage (SX 6137 9507) but seeing as this was first planned for Spring 2021 it remains unclear as to when it will now happen. At least the stone is gradually getting closer to the site where it came from.



Okehampton Museum Tim Jenkinson & Kristy Turner with milestone *Photo: Bill Horner*



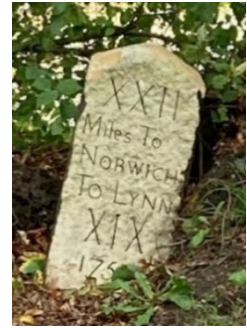
Lower Down Terrace L-M stone *Photo: Tim Jenkinson*

Whilst the OS generally make a good job of representing the positions of milestones (MS) and boundary stones (BS) on their maps, there are several instances of markers being shown that are no longer there or there is no indication of stones when they do exist and have been found in various Milestone Society surveys since 2004. Max has been in contact with the OS over this issue and has received a positive response with two boundary stones from Manaton that were erected in relatively recent times marking the border with Lustleigh now shown. They reside on the old road at SX 7823 7956 and at Lower Down Terrace at SX 7684 7969 respectively. Max has also managed to get the OS to revise their classification of a granite guidepost on the B3387 at Five Wyches Cross (SX 8053 7830) near Bovey Tracey that for decades has been marked as a MS rather than a GP. He continues to work with the OS on other amendments to their modern maps.

### **Norfolk** (Carol Haines)

In September 2022 a young driver lost control of his car and hit Norfolk's oldest milestone in Mileham (NO\_KLNF18), breaking it off at ground level and scraping the top. The Environmental Services Dept at Norfolk County Council were informed, and they are now investigating whether the cost of repair can be claimed on the driver's

insurance. In October 2020 an application was made to Historic England to have this milestone, dated 1754, listed. Notification arrived in November 2022 that this had been granted, and the stone is now Grade II listed (1475230). This means that repairs will probably have to go through the Listed Building Consent process.



NO\_KLNF18 after the accident

Photo: Tony Langford

Mileham is a conservation area, the parish straddling the Roman Fen Causeway, it also contains the remains of a castle built in about 1100, among other historical features. The village name probably comes from Old English for homestead with a mill.

### Somerset (Janet Dowding)

The final restoration of a fingerpost – SO\_ST5844

When I came to live in Croscombe in 2005, my local fingerpost looked sadly in need of restoration. Sometime after 2013 however, it was noticed that the long arm with Croscombe on it had disappeared. This was how it remained until about 2019 when a collision at this corner knocked the finial off and left it lying in the hedge. Fortunately, it was found and retrieved by a Somerset Group member – Peter Banks – who brought it to me for safe keeping. I notified the parish council St. Cuthbert Out and someone came to fetch it.



Fingerpost 2005 Photo: Janet Dowding

Soon after a project was launched to renovate all the fingerposts in the St Cuthbert Out area, priority being given to those which needed attention the most. In due course this local fingerpost was restored but unfortunately with only two arms. The current members of the parish council either did not know or had forgotten about the third arm (photo taken 5.8. 21.). I duly wrote to the parish council, pointing out that it had originally had three arms, sending them a copy of my original photograph, and saying



Fingerpost August 2021



Fingerpost 2023 Photos: Janet Dowding

that I hoped the third arm could be reinstated in due course. Some time went by – probably only a few months – and then it was noticed that it had indeed been given the third arm back. The only difference to the original is that Dinder has not been given its “¼” distance. But this is not strictly necessary as the village is only a short walk up the back lane. It just goes to show that it is always worthwhile to write in with photos and information to bodies such as local parish councils.

### Warwickshire (Mike Buxton)

The first phase of the Warwickshire Milestone Society Branch’s ‘Restoring Warwickshire Waymarkers’ project was completed on 13th January 2023, when the surviving three, now restored, Alderminster Parish mileposts were reinstated in the highways of the A422 and A3400 in South Warwickshire.

The restoration and reinstatement work, funded by the National Lottery Heritage Fund, Alderminster Parish Council and The Milestone Society and supported by Warwickshire County Highways was carried out by Fisher Landscapes in conjunction with The Milestone Society.

The mileposts date from 1901 and were manufactured for the County of Worcester when Alderminster was in Worcestershire prior to boundary changes later in the 20th century. Two of the mileposts have been put back in their pre-restoration locations. The third has also been put back in its correct position by the entrance to Alderminster village. It has spent time in the Shipston-on-Stour Museum after being rescued from a skip by the late Mike Ashley, the museum’s joint curator. Before he passed away Mike requested that The Milestone Society should use its best endeavours to restore the post and put it back in its rightful place. This has now been achieved.

The restored mileposts now once again sit proudly in the highway adding to the historic wayside heritage for the benefit of the general public.



Replacing a Alderminster milepost  
Photos: Mike Buxton



Two Alderminster mileposts in position



## Yorkshire (Christine Minto)

### South Yorkshire

In NL 42 (P19) I wrote about a West Riding CC milestone that had been stolen in 2002, recovered from an auction site and brought to Barnsley. Barnsley Conservation team have sourced a new backing stone and fastened the metal to it with stainless steel bolts which cannot be removed. It has been put back by a wall close to its original location which was, unsuitably, in front of a ditch. I was asked if the bolts should be painted and said "No, they are part of its history". The local weekly paper, *Barnsley Chronicle*, heard about the stone which resulted in yours truly on the front page with another picture and the story of the stone inside. The house owner has said he will care for it.



YS\_SFHU15

Photo: Christine Minto



YS\_BNSF07

Photo: Christine Minto

The Wakefield/Barnsley/Sheffield turnpike was first enacted in 1758. Five posts between Barnsley and Sheffield can still be found although one is in a park. Four were listed but one disappeared over 20 years ago. These posts have the mileage to London on the top but on Barnsley 7, LONDON was broken off when first recorded in 2002. Lack of verge cutting this year meant it was almost hidden. Son and I cleared round it, removed the remaining paint, gave it several new coats and a surround that will hopefully keep the weeds at bay.

Cross country runs from school would take me past Red House, now the northern end of the Doncaster by-pass. By the old inn is the first milestone from the Red House to Crofton near Wakefield toll road of 1741. The lost plate would have had the legend London 167/ D5/W 15.

### North Yorkshire

A photo of a West Riding CC stone seen in a garden was posted on Facebook. Although the legends were indistinct it looked like an unlisted stone that I had known of since 1992. It had been on the A1 north of Doncaster. After the A1(M) by-pass was constructed in 1960 it was found by a local on



YS\_DNWK05 Photo: Christine Minto

a path below the new road. He set it up in his front garden not far away in Woodlands. In 2004 I was told it had been sold to someone in York. It was tracked down by Dave Williams and I took a photo of it in front of a house. About 2008 the owner had left the house and the milestone had disappeared. It is now in Norton south of Malton. It was given to the lady by the York owner who is a friend, and she cherishes it. It is complete with backing stone and took 4 people to carry it when she moved it from the back of the house to the front. How it was transported from the path to Woodlands and then to York is a mystery.



YS\_DNTC05

Photo: Christine Minto

### Selby-Leeds A63

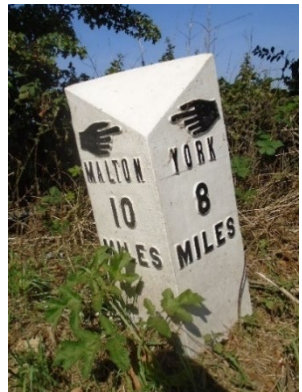
Cyril Pickup had family who lived at the farm near the 'listed' Selby 5 milestone. It was knocked over in 2007 but reset, painted by Dave Williams and Cyril in 2010 and in 2022 they gave it another make-over. Not easy on a very narrow sloping verge by a fairly busy road.



YN\_SYLE05 Photo: Christine Minto

### City of York/North Yorkshire A64

The A64 north of the York by-pass is single carriageway for about 6 miles and there are constant pleas for it to be dualled. Two listed mileposts are on this stretch. York 5 was stolen in 2008 but rescued from eBay. City of York council repaired some damage then Dave Williams repainted it and set it back on the verge. After some searching Dave found York 8 in a garden in Allerthorpe and it was rescued by the police. After repainting, Ryedale Council set it back up in 2011 although it now leans.



YN\_YOMA08

Photo: Christine Minto

### York – Thirsk A19

In NL38, Feb 2020, there is a paragraph with pictures of a milepost from this road, smashed by an errant driver in 2019. Most bits were recovered followed by expert restoration at Cleveland Corrosion. For 3 years it has been in Helen Kirk's storeroom waiting to be collected and reset by the roadside. Forward to July this year and it was collected by N Yorks CC and in November Helen saw it in its new position. It could not be put back exactly where it had been because underground services had been run through the verge. However, it is a few hundred yards further north not too far from where it was originally. Also on this route, the 'listed' milepost York 9 has disappeared. It may have been stolen or a victim of an accident at this road junction into Tollerton.

In 2009 it was found in the ditch. Jeremy Howat set it back up and Dave Williams painted it. Helen & Dave have kept an eye on it. Earlier this year Dave found it in the ditch again and stood it up. Helen has notified NYCC but no response as yet. Mixed fortunes for the posts along this road which were probably cast at Norby of Thirsk 1835-60. York 3, listed, stolen 1990s, seen on eBay and vanished after police enquiries. York 4 where the 25 mile time trials used to finish is long gone after road widening. York 12 and others north of Easingwold lost since I last raced past them in 25, 50 and 100 mile events. But York 14 is in a garden near Pateley Bridge. York 22 was uplifted in 2012 by the farmer, put in his yard, painted by Dave Williams, is still in the yard.



YN\_YOTK17 Photo: Christine Minto



YN\_KEKN26 Photo: Hilary Jones

It may have been a very early replacement as other named attachments on this route were cast by William Towler at the Globe Foundry in Leeds.

### A66 Scotch Corner to Penrith

After county changes in the 1970s some of the road which had been in the North Riding was given to Co. Durham. Hilary Jones found 3 stones east and west of Bowes which were probably taken up during roadworks and have now been reset.

### Skipton area

Hilary Jones has checked out several roads including the posts through Rylstone of Calendar Girls fame. She is also working with Draughton Parish Council with the aim of restoring milestones in their area. One of the WRCC stones on the Keighley Kendal route on the old road west of Skipton has been knocked over. This is the only one of the 300+ remaining WRCC posts that was



YN\_GBBO04 Photo: Hilary Jones

## West Yorkshire

Only 2 posts remain on the 10 miles of the Wakefield to Barnsley section of the 1758 turnpike to Sheffield. Barnsley 4 was quite safe to work on, but Barnsley 5 would not have been. However, passing by in November, the vegetation had been cleared and the post is now bright white. Brave painter unknown.



YN\_BNWK05 Photo: Christine Minto

## Scotland (Christine Minto)

### Argyll & Bute

The Mull Historical and Archeological Society have joined our Society. They are aware of the red granite milestones and the Blaydon mileposts dated 1897, that are recorded for Mull. They are hoping to renovate some of them.

### Ayrshire

Meeting a fellow cyclist from Fairlie at a meeting in Northants in 2021 resulted in a new find on The Shore, a cycling/walking route at the south end of Fairlie. The legend on the left face of this triangular stone may be Irvine 18. Bill has now checked out two more stones from this series in Ardrossan and found a third one in Seamill, part of West Kilbride. He thinks it



AYN\_IRLG18



AYN\_IRLG12

Photos: Bill McMillan

was reset on a new pavement when houses were built in 2021. They are all on pre 1900 maps so are most likely toll road stones rather than those set up by Ayr County Council at the end of the 19C/start of 20C.

## Borders

A few days based in Kirk Yetholm were spent checking out 'old' stones, most of which Iain Davison had found some years ago. However, a 'new' stone was reported by Derek Robeson who had cleared and repainted several milestones and posts near Kelso. Duly found, we picnicked by it overlooking the Jed Valley, the A66 to Carter Bar and the hills beyond. Some tollhouses were visited including Bowden between Selkirk and St Boswells. This was one of several where ancestors of Dave Williams from York were toll keepers. The blocked-up aperture at the right hand corner is where the tolls were taken. Roxburgh also has a number of old fingerposts from various foundries. The one at the south end of Stichill, first spotted by Iain, was cast at T Brown & Sons, Duns.



KECB13 Photo: Christine Minto



BD\_BOWDEN Photo: Dave Williams



CE\_EDWS07

Photo: John Riddell



BD\_NT7138stichills  
Photo: Christine Minto

## City of Edinburgh

In NL43 (P26) is a picture of the milestone in Barry Marshall's garden. Now, with a great deal of effort and a tele-handler he has reset it by the roadside to its full height and correct orientation. It is set in 1 tonne of Type-1 hardstone with 140cm above ground and 45cm below. There is some white paint on the curved surface and some black marks which may be remnants of the original legend. It is hoped to recreate the legend, Edinburgh 7 Glasgow 35, but the surface is quite pockmarked so not an easy task. Barry has sourced some suitable paint, Keim Soldalit mineral paint, long lasting and with high moisture permeability.



DG\_ANDF10 Photo: Jon Glew

### Dumfries and Galloway

Alverie Weighill has been very busy with talks both actual and on Zoom about Alison’s Bank TH, other tollhouses, tollroads and milestones. One of the Zoom talks was about the Glasgow to Carlisle Post Road. This is the route about which Alverie is writing another book.

The broken plate from the Dumfries 7/Annan 10 milestone on the B724 has come adrift and the stone damaged

further. Alverie and Hugh Gregory are looking into the possibility of having a new plate made.

### Falkirk

A plaque on a house wall in Denny between Edinburgh and Stirling was spotted by Hilary. Arrows point to Stirling and Glasgow and it is on the 1861 OS 6”. It may be connected to the rebuilding of Denny Bridge over the R Carron c1828.



FK\_GWST19 Photo: Hilary Jones

### Fife

West Lothian member Richard Barron has paid several visits to Fife this year and has taken photographs of all the large plaques in Fife.



FF\_WMFF205 Photo: Richard Barron

## Highland

Holidaying north of Inverness on the Black Isle, Hilary searched for and cleared grass and soil from around 3 'new' stones. All would have had the distance between Kessock Ferry and Dingwall.

There was also a new find further north in Balintore on the way to the lighthouse at Tarbat Ness.



HI\_DWKK09 Photo: Hilary Jones



HI\_POBT07

Photo: Hilary Jones

Taking a walking group along part of the West Highland Way over Rannoch Moor on the 10 miles between Inveroran and Kingshouse David Garside found an eroded stone. There may be others hidden in the reeds.



HI\_IRKS07

Photo: David Garside

## Perth & Kinross

One day riding from Pitlochry to Aviemore I was tempted to check a report of milestones at Blair Castle but chickened out. Now I know there are milestones on a 7-mile circular walk and also 6 miles northwards to a bothy. Anyone walking in that area let me know and I'll tell you what to look out for. There is also a prone stone just north of the River Tay at Aberfeldy. Photos and details of that please if you are holidaying in the area.



ST\_STDL03v

## Stirling

A few years ago, Iain Davison found a stone on the A91 near Logie Kirk on the way to Dollar. In October 2021 I searched in vain for it. But Richard Barron came to the rescue in April 2022.



ST\_STDL03

Photos: Richard Barron

## Wales (Chris Woodard)

### **Glamorganshire** Taken from the Internet BBC News - 24 Sept 2022

Volunteers from the Tongwynlais Historical Society have spent more than a year restoring the foundation walls of a toll house that was demolished in the early 1950s. Work commenced in May 2021. At that time only a few bricks were visible, covered in 70 years of vegetation. The volunteers built the walls up to a height of approximately 2 feet, thus creating a seated feature along the local historical Taff Trail.

Originally, the toll house was used by the nearby Pentyrch and Melingriffith Iron and Tinplate works. It was a short distance from Castell Coch, near Cardiff and collected tolls beside the Gelyns Bridge which served both as a tramroad and general traffic crossing.

### **Radnorshire** Adapted from information found on the internet and the Guardian Newspaper - November 2022

Perhaps one of the most unusual sights in Wales is the roadside sign on the A44, between Rhayader and Kington. It is a sign that boldly claims to be only 2 1/2 miles from "Llandegley International Airport." Unusual, because the airport does not actually exist! When one reaches the mystical site, it is nothing more than a sloping field close to the village church.

It all started in 2002, only a year after the Milestone Society was founded. A former editor of the Brecon and Radnor Express, Nicholas Whiteland became involved in a rather wild and prankish conversation, the result of which was the erection of the sign, which has since cost him approximately £1,500 a year to maintain.

Over the years, both locals and passing tourists have loved this endearing folly which has given no cause for complaint. However, Mr Whiteland is now, understandably looking for an organisation to adopt and preserve the sign which has become such an intrinsic part of Welsh folklore.

### **Pembrokeshire** August 2022

About three years ago, a milestone, 1 mile east of Narberth, on the B4314 disappeared. It had been a one plated stone since pre-1975, and read " Carmarthen 21 miles, 760 yards." The reason for its disappearance was the building of a new housing estate close to the railway station. The Milestone Society started to make enquiries as to its safety and whereabouts early on, but it was not until August, last year, that the persistent nagging, finally paid off, with the developers laying a new base and re-erecting the milestone.



Neighbour with re-sited milestone

*Photo: Chris Woodard*

Throughout this time, two neighbouring residents were also on the case. Sadly, the reinstatement by the company involved was unsatisfactory and it was left to the two residents to readjust and complete.

### **Going home to Wales....**

It was a case of all systems go on 30<sup>th</sup> January 2022 when a missing milepost from the A493 near Tywyn, North Wales turned up for sale at an auction house in North Yorkshire. The Milestone Society collectively swung into action to rescue it and have it returned to the correct owner – Gwynedd Council.

Detail of the auction was originally posted on the “Fingerpost Signs & Antiquated Street Furniture” Facebook Group by Zak La Gumina and spotted by John Turner who shared it to the Milestone Society Facebook Group. Rob Westlake picked up on it and forwarded the details to the Society Theft and Recovery representative, Robert Caldicott. As the auction was scheduled for the following weekend (5<sup>th</sup> February) it needed a quick follow up to prevent it being sold.

It was identified by Ian Thompson as one of a sequence of mileposts erected about 1838 by the Tywyn to Dolgellau Turnpike Trust with the other mileposts in the sequence still in place. They are Grade 2 listed by CADW, the Welsh Government’s historic environment service. Tywyn 1 had been missing, presumed stolen, since at least 2000 when the listing designation took place. It was originally positioned at SH 60010 01947 south west of what is now Ynysymaengwyn Caravan Park.

Interestingly the mileposts all have anglicised place name spellings being TOWYN instead of TYWYN and DOLGELLEY instead of DOLGELLAU.

Robert contacted the auctioneers, Mathewson’s (*better known as Bangers & Cash of Yesterday TV fame*), to flag our interest, also Gwynedd Highways. The principal highways engineer confirmed there was no record of the milepost being sold and on advice from the legal department confirmed they considered it the property of Gwynedd Council unless the vendor could prove otherwise.

Derek Mathewson himself picked up the phone and after a bit of discussion around rightful ownership he agreed to withdraw the milepost from the sale. Result!



Damaged milepost 7/03/22  
Photo: Hilary Jones

He pointed out that we would have to deal in future with the vendor and gave us a phone number. The vendor turned out to be a scrap metal dealer in Leeds. He was a

long-standing customer of Mathewsons and said he had acquired the milepost when he took over another business. He believed it had been 'in stock' for about 30 years. After some further discussions he agreed to give it to the Milestone Society on the understanding it would be restored and returned to its original site. This was a generous gesture, given the auction estimate of £200.

Legal proceedings by Gwynedd Council to obtain the return of the milepost would have been long winded, costly and have no guarantee of success. Instead, thanks to the goodwill of the vendor, it was going to be quickly returned.

A volunteer was needed to collect the milepost and as it was originally going to be from the auction house in Pickering, I offered to drive over for it. My planned scenic trip to the North York Moors became instead a journey down the A1M to east Leeds. I was keen to collect the milepost as soon as possible in case the vendor had a change of mind. In the end it was 7<sup>th</sup> March before it was safely picked up and brought back to my house. The vendor acquired the milepost when he bought out the stock of another scrap metal dealer in Leeds, how it got from North Wales to Leeds remains a mystery....

Until that point, I had envisaged it was a full-size milepost but sadly the lower shaft had been crudely cut off. Presumably this was to make it easier to transport and saleable.

Having safely retrieved the milepost the next challenge was persuading Gwynedd Highways to collect it. In contrast to their initial prompt replies when the milepost was up for sale, once it was safe there was a distinct lack of urgency. The eventual plan, after 3 months of chasing, was for it to be collected by a courier company. In theory this should have been fine but given it was a unique item I had reservations about entrusting it to a courier firm. I had visions of it getting lost or ending up in a Highways depot and forgotten about.

By now I felt a certain "ownership" for this bit of lost heritage from Wales – must be my Jones ancestral genes – so decided I'd deliver it in person to Dolgellau. Not exactly round the corner but it had a major attraction for me; it was the start of the Mawddach Estuary cycle trail. A route along a disused rail line alongside the estuary with a crossing of Barmouth Bridge and the Penmaenpool Toll Bridge. It had been on my bucket list for a while.

## Other News

On 11<sup>th</sup> July, one of the hottest days of the year, the Tywyn milepost was finally safely back with Gwynedd Highways. The highways inspector for the A493 at Tywyn, Sion Wilkes, met me to collect the milepost and promised to arrange for the restoration and reinstallation.

The post was trimmed, cleaned and repainted in the Highways workshop. As the original metal shaft was missing, I'd recommended that either a new metal shaft was fitted, or the head was attached to a stone support. Unfortunately, neither option was chosen, and they decided for expediency to use a stout wooden post instead. The longevity of this option is questionable.



Milepost returned to Sion Wilkes at Gwynedd Highway 11/07/22  
*Photo: Hilary Jones*



Milepost after repainting by Gwynedd Highways – September 2022  
*Photo: Sion Wilkes*

The repaired milepost was returned to the roadside in November 2022.

This was the first time I've been involved in a project like this, and it was a very interesting experience. The expertise within the Society, and in particular the dogged persistence of Robert Caldicott, resulted in a great result for Wales (via Yorkshire).  
*Hilary Jones*



Milepost back on the A493 north of Tywyn November 2022  
*Photo: Sion Wilkes*

## Australian Milestones

Our correspondent David Thomas from Glenmore Park, New South Wales has been out exploring again as lockdown restrictions have been relaxed a little. On a trip to Inverell in the far north of the state, he found four more of the standard triangular concrete milestones and two interesting wooden mileposts in a pioneer village museum. These came from the main east to west route, Highway 38, known as the Gwydir Highway. The Gwydir Highway was named and made a State Highway in 1928, so this was probably when the concrete mileposts were set up, but the wooden mileposts could be much older.



Milepost from Gwydir Highway between Glen Innes and Grafton  
*Photo: David Thomas*

The Ozroads website says:

'The road that would later become the Gwydir Highway was first constructed and improved in 1867 at the request of the Commissioner and Engineer for Roads in New South Wales. The following year the road was opened to full traffic and a steam ferry was established across the Clarence River between South Grafton and Grafton, completing the link. Further construction continued over the next ten years to bring the road up to standard and bridges were opened across the Orara River (1874), the Nymboida River (1875) and the Mann River (1877).  
*Ian Thompson*



Milepost from Gwydir Highway  
Glen Innes and Grafton probably  
14 miles from Moree  
*Photos: David Thomas*

### **Wooden mileposts: help needed**

There has been reference both in the *Newsletter* and in *Milestones & Waymarkers* to the use of wooden mileposts. This was usually a first stage in the provision of milemarkers, and as the rotting of wood is only a matter of time, almost all of these were replaced by more durable milestones or cast-iron mileposts. The wooden milemarkers replaced in 1826 along the Sparrows Herne Trust road from Bushey Heath to Aylesbury seem to have been late survivors (see Peter Gulland's article in *Newsletter* 27, pp 33-5), and the Newtown, Montgomeryshire, example reused as building timber and described in *Milestones & Waymarkers* 5 (2012, pp 30-34) is very rare indeed.

As part of an investigation of the showing of detail and possible pitfalls on historic mapping, I would be interested to learn what other wooden mileposts are known to have survived after about 1790. Could anyone able to help please contact me at [flookcarto@gmail.com](mailto:flookcarto@gmail.com)?

*Richard Oliver*

### **A racy stretch of road for stagecoaches**

Yours truly, (Tim Dodds) with my chum Reg Davis, cleaned and restored nine milestones in my borough of Surrey Heath – in Northwest Surrey, and subsequently have obtained Grade II listing for four of them.

We were asked to give a talk about our experiences. My part of our joint talk was more about the history of milestones and such. To lighten my part of the talk I found a story about stagecoach travel along the A30 from Bagshot to Hartford Bridge and on to Exeter, both homes to staging posts. I've combined two sources of information to tell the story, from *The Exeter Road* by Charles Harper, 1899, and from an article in the *Camberley News* 23rd November 1990.

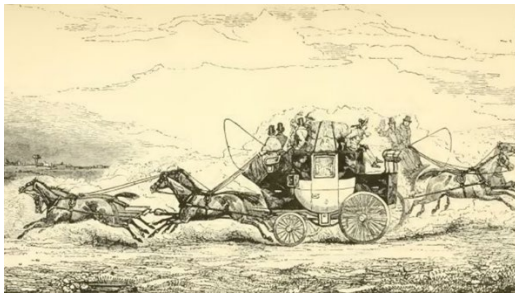
An old passenger travelling from London to Exeter, having had an uncomfortable coach ride, quits the coach at Bagshot, congratulating himself on being safe and sound.

Approaching a waiter he says, "Pray sir, have you any slow coach down this way today." A slow coach covers 8 miles in an hour. The waiter replied, "Why, yes sir, we have The Regulator down in an hour."



Quicksilver Stagecoach

He has breakfast, and at the appointed time the coach arrives. The waiter announces that the Regulator is full inside and in front. "But sir", he says, "You'll have the hind dickey all to yourself, and your luggage in the hind boot."



The Regulator and The Comet Stagecoaches

While the old gentleman passenger again congratulates himself, they're about to enter Hartford Bridge Flats, having the reputation of the best five miles for a coach in all of England. The Coachman 'springs' his horses, and they break into a gallop which does those five miles in 23 minutes.

The coach being heavily laden forward, rolled in a manner for which it is quite impossible to find a simile, and the passenger utterly gives himself up for gone.

In the midst of its best gallops, halfway across the Flats, the Regulator meets the coachman of the Comet coming the other way, whose coachman has a full view of passenger in the hind dickey and describes his situation thus, "He was seated with his back to the horses, his arms extended to each extremity of the guard rails, his teeth set as grim as death – his eyes cast down toward the ground, thinking the less he saw of his danger the better."

In this state the old gentleman arrived at Hartford Bridge. "I'll walk to Devonshire", he cried, then thinks better of it and says he will post [hire] a horse, then is told posting will cost him £20. He then says, "This will never do," and asks whether the landlord can suggest a coach that does not carry luggage on top. The landlord, craftily, says, "Oh yes, we shall have one here tonight that is not allowed to carry a band box on the roof. The Quicksilver mail, sir, one of the best out of London. Jack White and Tom Brown – picked coachmen over this ground". "Guarded and lighted?" "Both, sir. Blunderbusses and pistols in the sword case, a lamp to each side of the coach, and one

under the floorboard – to pick up a pin in the darkest night of the year.” “Very fast?” “Oh no, sir, just keeps time and that’s all.” “That’s the coach for me,” says the passenger. “I’m sure I’ll feel at my ease.”

It’s worth noting that the red and black wooden wagon was known as 'Quicksilver' because it was the fastest coach in the country as it travelled its regular route from London to Falmouth in Cornwall. The image of Quicksilver, the last surviving Royal Mail coach is from the Bonhams auction of 10th December 2015, where it sold for £133,660.

Here is a view of the Hartford Flats on the A30 in early 1900’s near where Blackbushe Airfield is now. The milestone is HA\_LE32, and not 33 miles from London as stated, but 32 miles, and a public domain print of the Regulator and the Comet stagecoaches passing one another on this stretch of road, taken from Charles Harper’s 1899 book, *The Exeter Road*.



Hartford Bridge Flats, Camberley early 1900

*Tim Dodds*

### **Worcester’s Grasse Cross**

In early medieval times, stones and possibly wooden markers were placed alongside tracks to mark the way, pilgrimage routes or saltways for example. Some were shaped as crosses such as the Offerton Cross now in the churchyard of St Nicholas Warndon. These often marked the routes between abbeys and their daughter churches, presumably erected by the ecclesiastical bodies. Some were used as boundary markers, such as at Pershore. There were also preaching crosses, where religious speakers held forth to gatherings.

But what was the origin of the Grasse Cross that stood at the junction of the ancient route across the Severn ford from the west, from Herefordshire and Wales, where it crossed the route along the Severn Valley used by the Romans from the Forest of Dean and from Droitwich? That junction is now called The Cross, where Broad Street meets the High Street.



Worcester Cross milestone

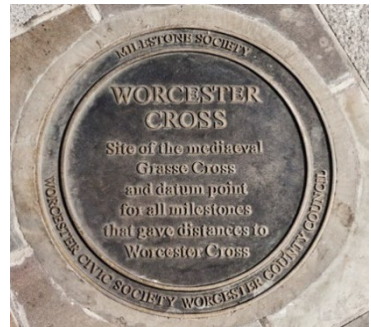
*Photos: Jan Scrine*

The Chamber Order Books for Worcester meticulously document the preparations and events of the summer of 1575, for Queen Elizabeth's visit to the city. All inhabitants were directed to 'white lime and colour their houses'. A great deal of gilding was also undertaken! The records also note that "the Grasse Cross and the cross without [outside] Sidbury to be set in colors together with the Kyngs pycture [a statue] at Sidbury Gate." Stages were also set up at the Grasse Cross and outside St Helen's Church, so the Queen could address her subjects and watch the pageants.

However, the Grasse Cross so gaily decorated for the Queen's visit in 1575 was removed in 1578 as were many holy crosses, being zealously treated as part of the 'old religion'.

But why was it called the Grasse Cross? Was that a version of Grosse, large? Was it Grace, a preaching cross or a place where travellers prayed for safe journeys, hence its summary destruction? Or was it a market cross - maybe asparagus bundles were sold here? Asparagus was cultivated by the Romans, but the first Worcestershire reference as a crop seems to be in the 1700s; "Sparrow Grass" is a local term for asparagus.

The name Grasse Cross continued in use well into the 1800s. The Worcester Turnpike Trust (enacted 1725) used this as the datum point for their second-generation milestones, the cast iron plates showing the miles to Worcester Cross, mostly erected in the late 1700s - early 1800s. The first-generation milestones seem to have been measured from the city boundary, but being hewn from soft local sandstone their inscriptions soon eroded.



Grasse Cross plaque

So, if you happen to be in The Faithful City, look for the bronze plaque in the pavement, installed in 2014 as a joint initiative by the Milestone Society, Worcester Civic Society and the County Council – and ponder over the cross' name!

*Jan Scrine*

### **Bow Bells Mileposts**

My involvement with Mileposts started when we moved from a very rural location to a small Hamlet (approx. 30 houses no Pub, Shop, Village Hall or Church) and we discovered a Milepost very near our house. It was in a rather decrepit state, so I straightened it up, gave it a coat of paint and started to take more notice.

The locality is East Sussex and posts are commonly known as the 'Bow Bells Mileposts'. They are a rebus design having no words to direct you just a picture of some bells hanging beneath a bow and the mileage. Clearly everybody was supposed to know that the distance was measured from Eastbourne to Bow Bells Church in London. I have not yet discovered why Bow Bells Church was the chosen destination, it seems very unusual.



'Missing' 34 milepost

I decided that there were several which looked as bad as mine (note MINE) also a few missing. When I bring up the question of missing posts the answer is invariably 'stolen' and any facts which can be gleaned do indeed tend to point in this direction. Why? Cast Iron is hardly worth a fortune and taking them off the road involves hard work and some considerable risk. So far none have been found ornamenting a garden anywhere. Maybe they have indeed been melted down.

I decided I needed an intro. to this fascinating much overlooked world. As a member of our local Eastbourne Historic Vehicle club, I approached them to see if they would back me. They did in several ways. Firstly, by the Secretary helping with the approach to East Sussex Highways. After much talking, they did give permission for us to deal with the posts and work on the side of the road. Secondly, I found a colleague keen to help. Dave Taylor and I set about painting, renewing the Oak Back boards and when we had time cutting back the vegetation. The progress we made on the road helped us to make many friends and contacts as we went. The E.H.V.C. became a useful avenue for us to publicise the Posts both in articles within the Club and a display at the 3 day show we stage each year. Finally on one occasion when finances were getting stretched they helped with a donation.

We find that most Councils are initially very keen to have the Posts looked after but as the economic reality sinks in their enthusiasm wanes. The interest in East Sussex tends now to be with the Parish Councils who adopt a rather possessive attitude in their own boundaries whilst the Highway Authorities have given up completely.

One day I received an email from a local Parish Council (East Hoathly and Halland P.C.) who wanted to replace two missing posts within their boundary. I agreed to make a pattern which could then be used for both Posts and still be of assistance elsewhere in the future. The Council agreed to pay for it. Fortunately there was one post, No. 50, which was almost due to have the backing board renewed and also desperately crying out for paint. It was duly removed from the road and the process commenced.

We have a Foundry close by in Hastings and they used Iron post No 50 to create the pattern in Aluminium (cheaper). The pattern had to be multipurpose, so we ground both the mileage and the motif on top off. We have two different motifs as other trusts took charge of their section of road. Back to my workshop and with a band saw



Aluminium pattern Photos: Peter Gillies

and some scraps of plywood the required numbers and motif were cut out and super glued on. The pattern was now ready for the foundry to cast a proper post in cast Iron.

One problem we had was selecting the correct font for the numbers. Several posts have been renewed over the years and some enthusiasts have not done very well at reproducing the correct font for the mileage. First deciding which examples were the oldest and then

choosing and copying the numbers with tracing paper enabled us to create the font and dimensions to create authentic looking patterns.

We went on to replace 4 posts and reset them on the roadside with new oak backing boards. Involving much less work we managed to locate two posts that we found stashed away. One was in the Highways Authority Depot in Ringmer. We heard the story that it was found in an Antique shop somewhere and the Council retrieved it. After much asking over a year, we discovered which Depot it was languishing in (Ringmer !!! don't take no for an answer) from there we took possession and No 34 is now back on the road where it should be. The second missing Post had been found backing board rotted through and rescued from the carriageway by a local man who put it in his shed for safe keeping but neglected to tell anyone although the local Council and newspapers were red hot reporting the theft.

There is an article in "*Mileposts and Waymarkers*", Issue No 10 by John Nicholls mentioning Post No 34 as lost. The main article concerns, the posts named the 'To London Swirls' and although we are not concentrating ourselves with these posts, they do cross Ashdown Forest and the B2026 does join the Bow Bells on the A22. We found No's 37 and 39 recently, also safely stored in a shed for several years (safe but nobody knew) and will be positioning these two back where they belong on the Forest. Our original partnership has broken because Dave spent a year in hospital and although is now much better, sadly mileposts have slipped off his radar I do now have another younger very fit and enthusiastic colleague Neil Kerridge.

The present position is the posts stretch from Hailsham (No 56) in the South to East Grinstead (No 29) in the North. 28 miles mainly on the A22 with just one post missing making it only 27. Periodically we read that this is the longest continuous run in the Country perhaps one of your readers could tell us if it is the longest? The missing post is in our sights, and we are seeking some money to help replace it.

*Peter Gillies and Neil Kerridge*

## Mark Searl Turnpikes and Toll-Bars

Published by Hutchinson & Co. (Publishers) Ltd. London, 1930.

2 vols., xxxiii + [2] + 871pp. 1st ed.

12 colour plates, and 515 other illustrations, many full-page. Original binding, red cloth boards, maroon leather spines and corners, spine lettering and decoration gilt, 11.5in x 9.5in. A very bright set, in excellent clean condition, ever so slightly rubbed on the extremities. A profusely illustrated, monumental work, drawing on a wide range of sources with excellent illustrations. Whilst concentrating on England, Ireland, Wales and Scotland are also covered, as are various other countries including Australia, Canada and the United States.

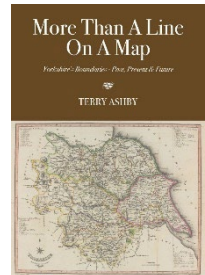
Volume 1 begins with details on the various London bridges, followed by sections for each English county. Volume 2 deals with coaches, railways and famous authors writing on turnpikes, with a large section of writings on the abolition of the turnpikes. The above does not do justice to a work that one can keep dipping into, and always find something new and interesting.

Price: £220 including UK carriage, with 10% going as a donation to the Milestone Society. Currently, August 2022, Internet offerings from British booksellers range from £252 to £511, with a superb sounding copy at £1,205.

*David Archer, The Pentre, Kerry, Newtown, SY16 4PD.*

## More than a line on a Map

A new book by Terry Ashby which will be of particular interest to those interested in boundary stones is available from Map Lines Books [boundary21@hotmail.com](mailto:boundary21@hotmail.com) 07526 486201 or direct from Terry on [waddoboot@yahoo.com](mailto:waddoboot@yahoo.com) £15 Payment details will be sent on receipt of orders.



## Milestone Society Northern Spring Meeting 2023

The Society for many years held a popular annual Spring members get together in the village of Hebden in the Yorkshire Dales. The last one was in 2019.

In 2023 we're back with a great new venue (**Gargrave Village Hall**, West Street, Gargrave. North Yorkshire BD23 3PT) and an interesting and varied programme for the day.

After light refreshments to get us settled in we'll have the opportunity to listen in the morning to three different presentations with a local flavour. Gargrave is located in the Aire Gap, a natural gateway through the Pennine Hills, that has been a transport corridor for millennia. Road, rail and canal builders have all left their mark. The full speaker list is being finalised.

After a break for lunch, you'll have a couple of choices in the afternoon. Hilary Jones, our North Yorkshire rep, will lead a group on a guided walk (*1.5 or 2.5 mile options*)

## Looking Ahead

around Gargrave to view the varied mileposts, guidestones and finger posts in the village. The walk is flat and will be on a combination of footways and the surfaced towpath of the Leeds Liverpool canal.

If you don't fancy the walk then staying in the village hall our Vice-Chair, Bruce Keith, will present a light-hearted review of Scottish milestones based on his recent book – *Are We Nearly There Yet?*

Put the date in your diary: **Saturday 13 May 2023, 10am – 4pm**

Gargrave is accessible by car, bus, rail, canalboat and it's even on the Pennine Way if you're feeling very energetic!! There is a private 32 space car park at the village hall, plus a free public car park opposite. Gargrave train station has services from West Yorkshire and the Northwest. Bus services run regularly from Skipton.

The event will be free to members of the Milestone Society but if you plan to attend please confirm by email to Hilary ([hjprojects@btinternet.com](mailto:hjprojects@btinternet.com)) by 31 March 2023 so we have an idea of numbers.

### DEADLINE FOR SUMMER 2023 NEWSLETTER

Contributions for inclusions in the Summer *Newsletter* should reach the editor Richard Raynsford by 30 June 2023. Contributions are accepted on the understanding that the editor reserves the right to modify submitted material to achieve a suitable length or style consistent with the overall size, aims and content of the publication. Submission of articles in electronic form using Microsoft Word (\*.doc, \*.docx or \*.rtf) or Open Document Format (\*.odt) and pictures in high-definition JPEG or PNG format (\*.jpg or \*.png) is particularly convenient but paper copy is also acceptable. Please note that, due to postage costs, material submitted is not normally returned unless specifically requested.

E-mail the editor at [newsletter@milestonesociety.co.uk](mailto:newsletter@milestonesociety.co.uk) or call Richard Raynsford on 01749 890418 for further information and address details.

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**BACK PAGE:** Swedish Milestone nr. Stockholm *Photo: Iona Willson*

## Milstolpe

### Milestone

Omkring 1700 byggdes denna milsten i Bjerkedalens skog. Den är byggd av gran och björk. Den är byggd av gran och björk. Den är byggd av gran och björk.

Vid 1600-talet blev det vanligt att alla vägar byggdes i bäring. Detta innebar att vägen skulle sättas upp av bergsten. Detta innebar att vägen skulle byggas upp av bergsten. Detta innebar att vägen skulle byggas upp av bergsten.

Det var landbruksgårdarnas uppgift att sätta upp stenar och göra markerna. Under tiden blev det vanligt att göra markerna.

Milestone from Bjerkedal showing King Frederick II's measurement and dated 1707.

In the middle of the 17th century the governments decreed that milestones should be set up at regular intervals on all major roads in Sweden.

County governments were responsible for building roads and setting milestones. Local farmers were obliged to keep the roads in a state of repair.

