MILESTONES & WAYMARKERS

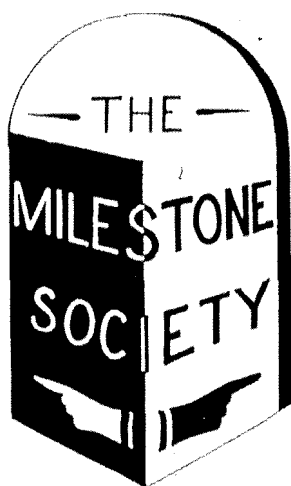## THE JOURNAL OF THE MILESTONE SOCIETY

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Editorial Panel
Carol Haines
Terry Keegan
Tim Stevens
David Viner

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This Journal is the permanent record of the work of the Society, its members and other supporters and specialists, working within its key Aim as set out below.

THE MILESTONE SOCIETY

AIM

• To identify, record, research, conserve, and interpret for public benefit the milestones and other waymarkers of the British Isles.

OBJECTIVES

• To publicise and promote public awareness of milestones and other waymarkers and the need for identification, recording, research and conservation, for the general benefit and education of the community at large

• To enhance public awareness and enjoyment of milestones and other waymarkers and to inform and inspire the community at large of their distinctive contribution to both the local scene and to the historic landscape in general

• To represent the historical significance and national importance of milestones and waymarkers in appropriate forums and through relevant national organisations

• To organise and co-ordinate relevant practical projects at both national and regional/local levels, thereby enhancing public access

• To protect, preserve and restore milestones and other waymarkers through the planning process, representing their significance to appropriate authorities locally and nationally

• To manage the Society's affairs in ways which maintain effective administration and appropriate activity, including the establishment of regional groupings through which to delegate and devolve the Society's business.

MILESTONES & WAYMARKERS
The Journal of The Milestone Society

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Editorial & Introduction: The Road We've Travelled
by David Viner

David Viner chaired the Steering Group in 2000-1 which set up the Milestone Society, when he became its founder chairman. Interested in road history for over 30 years, he has published studies in the West Country and elsewhere. He sees the co-ordination which the Society can bring to individual efforts as one of its early achievements already apparent.

Any new Society, particularly perhaps one operating within a specific remit in the amenity field, starts off with a whole range of essential tasks to progress. The initial enthusiasm of the membership needs to be sustained beyond the immediate rush of adrenalin and a long-term credibility established, anchored with luck upon a firm membership base and a growing range of achievements to report. So it has been for the Milestone Society, which was officially formed in May 2001 but dates its origins back to a happy combination of initiatives during Millennium Year 2000.

The publication of its first journal within little more than three years of the Society's formation is one such achievement, associated as it is with the already well-established six-monthly Society Newsletter, a compendium of activities, projects and news, of which seven issues have already appeared. Right from the start the Society has been determined to promote its work and publish its recording and research projects in a permanent form. It is hoped that this first volume of the *Journal* will be the first of many; it has already been recognised that there is a gap in the range of refereed publication options available for transport historians in general and road transport specialists in particular. Supportive as one might be towards the mass of local, county and regional publications, the concept of a national journal has remained a clear Society objective, dedicated to the subject of Milestones & Waymarkers in particular and the wider road heritage network in general. This first volume seeks to offer not only a firm start but a taste of future potential.

One of the already evident strengths of the Society is the ability to tap into a huge network of grass-roots activity, certainly across the whole of England and over time it is to be hoped in the other home countries of the UK and beyond. A network of co-ordinators, initially based upon historic pre-1974 counties, has been established, and although still far short of the desired coverage across the UK as a whole, is already working to its strengths. Links with the relevant local authorities and (increasingly) their agents are being developed at all levels of local government. The parish is recognised in many Society projects as the key enabler, and the source of the 'local distinctiveness' which is already one of the main drivers of a renewed enthusiasm for the conservation and interpretation of milestone heritage. There are now many examples of such co-operative projects.

The functions of district councils, including useful conservation officer advice, has also been helpful, and an area for continued investment. Of primary importance is establishing direct and fruitful links with county highway authorities or their equivalents in unitary and other public bodies. Here lies the greater part of the responsibility for care and maintenance of milestones and other roadside furniture, and here also lies the greatest difficulty in identifying scarce funding resources to maintain any form of consistent conservation programme. The Society recognises this and seeks to develop a closer partnership between the skills, energy and knowledge of its members and contacts and the resources of the authorities themselves. The value of an amenity society with a specific brief comes to the fore in such circumstances, and a number of projects can already be identified where the public interest has been enhanced by a shared approach. No less significant in this debate is the role of the government's highway agencies and the private-sector companies contracted to them, a number of whom have already been more than helpful in their commitment to conservation and care.

But there's much more to do in all parts of the country. The rate of damage to and loss of milestones and waymarkers, in casual but sometimes alas deliberate action, was one of the key reasons why the Society attracted such a strong initial support. Previously, lone individuals and local societies had frequently found themselves campaigning in isolation to stem the tide of losses, often it has to be said in the face of bureaucratic disinterest. The Society came into

existence not least to campaign effectively against such pressures and, by raising the profile and community value of the surviving but fragile roadside heritage, to stem the rate of loss as a first priority. This task will never be fully complete but the first real signs of a more responsive public-sector attitude overall can be seen. In some places of course it has never gone away.

Certainly there is growing public interest in what these interesting stones and the information they display can tell us about local as well as transport history. Society founder members Mervyn Benford and Terry Keegan amongst others were leaders in raising public awareness, campaigning at local, regional and national level, in a concerted use of the national as well as local media to promote the cause of milestone recognition, care and conservation. It was from these campaigns that the Society can directly trace its roots, not least in an article in The Daily Telegraph on 8th April 2000, provocatively entitled *Highway Robbery,* and the massive post-bag which followed. Very soon, some five hundred letters had arrived from which the Society has drawn and maintained a membership in excess of three hundred.

A solid regional structure within a national framework is the key to success. Both within the county co-ordinator network and individually elsewhere, recording and conservation activity on the ground is undertaken by Society members, working to standard recording and best practice guidance within the group's published and widely available Aims & Objectives. Several Good Practice Guides have been published and recording forms developed from the mass of what was in use for individual projects previously. A national database has also been developed (itself a significant achievement of the Society in its early years), which is robust enough to conform to the national network and baselines recognized and encouraged by English Heritage, an essential requirement to be truly national rather than parochial in outlook and output. Alan Rosevear has masterminded our database project and his contribution to this volume summarises the story so far.

Alongside the electronic database is a mass of records, photographs and associated correspondence held variously within the Society, much of it gathered from current activity but a significant amount coming into care from past recording projects. The quality of these historical archives is often remarkable and - so great has been the rate or loss and damage in some counties - it is already a valuable record of change. The Ken Diamond collection is one such, gathered by one individual during his travels around the country for work and pleasure, and now a significant part of the Society's growing archive. Future arrangements must be agreed for the long-term care, preservation and access to what is already becoming a very respectable national archive.

Published as it is in a wide variety of outlets, the mass of literature on road heritage and transport history is often difficult to access, and so it is a pleasure to record the publication of several general assessments of the subject, with helpful bibliographies aiding further research. Carol Haines' *Marking the Miles* (2000) is already an essential handbook. So too is the seminal study (reviewed elsewhere in this volume) of Thomas Telford's Holyhead Road - the A5 - in North Wales, one of the best known of all heritage routes. The publication in 2002 of two very accessible and very readable volumes in the Shire Albums series, by Mervyn Benford on *Milestones* and Stuart Hands on *Road Signs,* further opens up the subject to popular interest.

In addition, several well-established and admired monographs which had gone out of print have been given a new - and quality - lease of life through the efforts of Landmark Publishing based in Ashbourne, Derbyshire. The works of Prof. David Hey of Sheffield and AE & EM Dodd on the Peak District and of Prof. Richard Moore-Colyer in Wales are especially welcome in this respect. Details of all these and other recent publications, permanent as well as more ephemeral, are listed in the *What's in Print* section of *this Journal,* intended to be a permanent feature providing ready access to new literature.

The articles published in this first Journal reflect as much the range of members' interests as they do the subject matter itself. Regional as well as local surveys are included, Fife being one of the fortunate counties (like Gloucestershire and Dorset, for example) to have had not only a fine group of surviving turnpike artefacts but also a good tradition of care and recording. The different levels of interpretation which can be derived from a detailed accumulation and study of data is also shown in studies of maps and milestone series on the ground, in Oxfordshire and Berkshire especially. The short studies for Jersey, and Penwith in Cornwall, may with good fortune open up a mini-series on such self-contained areas. Nor is the subject matter confined to the UK as the welcome contribution from Frank Brusca shows.

The title of the *Journal* has been carefully arrived at; it is intended to be as inclusive as possible of all aspects of road and roadside heritage, specifically focused upon artefacts, their recording and conservation. It is not just the turnpike evidence which is important; earlier - and indeed later -material is equally part of the picture. There is a wider opportunity for studies in related transport and economic history and the industrial archaeology of the network as a whole.

In its early days, the Society - reflected by its efforts in print as well as on the ground - has been and will continue to be focussed upon recording to a satisfactory standard the surviving evidence. That is a primary aim, achievable within specific targets, and alongside it developing a sound and lasting best practice approach to conservation and preservation of surviving artefacts. The wider horizons of interpretation in all forms of this heritage are continually in the Society's sights, not least through the many access opportunities which information technology now offers, and it is here where the wider community benefits and public support for the specific efforts of care and protection can best be harvested. It is to be hoped that readers of this first Journal will share that wider perspective and be able to contribute to it. August 2004

Pointing the Way: This photograph dates from 1935 and shows an AA patrolman checking that all is well with the signing of a milestone at Banstead Down, Surrey. By kind permission of the Museum of English Rural Life at the University of Reading (No 35/33784)

The Journal of the Milestone Society

A Milestone Database - Building the National Record
by Alan Rosevear

Alan Rosevear's interest in milestones grew from a survey of the turnpike roads in the Thames Valley in 1990. He has subsequently published a number of studies, is the Society's county co-ordinator for Berkshire and Buckinghamshire and manages its national database, the subject of this article. He is a founder member of the Society.

INTRODUCTION

A recurring message from members of the Milestone Society is 'Until the Society was formed I thought I was the only person interested in these things'. Thankfully none of us were alone but we had collected and stored information as isolated enthusiasts who kept only sufficient records to jog our own memories. A national Society gives the opportunity to create a resource that is greater than the sum of these individual parts. Sharing ideas and information reveals what works well and avoids repetition of the same mistakes but it comes at a cost to individuality and diversity. In order to share information efficiently, data needs to be in a common format and must be transferable. The Milestone Society Database has the benefits of sharing knowledge yet hopefully minimizes the rigid conformity that is inherent in a centralised structure.

In this article, I will describe the overall philosophy that underlies the database, a little about the data at present and something of what can be achieved with that data,

THE BACKGROUND

Many members had recorded details of milestones or related roadside structures and some had inherited records that went back to the 1950s. The records reflected their personal interests, for instance in photography, turnpikes, parochial history, archaeology, county monument recording or broader social history. The form of the information varied enormously from record cards, printed tables, photograph albums, slides and text files to specialist electronic databases. Data collected by groups, such as an Industrial Archaeology Field Research Team, was generally systematic but no two systems recorded the same categories of information.

Importantly a functioning database containing information on milestones already exists. The 'Images of England' (IOE) web page links to an electronic database of all the listed buildings in England. Since around half the milestones are listed this English Heritage (EH) data is an important resource. However, this site illustrates the limitations of data collected for one purpose to serve another. The only relevant data fields that were entered systematically are for the type of structure (a milestone, milepost or mileplate), the Parish and the IOE Record number. The listings have not normally changed since the 1970s and the description of the stones range from nothing, through idiosyncratic prose to a full architectural specification and grid reference. In addition, this data is organised around geographic areas such as civil Parish and District Councils whereas milestones, erected by turnpike trusts through several parishes, are linear features. Finally, the output from the IOE database cannot be manipulated to assist research, add extra information or adapt to the changing situation on the ground. It was therefore clear that a purpose-designed database was needed for the Milestone Society but this should build on the existing knowledge and provide a repository for the diverse information available.

THE BUILDING OF THE DATABASE

The objective of the database is that it should aid the Society in its aim to record milestones and waymarkers of the British Isles and should, through the systematic structure of the database, aid research and interpretation of these structures. Several general principles are inherent in the design of the database:

1. Respect the 'Old County' structure of the Society;
2. Recognise that most primary records would continue to be held on paper;
3. Provide a data collection sheet that accommodates entries on all foreseeable fields;
4. Use software that the majority of members might own at reasonable cost.

The first two of these principles determined the organisation of the database. Each County would collect and store its own set of paper records and photographs. The County data would be entered from paper records onto an electronic database with a format set nationally. The County databases could

then be combined easily into a national database.

The third principle dictated the need for a commonly agreed set of data fields and, perhaps more contentiously, a common means of describing or specifying the key features. The first task was to identify all the fields that had been used by previous recorders and any that would aid future management of the Milestones Database. Many fields were obvious and common to most users (legend on the stone, Parish etc) others were less obvious. For instance the IOE database stores Grid References in three fields for prefix, Easting and Northing. It also uses the modern Civil Parish as the fundamental location. Hence to make the Milestone database compatible with this major data source, the same conventions were adopted. An important advantage of this is that EH provided a definitive list of all the English Parishes, each with a unique identifier which links to their data. This saved a great deal of searching and potential conflicts in expression and is why all the print outs from the Milestone database recognise that 'this was enhanced by use of data from English Heritage'.

Advice from EH also influenced the way in which data for individual fields was recorded. Experience had shown that it was far better to offer the user a series of fixed expressions wherever possible. This greatly facilitates collection of data, because users are prompted to use suitable terms, speeding the input of data using codes and greatly enhances the power of any subsequent search profiles. Some terms were set from the extensive EH bibliography (e.g. materials of construction are either metal, stone, concrete, wood etc not iron, granite, alloy, oak, timber etc). Others needed new definitions (e.g. the shape of the stone specified by descriptions of cross section, top and sides). In all cases there is scope for additional free text in associated fields to capture details such as non-standard ornate shapes, strange alignments such as diamond layout, fixing bolts, type of stone etc. A key feature of any database is to give each record a unique identification. In this case the fundamental identifier ID number includes a two-letter code for the county so that a national search will not confuse sequential entries from different counties. However, in practice a second ID number has been helpful in ordering and identifying stones in a particular series. The 'Old Highway' code uses an alphanumeric series made up from letters for the towns at the end of the road and the probable position of this stone in that series. For instance the 20-mile stone on the London to Bath

Road is LB20, the stone 35 miles from Reading on the road to Hatfield is RGHT35. Like the roads they record, these identifiers may go across several counties.

The Standard data-recording sheet has undergone several revisions in the light of experience in the field but these have been accommodated without changing the basic framework. For instance additional stone descriptors were added for quadrant shapes or mounting blocks and extra fields were added to indicate how much restoration work was needed and whether the stone was in a dangerous place or close to private property. In practice data from many of the earlier recording formats can be entered directly into the Milestone Society Database; all the recorded data can be captured though not all the database fields will have data in them.

The fourth principle has determined that the database is run on a spreadsheet rather than a full, relational database. The main database is on a single spreadsheet in Microsoft Excel. Data is entered directly on the County spreadsheets using the short codes where set terms are available (e.g. just S for 'stone' or P for 'beside private property'). Where old data is in electronic format it can be pasted intact into the data columns and even where the old data was text it has been converted to Excel to avoid retyping. Each County sheet or the combined national spreadsheet is easily sorted and searched for particular features or group of stones. Lookup tables can then be used to give an output in the complete form. For more sophisticated searching and reporting the Excel datasheet can be imported into Microsoft Access without difficulty.

As at August 2004, full information on about 4000 milestones from 27 English Counties has been entered on the national database. This represents over 57% of the approx 7,000 English milestones. Basic information has also been entered from the English Heritage Listings and CADW Welsh listings, from the Ken Diamond collection of photos, and from other historical records such as the Watts collection, adding several thousand other milestone and wayside markers, some now lost.

USING THE DATABASE

The hard work of collecting and entering data is rewarded by the opportunity to use the data to further the aims of the Society. Selecting the necessary columns of data and printing out tables generates simple output. More complex searches select data and then process it to reveal subtle patterns in the

information.

One of the most helpful simple outputs is the Search List. This takes fields such as the Parish, Grid Reference etc from current and earlier records and sorts them by the Old Highway Number to create a list of where stones might be found on a particular route. A more selective search list might identify the condition of the listed monuments in a particular Local Authority District. Simple counting of entries identifies how many of a particular design have survived, the average dimensions of these, and hence give guidance on restoration of damaged, eroded or missing stones.

Using an Access search, the materials of construction used in the different Counties can be assessed or the dates on stone or metal markers compared. Professional reports to a selected group of councils or interested groups can present the key information and ensure that the correct addresses and titles are used on each occasion. Once we have a substantial proportion of the records, we can for instance provide to the Ordnance Survey a definitive list of surviving MS and MP locations. Finally we are in a position to return the favour to EH and provide an up to date and comprehensive record of these ancient monuments in a format that they understand and can use.

An exciting new development has been for Richard Mudhar to link the database to an interactive web site that gives access to digital (scanned) pictures of the milestones (see **<http://www.mss.milestonesweb. com>).** This opens up the data to a wider audience. There may be a debate on whether the net benefits of broadcasting information outweigh the increased risk of these valuable items being stolen. However, low awareness in the past has demonstrably contributed to a steady loss of perhaps 10% of the national inventory every decade; the local knowledge from a database must help us save and better protect those that remain.

As yet we have only scratched the surface of what can be done with a comprehensive and up-to-date record of milestones. Each new entry adds to the value of the whole database; one of life's few win/win results.

If readers have any queries, or data to contribute, please contact the author: rosevearl @aol.com

The Society's County Structure - The Worcestershire Model

by Terry Keegan

Terry Keegan is a founder member, and one of the sources of inspiration behind the establishment of the Milestone Society. He is the Society's Hon Secretary, and co-ordinator of the Worcestershire Group. His line illustrations of milestones are much admired.

THE START-UP MEETING

At the time that the Milestone Society made the decision to create local groups based on the old county structure, with a county co-ordinator to organise the working of the group, there were nine members living in Worcestershire. The start-up meeting was held in August 2001 as a friendly coffee morning. Six members attended and a brief outline of the work ahead of us was discussed. As most of those attending had already photographed and collected information on local milestones, it was agreed to divide the county into four areas and four of those present agreed to be responsible for researching and collecting the necessary information for an allotted area.

A first generation milestone at Knightwick, on the A44 (SO 729 557)

We were fortunate in having one member who understood the workings of a computer programme and he volunteered not only to do the division of the county, but also to collate the information being fed back by those in the field. It was agreed that making a record of all the remaining Worcestershire milestones would be our first priority, and having done that, to make a survey of the work necessary to bring each stone up to an acceptable standard of conservation.

CONTACT WITH THE COUNCIL

It was important that we quickly made contact with the County Highways Authority, as the owners of the stones, to let them know why we were recording them and what our hopes were for their future conservation. The County confirmed their responsibility for the stones and agreed that they should be preserved as an important part of our local heritage.

Again, we were fortunate an that the chief Highways Officer appointed one of his District Highways

Managers as our contact on all matters to do with milestones. A meeting was arranged with this manager, together with the Conservation Officer for that district, which put us on the right footing at County level. However the Highways Authority did point out that from the finance point of view restoration of milestones was at the bottom of their list of priorities. They did say that they were quite happy for us to carry out a survey of the stones and to be involved in their conservation and maintenance.

The Conservation Officer agreed to provide the group with a list of the stones which had been listed as Grade II structures.

The Highways Manager agreed to draw up a code of practice for any of the group who wished to work on the stones by the side of the highway. This code included, firstly, that the appropriate District Manager must be informed of the intended work and only with his approval may work proceed. Secondly, the equipment provided by the Highways Authority for our special use must be in place, ie the day-glow jackets must be worn and the appropriate road signs placed by the roadside to warn the traffic of our presence. We were assured that if we kept to this code we would be covered by the County's third party insurance.

WORKING FOR THE COMMUNITY

The first opportunity to put these practices into use came about when the group supported the efforts of a small group of villagers at Clows Top to restore their milestone with the help of a grant from a local tourist initiative. The stone was partially buried and shorn of its plate. The foundry at Ironbridge Gorge Museum cast the new plate which was then bolted to the stone, which was re-set to its proper height.

The experience gained from this operation encouraged the group to embark on a much more ambitious scheme. Enquiries uncovered the fact that Community Grants were available from the County Council for communities wishing to develop their local distinctiveness - "those features which local

communities recognise as special, or which make their locale unique".

The more the group discussed the problems of making people more aware of the milestones and the need to preserve them as part of our local heritage, the more we realised that we had to appeal to the local communities to become involved in the battle to save them. We applied for a set up grant to hold a conference at which we would invite all the Parishes in the county and any Civic Societies, Local History Societies and Industrial Archaeological Societies to send representatives and discuss how local communities could and should help in the preservation of Worcestershire's milestones. Invitations were also sent out to those in the County Council who had a direct involvement with the milestones.

To fund that part of the conference not covered by the available grant, a charge of £5 per head was made and this included a free copy of a 12 page folder giving useful information on such topics as: safety whilst working by the highway; a list of the county's Grade II 'listed' stones; how to go about getting a milestone 'listed'; notes on milestone preservation; useful addresses of sources of conservation material; sources of funding; and a brief history of how the milestones came to be there.

Forty-eight people attended the evening conference and as well as a programme of six short talks on various aspects of milestone preservation; the group put on table-top displays illustrating the work of the Society.

Though initially a little bit disappointed with the numbers attending, the trickle of enquiries into our work continued long after the conference, and seven parishes have since made moves to restore the milestones within their boundaries, including taking on the task of having their missing milestone plates replaced. Two of the original

A second generation stone, on the B4084 (was A44) four miles east of Worcester (SO 894 512)

A third generation milepost erected by Martley RDC in 1898 on an unclassified road at Suckley (SO 730 505)

Worcester Turnpike Trusts used the same pattern of plate on their stones and with the aid of a photograph of the only surviving plate the group has commissioned the manufacture of a pattern and applied for an implementation grant to cover the cost. There are eleven stones without plates which would be suitable candidates for replacement castings from this pattern.

RECORDING MILESTONES

The recording of Worcestershire's milestones for the Society's database got off to a slow start. Though the group has basic records of practically all of Worcestershire's remaining milestones, those working in the field have been put off filling in the Society's official sheet by its apparent complicated nature. However, after a discussion at one of our meetings which ironed out most of the problems, we now hope to complete this task by the end of 2003. Worcestershire had over 700 miles of turnpike roads. To date the group has identified approximately 160 remaining stones. Of these, only 3 are first generation stones (ie original turnpike stones with letters and numbers carved directly into the stone), 82 second generation stones (ie those stones provided with cast iron plates by the Turnpike Trusts). Of these, 57 had their plates removed during WW II and never replaced. There are 8 third generation cast iron mileposts placed by the local councils after they took over the responsibility of the roads in 1888 and over 50 fourth generation 'stones' of reinforced concrete erected by Worcestershire County Council in 1932 to replace worn out and missing milestones. These markers have two plates, one giving the road classification number, and a larger plate giving the mileages to the nearest two towns.

FINANCING GROUP WORK

A raffle amongst ourselves at one of our early meetings started the group's working fund. We felt that as a local group we ought to be able to

stand on our own feet. Much of the early work of the group was financed by individuals on a voluntary basis, but as our ambitions grew, it became necessary to build up a contingency fund. One of the group (a retired accountant) agreed to act as treasurer and opened a private account in the name of two members of the group, both of whom have to sign any cheques. Funds accumulated included part of the profit from selling the folders at the conference (half of which was donated to the Milestone Society) and donated fees for talks given by members to other local groups.

These funds have enabled the group to become a member - along with 20 other local groups - of the Worcestershire History Forum, and also Friends of Worcester Record Office, where much of our research into the Turnpike Trusts takes place.

GROUP MEETINGS

These take the form of coffee mornings hosted by different members of the group and take place approximately every three months. They last from two to three hours. A group newsletter is produced as and when there is enough material to warrant one and this is sent out to every member of the group as well as to the Society's Newsletter editor, the Society's National Co-ordinator and co-ordinators of neighbouring counties. The newsletter covers items of local interest to the group. As only two-thirds of our members are active in the field, we feel that it is important that the others should be fully informed of the group's activities.

FUTURE PROJECTS

At our start up meeting the wish was expressed that when we had completed the task of gathering together all the material on Worcestershire's milestones we should publish our results under the title of "Worcestershire's Milestones". As part of this project some members have been beavering away in libraries and the County Records Office rooting out any relevant information on the history of the stones and the Turnpike Trusts which placed them by the side of our highways up to two hundred and seventy years ago. Should we achieve this aim we would wish to find an agreed format acceptable to other county groups with the same idea in mind.

Another group project is the compilation of a set of slides of the most important milestones in the county which can be used by any of the group members wishing to give an illustrated talk to other interested bodies. Not only is this an ideal way of spreading our message on the conservation of the county's milestones, but it can also help to increase the group's working fund.

HOW WE SEE OUR ROLE

The best service which we as a group can give to the cause for the preservation of Worcestershire's milestones is to provide the enthusiasm needed to keep the message of preservation in front, not only of the County Council Highways and Conservation Departments, but also of the local communities who are the greatest beneficiaries of our attempts to preserve their local heritage. By helping to co-ordinate the efforts of all concerned we know that we can win the battle for a greater understanding of why it is so necessary to fight for the preservation of these gems of our roadside history. We hope that our example will help to inspire others to do the same.

These replacements for worn-out and missing milestones - known to the Worcestershire group as 'Bradley' stones - were installed by Worcestershire County Council in 1931-32. This example stands (albeit rather hidden) north of Droitwich on the A38 (SO 905 638)

Archaic Inscriptions on Bath Road Milestones
by Alan Rosevear

For several years, Alan Rosevear has researched the documentary and material evidence of turnpike roads in the Thames valley. A detailed and systematic survey of the milestones now provides an appreciation of how the trusts created the waymarkers we see today.

INTRODUCTION

Several types of elegant milestone have survived beside the Bath Road through the Thames Valley. Each of the turnpike trusts along this prestigious highway (Table 1) seems to have vied with its neighbour to erect the most impressive design of milestone. The use of stones for these wayside markers is even more remarkable in a region where the underlying geology is gravel and clay with some chalk. Despite the absence of carvable stone locally, over 90% of the surviving markers through Berkshire are stone and only near the main conurbations of Reading and London are occasional metal posts to be found.

In this article information entered on the Milestone Society database has been analysed to help trace the re-use of the Bath Road stones and to speculate on the way the various designs have arisen. This work was facilitated by the systematic recording of the stones in a standard format and by looking beyond the bold photogenic front faces of the stones to record faded inscriptions normally hidden away from view.

TYPICAL DESIGNS

Figures 1 & 2 illustrate the principal designs of stone found along the Bath Road and the associated stretches of the Exeter Road through the Thames Valley. These stones range in shape from simple square pillars, through faceted posts to diamond shapes. However, one striking feature from a simple analysis of the survey data is that the basic cross section of most designs is around 18 inches (46cm) square. This implies a common feature to each of these designs on the Bath Road. It is also clear from the database that apparently similar square pillars on other highways out of London, such as the Worcester Road or the Portsmouth Road, are significantly thinner than the Bath Road stones, and so are not part of the same family.

The first hint on how these stones were re-used came from the asymmetric stones used further along the road in West Berkshire. Between the Aldermaston Turn (Beenham) and Marlborough is an almost un-broken set of 28 stones with a rectangular cross section and side facets cut to form up-road and down-road faces. An analysis of the height data suggests that these were originally intended to stand about 4ft 6in (1.37m) high but the stones have sunk into the soil and only a few now stand at the design height. The width and depth dimensions are much more interesting since these are unlikely to have changed with time. Analysis of these dimensions suggests that the masons
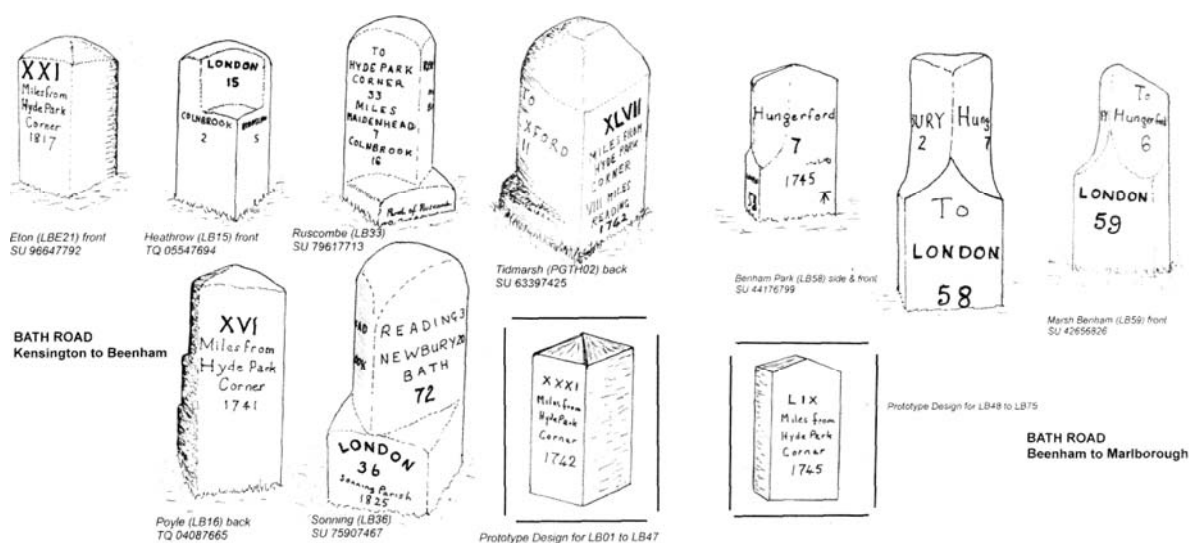

Figure 1 - Bath Road milestones

Figure 2 - The Exeter Road milestones

worked to a tolerance of plus or minus an inch on the design specification of 19 inches wide by 12 inches deep (48x30cm). Sorting the data highlights one unusual stone that appears to have switched dimensions; ie it is 12 inches wide and 19 deep, so the facets are carved out of the narrow side of the stone block. Close inspection of this, the 58-mile stone at Benham, revealed that about a third of the long face was unaffected by the faceting. On this face, old engraving that must have once covered the whole of this face could be discerned. In particular the inscribed date *1745* was clearly visible. This error by one of the masons provides evidence that these stones were originally simple rectangular slabs carved on the front face (see proposed prototypes in Fig 1). The faceting that displays mileages to approaching

coaches, and the inscription *To LONDON,* must have been done many years after. The fact that this style of stone finishes at Aldermaston turn suggests that the re-carving occurred after 1826 when the road east of here was transferred from the Speenhamland Trust to the new Twyford & Theale Trust.

THE RE-USE OF STONES

Once it was recognised that the high quality stones have been reused and that re-carving involved re-erecting the stone, the inscriptions on the milestones closer to London were easier to interpret. On the roads of the old Kensington to Cranford and Hounslow Trust, the surviving stones are simple square blocks with pyramidal tops. The side facing the current road is engraved with distances to Hyde Park Corner, suggesting that this design is relatively old, but on the back of some stones is a similar but more archaic inscription using Gothic lettering and the date *1743*. Since only the inscription was changed, the mason appears to have turned the stone a full 180 degrees to "hide" the older letters.

The stones on the old Twyford & Theale Trust, either side of Reading, are square in cross section but facets have been cut into the sides to produce a bull-nose top portion. Carving this would have removed three faces of the original block making it a one in four chance that any earlier inscription survived. There are four such stones on the Bostock Lane branch of the Bath Road up to Pangbourne. On the back, unmodified face of only one stone, at Tidmarsh, was found a very well preserved archaic inscription: *XVII Miles from Hyde Park Corner* and the date *1742.*

Table 1 - Turnpike trusts responsible for Milestones on the Bath Road and Exeter Road in the Thames Valley

BATH ROAD Turnpike Trust	First Act	Milestone number
Reading to Speenhamland & Speenhamland to Marlborough	1726	74-48
Bear Inn Reading to Puntfield (Theale District after 1826)	1714	47-40 (& branches)
Maidenhead - Third District (Twyford District after 1826)	1717	38-34
Maidenhead - First District (Maidenhead after 1826)	1717	33-26
Colnbrook	1727	25-13
Counter Bridge to Powder Mills on Hounslow Heath and to Cranford Bridge	1717	12-2
EXETER ROAD Turnpike Trust		
Golden Farmer to Basingstoke & Odiham	1737	45-27
Powder Mills to Basingstone - Western District (Egham after 1809)	1726	26-20
Powder Mills to Basingstone - Eastern District (Bedfont after 1809)	1726	19-12
Counter Bridge to Powder Mills on Hounslow Heath and to Cranford Bridge	1717	11-10

*Figure 3 – The Bath Road and Exeter Road
(Squares indicate stones shown in Figs 1 & 2)*
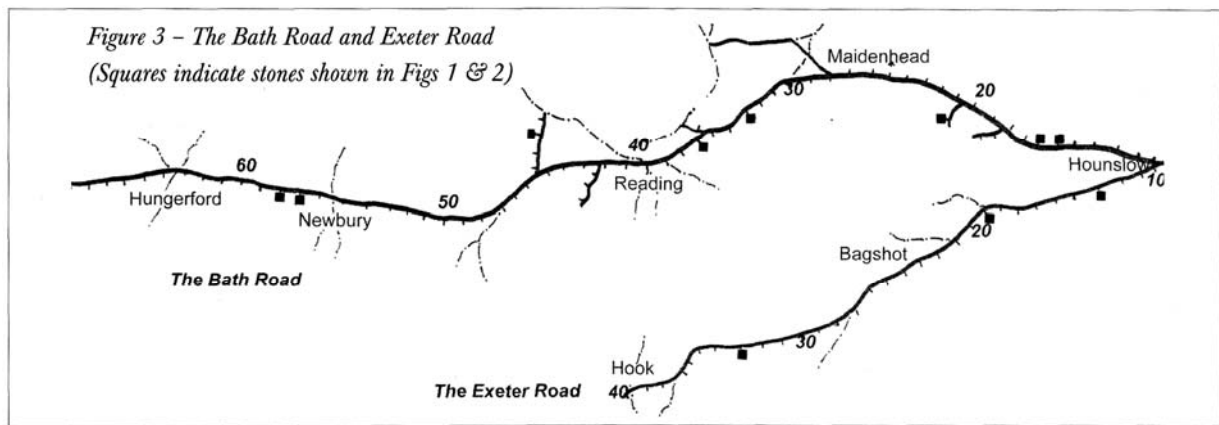
Finally it is possible to interpret the sequence of inscriptions on the diamond-shaped stones erected by the Colnbrook Trust. These are edge on to the road and two faces are inscribed; a cut into the leading edge is used to give mileage *TO LONDON* in Arabic numerals. On the back of half of these is an older inscription giving distances to Hyde Park Corner in Roman numerals, and the date *1741*.

The Minutes of the Colnbrook Trust are amongst the very few turnpike records to have survived. At a meeting in Aug 1741 the Surveyor reported that

> *he did agree with Thomas Windsor a Stone Mason of Windsor at the Sum of Two Pounds and Eight Shillings per Stone / of the same Dimensions of those placed on the Road from Hyde Park Corner to Cranford Bridge / to be affixed at the End of each Mile from the Stone affixed near Cranford Bridge ... being the Cheapest...*
> *The said Thomas Windsor has affixed Seven Stones amounting to 16..16..0.*

Hence the inscriptions on the back of the Colnbrook stones appear to date back to the original installation of milestones on the Bath Road. Further, it would appear that the Cranford & Hounslow square blocks are the original design erected along the Bath Road as far as Reading. A similar design was later used on the Exeter Road west of Hounslow as far as Basingstoke. These simple pillars were engraved on the front face only, with distances to the Hyde Park Corner Standard, in Roman numerals. One square block survives on a branch of the Colnbrook road outside Eton College; it is dated 1817. Around 1826, when the roads around Reading were reorganised, the new trusts had the old stones reworked. Most adopted a design that would make the mileage ahead to the next town more visible to approaching coaches and the inscriptions were made in clear letters with Arabic numerals. This seems to have been the time when the newly invigorated trusts chose to indulge in a flamboyant statement of their independence.

Although no 18th century date has survived on the facetted pillars on the Maidenhead Trust these stones show evidence of being reworked and more importantly these have dates of 1824/5 carved on the base.

CONCLUSIONS

A number of important conclusions can be drawn from this analysis.

- Milestones were installed along much of the Bath Road in the early 1740s, before the legislation in 1746 that obliged trusts to erect milestones.

  The original design was a simple square pillar with a pyramidal top. The inscriptions in Gothic letters and Roman numerals gave distances to Hyde Park Corner. The masons used good quality stone from outside the region, probably from quarries at the western end of the Bath Road.

- The records of the Colnbrook trust show that the stones were re-cut and repainted during the 18th century but the basic design remained unchanged.

"• In the 1820s, the new Bath Road Trusts exerted their individuality by having the surviving stones recut to give facets for better displaying of mileages. The lettering was simplified, Arabic numerals were used, and in some cases the distances were expressed to London.

  Only when these stones became worn and eroded by urban traffic, in places such as Reading or London, did cast iron markers finally replace them. The long runs of rural milestones have survived, carrying with them the cryptic evidence of their older inscriptions.

Richard Davis of Lewknor - his Maps and his Milestones
by Mervyn Benford

Mervyn Benford is another founder member of the Society and a principal source of inspiration behind its establishment. His active promotion of the need to record milestones in the face of damage, theft, and loss attracted press interest and public support. He was the Society's first network co-ordinator, building up the national framework of activity.

INTRODUCTION

A remarkable map of Oxfordshire exists in the County Library. It is entitled:

'A New MAP of THE COUNTY OF OXFORD FROM AN ACTUAL SURVEY: ON WHICH ARE DELINEATED THE Course of the Rivers and Roads, the Parks, Gentlemen's Seats, Heaths, Woods, Forests, Commons &c, &c. By RICHARD DAVIS of Lewknor. TOPOGRAPHER TO HIS MAJESTY.'

The map had been engraved by J.CARY, Strand.

The Oxfordshire County Library Service published a new edition of it in 1975, in effect a straight facsimile copy. The map has seventeen pages, the first of which is a summary map of the county as surveyed. This page is divided into sixteen rectangles, numbered I to XVI using a grid system, four by four. Each is expanded to full size in the whole. Each page measures 26½" by 20¼"!

The county is long, and awkwardly shaped, slanting NW by SE. As a result, some pages have very little map on them, or just odd islands of Oxfordshire locked into neighbouring counties. The two left lower rectangles were totally empty. Davis produced a fine detailed study of the city of Oxford to fill these two sections and this duly became pages XII and XIV in the expanded work.

The whole-county summary page echoes the main title but adds: 'REDUCED from an ACTUAL SURVEY in 16 sheets Made in the years 1793 and 1794.' The printer's detail includes the date **1st August 1797**. Because page I is also virtually empty Davis unusually uses it for his title, effectively on the second full page.

On the whole-county summary map the scale is given as two miles to one inch while that for Oxford City plan is Twelve Chains to One Inch. The scale shown on the original title page is a little less than two inches to the mile. The borders of the whole-county map record Latitude and give both West and East Longitude from the Observatory at Oxford.

A striking feature of Davis' sixteen enlarged sections is the drawing in of milestones along some roads and the location of what he calls turnpikes. John Rocque's 1761 map of Berkshire also featured drawn milestones and Gary's own beautiful, finely detailed maps of post roads out of London in 1790 had drawn milestones as well as details of ticket validity at various tollgates.

County surveys around this time were attracting interest. Andrews (1781) and Gary (1806) produced small Warwickshire maps showing distances along principal roads. John Sharp's much larger Warwickshire map
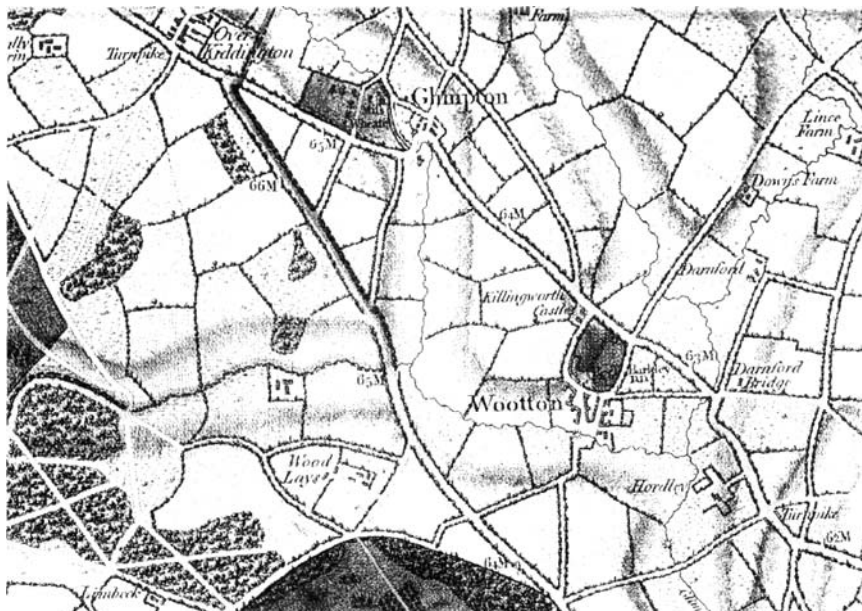

Figure 1   London-Aberystwyth direct via Glympton, or via Oxford and Woodstock. Note the turnpikes on the Glympton route and shared section. The one mile difference after roads converge is reconciled by the next shared stone being 67.

(1787-89) gives distance and milestone information on toll roads. Burdett's 1867 map of Derbyshire, including turnpikes, was revised in 1891 'with milestones and mileage added'.

THE TOPOGRAPHICAL RECORD

The curious disposition of land at the time is reflected in the island pockets featuring on the map. Davis shows the famous Four Shires Stone near Moreton-in-the Marsh where Oxfordshire, Gloucestershire, Worcestershire and Warwickshire touched, another curiosity of the situation. On the map's north-eastern edge is marked a Three Shires Stone. Davis omits some village churches. 'Bladen' (Bladon), where Churchill is buried, is so disowned. Both Broughton church and its castle are ignored though the track to both is recorded.

Page II presents a substantial piece of the northern county from the Banbury and Bloxham Hundreds and there is a fascinating little island of Gloucestershire that included Shennington (now one 'n' and in Oxfordshire) surrounded by Oxfordshire and Warwickshire. Spelling is awry, as Rolwright Stones (now Rollright). Davis organised his survey around Hundreds.

Pages III/IV show islands of Oxfordshire in Northamptonshire and Buckinghamshire respectively. Maps V to VII deal with substantial portions of the central belt of the county, treating Burford, Charlbury, Woodstock and Bicester. Ascot-under-Wychwood appears as Ascot Doiley. Map VIII is virtually empty.

Maps IX to XII show the county at its widest, treating respectively the Bampton Hundred (including an island 'lost' in Gloucestershire), Witney in the southern part of the large Wotton Hundred, the Bullington (later Bullingdon) Hundred, including Oxford itself to its north-west and Dorchester-on-Thames to the south and finally the Lewknor Hundred to the east including Thame and Watlington.

The final row, maps XIII to XVI, have land only in the eastern pair, namely the scattering of small Hundreds, Ewelm (without its modern 'e'), Langtree and Binfield centred on Henley. Here, too, Ackhampstead is an island stranded in the adjoining county. Interestingly Bix Bottom did not then exist, just Bixbrand and Bixgibwen, while today's potentially embarrassing address of Pishill was then Pusshill.

The Thames is the boundary with Berkshire to south and west but called Isis until it joins the Thame, below Dorchester, hence the corruption of Tame/Isis. The other significant Oxfordshire river, the Cherwell, flowing through Banbury into the Isis south of Oxford, is spelled as pronounced, namely 'Charwell'. Parkland is shaded, by far the largest being Blenheim.

The map clearly infers later land changes. Is a village, river, landscape, road or other feature, including a milestone something attributable to its original area even if it is now somewhere else?

ROADS, TURNPIKES & MILESTONES

Alan Rosevear's excellent survey of turnpiking in North Oxfordshire (1) shows Davis turnpikes coinciding with known tailgate locations, though Davis records fewer. Only once, when referring to the road from Stokenchurch to Marlow, does he say 'The Marlow Turnpike' and set it along the line of the road.

The absence of turnpike information recorded by Rosevear invites study. Rosevear himself speculates that the legal requirement of milestones may have been long delayed in the case of some smaller routes where traffic was largely local, with

Figure 2   Milestones near Adderbury (Banbury-Oxford) double distance, and Bloxham (Banbury-Chipping Norton) single distance.

distances known. Just outside Thame Davis records a turnpike on a road without milestones or distances, and again twice in the Bampton area. Yet by then Turnpike Trustees were required to set up mile markers. In a two-year survey which recorded almost every house and an extensive minor road network Davis may reflect the reality in place. On the other hand what about those missing churches?

The milestones are fascinating, (Figures 1, 2 & 3), and a feature rare in British cartography. Davis placed them either to left or right, but some occasionally missing. This was either random or a reflection of reality. The fine detail and execution of the project makes an 'as in situ' hypothesis tenable. These positions do not always match surviving stones but road widening and other changes, plating, even wartime burial and re-erection might explain this.

Davis may have been recording original, now lost, sets. The roads from Chipping Norton to Banbury and Oxford to Banbury have distances to a turnpike outside a town, and not into the town centre. Surviving markers on both roads indicate measurement between the towns, i.e. longer distances.

Mileages sometimes indicate both termini, though most just one. This, too, can differ from surviving evidence and strengthens the notion Davis reported what he saw and the probability that even today's often badly-worn surviving stones may not have been the first.

The surviving A40 series between Denham and Stokenchurch in Buckinghamshire were originally cut in 1744 and later turned and re-cut to give more information. They are not the same shape or design as those over the border in Oxfordshire. This marks the boundary between the two Turnpikes responsible who clearly ignored the county boundary. Even the Marlow Turnpike from Stokenchurch thus had a few miles in Oxfordshire.

INDIVIDUAL ROADS

Cadmore End-Stokenchurch-Wheatley-Islip-Glympton-Chipping Norton (Part of the Ogilby London-Aberystwyth road (2)); also *Wheatley-Oxford-Woodstock- Glympton* (alternative route via the city)

As already mentioned this road in 1793 reached Oxfordshire at Cadmore End where the first Davis milestone recorded 34 miles from London. This is the present A40. Stones 35 to 44 are all shown clearly, on the right of the road, heading north-west. 45 to 48 seem missing. 45 and 47, if they are shown but small, are on the left where today's 45 still is.

At 48, just over the river Thame, no stone seems

apparent and the track into Wheatley village runs off. The main road by-passes the village to the right, but also by-passing Holton to the left, running on to 49 where the road forks left to Oxford and continues north to Wales. A stone today is on the left side by the Garden Centre on what may be the first modern A40 rather than the original Ogilby/Davis line.

The Welsh route's mile 50 has no stone but 51 (left), 52 (right), 53 (left), 54 (missing), 55 (left) bring us to Islip. Here 56 stands where today a small triangle of land by the school marks the branch to Kidlington. Two on the left and three on the right take us over the Banbury road to 62 where a crossroads includes a left turn to Woodstock and just after which is a turnpike (Figure 1). 63 and 64, both to the left and 65 (right) take the road through Glympton to its junction with the road from Oxford via Woodstock.

From Wheatley/Holton the Oxford spur also had a 50 through to 53 at St. Clement's and Magdalen Bridge. None of these distances come with milestones (Figure 4) though 50 today is on the left. Davis has simply divided the road length between Wheatley and Oxford and inserted the numbers. This route did not open until 1793, replacing the original route through Wheatley village and over Shotover Hill, shown by Davis as OLD ROAD but without other information.

Trustees argued the change in 1788 because 'Shotover is very steep and dangerous, whereby many accidents have happened ...' Some coaches and carriages had overturned, with fatalities. By 1793 the Trustees could ask that 'the milestones be new faced and set up at the proper distances on the whole road and new stones provided where necessary'. As Davis was surveying the county at the time this is good documentary confirmation those milestones were not yet in place and thus missing on his map.

Stones 56, 57, 58 (all left) follow the present Woodstock road from St. Giles implying three miles spent crossing Oxford. A stone today survives by a house drive on the left. 58 precedes the Oxford Canal crossing.

The Banbury road winds its own way to Kidlington but just before 59 (left) the Woodstock road creates a connecting track, with controlling turnpike, close to the modern roundabout just after the Pear Tree interchange. The Welsh road shows 60, 61 and 62, all to right, taking the road almost to Woodstock though two of today's stones are to the left.

63 (right), 64 (left), 65 (right) and 66 (left) take us into and through the Kiddington turnpike and to the junction with the Aberystwyth road from Islip. Today

Figure 3   Double distances shown for milestones on the Oxford-Banbury road.

64 and 66 survive on the left but the two Davis places on the right are missing, maybe due to road widening and assuming it is the originals that survive.

Davis and the milestone authorities now had a problem. The last measured stones before the junction were 65 on the Islip route but 66 on the Oxford link. What should come next? In fact the next one, shared again, is 67.

67 came on the right (missing now), 68 also right though today's survivor is on the left, 69 to 71 (right) and 72 (left) bring the journey to the Chipping Norton turn, where follows 73 (left). However, through traffic even then by-passed this town (which Ogilby never mentioned!) and so 73 (left) also appears by a place called Chapel House before the Banbury road leaving Chipping Norton is crossed near a turnpike on the eastern arm commanding the junction and the nearby fork to Hook Norton.

74 (right) north of Over Norton marks a westward shift while nothing is measured for the route out via the town through Over Norton. Both routes merge again in time for stones 75 and 76 (both right). 76 (today on the left) completes the Oxfordshire section of the Aberystwyth road at a turnpike where it crosses

the old drove route from Stow to Banbury to dip into Long Compton.

Burford-Chipping Norton-Banbury (Part of Ogilby's Bristol to Banbury road)

Burford was just in Oxfordshire. Davis shows a road from Gloucester (today's A40) joining the Ogilby Bristol to Banbury route coming via Cirencester and Bibury. Both merge one mile west of Burford with two milestones shown, one (right, heading east) marking 1/16 on the Bibury road, the other (left) marking 28 on the Gloucester road. There is just room in Oxfordshire for 27 (left) and 2/15 (right) respectively.

Today a tall stone that earlier had a curved plate stands where 1/16 would have been but this does not match the Gloucestershire plated stones that survive on both roads today. A similar stone forms the corner of a building where the road reaches Burford High Street, plate again missing.

The road to Stow is shown but without information. The Ogilby road branches eastward to Fulbrook where a plate in a house wall today shows 10/1 but Davis starts as the second mile is reached with 2 (right), heading east. 3 (right) is reached before Shipton (today's surviving stone, badly leaning, is on the left), 4 is not recorded and 5 (right) comes at a sharp left bend past Shipton. Today's plated stone 6/5 is there, near the station bridge, but in white on black. 6 to 9 (all left) and 10 (right) take the road to Chipping Norton. 9 today is a plated example, 2/9, also on the left.

As indicated earlier nothing is recorded from Chipping Norton until the turnpike at the junction with the Aberystwyth main road. The first evidence is stone 3 (left, eastward) and then 4, 5, 6 (all right), while 7, barely discernible, sits left as South Newington is entered. 8 (right) and 9 (left) bring the journey almost to Bloxham (Figure 2). 10 (right), then open country but today between Bloxham and Warriner schools is now 2/10, plated and on the left. 11 (left) and 12 (right) leave half a mile into Banbury. Both Davis and today's surviving markers agree on total distance of eleven and twelve miles respectively.

Oxford-Banbury (Part of Ogilby's Oxford to Coventry road)

Starting from St. Giles 1/18, 2/17 and 3/16, all right-hand stones, take the road just over the modern A40 ring road, though today's third stone is on the left. 4/15 (left, heading north) and 5/14 (right) demarcate Kidlington (Figure 3), the latter stone in surviving form being also on the right but measured into Banbury. The next two stones are right side and then
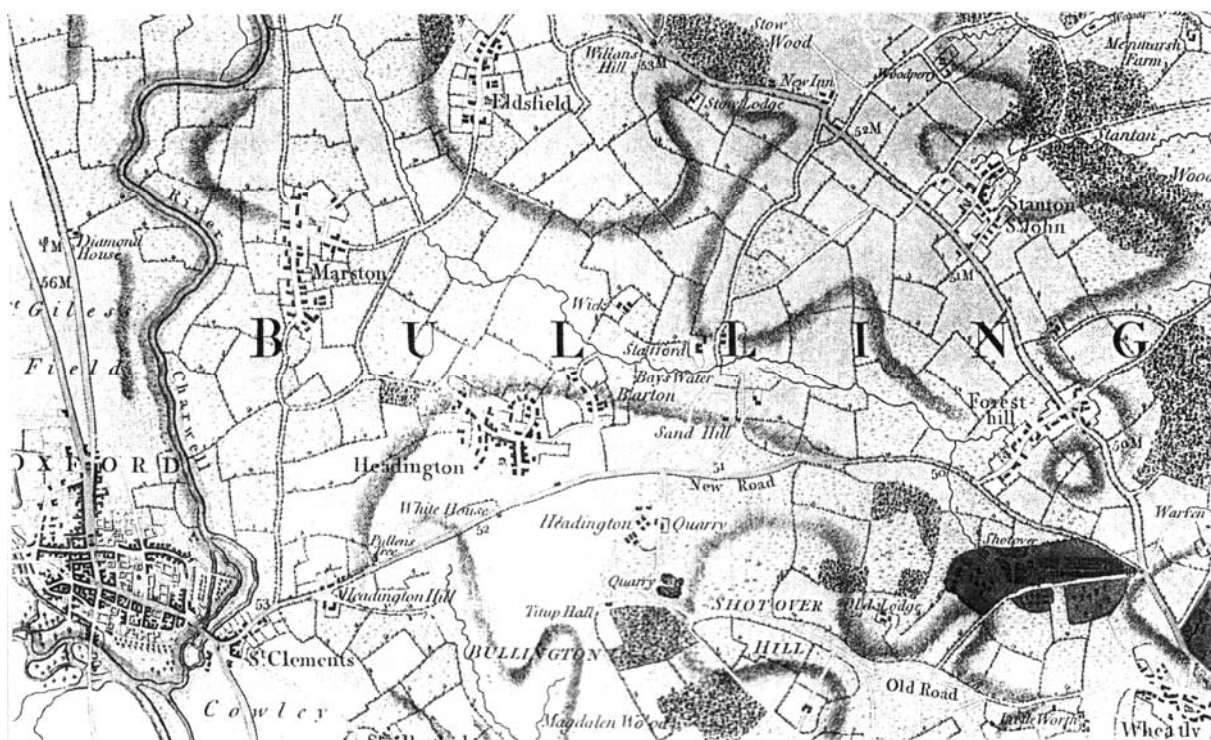
Figure 4   The Old and New routes into Oxford in 1793.

the Aberystwyth road is crossed. 8/11 (left) is not far from a landmark, Sturdy's Castle, today a restaurant and car sale centre. 9/10 (stone missing), 10/9 and 11/8 (both right) bring up Hopcroft Holt (today a hotel) at the Bartons-Heyfords local roads junction, soon followed by 12/7(left).

13/6 (right), 14/5 (left), at the Tews-Astons road crossing, with 15/4 bring the journey to the first marked turnpike south of Deddington. 16/3 is indicated, stone-less, in Deddington. 17/2 and 18/1, both on the left, the latter at the junction of the road to Bloxham, run the road into the second turnpike at Twyford/Adderbury, where Davis stopped measuring. Here local traffic from Kings Sutton and the Canal would work into Banbury. Davis' stones clearly treat only the toll-paid distance, arguing a set of markers earlier than today's.

Beyond Banbury Davis only notes a turnpike where road and canal sharply diverge after a short stretch in tandem. Neither Warwick nor Stratford roads have information, despite the earlier and distinctive Hornton stone guidepost at what was in the 18th century a significant junction in Wroxton on the Stratford road.

Oxford-Weston-on-the-Green-Bicester (Part of Ogilby's Oxford to Cambridge road) and Weston-on-the-Green to Towcester

This route leaves the Banbury route near Kidlington. The first milestone is 5 (right, measured and travelling from Oxford) just after a turnpike in Gosford, with 6 (right) just before crossing the Aberystwyth road. 7 and 8, both right side, bring up the Towcester/Bicester fork. 9 (right) lay outside Weston Park, 10 (left) in Wendlebury, and 11 (right) marked the old Roman Alcester (not the Warwickshire example!). Bicester comes after milestone 12 (left). The Cambridge road continues east, leaving the county at Finmore (today Finmere, Ogilby's Fenmore) but without travel information.

The Towcester road shows a turnpike at 12 miles (right) just past Middleton Stoney. 9 (left) was in Weston itself, matching today's marker, 10 (left) at the junction with Akeman Street running west-east and 11 (also left) further on. 13 (right), 14, 15 (left), 16 (right), 17 and 18 (left) take the road to the top of Map section VII where the Buckingham-Banbury Ogilby road is crossed, which has four stones marked 61 to 64 (left, from London). Ogilby reaches 65 and 66 here. The road briefly enters Northamptonshire via Aynho before re-entering Oxfordshire in Twyford/Adderbury at the Banbury road. Davis offers no further distance information but Ogilby gives Banbury as 77 miles from London via Buckingham.

Roads from Bicester to Banbury and Aylesbury are shown but without information.

Oxford-Botley-Eynsham-Witney-Burford and Witney-Woodstock

This route went via Botley, in Berkshire then, with a

turnpike just over the Isis before leaving the county at Botley Mill. Davis' map marks the re-emergence of the road at Swinford Bridge, near Eynsham, later a tollbridge. Mileage starts after Eynsham as the road meets the line of the present A40, following its original route into Witney and on to Burford.

Stones 4/6 and 3/7 (left going west), 2/8 (right) and 1/9 (left) take one into Witney and the junction with the still-important cross-country route from that town to Woodstock and Bicester. The total 10 miles is clearly not from Eynsham but presumably from that turnpike near Botley. Surviving stones (right, from Oxford) were originally in Berkshire.

The seven miles from Witney to Burford have double distances, 1/6 to 6/1, all on the right, reaching Burford just after the junction with the Burford-Faringdon road. This latter road's Oxfordshire section is shown but without information. However, east of it the road north out of Bampton towards the Witney-Burford road has a branch east to Witney direct and at this junction a turnpike is marked, with another a few miles along the Witney branch. Only the turnpiking information is given.

Today the Woodstock road from Witney has a milestone where it crosses the Eynsham road using the archaic V for WOODSTOCK. In Bladon, (then Bladen) where the metal curved plate is clearly a replica, the old spelling has been misinterpreted and offers WOODFLOCK. Davis also has a stone at 1/13 from Witney but not exactly where today's stone stands unless the road configurations have changed. No other distance information is give, even in Bladon, except a turnpike shown near the junction to Church Hanborough.

Henley- Oxford/Abingdon (Part of Ogilby's London to St. David's road) and ***Henley-Reading***

The Henley-Reading branch is part of the long route from Hatfield to Reading which some suppose to be an early London by-pass from Great North to Great West roads. This Oxfordshire section extends the run through Marlow in Buckinghamshire to Caversham where it crosses the Thames into Reading. Six milestones are shown, the first two to the left coming from Henley, the rest to the right.

The St. David's/Oxford route leaves Henley northward by the famous Fair Mile where stands today a fine example of a milestone with inscriptions excised, the alternative to burial under wartime regulations designed to hinder an invading enemy. It is where Davis puts it (right, from Henley) at 36 miles from London.

37, 38 and 39 (right) bring the road into Nettlebed where an unexcised stone is today in the main street (left) but said to be a replica. 38 today (left) has inscription removed. 41 to 48 resume on the right side but 49, at the entry to Dorchester-on-Thames, is shown on the left where the surviving stone, seemingly original, but its text unexcised , as Nettlebed's, is on the right.

Outside Dorchester the St. David's road swings westward towards Abingdon and has 50 to 54 shown before leaving the county. Stones are a bit stumpy, especially 51, while 50 is missing. 51/52 are to the right, heading west, while 53/54 are to the left.

Heading north from the junction into Oxford 50 is also again missing, 51 (right), 52 missing, but at the junction to Thame, 53 and 54 (right), 55 and 56 (left) before almost a further mile reaching St. Clement's and Magdalen Bridge. This London route is about four miles longer than using the Aberystwyth road.

THE FIRST ROUTE INTO OXFORD

The original Oxford spur went through Wheatley, according to Ogilby, passing over Shotover Hill to descend into Headington Quarry and thence down to St. Clement's via what is today Old Road (Figure 4). The original Oxford 'MILEWAY' stone that survives in Old Road preceded Ogilby.

Increasing volume, speed and weight of traffic obliged the new route, via Headington, described earlier. Davis shows the old road as OLD ROAD, without other information, and the new one as NEW ROAD. Turnpikes are cited for neither route.

OXFORD CITY

The two lower left sections of his grid XIII and XIV, featuring a new plan of the city also receive detailed expansion in the appropriate pages of the full work. These pages divide Oxford into west and east respectively.

The detail is incredible, including a footway on part of the City Wall. OXFORD GOAL seems a misprint since that would be the wrong noun for GAOL. The most exciting features, however, are drawn tollgates at the eastern end of Magdalen Bridge controlling routes into the city from Henley and London directions (Figure 5). Other routes reached Oxford from Berkshire over Folly Bridge, in effect city and county boundary, where Davis' work began.

Three roads converge at St Clement's, identified as the road to London through Uxbridge (Headington new road), Old London Road, via Cowley to the Henley road, and the third road, via Iffley, actually

described as New Road to London via Henley. The original Shotover road branched off the Headington route.

CONCLUSIONS

1   Davis' map impressively details the county close to the end of the 18th century, with useful, direct reference to a comprehensive road network with route change evidence. It leaves some questions unanswered. Fieldwork may help resolve some, for example if stones known on the earliest Ordnance Survey maps, perhaps buried in the war but not recovered, were to come to light and reveal their inscriptions.

2   The consistent variability of milestone placement argues accurate rather than random engraving and, with other evidence, suggests Davis observed possibly from earlier series to those surviving today. Despite resembling stone markers some could have been wooden, as elsewhere.

3   Turnpiking information needs reconciling. The maps reveal a mass of topographical detail. Ogilby distances will have changed here and there as traffic conditions demanded better provision.

4   The existence of other large detailed county surveys in the late 18th century may open up both the evidence and debate as to the nature of early milestoning activity.

5   Davis lays before us, as Ogilby did, a road network recognisable today. Those little drawn markers summon sharp images, lifting us into Turnpike Trustee discussions of duty and arrangement. One can imagine conversations with Trustees of roads awaiting official Turnpike status, or practical site questions about which side of the road. One can imagine him noting missing stones as milestone researchers do still today and wondering how it occurred.

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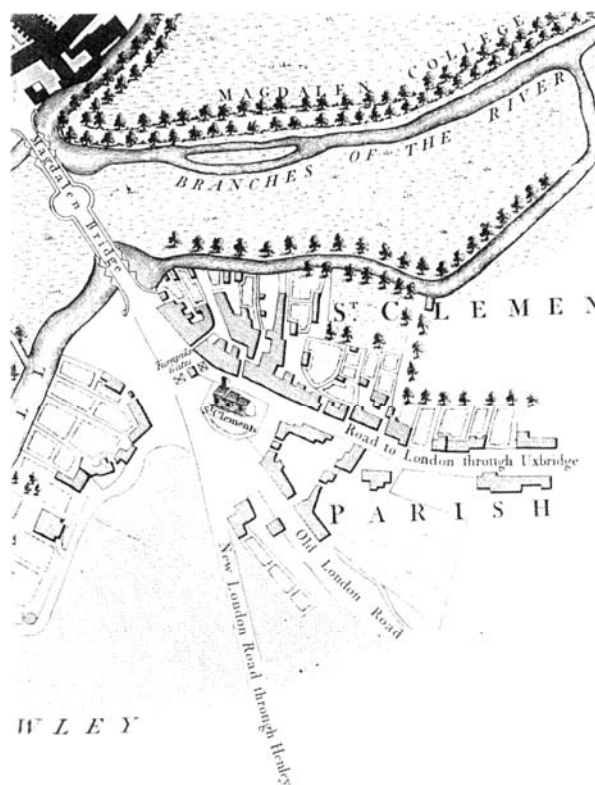
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Figure 5   St Clement's Oxford showing tollgates.

The Milestones of Jersey
by Roger Long

Roger Long is a retired engineer living in Jersey. A past president of the Société Jersiaise, his hobby is photographing wildlife and the abundant artefacts carved from Jersey's marvellous granite.

INTRODUCTION

It might be thought that a roughly rectangular island, with a maximum diagonal dimension of about eleven miles, would have little need of milestones. However, Jersey, at present, has fifty-five milestones, many of them finely carved from the beautiful natural granite of the island. There were certainly some others, but more of that later.

The presence of an ambitious, apparently all-conquering, military presence just across the water in France towards the end of the eighteenth century greatly worried General George Don, Jersey's Lieutenant-Governor, the British monarch's representative who was responsible for the defence of the island. He set about the erection of many most impressive fortifications and over twenty Martello and other types of towers all around the island, as well as establishing several permanent barracks for the locally-raised militia and the series of British

Figure 1. Vallee de St Pierre St Peter

regiments stationed in Jersey. A good road system linking these scattered defences was part of Don's strategic requirement so a number of *Routes Militaires* were built and with them came the first milestones. No doubt the local population was, by present standards, very parochial with little need to travel far, and those who did trade in or otherwise have to journey to the town, St Helier, knew the distances well enough. However, the British soldiers would need such aids to navigation both when defending the island and, more frequently perhaps, when returning to barracks in the dark after off-duty hours in the taverns of St Helier and the country parishes.

HISTORY OF THE STONES

The first set of stones, installed between 1800 and 1820, are simple and similar in style, and they contrast with the more polished workmanship of later years. Distances were measured from the statue of George II in the Royal Square in the heart of St Helier and they were placed along six roads radiating out from Town.

Jersey's twelve parishes form the structure of civil as well as ecclesiastic administration of the island and Figures 2 and 3 show the 1-mile and 6-mile stones in

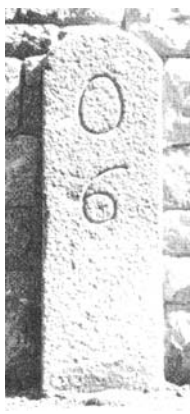*Figure 2: Bagot Road, St Saviour*

Figure 3. Rue de l'Eglise, St Ouen

Figure 4. Prince's Tower Road, St Saviour

Figure 5. Five Oaks St Saviour

Figure 6.   4 mile; Mont
Les Vaux, St Brelade

Figure 7.   6 mile 3 stades;
Parish Hall, St Ouen

Figure 8.   7 mile;
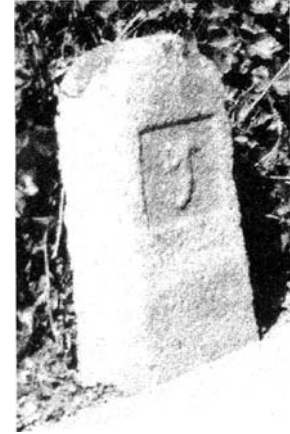Mont de Ste Marie, St Mary

Figure 9.   1 mile;
Trinity Hill, St Helier

the parishes of St Saviour and St Ouen, with 'S' and 'O' above, and the surprisingly primitive '1', more resembling a 'J'.

Further waves of milestones followed throughout the nineteenth century, extending out into the island or along new roads. There is much scope for research into official documents to build up a clearer account of their spread; the only source used so far has been the succession of maps which sometimes display a few more stones as the years pass. A little help comes from a few stones themselves which carry dates, for example, the 4-mil(l)e stone in St Peter, in Figure 1.

The more polished craftsmanship of later stones helps to reveal their comparative youthfulness, the one in Figure 4 being little more than a hundred years old, while the stone in Figure 5 looks much older.

Some roads out of town divide into two equally main branches which may well both continue to have milestones. In one case, this produces an anomaly where the two branches approach each other again. The more circuitous route has stones marking 4 and 5 miles, after which it rejoins the other more direct route not far past its 4-mile marker, so that there is little over half a mile between this 4- and the other road's 5-mile stones.

STONES WITH INITIALS

The Parish of St Martin put up three stones to its own design in 1838: at 4 (Figure 6), 5 and 6 miles from St Helier. The initials, a little self-importantly, record the initials of the Constable, the elected head

Figure 10   4 mile; Rue ès
Picots, Trinity

of the Parish, and various other (honorary) officers of the Vingtaine (subdivision of a parish) in which the stone is placed. The surnames are long-established Jersey names and are written in the customary, distinctive syllabic way, perhaps deriving from the importance of the name's sound from the time when literacy was not at all common. Thus the *Connétable,* TGLC, is Thomas GaLliChan. The two *Centeniers* (police officers, each looking after about a hundred households) are IPC: Jean PerChard and IDR: Jean DoRey. The letter 'I' was normally used for 'J' but it could be written either way. Below *Mess-rs* is GLB and just the top of another set of initials, with possibly another set below that, victims of the rising layers of tarmac on the road. These initials belong to the members of the Parish Roads Committee.

PARTICULAR STONES

Two special stones mark the building of, or major work on, important roads in St Brelade and St Ouen. Figure 10 shows a splendid monolith at 4 miles to the west along the main road from St Helier on what was then called the Route de St Brelade. It doubled as a direction sign with one arrow pointing to three churches to westward, and another to the two townships of St Aubin and St Helier and the much smaller village of Beaumont in the other direction, but with no distances. From the stone in Figure 7 one might think that the Route de L'Étacq had been newly-built in 1839, but the other face is inscribed 'Route de

Vinchelez 1814'. It is the only one in the island not at a whole number of miles from the Royal Square and it uses the unusual unit of 'Stades', an old Roman measurement equal to just under 203 yards, which I have not seen used on any other milestone.

Note that the last stone, above, and one of the plainer ones (Figure 8; 7 was the highest number needed for Jersey's Victorian road network), have been utilised as suitable platforms for Ordnance Survey broad-arrow benchmarks. The St Brelade stone has an example of the newer benchmark (marked - in the shade - with a J instead of the broad arrow) adopted by the States of Jersey surveying engineers, to save the cost of employing OS surveyors.

THE CURRENT SITUATION

About thirty years ago a colleague photographed 55 of the 56 stones marked on the latest OS map. Road realignment seems to have accounted for the one he could not find, which much searching for since has failed to unearth. Despite my recording them all as well, and getting the authorities' willing co-operation in reinstating and repairing some damage, another one was lost in 2001, through sheer bad luck. The exceptionally wet spring of that year caused many landslips on steep, high roadside banks throughout the island. One such occurred on Trinity Hill and engulfed the 1-mile stone shown in Figure 9. It was weeks before all the falls were cleared and only later was it noticed that the milestone had gone as well. The shovel-driver would certainly not have known that there was a milestone under the pile of earth he was removing.

Much research remains to be done on the timing and spread of the attractive granite milestones which decorate some of Jersey's major and minor roads.
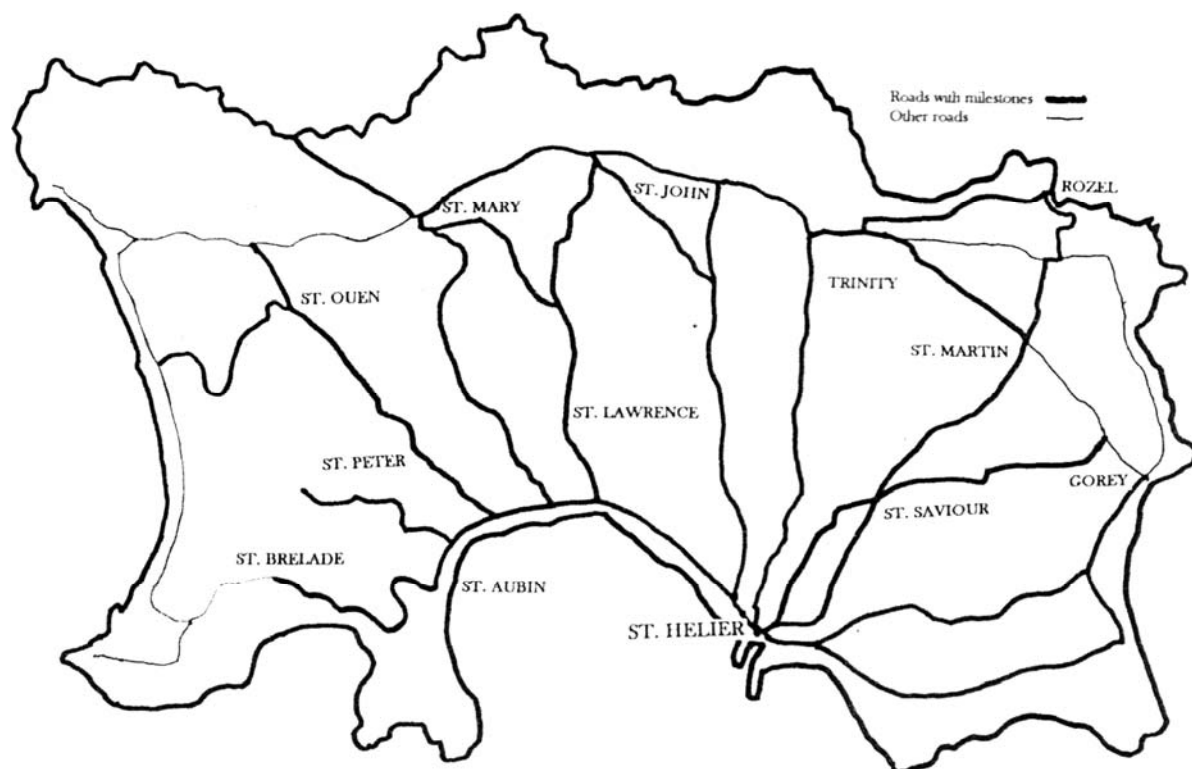

Figure 11   The Island of Jersey; roads with milestones are shown as bold lines

Finger Stones in Penwith, Cornwall
by Ian Thompson

Ian Thompson, the Society's county co-ordinator for Cornwall, contributes an appreciation of the work of Peter and Ruth Stenner of StJust.

The Hundred of Penwith forms the far western tip of Cornwall. A gnarled granite toe dipping into the wild Atlantic, it feels remote, almost an island. As Cornwall is different and separate from England, so Penwith is different and separate from the rest of Cornwall.

The main line railway came late to Cornwall. The link between Saltash and Plymouth was Brunel's magnificent Royal Albert Bridge, opened in May 1859. It was after this date, in 1863 that an Act of Parliament was passed for the first and only turnpike west of Penzance into remote Penwith. This ran from Penzance to St Just in Penwith, a distance of just over six miles and boasted two toll houses, one of which still survives (SW 443 405). The milestones on this route are difficult to find, yet some Penwith milestones are much older than this one turnpike road.

The following is extracted from an article in the Journal of the Royal Institution of Cornwall of 1981 recounting a work originally written by William Wynne, which he titled *'A Short Relation of a Journey into Cornwall in the year 1755 and what occur'd to me worthy of Remembrance.'*

'Next day we set out from pensance for the Lands End. 'Tis 10 miles the horse way and miles stones *Lately set up,* but the coach way is at least 12 miles to Sennen.'

'In our way, there is a Quaker Burying Ground enclosed with a wall of stones. (SW 376 273)

About 3 miles from hence is Sennen Churchtown... The coach could go no further, and 'tis two good miles to walk to the point of land called Land's End, a great part of it is narrow stony way so that a Coach could not pass without pulling down their stony Hedges, which has and may be done if desired.'

'Some of the way the Coach came, we were forced to get out and to be lifted over stones, some of which Lay across the road and bigger than any at Stonehenge... impossible to be removed but by Gunpowder.'

Land's End had been a tourist destination long before William Wynne's family outing. Celia Fiennes found her way there in 1698. Were there stones to guide her through this rugged landscape? How could you find out?

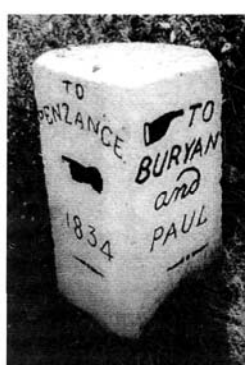In the early 1990s, Peter and Ruth Stenner, living in

Figure 1 (top). Crows-An-Wra (395 276) has the most elaborately decorated stone. The inscriptions bear comparison with Figure 9 (over)

Figure 2. On the Sennen Turn, west of St Just (374 310) - the north face is indecipherable below the bench mark, but the rest of the inscription is clearly picked out in black.

Figure 3. Near Land's End, airfield (379 287), also dated 1830, with three pointing fingers at different levels.

Figure 4. Below Sunny Corner (364 262), dated 1834, with the same style hand on both faces but very different script, one plain and one fancy. Perhaps there were two sculptors.

Figure 5. At the foot of Nancherrow Hill (371 319) is an undated stone with down-turned finger like 10 & 11 (over).

Figure 6. Near Gurnards Head Hotel (438 374), St Ives is spelt without an 'e' and with backwards 's's. 'Penz' and 'ance' are on two lines separated by the pointing hand.
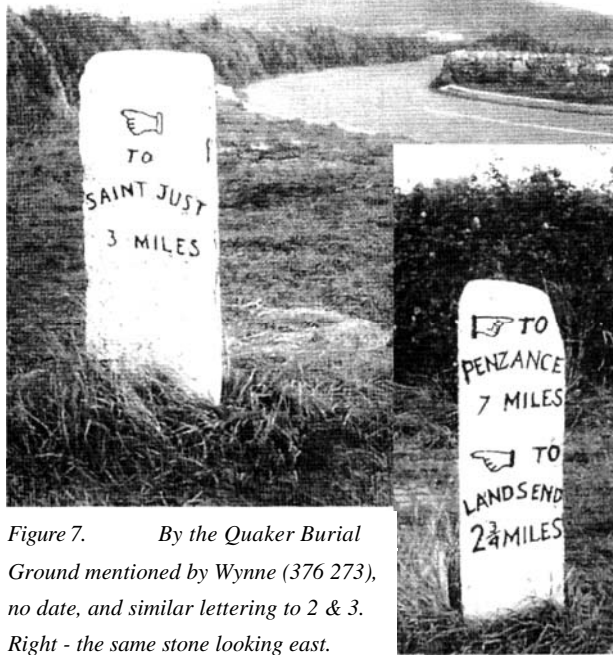
Figure 7.   By the Quaker Burial Ground mentioned by Wynne (376 273), no date, and similar lettering to 2 & 3. Right - the same stone looking east.

the parish of St Just in Penwith, were looking for a local history project. Mr Stenner hit on the idea of a survey of the local milestones, specializing in those which featured hands with a pointing finger. The Stenners christened them 'finger stones' and set out to find them. Day after day they drove out, hunting, armed with their camera.

There are a lot of little roads in Penwith. In their search for the pointing finger carved on a granite block, they found sixteen finger stones, which is more than in the whole of the rest of Cornwall.

They took several photographs of each stone, noting its exact position and details of the carving on it. At first they thought they were all in a series. Many were carved with a date. They compared styles of lettering and

shape, and they found the only common feature of all the stones was the pointing finger of a carved hand. It was their diversity in everything else which made the finger stones fascinating. Their survival in such numbers was at first amazing, but they were substantial blocks of granite, difficult to move. They were well known locally and cherished. They were also, in recent times, well looked after by Cornwall Highways. Being regarded as part of the street furniture to be maintained by local road gangs, they were kept painted. A number, notably those close to the road edge, had suffered some traffic damage.

Mr and Mrs Stenner compiled a 'scrapbook' of their findings, which won the Lovell Prize for Local History in 1994. Unfortunately Roy Stenner died a few years later. I would like to conclude with the words he used to close his 'scrapbook'.

'At the completion of this Survey the earlier ideas of dating some of the stones by their inscriptions, and classifying them by their design, proved impossible, for the variety of both criteria showed that no one person was responsible for any sequence of stones. Instead, the exercise has shown how little we see as we drive around our lanes. The joy of standing still and looking at a Subject, really looking, studying the photographs and seeing the diversity, has made the work of the Survey a real pleasure.'

'Some of the stones show a surprising elemental roughness in lettering, others a sophistication of line and design, but remember that the years 1819 and 1835 are well represented in our Churchyards and the Memorial Lettering there may well give some clues to the Mysteries of the Penwith Finger Stones.'

Figure 8.   Unique curved wording (381 310) dated 1855 in 1994. This later photograph (1999) shows it repainted as 1835.

Figure 9.   The old route branching over Boswens Common, now stopped up to vehicles. Dated 1819, this is the earliest dated stone (408 318). The lettering is very fine. At that time the village of Pendeen was known as North St Just.
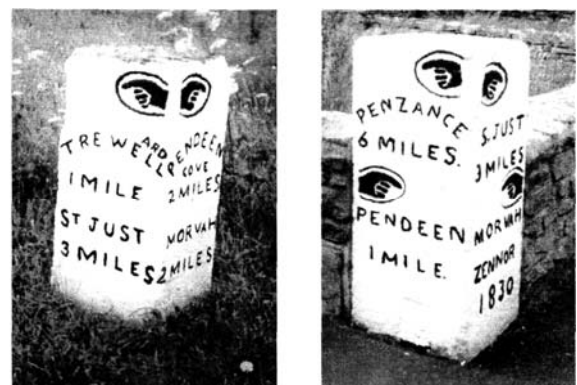
Figure 10.   Trewellard was too long, so became Trewel with ard in tiny writing above. This stone refers to Pendeen Cove, making it 'younger' than 8. (393 334)

Figure 11.   Portherras Cross (388 345) has another stone dated 1830. Morvah and Zenner have no distances. The pointing finger is curved as on 10.

The Holt Obelisk
by Donald Reeeves

Donald Reeves lived in Holt, Norfolk and had long been fascinated by the town's obelisk. He was a member of the Holt History Society. Sadly, he died in June 2003.

The Obelisk, a masonry column in the North Norfolk country town of Holt, is so well-known locally as to have become a sort of icon for the town; for example it is depicted on the cover of a publication of town walks in Holt (1). Situated on Obelisk Plain, at the junction of Holt High Street and the Norwich Road, it is inscribed with the distances of twenty-eight towns or stately homes in Norfolk.

The Obelisk (Figure 1) stands next to a Victorian lamp standard (known affectionately as 'Blind Sam') which commemorates the jubilee of Queen Victoria of 1887. The origins of the Obelisk have long been the subject of controversy, but it is generally supposed that it was given to the town in the late eighteenth century by Sir Edward Astley of Melton Hall, six miles away, and to have originally been one of a pair of gateposts at an entrance to the Hall or its park.

The Obelisk is engraved on each of its four faces with the names and distances of seven places in Norfolk. On the east-facing side all seven are stately homes (shown on Figure 2), the other twenty-one being towns of varying size. In order to look into the accuracy of the distances inscribed, a computer mapping program has been used to derive actual distances on modern roads, the comparisons being shown in an appended Table.

A frequently quoted theory, believed by this writer to be flawed, suggests that the distances were originally marked on it at Melton Hall and are therefore not correct for Holt. For example, in Reference 1, the description of the Obelisk says: 'It was a gatepost from Melton Constable Park and ... the inscribed mileages are incorrect for Holt...'. In *East Anglian Sketchbook* (2) we read that 'The Obelisk is inscribed with the mileages to Norfolk stately homes, accurate for Melton Constable but not for Holt'. Again, no less an authority than Pevsner (3) states 'The distances are wrong because it has been moved from Melton Constable'.

In the comparative Table of distances attached, good agreement can be seen between them, with the current computed ones being in general slightly greater. This might be explained by horse-drawn traffic having been more likely to have taken available shorter routes over by-roads. However, the mean error of only just over one mile seems to prove that the distances are those from Holt. It is likely that the position of the Obelisk was the datum for distances marked on milestones in the area. However, on Faden's map of Norfolk (1797) of two milestones near Holt marked as 'Miles from Holt Obelisk' one agrees while the other is about a half mile too near.

All the writers quoted seem to have been unaware of the Holt Obelisk's opposite number, which until the Second World War was situated in East Dereham market place. The provenance of this one is referred to in a history of East Dereham (4) which shows two views of their obelisk, stating that 'Sir Edward Astley of Melton Hall (then Member of Parliament) presented the town with its obelisk.' The market place was reported to have been cleaned up and repaved in 1757, which suggests the dates of the installation of the obelisk and the one at Holt were soon after that time. Sir Edward Astley's beneficence obviously extended to Holt, as in 1763 he had contributed a third of the cost of a new fire engine for the town. He seems to have come into some money then, as in the same year Capability Brown was commissioned to landscape the park, taking five years at a cost of £2500 (5); it therefore seems possible that he got rid of some of the plethora of gate piers, two of which were presented to the towns of Holt and Dereham.

The Dereham Obelisk (Figure 3) is reported to have been removed during the last War (and apparently thrown down a well!) as part of the national security requirements in case of invasion. Presumably the survival of the Holt Obelisk was secured by its inscriptions being covered over.

Although the illustration of Dereham Obelisk in (4) is too indistinct to read the mileages on the two visible faces (each with seven places, like its Holt counterpart), an original of the photograph was lent by the Dereham Antiquarian Society some years ago to a fellow member of Holt History Society (6) who was able, with the aid of a lens, to read many of the inscribed names and distances (which are noted in the

attached tables). The agreement between those figures and computed ones is not quite as good as those for the Holt Obelisk. It is interesting that there seems to have been some collaboration between the two communities in the choice and listing of place names, mainly in alphabetical order.

There is evidence elsewhere that a display of impressive gate piers was probably a status symbol for the landed gentry in the seventeenth and later centuries (rather than Range Rovers or BMWs). There are at least three pairs still at entrances to Melton Constable Park, with clear family similarities to the Holt Obelisk. A recent photograph (Figure 4) shows the East Gates, near St Peter's church, with ostentatious finials. There are several more pairs nearer the Hall, and an engraving in Pevsner shows five pairs in the gardens.

Whatever finial was originally on the East Dereham post, it had been replaced by a lantern. The Holt one was, originally, what might be interpreted as a stylised pineapple, as seen in a postcard view of 1914 (Figure 5). It has subsequently been replaced at some time by the shorter device seen today, which looks more like a pine-cone.
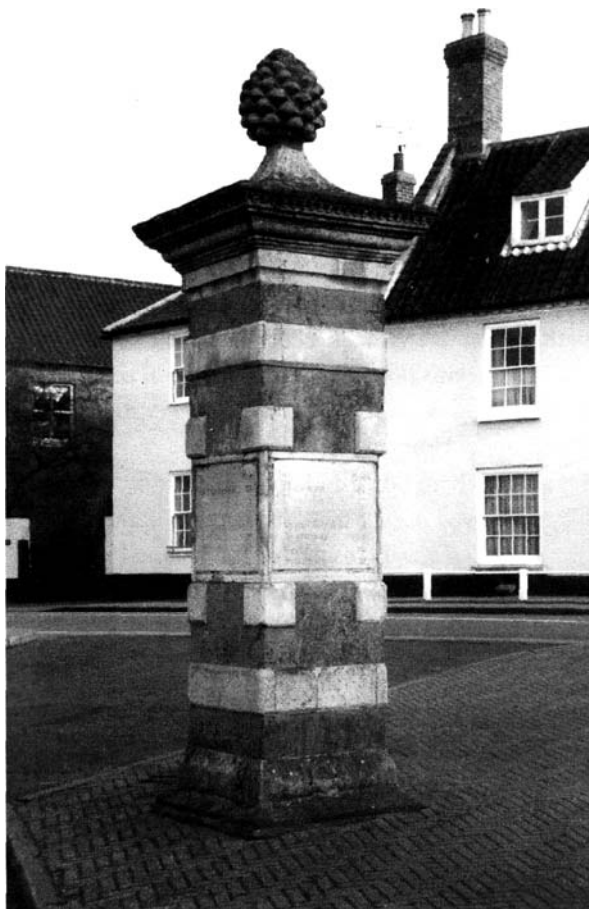
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1   *Holt Town Walks.* The Holt Society. 1980

2   Dodds, Andrew: *East Anglian Sketchbook.*

3   Pevsner, Nikolaus: *The Buildings of England: Norwich & North East Norfolk.* Penguin, 1962

4   Norton, Ben: *The Story of East Dereham.* Phillimore, 1994

5   Turner, Roger: *Capability Brown.* Phillimore & Co. 1999

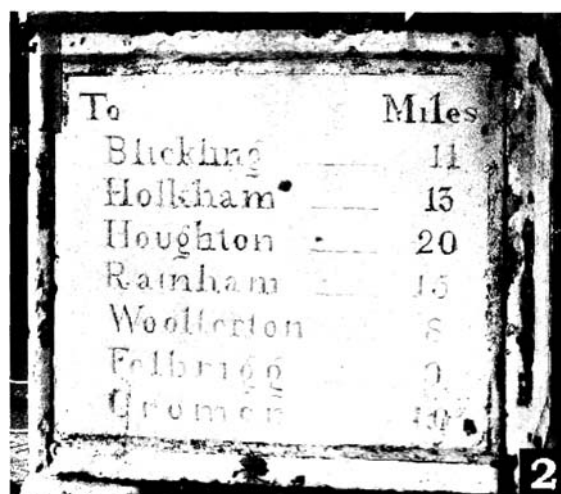6   Bedwell, Douglas: Unpublished research for Holt History Society.
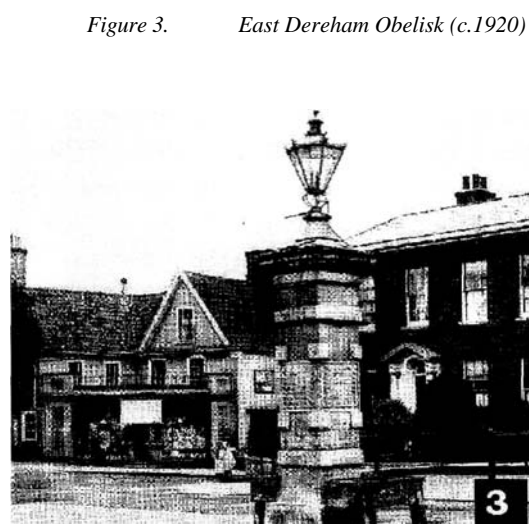
Figure 2.   Inscriptions on east face

Figure 3.   East Dereham Obelisk (c.1920)

Figure 1.   Holt Obelisk today.

Table of Distances - as inscribed, and computed

HOLT OBELISK

Place	Distances Inscribed	Computed
Blickling	11	9.9
Holkham	13	14.7
Houghton	20	19.1
Rainham	15	16.8
Wolterton	8	8.1
Felbrigg	9	9.3
Cromer	10	9.7
Attleburgh	33	35.7
Aylsham	12	11.3
Buckenham, New	36	37.5
Dereham	18	18.2
Diss	40	43.6
Downham	40	41.9
Fakenham	12	12.5
Harleston	41	41.7
Hingham	27	27.2
Loddon	33	33.3
Lynn Regis	34	32.5
NORWICH	24	22.7
Reepham	12	12.8
Swaffham	28	28.5
Thetford	40	42.8
Walsham, North	16	17.8
Walsingham	9	10.6
Watton	28	28.5
Wells	12	11.3
Wymondham	27	30.7
Yarmouth	40	41.2

DEREHAM OBELISK

Place	Distances Inscribed	Computed
Blickling	18	18.4
?	22	
Hemp ton	18 ?	12.2
Rainham	12	11.8
Foulsham	12	9.4
Melton Constable	12	14.2
?	28	
Attleburgh	15	14.3
Aylsham	18	17.9
Buckenham,New	16	21.3
Diss	26	27.6
Downham	24	25.1
Fakenham	12	12.9
Harleston	29	33.1

The mileages on Dereham Obelisk were deciphered, using a lens, from an early photograph

Figure 4.   East Gates, Melton Constable Park

Figure 5.   Holt Obelisk, 1914

Yankee Milestones

by Frank Brusca

Frank Brusca studies milestones and roadside culture from his home in Westerville, Ohio. He is a board member of the Society for Commercial Archaeology and maintains a web site dedicated to the American highway U.S. Route 40 (www. route40. net). He can be reached atfrank@route40.net.

About thirty years ago, I opened the Baltimore Sun and discovered an article about a gentleman from Washington, D.C. who photographed and recorded notes documenting the milestones along the National Road. Years earlier, I began studying U.S. Route 40, the transcontinental highway built in part along the path of the National Road. (Route 40 was built on the paths of other historic trails such as the Oregon, Santa Fe and California Trails and runs from Atlantic City to San Francisco.) The newspaper article told the story of Ned Nye, an architectural photographer, who spent his weekends searching for milestones along the 135

Figure 7. "10 M to B" declares this milestone located in Ellicott City, Maryland. Placed around 1797, it was quarried from local granite.

miles of roadway between Baltimore and Cumberland, Maryland. As soon as I finished reading the article I made my way to nearby Catonsville and found one of the milestones mentioned in the article.

Over the course of the next 25 years, I continued Nye's work, documenting the road's milestones by recording field data and taking photographs. Although the road covers 728 miles from Baltimore to Vandalia, Illinois, milestones were only erected as far as Indianapolis. In total, a little less than half of the 700+ original milestones remain intact along the sides of America's first federal interstate highway.

The National Road's first milestones were set in the late 18th century west of Baltimore along the path that would eventually become the National Road, and eventually Route 40. These milestones are made of granite, possess arched tops and stand about 30 inches above ground level. They bear simple inscriptions such as 21 M to B signifying 21 miles to Baltimore. Beyond Boonsboro in western Maryland, the milestones are made of limestone but are otherwise identical to those on the first leg.

In the 18th and 19th centuries, charters for roads required the erection of milestones and the National Road was no exception. With the federal funding for the National Road starting in Cumberland, the milestones in the next leg of the highway at first assumed the style and characteristics of those east of Cumberland [note 1]. In 1835, less than twenty years after the first milestones were placed, iron interests in southwestern Pennsylvania convinced the road engineers to replace the milestones west of Cumberland with cast iron mileposts [note 2]. Part of the reasoning for doing so was that cast iron markers would be more durable. When this change was adopted, the road was resurveyed and delineated with the new style iron mileposts. To date, only one photograph of the original milestones west of Cumberland has been found, taken around 1860; none of those milestones appears to have survived beyond the 19th century. These new cast markers consist of four half-inch iron plates joined together to form a faux obelisk. A fifth rounded iron bar on the back secured the marker. Distance information was bonded to the iron plates resulting in raised lettering. While these new mileposts were more visually

Figure 2. This well maintained cast iron milepost stands outside the historic Cassellman Inn in Grantsville, Maryland.

appealing, they proved to be incredibly susceptible to damage. A number of 19th century accounts tell of wagons and coaches crashing into the fragile markers. Of the original 131 cast iron markers, only about 55 survived into the 20th century.

West of the Ohio River, milestones took on a radically new design, similar to some cast iron mileposts found in Britain. The Ohio milestones are significantly larger than those in the legs of the National Road, measuring about 18 inches square by five feet in height (two feet of which is buried). These sandstone monoliths are turned at 45-degree angles to the roadway providing inscribed distance information for both directions of travel. The tops are rounded and bear the distance from Cumberland, Maryland. In their original form, the Ohio milestones weigh about half a ton.

As the National Road's construction moved west beyond Columbus, Ohio, the road engineers experimented with the construction of the milestones, forming the milestones out of reinforced concrete -

Figure 3. Inspecting the back of this cast iron milepost reveals its deceptively simple construction.

Figure 4. An interesting juxtaposition: this Ohio milestone stands in front of a highway department sign shop near St. Clairsville.

thought to be more durable than sandstone. A few years after placing concrete milestones, they began cracking and were ultimately replaced with sandstone markers. One flaw in the production of the concrete "stones" appears to be that the type of concrete used was inappropriate for such a large freestanding form.

In Indiana, the next state on the National Road's path, the effort to maintain the National Road and place milestones began to lose political support. Railroads were the rage and longer through highways fell into disfavor. Regardless, some limestone milestones were placed at infrequent intervals between Richmond and the capital city of Indianapolis. When the road was extended from there, road engineers elected to use wooden fingerboards instead of milestones, despite the lobbying effort of quarry men of western Indiana and the legal mandate to use stone. When federal funding for the National Road disappeared, no more milestones were placed on the road. In Indianapolis in 1916, the Daughters of the American Revolution erected the westernmost milestone, a six-foot tall concrete obelisk.

No milestones were ever erected along the National Road in Illinois.

With the push to build wider highways, these and other milestones fell victim to the bulldozer's blade. It is safe to say that a good number of markers today lie buried in the embankments of American roads. Nonetheless, despite the spate of intensive road building in America, a surprising number of milestones have survived.

Many people feel that it is important to safeguard what is probably the longest continuous delineation of any road by milestones (558 continuous miles). Thanks to the efforts of people like Ned Nye, many of the National Road's milestones have been placed on the Register of Historic Places. While that designation does not afford them any legal protection from theft, it does provide milestone supporters with some argument regarding their security.

The good news of late is that the number of milestones has been increasing. It's not that more milestones have been unearthed or found squirreled away in barns, but rather people and organizations have commissioned new stones. One married couple in western Maryland commissioned three stones to

Figure 5. The concrete milestones may have been less expensive to produce, but they simply did not hold up. Eventually, these Ohio milestones were replaced with more durable sandstone.

Figure 6. This small limestone marker west of Richmond, Indiana is one of the last original milestones placed along the National Road.

Figure 7. "580 Miles to Washington" reads the westernmost milestone found along the National Road.

replace missing markers on the National Road. A historic preservation group in Pennsylvania replaced 40 of the missing cast iron mileposts with Fiberglas replicas. The city of Englewood, Ohio, commissioned a new milestone to honor the pioneers that traversed the National Road.

Figure 8. Although the original road builders never placed any milestones in Englewood, Ohio, city officials decided to correct the situation by erecting a new milestone.

Over the years, other milestone enthusiasts (miliarologists as I refer to those of us in this field) have contacted me. To date, I've compiled an exhaustive record of milestones in the United States. In addition to the National Road milestones, there are great concentrations of stones found along the Atlantic seaboard, especially in places such as Boston, Trenton, Philadelphia and Baltimore. The former intercity post roads are some of the best places to find stones, although development and road building remain threats to their survival.

When they were first placed, the milestones on the post roads were often found at irregular intervals, and almost always at distances shorter than a mile. Since the cost of postage was calculated based on distance (and charged to the recipient) post road caretakers found it in their best interest to make their miles short. When Benjamin Franklin was appointed Postmaster, he worked to set matters straight. His invention of the

odometer established an easy and consistent way of easily measuring distance [note 3]. Throughout New England, the milestones placed using this method were called Franklin Stones.

America's earliest milestones were of simple design and contained almost no ornamentation. The milestones typically noted the distances to cities, towns or river crossings and nothing more. The most elaborate milestones of the period included a pointing hand. A unique feature of the New England milestones is that they often included the name or initials of the public official responsible for placing the stone.
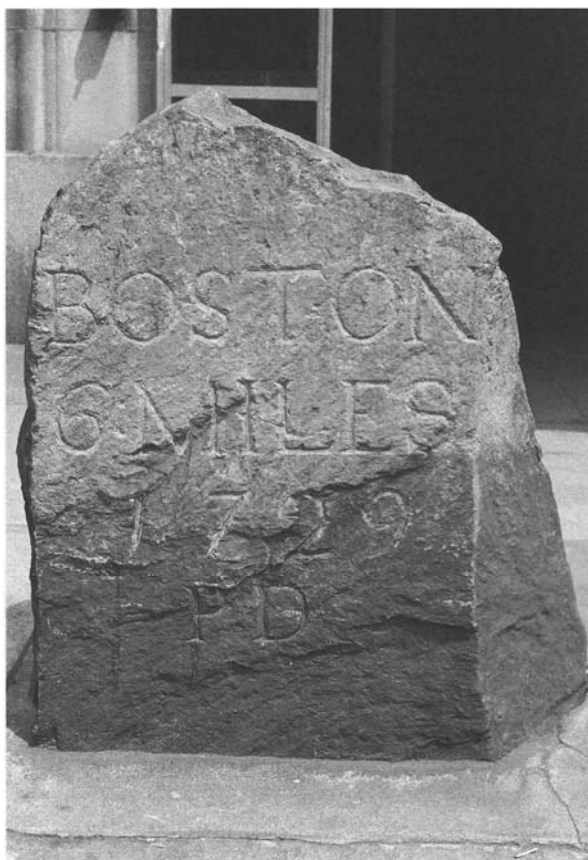
Figure 9. Many milestones from New England often include the name or initials of the official who placed the stone. Paul Dudley ("P.D.") placed this sixth milestone from Boston on Harvard Avenue in 1729.
Photo courtesy of the Historic American Building Survey/ Library of Congress (HABS, MASS,13-BRI,2-1).

In the early- to mid-19th century, milestones became more elaborate and virtual works of art. Some milestones contain historical accounts, tributes and patriotic messages. In a sense, this new breed of milestone became the earliest historical markers in America.


Figure 70. This ornate milestone was erected in Springfield, Massachusetts by Joseph Wait as a self-tribute to his perilous mid-winter journey from Boston.
Photo by Arthur C. Haskell (1937). Courtesy of the Historic American Building Survey/Library of Congress (HABS, MASS,7-SPRIF,2-1).

Another series of milestone-like objects are the concrete markers of the 3,300-mile long Lincoln Highway, the first transcontinental highway across North America. On September 1, 1928, Boy Scouts from across America simultaneously erected over 3,000 markers at key intervals and intersections. Although these markers bore absolutely no distance information and cannot be classified as milestones in the purest sense, they did provide information about turns and straight-aways.

Figure 11. This concrete marker on California Street in San Francisco is the last of over 3,000 placed on the Lincoln Highway in 1928.
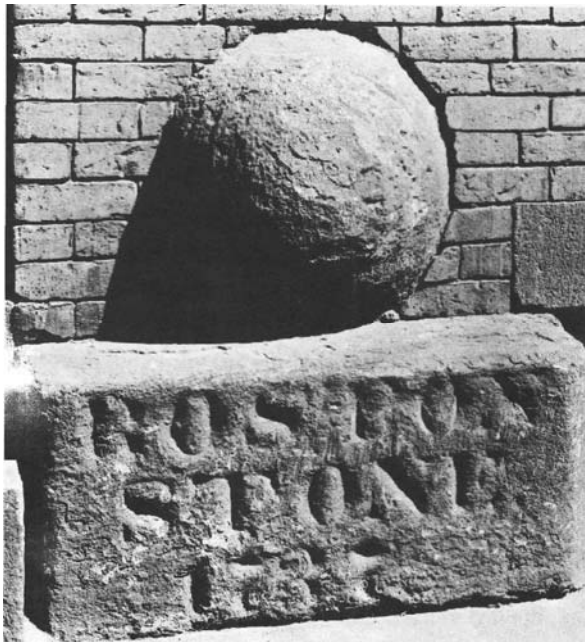
Figure 12. The Boston Stone still stands after 265 years of service. Photo courtesy of the Historic American Building Survey/Library of Congress (HABS,MASS,13~BOST,107-1).

Ancient Rome had its Miliarium Aureum, or Golden Milestone, and the United States has its share of reference benchmark stones. One of the earliest is the Boston Stone, said to be the oldest public object in that city. Brought from England in 1635, it was placed in the city's center in 1737 and used to measure distances to and from Boston.

In the early days of motoring, transportation leaders in the United States erected several ceremonial reference milestones around the United States. Perhaps the most famous is the Zero Milestone found on the Ellipse, across the street from the White House in Washington, D.C. Not long after the Zero Milestone was placed, similar reference milestones were erected in San Diego, San Francisco, Los Angeles and Nashville. The purpose of this and other reference milestones was to establish fixed reference points from which to measure distance. Certainly a relic from a bygone era, the Zero Milestone remains an anachronism and the National Park Service periodically threatens to remove it and place it in a museum.

Figure 13. Dedicated by President Warren G. Harding in 1923, the Zero Milestone stands as America's official reference point for measuring highways.

America's milestones face a number of threats including poaching, development and disinterested bureaucracies. Fortunately, a growing number of milestone watchdogs have emerged. Knowing that these antiquities are beyond the normal charge of state departments of transportation, vigilant roadside observers take the responsibility to monitor the milestones' safe being and to raise red flags the moment something is amiss.

Another task assumed by miliarologists is maintenance. Most milestones in the United States receive periodic coats of paint, usually flat white with hand touched black lettering. Some milestone watchdogs repair broken stones when necessary. Others create roadside shrines around milestones, sometimes planting color flowerbeds or engaging in lavish landscaping.

One divisive issue for milestone enthusiasts regards the matter of personal collecting. According to my inventory of about 2,000 milestones, about 2% of the surviving markers are in private hands. In most places, milestones remain the jurisdiction of the departments of transportation. They are, after all, traffic control devices. Still, from time to time milestones appear on eBay [note 4] or in antique shops. With going prices of about $2,500 per milestone, poaching is not uncommon. One argument is that the milestones belong on the roadway at any cost for the enjoyment of future generations. The other argument is that personal collecting assists historic preservation since the milestones will be in the charge of people who will care for the milestone. The debate over which side has the better argument is difficult and one that will continue for many years. Regardless, it is safe to say that milestones, once thought to be useless relics from the past, are enjoying growing support in the United States.

NOTES:

1. The Act creating the National Road specified Baltimore as the eastern terminus. Since roads from Baltimore to Cumberland existed, new road building commenced in the latter city.

2. 1 make an important distinction between the word milestone and milepost; I use the latter to describe any distance marker not made of stone.

3. Editor's note: Various other people have been credited with the invention of the odometer, including Robert Hooke (1635-1703).

4. EBay is a popular internet auction facility.

Researching & Restoring the Milestones of Fife
by Alex Darwood

Alex Darwood has spent the last 20 years researching and promoting the preservation of milestones in Fife. He has lectured, written and broadcast on milestones, road developments and transportation in the area. He has produced exhibitions to bring these subjects to public attention and has instigated many of the restoration projects, and he is seen here (Figure 1) with a renovation in Anstruther.

An awareness of milestones began when living in 'Milestone House' in Wemyss, Fife in the 1920s. More recently, a realisation of the many milestones still standing encouraged a desire to preserve them. The following is a personal account of some of the work that has been done in Fife to study and restore the great variety of milestones and markers.

Twenty years ago, the milestones in the East Neuk o'Fife were in a very neglected state. A photographic survey of them was completed by the author in 1987 for the East Neuk Preservation Society which resulted in Fife Council embarking on a programme of restoration. There are 148 complete milestones in Fife, 28 with cast iron caps missing or damaged and 10 markers at junctions.

The milestones are made of whinstane which is virtually indestructible. They were produced in a variety of styles and sizes although generally the stone is some three feet above the road surface. The destination names are mainly in script lettering in cast iron. In many cases the names are abbreviated and now meaningless unless the reader is familiar with Fife names. For example Bl is Burntisland, Lpr represents Largo Pier, and Pty stands for Pettycur. These were important ferry stations where travellers could cross the great River Forth. (Burntisland had the first train crossing ferry in the world.) In Kilconquhar (pronounced Kinuchur) ,an unusual milestone was discovered in a churchyard wall which bears the

legend 'Kilconquhar 0 miles' on a cast iron plate (Figure 4). Another fascinating feature of the milestones is the use of fractions such as halves, eighths and quarters.

Wayside markers are made completely of cast iron and nine of them are to be found at road junctions in the St Andrews District. They give the names of farms, villages and towns in succession and some indicate left or right at each name. Two outstanding markers have recently been refurbished at Higham (pronounced Heecham - ch as in Loch) Toll. They are particularly attractive with black hands. One is on a green sward in a picnic area and is much admired. The jewel in the crown was the delightful guide post at Arnroach. This stood some five feet high with two arms on which were the names of places and two black hands pointing the direction. Sadly it was stolen and despite being on the police internet has not been traced.

During research on the milestones, some interesting experiences occurred, giving the subject a more human dimension. For example, the Abercrombie milestone on the B942 had been lost and forgotten for many years. It was reported that a milestone cap featured on a rockery in a garden in St Monans. Examination of the destinations proved that it was from Abercrombie. The owner was contacted and was very cooperative; the cap had been in the garden when he bought the house some years previously. Donations were appealed for to purchase a new whinstane, and through the East Neuk Preservation Society a new stone was ordered from the sculptor J Y Thomson of Leven. A ceremony was held to mark its return.

A similar incident concerns a milestone outside Anstruther on the B9131. This had been missing for thirty years. The cap was discovered, having been stored in a shed for many years. Again an appeal for donations brought a swift response, a new stone was sculpted and the complete milestone was erected with

Figure 2. The most common type of Fife milestone. There remain around 90 complete and another 20 or so without their tops. This restored example at Abercrombie on the B942 had its cap rescued from a garden in St Monans. The abbreviated destinations are Colinsberg, Largo Pier, and Burntisland.
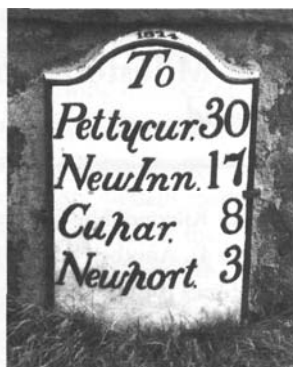
Figure 3. One of 19 cast-iron milestones still to be found on the old route across Fife between the ferry ports of Petty cur on the Forth and Newport on the Tay. Dated 1824, they were made by the Alexander Russell foundry in Kirkcaldy.

Figure 4. A 'zero'milestone by the churchyard wall at Kilconquhar, B941, recently refurbished by Fife Council. The other abbreviated names are Earls Ferry, Cupar, and St Andrews.

Figure 5. At Arnroach, near Kellie Castle, one of 9 wayside markers found at road junctions in the St Andrews district.

an appropriate ceremony. Sadly a few years later the milestone was uprooted in a road accident and the cap disappeared and has not yet been returned.

Many of the milestone caps were made at the foundry owned by Alex Russell of Kirk Wynd, Kirkcaldy and bear his name and the date 1824. James Brown, another Kirkcaldy foundry owner, has his initials on many caps. The firm of Smith and Westwood of Bonnybridge also made caps.

Many markers, as distinct from milestones, have the name 'Robert Douglas Engineer Cupar' on the top. This works was founded by Douglas when he was in his twenties. He was the son of a minister in Kilbarchan and set up his business in 1846. Later he moved to Kirkcaldy where he made munitions for the Crimean war. Later he made a thriving business supplying machinery for the developing Indian market. The name of a St Andrews Foundry owned by David Blyth also appears on several markers.

Before the milestones were sited, there were no directions in the area for travellers and therefore embarking on a journey was a hazardous undertaking, especially in winter. Roads too were poorly constructed and in some places were merely rough tracks. In 1790 progress began with roads being turnpiked and maintained. Laws were passed for the setting up of trusts and by 1843 no fewer than 23 organisations were established to develop road

systems and bridges in Fife. These included 14 turnpike trusts, 5 bodies concerned with bridges and 4 statute labour bodies. In 1797 and 1807 Fife statute labour acts stated that trustees could erect milestones. Then in 1831 the General Turnpike Act decreed that milestones and guide posts must be provided. The milestones have remained in place since then and it is remarkable that so many are still intact.

At the outbreak of the Second World War, the government ordered that all milestone tops and guide posts should be removed as they would be of assistance to invading forces. Mr T McCallum, the then Fife County Surveyor, had the foresight to store the caps and markers so that they could be replaced after the war. Professor Allan of St Andrews University Physics Department undertook this task when peace was restored. His students refurbished all the metalwork and used metal detectors to find caps which had been buried beside the milestones.

Now all possible means are being used to focus public awareness on the importance of Fife's milestones. Contacts send information of any damage or theft that occurs and it is hoped that more of the missing stones will eventually be restored.

REFERENCES

As Alex Darwood confirms, Fife has been fortunate in the historians of its roadside heritage, and the following articles and publications are of particular relevance and value.

Cook, Helen, 1998: 'By the Wayside', *The Scots Magazine,* Feb 1998 pp 202-5.

Silver, Owen, 1987: *The Roads of Fife,* Donald Publishers, Edinburgh.

Stephen, Walter M, 1967: Toll-houses of the greater Fife area, *Industrial Archaeology,* Vol 4 No 3, August 1967, pp 248-54.

Stephen, Walter M, 1967-8: Milestones and Wayside Markers in Fife, *Proceedings of the Society of Antiquaries of Scotland,* vol 100 pp 179-84.

Complete sets of records of the latter two projects were deposited in Fife County Library in Kirkcaldy.

Professor J F Allen's achievements and interest in the milestones of Fife were noted in his obituary, *The Independent,* 3 May 2001, p 6.

Figure 6.   On the B 9171 at Arncroach. This marker, regarded as the jewel in the crown, was stolen soon after restoration.

Figure 7.   Milestones in the East Neuk of Fife, as recorded by WM Stephen in 1967
Key: Ab - Abercrombie   An - Anstruther   Cr - Crail   Cu - Cupar
Pi - Pittenweem   StA - St Andrews   UL - Upper Largo

Milestones, Guideposts and other Street Furniture in Legislation and Statute

by Dr Keith Lawrence

Keith Lawrence has a long-standing interest in road and turnpike history. In his Oxfordshire days he contributed guide leaflets on turnpikes, tollhouses and drove roads to the county museum's series. He is now the Society's co-ordinator in Hampshire, revisiting the surviving evidence from earlier surveys, whilst retaining interests in other areas such as Fife.

The 1555 Act for Amending of Highways *(2 & 3 Philip &Mary c8)* codified the legal responsibilities for the improvement and maintenance of the King's Highway. There is no specific mention of milestones or guideposts in this Act, but it is worth quoting from the opening chapters of Webb & Webb (1913) where there is an implication that they could have been erected.

> "Any one Justice might 'on his own proper knowledge' make 'presentment to Quarter Sessions of any highway not well and sufficiently repaired,' and any such presentment was 'of the same force, strength, and effect in the law as if it had been made by the Grand Jury.' But the locally resident Justices could themselves practically take over the highway administration. Without in any way absolving the parish from its legal liability, or relieving the Surveyor of his personal responsibility, the Justices could, if they saw fit, convert him practically in to a mere agent. They could order him to repair one bit of road before another, they could command him to put up guide-posts or direction stones at the cross-ways ..."

This could account for Paul Hentzner, the German traveller, being directed by a signpost in Kent in 1598 (Webb and Webb 1913).

In spite of a series of statutes amending the 1555 Act:

1563	5 Elizabeth	c13
1576	18 Elizabeth	c10
1662	14 Charles II	c6
1670	22 Charles II	c12
1691	3 & 4 William and Mary	c12
1695	7 & 8 William and Mary	c29
1697	8 & 9 William and Mary	c16

there was no specific mention of milestones or guideposts until the final amendment in 1697.

The wording of this Statute set the theme for subsequent sections in General Highway and Turnpike legislation.

> "And for the better convenience of travelling in such parts of this kingdom which are remote from towns, and where several highways meet; be it further enacted by the authority aforesaid, that it shall and may be lawful to and for his Majesty's Justices of the Peace, at the respective Special Sessions, to be held once in four months by virtue of an Act made in the third and fourth years of the reign of King William and Queen Mary (3 & 4 William and Mary c12 - 1691) entitled 'An Act for the Better Repair and amending the Highways, and for Settling the Rates of Carriage of Goods', so often and in such cases, as they think necessary, to direct their precepts to Surveyors of the Highways, in any parish or place where two or more cross highways meet, requiring them forthwith to cause to be erected or fixed, in a most convenient place where such ways join, a stone or post, with an inscription thereon in large letters, containing the name of the next market town to which each of the said joining highways leads, who is to be reimbursed as the said Act for the repairing of highways directs. And in the case of a Surveyor or Surveyors shall, by the space of three months after such precept to him or them directed and delivered neglect or refuse to cause such a stone or post to be fixed as is foresaid every such offender shall forfeit a sum of ten shillings, to be levied by warrant under the hand and seal of any Justice of the Peace of the County, Riding, Division or Liberty. Where such parish or place shall be, such warrant to be directed to the Constable of such a parish or place, requiring him to distrain the goods of such an offender, and sell the same, rendering to him the overplus (if any be) and to employ such sum, so levied, in and toward such stone or post erected, then to employ such remaining sum in amending the same cross highway, and not otherwise."

There is clear evidence of activity in setting up such stones and posts in Lancashire, from a record of Celia Fiennes's journey of 1698 (Morris 1947), Yorkshire (Wright 1985, Smith 1999), Derbyshire (Dodd 2000, Smith 2000) and Dartmoor (Crossing 1987). While the response in Lancashire was very timely there was a delay of some three years in Yorkshire and twelve years in Derbyshire before implementation.

There was no corresponding general requirement for the newly emerging turnpike trusts to set up milestones until the 1766 General Turnpike Act (7 George III c.40 s30) re-enacted in the 1773 General Turnpike Act (13 George III c84 s 41). If we take as an example the Portsmouth to Sheet Turnpike Trust, the original turnpike act for this section of road was granted in 1711. There is no mention of setting up milestones in the text of the 1711 Act (9 Anne c33) or the renewals in 1726 (12 George I c19) or 1742 (15 George II c14). However from 1744 most new Turnpike Acts contained a clause requiring the Trustees to measure their road and set up stones or posts stating the distance. One of the earliest examples is the Chatham & Canterbury Turnpike Act 1744 (17 George II c4). Indeed in the Portsmouth to Sheet Turnpike Trust Commissioners Minute Book we find an entry for October 1744.... 'Ordered that Milestones be put on the said Road and that the Surveyors thereof employ proper Persons to measure the said road and put up the Milestones.' (Albert and Harvey 1973)

Compare this with a later turnpike act still some three years before the 1766 General Turnpike Act in which a specific clause on milestones has clearly been included.

An Act for the repairing, widening, and keeping in Repair, the Road from Kirkby Kendall, in the County of Westmorland, to Kirkby Ireleth, in the County of Lancaster. 1763 (3 George III c.33).

> "And be it further enacted, that the said Trustees, or any five or more of them, shall cause the Road to be measured, and mile-stones to be set up at the Sides of the said Road, with Inscriptions to be made thereon, denoting the Number of Miles, and Distances of Places; and also Posts at the several roads leading out of the Road hereby directed to be repaired, with Inscriptions to be made thereon, denoting to what Place or Places the said Roads respectively lead; and if any Person or Persons shall wilfully or designedly break or pull down, dig up, injure, or destroy any or either of the Stones or Posts that shall be set up, or erase, obliterate, or

deface any of the Inscriptions which shall be made thereon, or cause the same to be done, every such Person so offending shall forfeit and pay the Sum of Forty Shillings for each Stone or Post so wilfully or designedly broken, obliterated, defaced, or pulled down."

This 'voluntary' inclusion of such a phrase in a Turnpike Act was followed in the 1766 and 1773 General Turnpike and General Highway Acts by a very clear statement of obligations in respect of guideposts, milestones and graduated posts to measure the depth of water in fords :-

GENERAL TURNPIKE ACT

"Concerning Direction Posts, Mile-Stones, &c. The Trustees appointed to execute any Act of Parliament made for the Repair of Turnpike Roads, shall, for the better Convenience of Travellers, direct their Surveyors, in every Place where several Highways meet (and no sufficient Direction-post is already erected), to erect a Stone or Post, with an inscription thereon, in large Letters, containing the Name of, and Distance from the next Market Town or Towns, or other considerable Place or Places, to which such Highways respectively lead. (13 Geo III. C84. §41). The said Trustees must also direct their Surveyor, at all Approaches to or Entrances on such Parts of any Highways as are subject to deep or dangerous Floods, to fix graduated Posts, denoting the Depth of Water at the deepest Part of the same, and likewise such Direction-posts or Stones as they shall judge to be necessary for guiding Travellers in the safest Track or Passage through such Floods or Waters. (13 Geo III. C84. §41). The said Trustees must likewise order their Surveyor to erect Mile-stones or Posts upon their respective Roads, with proper Inscriptions and Figures theron, denoting the Names and Distances of the Principal Towns or Places upon such Roads; and from Time to Time to repair such Direction or Graduated-posts and Mile-stones, or Posts, and continue legible inscriptions thereon. (13 Geo III. C84. §41).
The said Surveyor is to be reimbursed the Expence of erecting and repairing, &c. the aforesaid direction-posts and Mile-stones, &c. out of the Tolls granted by the respective turnpike Act; and in case of his neglecting or refusing, for the Space of Three Months after Direction given him, to erect or repair such Posts or Stones, he

shall forfeit the Sum of Twenty Shillings. (13 Geo III. C84. §41).

Any Person who shall destroy or deface any Mile-stone, &c. shall forfeit for such Offence, a sum not exceeding Five Pounds nor less than Ten Shillings. (13 Geo III. C84. §39)."

GENERAL HIGHWAYS ACT

"The Justices, at their Special Sessions, shall give orders to the Surveyor to erect Direction Posts and Graduated Posts, to shew the Depth of Floods, where necessary. The Surveyor neglecting to execute such orders for three months, after it is directed and delivered to him, shall forfeit 20s. Persons wilfully or wantonly damaging banks, causeways, posts, mileposts, battlements of bridges, directions posts, graduated posts etc., shall on view of a justice or proof on oath of one witness, forfeit for every sum not exceeding Five Pounds nor under ten shillings, and on default shall be committed to the House of Correction, there to be whipped and kept to hard labour for any time exceeding one month nor less than seven days at the Direction of the Justices."

Rivington and others (1772) and Scott (1778) published commentaries on these Acts for 'Parish Officers' and 'Gentlemen Trustees' respectively. Scott (1778) provided guidance on the legal forms required to be issued for a variety of tasks including erecting a guidepost under the General Highways Act 1773.

A Precept for erecting Guide-Posts etc. (Name of County). At a Special Sessions, held at _____ for the (Hundred) of_____ in the said County, before Justices of the Peace for the said County, acting within the said (Hundred) on the __ Day of _____ 17__.

To the Surveyor of the (Parish) of _____ in the said (Hundred).

You are hereby requested forthwith to erect or cause to be erected, in the most convenient Place upon the Highway lying between _____ and _____ within your (Liberty), where the Roads cross or branch out, a Guide-Post, with proper Inscriptions painted on both sides thereof in large legible Letters denoting the Towns of _____ and_____(or other Places, as the Justices shall think most proper).

[Where graduated Stones or Posts are necessary to prevent accidents from deep waters, vary it as under:]

[In the most convenient Place upon the Highway, at the Approach or Entrance on each side of the Ford or Water called _____ at _____ within your (Liberty), graduated posts, denoting the Depth of Water in the deepest part there of, through which such Highways passes; and you are allowed to charge the reasonable Expenses of providing and erecting the same in your accounts.

As well as a robust commentary on sections of the Acts covering the 'graduated posts'...

"These graduated Posts are a miserable Substitute for Bridges. In the Dark, they can be of no Service; and in the light may sometimes induce Strangers, depending on the Depth specified by the Gradations, to ford Waters, with the Strength of whose Current they are unacquainted, at the Hazard of their Lives."

And the damage inflicted on milestones....

"I have here again been obliged to invert the Order of the Statute, and place this Section, which is taken from Section 39 of the Act, after the Four preceding Sections, which are all taken from Section 41 of the Act. The Statute thus evidently puts the Cart before the Horse, enacting a Punishment for destroying or defacing Direction-posts and Mile-stones, before it has ordered them to be set up. The very great Number of Milestones, which are mutilated and rendered illegible, almost as soon as they are put up, would induce one to think that no Pains are ever taken to discover and punish the Persons offending in that respect; and, indeed I am fearful, Trustees and their Surveyors, too rarely give themselves any Concern about the Matter; among a Multiplicity of Objects, some will be always more or less neglected. What those Persons are, who defeat the benevolent Intentions of the Legislature to curious or anxious Travellers, by defacing Direction-posts and Mile-stones; or what can be their Motive of Action, is a Matter, perhaps not easily ascertained. I should suppose they are, in general, Boys, who, from an innate Disposition for Mischief, are pleased with destroying any thing new, that happens to engage their Notice. I have more than once observed, on some Roads, a very effectual Method of preventing the Effects of this mischievous Sport: Instead of Mile Stones, were substituted Posts, covered near the Top with a

Plate of iron, on which the Characters of Information were engraved so deeply, as not readily to be effaced.

The 1822 General Turnpike Act (3 George IV c126) introduced the requirement to raise boards with town and village names and stones to mark parish boundaries.

"....and also to cause to be painted in legible characters, on some wall or board at the entrance of every town or village, the name of such town or village, and shall also cause stones to be put up marking the boundaries of parishes where such boundaries shall cross any turnpike road, and from time to time to repair or renew such stones, posts and boards, and keep and continue legible the inscriptions on such stones, posts, walls and boards respectively;...."

The 1831 Act for Amending and making more effectual the Laws concerning Turnpike Roads in Scotland. (1 & 2 William IV c43) introduced a new twist on the use of milestones in controlling the costs of posting.

"...any person letting horses or carriages for hire who shall charge for more than half a mile in one hiring above the number of miles marked on such posts or stones, shall forfeit and pay any sum not exceeding five pounds for each offence."

There is an additional minor change to the clauses affecting milestones in the 1835 General Highways Act (5 & 6 William IV c50) reflecting the height of lettering.

"...by the direction of the justices at a special session for the highways, cause (where there are no such stones or posts) to be erected or fixed in the most convenient place where two or more ways meet, a stone or post with inscriptions thereon in large legible letters, not less than one inch in height and of a proper and proportionate breadth, containing the name of the next market town, village, or other place to which the said highways respectively lead, as well as stones or posts to mark the boundaries of the highway, containing the name of the parish wherein situated."

Sir Henry Parnell (1838) reflecting on the work undertaken by the 1815 Parliamentary Commission on the Holyhead Road had very clear thoughts about the design of milestones and the size of the lettering.

"Milestones are convenient and agreeable to travellers, and useful in enabling coachmen to keep their time with accuracy. They are also

serviceable in assisting road surveyors in laying out and measuring work. They should be made of very hard stone of a light colour, and should be much larger than they usually are, in order that they may be readily seen, and have space enough for large figures; for if they are not large it is difficult when going fast to read them. A drawing of a proper shaped milestone is given in Plate V, Fig. 4."

"The figures XIV in this drawing show the distance from London, but though large, they are not large enough, and therefore it would be better on all main roads from London to have on the plate only the distance from London, in the largest figures the plate will admit of."

Punishment for the damage of milestones and guideposts was a constant in all the turnpike and general highway legislation after 1766. The fines gradually moved from a fine of between ten shillings and five pounds in the 1770s, with the option of up to a month in jail and hard labour to a fine not exceeding ten pounds some fifty years later. Oke (1854) on his commentary on the Law of Turnpike Roads set out the form of the summons to be issued for any damage to milestones that are presented below:

Form of summons to be issued for the 'Damaging of milestones, direction posts &c.
For that he the said (A.B.), on the ___ day of
_____ ,
at the parish of ___, in the county aforesaid, did wilfully break [or "cut down, pull up," or "damage"] a certain post [or "stone," or "board"] then and there placed on [or "near to"] the side of a certain turnpike road there situated, called____ , denoting the distance to such post [or "stone" or "board"] from the town [or "village"] of F.
[or "denoting to what place certain crossings on the said road respectively lead"]
[or "denoting and marking the boundaries of the parishes of S. and F."]
by then and there [describe how damage done], contrary, &c.
Form of summons to be issued for 'Obliterating letters, figures thereon.
For that he the said (A.B.), on the ___ day of
_____ ,
at the parish of ___, in the county aforesaid, did wilfully obliterate [or "deface" or "spoil" or "destroy"] certain letters [or "figures" or "marks"], to wit - then and there inscribed [or "painted"] on a certain post [or "stone" or "post" or "wall"] then and there placed on, &c. [or "near to"] the side of

a certain turnpike road there situated, called____ , denoting the distance to such post [or "stone" or "board"] from the town [or "village"] of F. [or "denoting to what place certain crossings on the said road respectively lead"] [or "denoting and marking the boundaries of the parishes of S. and F."]

by then and there [describe how damage done], contrary, &c.

It is obvious from contemporary accounts (Wade 1840) that the punishments for damaging or defacing milestones are relatively light compared with other cases of malicious injury to property.

Damaging looms, frames, weaving, fulling or shearing machinery... or by force entry in to a building to commit any such offence...
Transportation for seven years, or to imprisonment, with or without whipping, for not exceeding four years (7 & 8 George IV c30 s3)
Destroying threshing or any other machinery...
Transportation for seven years, or to imprisonment, with or without whipping, for not exceeding two years (7 & 8 George IV c30 s4)
Sea banks or canal works...
Transportation for life or not less than seven years, or to imprisonment, with or without whipping, for not exceeding four years (7 & 8 George IV c30 s12)
Public Bridge...
Transportation for life, or not less than seven years, or to imprisonment, with or without whipping, for not exceeding four years (7 & 8 George IV c30 s13)
Fish-pond or Mill-dam...
Transportation for seven years, or to imprisonment, with or without whipping, for not exceeding two years (7 & 8 George IV c30 s15)
Burning or destroying Agricultural Produce ... or cutting or destroying hop-binds, grown on poles in any plantation of hops-
Transportation for life, or not less than fifteen years, or to imprisonment not exceeding three years (7 & 8 George IV c30 s2 & 10)
Wall, Fence or Gate...
first offence pay, over and above the amount of the injury done, any sum not exceeding five pounds; for a second offence be committed to hard labour for any term not exceeding twelve calendar months; and if such subsequent

conviction take place before two justices, once or twice public or private whipping may be added (7 & 8 George IV c30 s23)

Legislation affecting milestones did not disappear with the demise of the Turnpike Trusts as the obligations passed to the Highway Districts, Boards and Authorities ... "pursuant to the directions of the Highway Act, 1835" The major change was how the placement of stones and upkeep was to be paid for.

"It is now provided by the Highway Rate Assessments and Expenditure Act, 1882, that the expenses incurred by a highway authority (i.e., in a highway district the highway board, and in a highway parish not included in a highway district, the surveyor or surveyors or other officers performing similar duties - 45 & 46 Victoria c 27 s 10) in maintaining, replacing or setting up milestones on any highway, and in fencing by posts and rails or otherwise a highway where such fencing is required for the protection of persons travelling thereon against danger, shall be lawful charges upon the highway rate (45 & 46 Victoria c 27 s 6)."

It is perhaps not surprising that early railway legislation on milestones was clearly based on the existing examples affecting the road (Biggs 1875).

7 & 8 Victoria c20 s94. (1844)
The company shall cause the length of the railway to be measured, and milestones, posts or other conspicuous objects to be set up and maintained along the whole line whereof at the distance of one quarter mile from each other, with numbers or marks inscribed thereon denoting such distances.
7 & 8 Victoria c20 s95. (1844)
No tolls shall be demanded or taken by the company for the use for the railway during any time at which the boards herein before directed to be exhibited shall not be so set up and maintained; and if any person wilfully pull down, deface, or destroy any such board or milestone, he shall forfeit a sum not exceeding five pounds for every such offence.

This is a brief journey through the legislation bringing guideposts and milestones into existence and attempting to preserve them from damage. Many of these obligations did not disappear into history; the milestones have new owners - the County Councils, Metropolitan Counties and the Highways Agency. These were laid out in a circular dated 1975:

CIRCULAR ROADS NO 13/75

Department of the Environment
2 Marsham Street London SW1P 3EB
Direct line 01-212
Switchboard 01-212 3434

The Chief Executive, County Councils in England
Metropolitan Counties, London Borough Councils
The Director General, The Greater London
    Council
Date 19 March, 1975   Our reference HM 14/01

Dear Sir

PRESERVATION OF MILEPOSTS

1. Stones or posts marking mileages on highways are important indications of historic development, especially for the turnpike age, and the Secretary of State is anxious that they should be preserved wherever considerations of cost or practical difficulties of siting do not rule this out. He therefore asks that the following points should be borne in mind by his agent authorities in dealing with works on trunk roads and by local highway authorities on other roads.

2. Stones and posts should be retained on their original sites wherever possible. If a post has to be moved because of highway widening or for traffic purposes it should, if physically possible, be re-set at the same distance point but further back from the road centre. The advice given in the Traffic Signs Manual should be followed when re-locating mileposts. If a diversion by-passes the highway at a milepost point, the post should be retained on the original alignment if this is practicable. In cases of extensive redevelopment at the site of a milepost, the possibility of retaining the post and including it in the new development should be considered.

Should there be some reason, such as redevelopment which obliterates the highway or a risk of vandalism, which compels removal of the post entirely, the owners should be asked to offer it to a local museum or other custody for preservation.

3. Museums and local preservation societies may be interested to make and keep photographic records of historic mileposts, whether threatened or not. It is suggested that in any case where a milepost will be removed by road works, such local interests should be invited to record it for posterity before removal.

4. It is the policy to schedule mileposts only if they are the best examples of their type. Scheduled posts are protected under the Ancient Monuments Acts and must not be altered or moved without prior reference to the Ancient Monuments Secretariat in the Department of the Environment. Mileposts have also been protected by listing under section 54 of the Town and Country Planning Act 1971 and preceding legislation.

Local highway authorities must consult the relevant local planning authority in cases where listed mileposts are affected.

5. Any enquiries about this Circular should be made to DOE, HM2a at Marsham Street, London (telephone 01-212 8514). Distribution enquiries should be made to Highways Manual Branch at Marsham Street (telephone 01-212 4944).

The milestone still remains within the most recent Highways Act of 1980 in section 131. Penalty for damaging highway, etc....

If a person, without lawful authority or excuse -

(a) makes a ditch or excavation in a highway which consists of or comprises a carriageway, or
(b) removes any soil or turf from any part of a highway, except for the purpose of improving the highway and with the consent of the highway authority for the highway, or
(c) deposits anything whatsoever on a highway so as to damage the highway, or
(d) lights any fire, or discharges any firearm or firework, within 50 feet from the centre of a highway which consists of or comprises a carriageway, and in consequence thereof the highway is damaged,
he is guilty of an offence

If a person without lawful authority or excuse pulls down or obliterates a traffic sign placed on or over a highway, or a milestone or direction post (not being a traffic sign) so placed, he is guilty of an offence; but it is a defence in any proceedings under this subsection to show that the traffic sign, milestone or post was not lawfully so placed.

A person guilty of an offence under this section is liable to a fine not exceeding level 3 on the standard scale.

Under the Criminal Justice Act of 1982 the fine for level 3 on the standard scale was £ 1,000.

Milestones, guideposts and other street furniture has a long history of legal protection, it would be a great pity for us to continue to lose milestones because society stopped caring and legal obligations were allowed just to lapse.

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Rivington,J., Rivington, F.,Johnson, E., Fuller,J., Hinton,J., Johnston, W., Horsefield, R., Keith, G., Hawes, Clark and Collins, Crowder, S., Longman, T., Caslon, T., Law, B., Wilkie, J., Robinson, G., Baldwin, S. and Newery, F. (1772). *The Complete Parish Officer.* 16th Edition. Strahan and Woodfall, Law Printers to the King's most Excellent Majesty, London, p 388.

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Book Review:
Thomas Telford's Holyhead Road - The A5 in North Wales
by Jamie Quartermaine, Barrie Trinder, and Rick Turner - with
contributions by Jo Bell, Edward Holland, and Richard Newman; **£17.50**
Reviewed by Terry Keegan

This excellent and substantial publication (A4, 182pp) by the Council for British Archaeology with Cadw has its origins in a decision made by the Highways Agency, after considerable opposition to proposed changes to the A5 between Chirk and Llandegai, to commission a route study of the road.

This commission recommended that, given the historical interest of the route, a detailed and systematic study cataloguing all the features associated with Telford, should be undertaken by Cadw and the Highways Directorate. The survey was undertaken by the Lancaster University Archaeological Unit. The whole route of 83 miles from Holyhead to Chirk was walked in 1998 and the structures that remained from the original road construction were recorded. In 1999 a similar survey was carried out on the 14 mile spur to Conwy.

In 1801 the Act of Union uniting the parliaments of England and Ireland created a need for a reliable route from London to Dublin and in 1810 Thomas Telford was ordered to begin a survey of the road to Holyhead. Because of the poor state of the road between Shrewsbury and Holyhead the Parliamentary Select Committee recommended that the Government should finance that section of the road -'... the first major Government sponsored infrastructure of modern times'.

Work on the road began in 1815 and was to be a '... remarkable engineering achievement...' due mainly to '... the consistent application of Telford's design ... by contrast with the turnpikes which were a product of piecemeal construction and maintenance. It also reflects the considerable finance available for the construction of the road'. 'The standard Telford set was to make this part of the Holyhead road the best road in the world at the time'.

'Telford was keen to provide his road with visible markers that gave it a clear identity'

'Telford was keen to provide his road with visible markers that gave it a clear identity. He went to great pains to design a milestone that would provide an adequate marker in keeping with his engineering achievements'. His milestones needed to be clearly seen by the travellers of the day and his stones were designed to stand nearly 5ft. above the road surface with a cast-iron plate set into a recess giving the distances in miles and furlongs from Holyhead and the nearest staging inn.

'Despite the major changes that have taken place, the Holyhead road, which was classified as part of the A5 in the early 20th century, remains remarkably unaltered across mainland Wales. Telford had built his road so well that in 1997 it was concluded that the traffic could be made to fit the road rather than the road improved to fit the traffic. The Holyhead road would remain a living and industrial monument'.

The book is very readable and the illustrations are numerous and excellent. The extensive bibliography alone could justify the modest expense of purchasing a copy and for the milestone enthusiasts Appendix 3 lists all the milestones surveyed. Remarkably, of the 83 original milestones between Chirk and Holyhead only 6 were not located by the survey team. However a number of the plates removed during the war were missing. Most encouraging for the future is the news that 'a programme for the repainting of the complete examples, re-instating the missing cast-iron plates, and raising, re-siting and perhaps replicating missing stones ...' is to be carried out.

This is a remarkable piece of research put together by a remarkable team and deserves to take pride of place on the shelves of everyone interested in the history of roads.

What's in Print - *edited by David Viner*

This section is intended to provide a point of reference for material published on subjects within the interests of the Society, developing over time into a growing bibliography of published work on road history. Much relevant material is published in small circulation magazines or local journals and other regional publications which may not be easy to locate.

Although some earlier material is included, the intended baseline is Millennium Year 2000, the year in which the Society was first proposed and the year of publication of *Marking the Miles: a History of English Milestones by* Carol Haines [ISBN 0-9538885-0-9] which contains a useful bibliography of books and articles. Works referenced there are not repeated here.

Material is listed alphabetically by author. Publication reviews in the Milestone Society *Newsletter (nos 1 to 6)* are referenced here. The section editor would be pleased to have further references, suggestions or copies for inclusion and can be contacted at: 8 Tower Street, Cirencester, Glos GL7 1EF and e-mail: dviner@waitrose.com

Armstrong, John et al. 2003. *Companion to British Road Haulage History,* Science Museum, London, £39.95.

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A series of booklets covering various aspects of turnpike road history across Berkshire and Oxfordshire is called *Roads Across the Upper Thames Valley* [RUTV]. Researched, written and published by Alan Rosevear, the series has recently been revised (2003) and now includes the following titles:

RUTV 1 Ancient Tracks across the Vale of White Horse

RUTV 2 Ogilby's Road to Hungerford

RUTV 3 The Turnpike Network in the Upper Thames Valley

RUTV 4 The Besselsleigh Turnpike

RUTV 5 The Wallingford, Wantage and Faringdon Turnpike

RUTV 6 The St John's Bridge to Fyfield Turnpike

RUTV 7 Turnpike Roads through Abingdon

RUTV 8 Turnpike Roads around Oxford

RUTV 9 Early Travellers on Roads across the Upper Thames

RUTV 10 Milestones and Toll Houses on Old Turnpike Roads

RUTV 11   Coach and Waggon Services on Roads in the Upper Thames Valley

RUTV 12 Response of Thames Valley Turnpikes to the coming of the Railway

RUTV 13 Early Maps of the Upper Thames Region

RUTV 14 Turnpike Roads around Banbury (2002)

RUTV 15 The Turnpikes of Reading & East Berkshire (forthcoming 2004)

RUTV 16 The Turnpikes around Pangbourne (2002)

All enquiries to the author at 7 Trinder Road, Wantage, Oxon OX 12 SEE.

February 2004

Conservation & Restoration of Milestones
Some Successes
edited by Alan Rosevear

This section records a selection of projects by the Society, working through its network of county groups, as well as by other local and regional amenity groups in achieving a successful conservation & restoration programme for individual milestones, groups of milestones or waymarkers and road furniture around the UK and the British Isles.

Further examples are always welcome and should be submitted to this section's editor: Alan Rosevear, 7, TrinderRoad, Wantage, Oxon, 0X12 8EE, or by e-mail: rosevear1 @aol.com

Straightening and painting by County Highways Departments

1: Hungerford (Berks)

A MSS member alerted the District Council Planning & Transport Strategy Conservation Office that this Listed stone had fallen. The Highways Department re-erected the stone in 2003 and will lime wash it. MSS records provided an old illustration of the stone showing how it had previously been painted.

2: Grove (Oxon)

The District Council Conservation Officer has a local initiative on roadside features and arranged for the Highways Department to straighten and limewash the stone. In 2003 the local MSS member made a planning application to re-letter it.
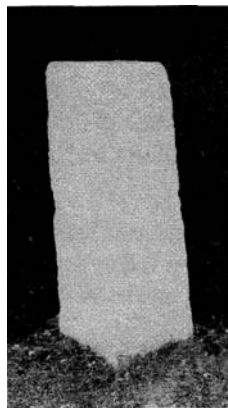
Milepost saved from road improvement and set in the County Museum

3: Aylesbury & Haddenham
(Bucks)

A new road and development in 1990 was to obliterate the area where the 1-Mile post stood. A local enthusiast persuaded the County Museum to reclaim the post and re-erect it at full height in the Museum Grounds.


MSS Survey activity awakened interest in this series and a Parish Councillor repainted the 2-Mile and 3-Mile posts. Sadly the 4-Mile post was smashed in a traffic accident but the bits have been rescued. A local MSS member has repainted the 5-Mile stone in situ. Private individuals financed all this.
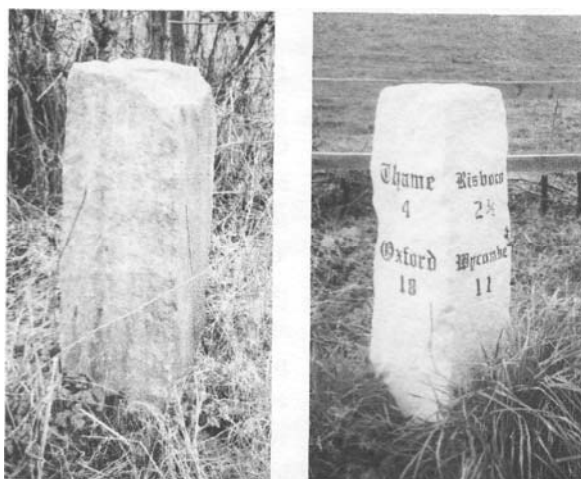
Milepost recast by Local History Group

4: Chellaston (Derby)

The old milepost was shattered in a traffic accident. The Local History Group arranged to collect the bits and these were used by a local foundry to create a new pattern. The new casting was reinstated in 1997, with a memorial plate on the back recording this restoration.
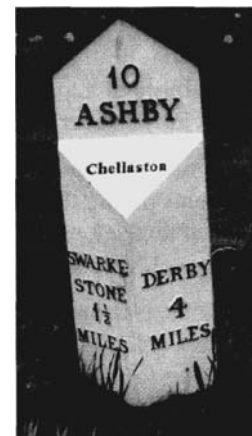
Relettering by Local History Group

5: Risborough (Bucks)

The simple stones from Risborough to Thame are not engraved so once the paint was lost so was the record. A local history group painted and re-lettered a series of the stones at their own expense, using Gothic Script lettering. (2000)

County encouraged to restore & paint old milepost

7: Sherborne (Dorset)

The MSS County Coordinator wrote to the Dorset Highways Department with specific examples of six milestones in urgent need of rescue work. One of the three areas Highways Officers responded by re-erecting one milestone and refurbishing another (2003).

## Relettering an epic stone with care

6: Aberystwyth (Ceredigion)

Using old records to accurately re-letter this neglected and badly eroded milestone recreated one of the most informative milestones in Wales. (2002)

Repainting bare milestones with Grant from Local Environmental Trust

8: Wantage (Oxon)

A MSS member approached the Joint Environmental Trust (a joint Committee of Town and District Council) with a project to repaint the four stones in the Town/Parish. The District Conservation Officer is part of the Trust and supported the application to use microporous paint to rejuvenate stones, three of which are listed.
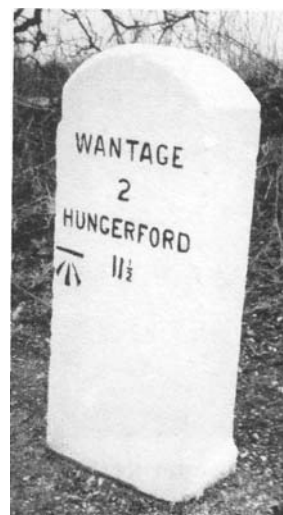
A grant paid for the full cost of materials, while labour was provided by the MSS. (2004)
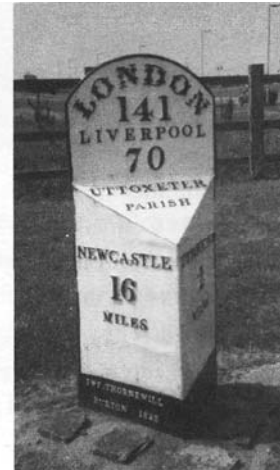
Repainting rusty mileposts with the support of the County

9: Staffordshire

A MSS member approached the Council to be made a contractor for repainting the metal milestones throughout the County. Although this contract had to be put out to tender, no-one was going to beat the free-labour option. (2000)

Reinstatement through support of a local Company

10: Rocester (Staffs)

A MSS member found the old milepost in a ditch. It was close to the main entrance of a multinational engineering company near Uttoxeter. The company were approached for support in renovating the casting. They contributed to using the best available technology to reinstate and preserve this metal monument in a prominent position on the open grass verge beside the gates to the new building. (1999)

Repainting and relettering by a Civic Trust, a local enthusiast leading
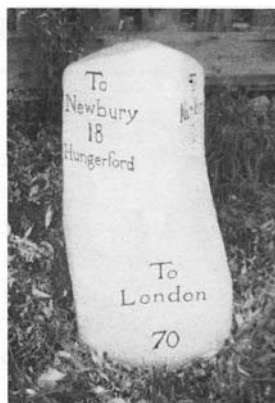
11: Marlborough (Wilts) A member of the Town Civic Trust proposed the repainting of three milestones within the town. The many layers of old paint were removed, the stone painted in masonry paint and the original engraving traced in relettering. Work and materials approved by District Council Conservation Officer. (2001)

12: Datchet (Bucks)

A MSS member living in the town convinced the District Council Planning & Environment Conservation Officer that this Listed Bath Road stone was a danger. A MSS site survey report identified restoration options for the Council who are now planning to move and reface this stone at their expense.

Repair and repainting of fallen stone by MSS member

13: Ogbourne St George (Wilts)
The top section of the milestone was found in the ditch

during the MSS survey. The MSS member proposed a repair and restoration strategy to the District Conservation Officer and Highways. The remainder of the stone was excavated and then lifted using a tractor. The two sections were reunited using stainless steel pins and glue. The surrounding area was cleared and the repainted stone now stands twice the height prior to it being broken off. (2004)

MILESTONES & WAYMARKERS

This is the Journal of the Milestone Society; it is a refereed journal, and contributions are welcomed from all prospective authors. Views expressed in the Journal are not necessarily those of the Milestone Society or its officers and should not be regarded as such.

EDITORIAL ADDRESS

Material should be submitted in the first instance to the Honorary Secretary:
Terry Keegan, The Oxleys, Clows Top, Kidderminster, Worcs DY14 9HE. Tel: 01299 832358.

NOTES FOR AUTHORS

Articles should form a permanent record of the work of the Society, its members and other supporters and specialists, working within the Aims and Objectives of the Society, viz. *to identify, record, research, conserve and interpret milestones and other waymarkers of the British Isles.*

Most readers will have a general interest in the subject but will not usually be specialists. Authors should follow the layout in this issue of the Journal where possible. Please avoid using the first person (T). Abbreviations should be given in full the first time they are used. Ordnance Survey map references should be given where relevant, using the format SU 123 456, or where greater precision is vital SU 1237 4568. The author should obtain any necessary copyright permission. OS maps are subject to copyright within the normal copyright period for any document - 50 years. Old OS maps, like other old documents, are outside this copyright law e.g. reproduction of maps dating from the 1920s or earlier will not incur a royalty because of their age, though the source should be acknowledged as a courtesy.

MANUSCRIPTS AND ILLUSTRATIONS

Whenever possible, text should be sent on a floppy disc, CD, or 100M zip disc (please use TXT, RTF or Word up to 97), or as an e-mail attachment, zipped together. Please also send a print-out of the article (including tables etc) in case characters such as fractions fail to convert. Please label all discs with your name and contact details (phone number or e-mail address) in case of query. The editor may add such contact details to your published article, but only with permission.

Please add a note of which software is used (e.g. RTF, Word 97) and please do use the conventional suffix for the programme (.rtf .doc. etc) and which hardware (e.g. Mac, PC . Do not use excessive layout stylings, or options such as automatic word breaking or automatic reference and footnote numbering, as footnote numbering once 'lost' can be difficult to replicate in a complex paper. In general the use of footnotes is probably best avoided. However, do use bold face, italic, superscript etc.

Illustrations can be sent electronically in the following formats: pcs, tiff, gif, bmp, jpg. Alternatively, original photographic prints (but not slides) and drawings, or otherwise good quality photocopies, can be sent to be scanned in. Each illustration should be accompanied by a number and a caption, and the number should be included in the text where that illustration is referred to. This not only helps the reader to refer to the correct figure, but helps the editor insert the illustrations close to the relevant text.

NOTES, REFERENCES AND BIBLIOGRAPHIES

The author may use end notes corresponding to reference numbers in the text, or provide a bibliography together with abbreviated end notes. For a bibliography, books and articles should be arranged in alphabetical order according to the authors' surnames. References should be numbered consecutively in the text, either in brackets or as a superscript, and be listed at the end of the article.

References to printed books should state: name or author, date of publication, title of book (in italics), place of publication, edition (if not the first), and page number referred to (it is also helpful to have an ISBN reference number), for example:

1. Dodds, A E & Dodds, E M, 1980. *Peakland Roads and Trackways* (Ashbourne: Moorland, 2nd edn, 1980) 143
2. Rackham, O, 1995. *The History of the Countryside* (London: Weidenfeld & Nicholson) 73

References to articles in journals and periodicals should state: name of author, title of article (in quotation marks), title of journal (italics), volume or part number, date of publication, page number of article or actual page referred to, for example:

3. Viner, D J, 'The Industrial Archaeology of Hampshire Roads: A Survey', *Hampshire Field Club and Archaeological Society Proceedings 26* (1969) 155-172

References to manuscripts should state: location (with abbreviation after first mention), archive and document details, identification letter or number, page or dating references, volume or folio, for example:

4. Public Record Office (PRO), Papers of Miles Nightingale, C.109/1.17
5. Norfolk Record Office (NRO), Hastings papers, DE/500/108, 1863
6. PRO PC 2/77, fol 25,31

Repeat citations from the same document or publication should be given a new reference number in sequence, referring back to the first citation of the work, giving the author's name or short document title and stating the new page number, for example:

7. Rackham, O, 1995 ref 2,92
8. Papers of Miles Nightingale, ref 4,19

The expression 'ibid' may be used where a reference is identical with the immediately preceding one in all respects except the page number, for example:

9. Ibid 22