MILESTONES & WAYMARKERS

THE JOURNAL OF THE MILESTONE SOCIETY

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MILESTONES & WAYMARKERS
The Journal of The Milestone Society

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

Submissions of material are welcomed and should be sent in the first instance to the Chairman of the Milestone Society:

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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.

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The Journal of The Milestone Society

Volume Three Editor: David Viner

The Society's Editorial Panel includes Carol and Alan Haines and Terry Keegan, who have contributed substantially to this volume; and John Nicholls, editor of *On The Ground* and Chris Woodard, editor of its *Newsletter*

Contents

Editorial: the road we travel

by David Viner

David Viner is the Society's founder chairman, and has a long standing interest in road history over four decades. His study of Dorset roads reflects a strong interest in the English West Country and in particular the publication of the results of both fieldwork and research.

The publication of a third volume of the Society's Journal, its place of permanent record, continues the pattern established since the Society's formation in 2000/1. As it approaches the completion of its first ten years of activity, in recording, conservation and restoration and the wider study of our roadside heritage, there will be an opportunity to review progress and assess the significance of the Society's efforts to stem the flow of dis-interest and neglect which was widely thought to be its birthright and the major stimulus to its formation as a campaigning body.

It should not be difficult to show the many positive aspects which have characterised the Society's growth and influence over that time, and present a positive image for the future long-term care, conservation and enjoyment of the physical evidence of roadside history in the British Isles.

Certainly the published output of information via the three main strands of the Society's publications makes this abundantly clear, building upon a rich, if scattered, publication history from transport historians and enthusiasts of an earlier generation. In addition to a *Newsletter* twice a year, an annual work-in-progress digest is published as *On The Ground* (first issue in 2004) which accumulatively shows the development of a wide range of projects.

The Cap and Gown, an engraving by W.B. Cooke in 1727, and a reflection of the long interest in the Trinity milestones of Cambridge (illustration courtesy Michael Hallett)

These are driven forward by an equally wide range of individuals, groups, and public and private bodies. There remain many frustrations and no little shortage of financial resources, but the overall impression is one of growing optimism of an increased public appreciation and therefore a harnessing of support in many ways, not merely financial.

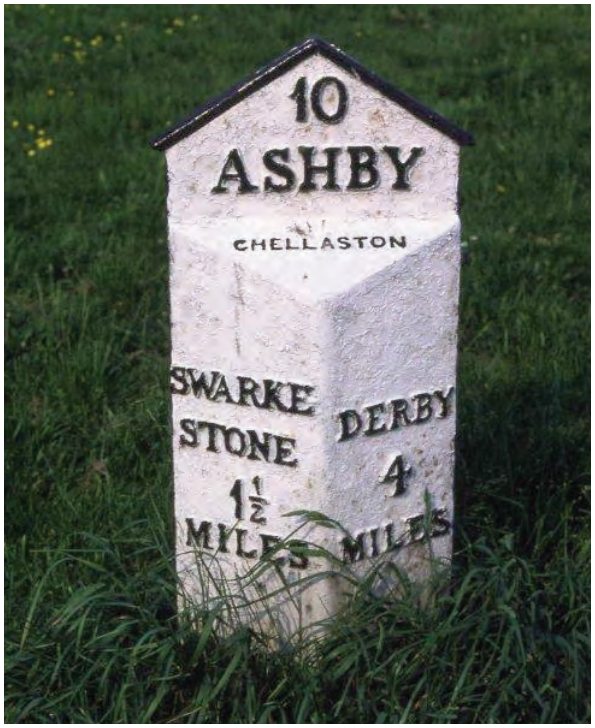
The Journal should reflect that progress, with a growing body of publication from projects coming to fruition as well as wider areas of research. Already in the previous two issues papers have been published on work in England, Ireland, Scotland and the Channel Islands, as well as the USA. This volume continues that process and although perhaps inevitably focussed on some of the better-studied southern English counties, does include a significant assessment from the west highlands of Scotland, a rich and fruitful area of research in addition to its landscape attractions.

The wider history of the development of the road network in the British Isles and its physical heritage, whether surviving or now long gone, falls fully within the Society's own wider interests and more material and studies would be welcomed. Meanwhile readers of this volume are offered a detailed account of some of the earliest and certainly historically significant stones anywhere in the British Isles, in the Trinity milestones long associated with the city of Cambridge. There is a study of significant phases of road development within mid-Devon, and others on surviving heritage in Somerset and Hampshire and further away in Morvern in what was previously the old county of Argyll.

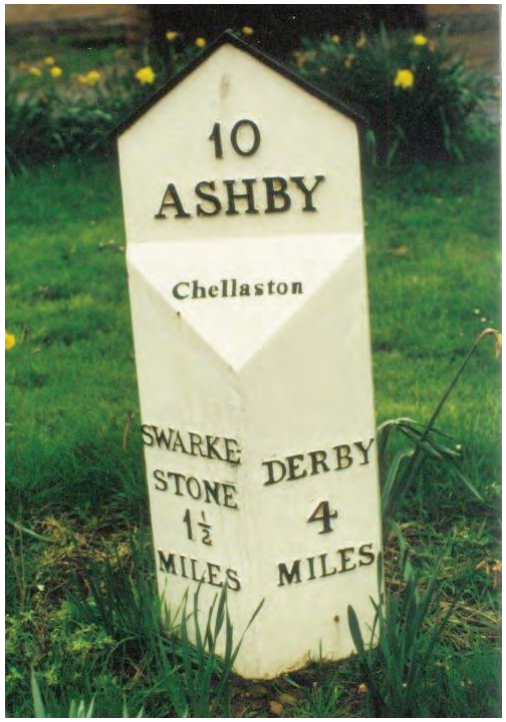
The growing volume of published literature is reflected in the summary listings included here as a growing point of reference, and a review article seeks to assess one of the most important developments of recent years, the coming to maturity and publication of local and regional milestone and turnpike surveys which are intended both to provide a record and (a must in the contemporary world of project funding) to guide the reader towards access and enjoyment of what survives on or by the roadside. They are all welcome and more should certainly be encouraged.

August 2009

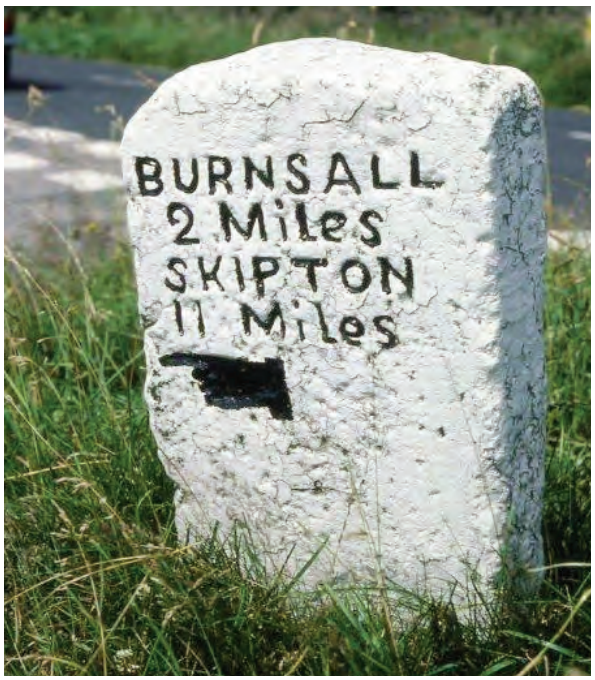
Some more examples of the Society's growing archive of historical images of milestones, mileposts and other direction signs are included here, from the collection of Mr W. Askin of Leeds taken during the late 70s and early 80s on his travels around the country. These complement other images included in Volume Two of the Journal (page 2), and further makes the point that such record images are valuable as changes inevitably occur and losses are suffered. The Society is always pleased to hear of similar material, even of quite recent date, which might join this archive for permanent preservation.



W. Askin's undated record of the Ashby 10 milepost at Chellaston, Derby (Askin, national database ref no 0029, DE.DEAS04)



Alan Rosevear's image of the replacement post, the result of a project by the local history group to replace its predecessor, shattered in a traffic accident. A local foundry created a new pattern from what was left, and re-instatement in 1997 included a memorial plaque on the reverse recording the restoration (see also Milestones & Waymarkers *vol. one, 2004, p.48)*



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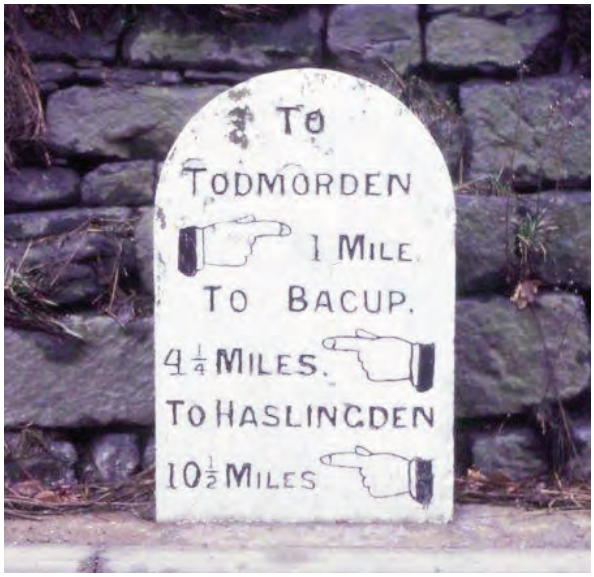

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THE 'MISSING' STONE FROM GUERNSEY

Volume Two of this Journal included a study of the distinctive granite markers which survive on the island of Guernsey and assessed the routes which they may have marked[1]. In particular it noted that only one stone was known to survive in private hands, and this, along with another stone known or assumed to have since been lost, was assigned to a putative Route 8 in the north of the island.

Since the study was prepared, the location of the privately-owned stone has been verified, which satisfactorily completes the archive of known/surviving locations. In an article on the island's milestones in the local press[2], a milestone numbered III in the design common to all the island's stones was shown at the entrance to a private house on Ruette des Affords, Castel, with the property owner Geoffrey Dorey proudly displaying it for passers-by to see and enjoy. It is thus accessible from the roadway without disturbing the privacy of the property.

This stone was known to have been in storage at a stonemason's yard at Rocquaine, after which it was understood to have been placed at auction in 1982. Previously it was said to have once been stored in a States of Guernsey stoneyard close by the end of Petites Mielles before going to Rocquaine in the 1960s.

The press article confirms the sale at Le Couteur's yard where the stone was acquired, along with other granite items, by Mr Dorey who then placed it on display. He noted with some amusement that in its new position it wasn't far from accurate, his address being 2.7 miles from the Town Church in St Peter Port, the point from which all the island's milestones were measured. Its original position is not recorded.

REFERENCES

1. Harland, John, 2006. 'Guernsey Milestones' in *Milestones & Waymarkers*, the Journal of the Milestone Society, vol. two, pp.6-9
2. *Guernsey Evening Press*, 12 January 2002, information and photograph courtesy Gillian Lenfestey

Geoffrey Dorey proudly displays Milestone III at Castel, the only privately- owned surviving milestone on Guernsey (photo courtesy Gillian Lenfestey)

A history of the Trinity milestones: the work of William Warren of Trinity Hall, Cambridge

by Michael Hallett and Grainne Farrington

Michael Hallett is a Society member living on the borders of Cambridgeshire and Hertfordshire within a few miles of the Trinity stones. Grainne Farrington is its county representative for Cambridgeshire. With others they have campaigned for milestone conservation and restoration across the east and south midlands region.

The Trinity milestone series in Cambridgeshire/ Hertfordshire was the first such series to be erected in Britain since the Roman occupation, and are therefore historically significant. In this article the evidence of dating and costs are described, offering some of the most accurate detailing of individual stones anywhere in the public record. Other routes around Cambridge are also described and recent conservation projects, including a completely new stone commemorating the significance of the original series.

The City of Cambridge lies at the meeting place of two Roman roads[1]. Akeman Street ran from south west England, crossing Ermine Street at Arrington five miles north of Royston, and continuing in a north-easterly direction through Cambridge (*Camboritum*) and Ely to Denver. There the road met the Fen Way, the Roman road from Caistor to Peterborough. Another important Roman road, the *Via Devana,* ran in a south-easterly direction from Leicester (*Ratae*), crossing Ermine Street at Godmanchester. From there it continued through Cambridge to Colchester (*Camulodunum*).

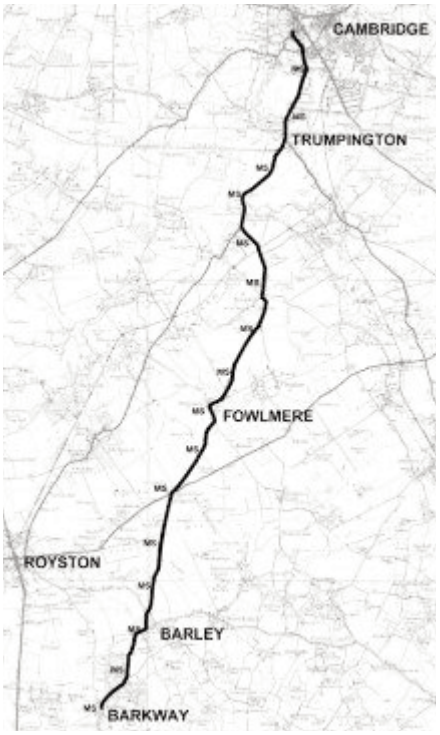


Fig. 1 The Trinity Stones on the Cambridge to Barkway Road, based on the First Edition of the Ordnance Survey

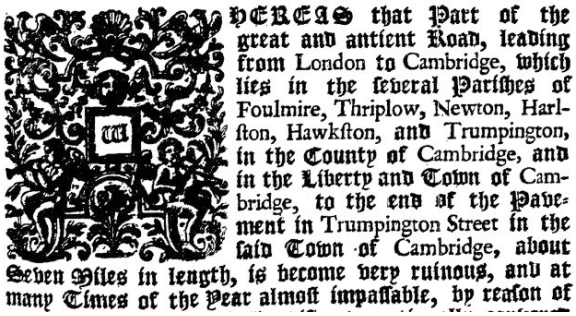
Other Roman roads are to be found in the area. One such road ran from a Roman town on Ermine Street at Braughing in a north-easterly direction through Brent Pelham to another Roman town near Great Chesterford. Then it continued on as part of Icknield Way to Newmarket, crossing the *Via Devana* at Worsted Lodge. Despite the existence of such a major network of roads, none of these routes provided a direct route from London to Cambridge. It is therefore of little surprise that other more direct routes came into existence.

In both Holinshed's *Description of England* and in Ogilby's *Roads of England,* published in 1675, there are references to two routes – an easterly route from London through Hoddesdon, Hadham and Saffron Walden to Cambridge and also a more direct route from London through Ware, Puckeridge, Barkway and Fulmere (Foulmire or Fowlmere) to Cambridge[2] (Figure 1). However it seems that these roads may not have been as well constructed as the Roman roads. The general turnpike act of 1663[3] enacted legislation relating to the road from Wadesmill (near Ware) through Caxton to Stilton. But the preamble to the act also noted that the road from "the City of Norwich, Saint Edmunds Bury, and the Towne of Cambridge to London is very ruinous and become almost impassible".

The Cambridge college Trinity Hall was involved in the roads around the city long before the Trinity milestones were erected. In 1559 Henry Harvey became Master of Trinity Hall. Harvey owned the Angel Inn in Newmarket and he was interested in a causeway over soft ground at Quy on the road to Newmarket[4]. In his will Harvey bequeathed land worth £17 a year, half of which was to be used for the upkeep of the causeway.

It may well have been the influence of Harvey that resulted in his predecessor as Master, Dr William Mowse bequeathing the residue of his estate, about £1000, to his executor Robert Hare for charitable purposes. Hare added £600 of his own money and purchased a 208 acre estate at Walpole St. Peter in Norfolk for Trinity Hall. This estate was held in trust for maintaining and improving the roads into Cambridge and generated about £80 a year.

Dr. William Warren was born in Ashford, Kent in



WHEREAS that Part of the great and antient Road, leading from London to Cambridge, which lies in the several Parishes of Foulmire, Thriplow, Newton, Harlston, Hawkston, and Trumpington, in the County of Cambridge, and in the Liberty and Town of Cambridge, to the end of the Pavement in Trumpington Street in the said Town of Cambridge, about Seven Miles in length, is become very ruinous, and at many Times of the Year almost impassable, by reason of

Fig. 2 The introduction to the Turnpike Act of 1724

April 1683 and in September 1712 he was elected a Fellow of Trinity Hall[5,6]. Warren started to collect together the records of the College in a book that was later published as *Warren's Book*. By the 1720s he was administering the funds of the trust set up by Robert Hare.

The ruinous state of the road was addressed by a turnpike act of 1724[7], entitled "An Act for Repairing part of the Road from London to Cambridge, beginning at the End of the Parish of Foulmire in the said County, next to Barley in the County of Hertford, and ending at the Pavement in Trumpington Street, in the Town of Cambridge" (Figure 2). This Act describes the route through Barkway as being "Part of the great and ancient Road, leading from London to Cambridge". It is this road that we know today as the B1368.

The Act enabled the formation of a turnpike on the section of road in Cambridgeshire within the "Parishes of Foulmire, Thriplow, Newton, Harlston (Harston), Hawkston (Hauxton), Trumpington and in the Liberty and Town of Cambridge". The alternative route to Cambridge through Royston, Melbourn and Foxton, which we now know as the A10, was "very deep and miry in the Wet Seasons of the Year" and persons travelling that route into Cambridge were acquitted from paying tolls until this provision was repealed five years later. A subsequent Act in 1732[8] allowed the Wadesmill Trust to turnpike the Hertfordshire section of the road through Barkway.

The 1724 Act lists over 50 trustees of the turnpike trust, including William Warren, D.L. and the Act

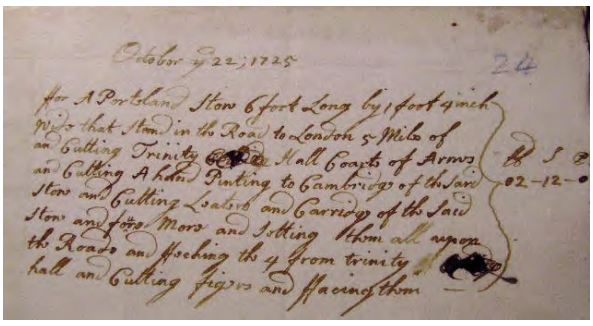


Fig. 3 Expenditure of £2 12s 0d for erecting the first five stones

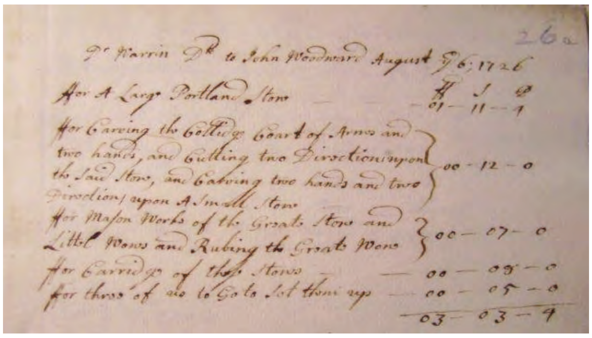
clearly allowed for the activities of the trust set up by Dr Mowse. It contained a condition: "Provided always, that nothing in this Act contained shall in any wise affect, limit or restrain to any particular Place or Places the Benefaction of Dr Mowse, given in Trust to Trinity Hall Cambridge aforesaid, for and towards the Repairs of the Roads in and about the said Town and County of Cambridge, or the Parts adjacent". The Turnpike Trust was empowered to start collecting tolls from 1 May 1725.

On 2 July 1725, William Warren took with him Henry Bridges and Thomas Milton (Measurers) and a chain of 66 feet in length and they measured five miles from the south-west buttress of Great St Mary's Church in Cambridge along the road towards Barkway on the London Road[9]. The cost of measuring was three shillings. Warren arranged for milestones to be erected at the expense of the trust set up by Mowse and Hare. The first five milestones were set up on the right-hand side of the road on 20 October 1725 and stonemason John Woodward was paid £2 12s 0d for the fifth stone and for cutting the figures on the other four stones. The fifth stone is recorded as being 6 feet long and 1ft 4in wide[10] (Figure 3).

More stones were set up in the following year. On 29 April 1726, the next five miles were measured, again at a cost of three shillings. The sixth, seventh, eighth, ninth and tenth milestones were set up on 25 June 1726 together with the eleventh milestone at the junction with the Icknield Way (Figure 4). The location of this eleventh milestone is known today as Flint Cross, the junction of the B1368 road with the A505 road. Although the design is similar in concept to the other Trinity milestones, it has an unusual lozenge cross-section and shows directions to Royston and Whittlesford as well as to Cambridge.

John Woodward was paid £1 11s 4d for the tenth stone, 12 shillings for carving the College Coat of

Fig. 4 The eleventh milestone at the junction with the Icknield Way (TL 408429)



26a

Dr Warren Dr to John Woodward August ye 6; 1726

	£	s	d
For A Large Portland Stone	01	11	9
For Carving the Colledge Coat of Arms and two hands, and Cutting two Directions upon the Said Stone, and Carving two hands and two Directions upon A Small Stone	00	12	0
For Mason Works of the Greate Stone and Little Stones and Rubing the Greate Stone	00	07	0
For Carridge of those Stones	00	08	0
for three of us to Go to Set them up	00	05	0
	03	03	9

Fig. 5 John Woodward received £3 3s 9d for work in August 1726

Arms and two hands and cutting two directions on this stone; and carving two hands and two directions upon a small stone, 7 shillings for mason works and rubbing the Great Stone and Little Stones; 8 shillings for the carriage of the stones and 5 shillings for setting them up[11] (Figure 5). The Arms of Trinity Hall were given to the College by its founder, Bishop Bateman. They show a white crescent on a black background, but curiously this is reversed on the milestones where the Arms appear as a black crescent on a white background.

About a third of a mile south of Flint Cross the Cambridge turnpike ends at a spot known as Long Leys. The London Road continued on, leaving Cambridgeshire and entering the parish of Great Chishill, which at that time was in Essex, and thence into Hertfordshire to reach Barley and Barkway. Measuring of this section of road was not done until 1727. On 2 May, Bridges and Milton measured the next six miles to the Angel (later the Wheatsheaf) in Barkway and were paid 5 shillings for the work[12].

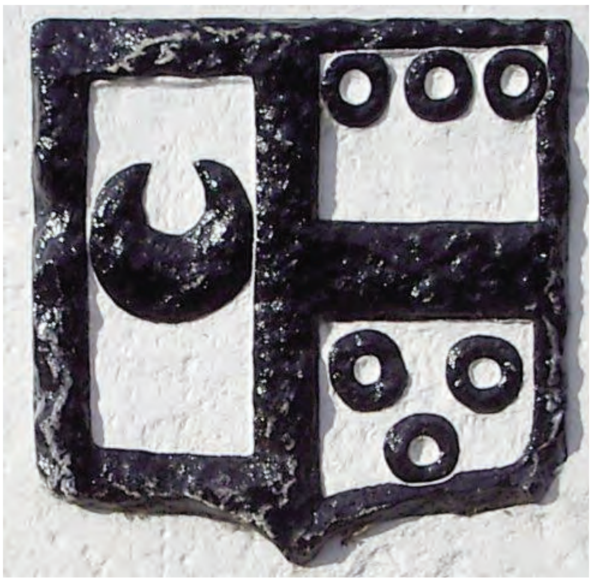


Fig. 6 The Trinity Hall arms as they appear on the first Trinity milestone today (TL 442569)

Warren's Book records that on 15 June, the eleventh, twelfth, thirteenth, fourteenth and fifteenth milestones were set up and Woodward was paid £3 10s 0d for the work. It seems likely that this record actually relates to the twelfth to the sixteenth milestones, since the eleventh milestone at Flint Cross was already in place in 1726 and the final milestone of the series in the centre of Barkway is actually sixteen miles from Cambridge.

Warren's Book also records that at this time the fifth, tenth and fifteenth stones were about 6 foot high with inscriptions and the arms of Trinity Hall cut into the stone (Figure 6). The remaining stones were smaller with only the respective miles cut in. These original milestones were not in place for long and were replaced by others in Portland stone. The design of these stones is very distinctive. Apart from the eleventh

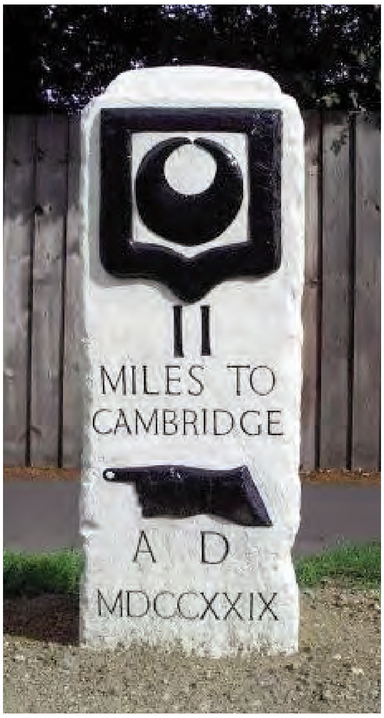


Fig. 7 The second milestone showing the domed top (TL 446554)

Fig. 8 The arms of Dr. Hare on the sixteenth milestone (TL 384357)

stone, each stone is rectangular in cross-section with a flat top surmounted in the centre by a shallow dome. Text is incised into the stone but the arms and the pointing hand to Cambridge are raised (Figure 7).

On 25 April 1728, the first milestone was replaced by a stone 8 ft high at a cost of £5 8s 0d. This stone has the arms of Dr Mowse impaled with the arms of Trinity Hall. On 29 May 1728, the sixteenth milestone in Barkway was replaced by a stone 7 ft high bearing the arms of Dr Hare[13] (Figure 8). This stone cost £6. The arms of Robert Hare can also be seen above the West door in Great St. Mary's Church in the city.

Over the next few years the remaining stones were replaced with stones bearing the arms of Trinity Hall. The second and third stones were replaced on 6 May 1729, the new stones being 6 ft 1 in high x 1 ft 4 in x 1 ft 2 in. These cost £2 18s 6d each. The second stone differs from all the others in being on the left hand side of the road. Consequently its pointing hand to Cambridge points to the left rather than to the right. The fourth stone, with the same dimensions, was replaced on 29 May 1729 at a cost of £3 1s 0d. In the following year, on 29 May 1730, the sixth stone was replaced with a stone 5 ft 5 in high. On the same day replacements were set up for the seventh (5 ft 5 in high), eighth (5 ft 6 in) and ninth (4 ft 10 in) stones. These four stones cost £12 2s 0d.

Replacements for the eleventh stone at Flint Cross (7 ft 2 in both in and out of the ground x 1 ft 4 in x 1 ft 4 in) and the twelfth stone (6 ft x 1 ft 4 in x 1 ft 6 in) were set in place on 25 August 1731 at a cost of £12[14]. The thirteenth and fourteenth stones were replaced on 4 October 1732 (Figure 9). The thirteenth stone is recorded as being 6 ft 2 in high (both in and out of the ground) x 18 in x 18 in and the fourteenth stone as 6 ft 2 in high x 18 in x 10 in.

On 19 October 1732 a circular mark was cut in the south-west buttress of the tower of Great St. Mary's Church to show the point from which the miles had been measured. The circular brass plate set into the buttress today appears to be a modern replacement. The inscription on it reads 'THIS DISK marks the datum point from which in 1725 William Warren, Fellow of Trinity Hall, began to measure the one mile points along the roads from Cambridge, at which were then set up the first true milestones in Britain since Roman times' (Figure 10).

This attractive series of milestones is complete or very nearly complete to this day. The only doubt is

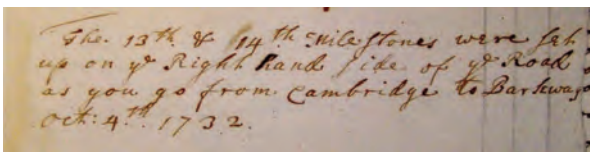

The 13th & 14th Milestones were fixt up on ye Right Hand Side of ye Road as you go from Cambridge to Barkway Oct: 4th 1732.

Fig. 9 Dr Warren's record of setting out the thirteenth and fourteenth stones

Fig. 10 The brass plate on the buttress of the tower of Great St. Mary's Church (TL 448584)

regarding the fifteen mile stone situated one mile north of Barkway. This stone carries a cast iron plate of the Wadesmill Trust but it lacks the characteristic domed top of the Trinity Hall stones and there is no inscription visible to show that it is one of the Trinity series.

OTHER ROUTES

Although the milestones on the London Road through Barkway are the most well-known of the Trinity stones, they are not the only milestones to have been erected by Trinity Hall. On 12 June 1729 the road from Great St Mary's Church eastwards through Jesus Lane to a point two furlongs beyond Quy church was measured with a chain and found to be five miles. The measuring cost 3 shillings. Four of the original Trinity stones were taken and used on this road, a further 3 shillings being paid to John Woodward for setting them

Fig. 11 The ninth milestone at Swaffam Bulbeck on the road through Quy to Newmarket (TL 582601)

up. Milestones are still in place on this road today and they bear Roman numerals (Figure 11). Inscriptions visible on the reverse of the stones point to their having been re-used and it is likely that they are the originals that Woodward placed there for Trinity Hall.

Then Warren's attention turned to the road that runs in a south-easterly direction from Cambridge towards Haverhill and Colchester. On 11 May 1731 he took two men and a chain 66 feet in length and measured a mile from Great St Mary's Church towards the Gog Magog Hills. A large Portland stone was set up here in memory of a Mr Worts of St Catherine's College who died in 1709 and left money towards the mending of this road[15].

Five years later on 23 September 1736 he continued this work, taking two men and a boy with him and measuring four miles further onto the Gog Magog Hills at a cost of 2s 4d. The second, third, fourth and fifth milestones on the road to Haverhill were set in place on 26 October in that year. William Pitches the stone-cutter was paid 8d for bringing the stones from the College and 2 shillings for cutting the figures and working the stones. Richard Hobs was paid a shilling for going to set the stones down and a further three shillings was spent on a cart and man and horses[16] (Figure 12).

Five more miles towards Haverhill were measured on 2 August 1740 and that same day the sixth, seventh, eighth, ninth and tenth stones were set in place. The measuring cost 2s 6d and a further 12s 1d was paid to Mr Pitches for his work on the stones and for setting them in place. We may deduce that it was thirsty work for Mr Pitches's account includes a sum of 9d for beer for the men. The Haverhill road was not turnpiked until 1765[17] when the turnpike act required the trustees of the turnpike to have the road measured and milestones or mileposts set up. By this time Warren's milestones had already been in place for 25 years. None of the stones on the Haverhill road can be found today.

Warren also had milestones set on the road from Cambridge to Huntingdon. The first mile was measured on 15 May 1735 and the next four miles on 19 May at a cost of three shillings. Putting the five milestones in place on the right hand side of the road on 29

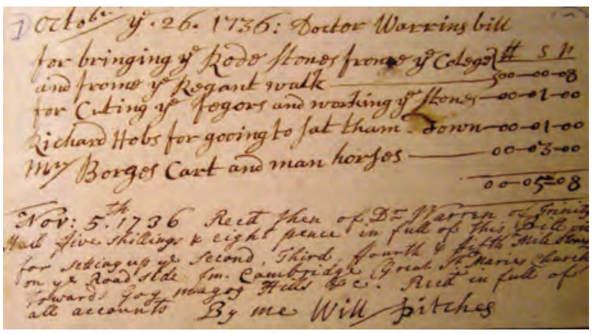

Octobr ye 26. 1736: Doctor Worrins bill
for bringing ye Rode stones frome ye Colege and frome ye Regant walk — £ s d 00—00—08
for Cuting ye fegors and working ye stones — 00—01—00
Richard Hobs for gooing to sat tham down — 00—01—00
Mr Borges Cart and man horses — 00—03—00
00—05—08
Nov: 5th 1736 Reced then of Dr Warren [illegible] five shillings & eight pence in full of this Bill [illegible] for setting up ye second, Third, fourth & fifth Mile Stones on ye Road side fm. Cambridge [illegible] towards Gog magog Hills &c. Reced in full of all accounts By me Will Pitches

Fig. 12 Account for setting up of stones on the road to Gog Magog hills by Will Pitches

May cost another ten shillings: 6 shillings for carriage, another shilling for cutting the figures and 3 shillings for setting the stones in place[18]. Peter Jeevar, writing in 1977, records that milestones were still in place on the Huntingdon road alongside cast-iron mileposts but no evidence of them has been found today[19].

THE WADESMILL TRUST

Meanwhile the road from Puckeridge through Barkway to the county boundary at Barley had been included in the Wadesmill Trust in 1732[20]. W. Branch Johnson records that milestones were placed on this road in 1742[21]. The short section of the road in the parish of Great Chishill was an anomaly since at the time it was neither in Hertfordshire nor in Cambridgeshire but in Essex. Sir William Addison notes that Essex had no interest in it and the road remained in a wretched condition until the Master and Fellows of Trinity Hall generously made funds available for its repair pending a new settlement being reached between the trustees of the Cambridge and Wadesmill Turnpikes[22].

The settlement appears to have resulted in the responsibility for the Essex section passing to the Wadesmill Trust since a boundary stone at Long Leys on the northern edge of Great Chishill marks the boundary between the Cambridge Trust and Wadesmill Trust (Figure 13). The boundary stone has the same distinctive shape as the Trinity milestones. An Act of 1796 confirms this arrangement for maintaining the road[23]. Later records show that there was also a toll gate at Long Leys although nothing remains of this today[24].

In due course, the county boundary was changed and the parish of Great Chishill passed from Essex to Cambridgeshire. The responsibility of the Wadesmill

Fig. 13 The Turnpike Trust boundary stone at Long Leys (TL 4065 4232)

Fig. 14 The twelfth milestone at Great Chishill bearing a cast iron plate (TL 404414)

Fig. 15 The sixteenth milestone in Barkway village (TL 384357)

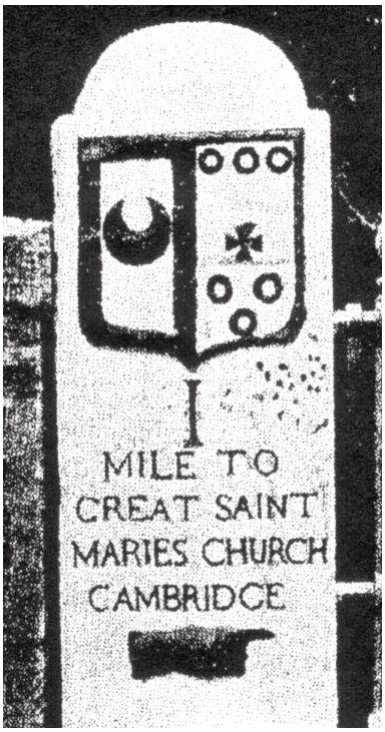


Fig. 16 An early 20th C. photograph shows the Maltese cross

Trust for the section of the road south of Long Leys is of some importance for the subsequent history of the Trinity milestones. At some time, believed to be in the early 19th century, the Wadesmill Trust erected cast iron plates on its milestones. South of Barkway, these plates show the distances to London, Ware and Barkway. North of Barkway, they were attached to the Trinity milestones and show the distances to London, Barkway and Cambridge (Figure 14). Except for the sixteenth milestone in Barkway village, the plates hide the original inscription from Warren's time (Figure 15).

MODERN DEVELOPMENTS

There have been changes and developments to the Trinity milestones throughout the 20th and 21st centuries. Early photographs of the first Trinity milestone show a Maltese cross set in the horizontal bar that separates the circles of Dr Mowse's arms. Photographs published in 1913 and in 1934 show this cross[25] (Figure 16). More modern photographs show that the horizontal bar has been blackened and the Maltese cross obscured. Was this perhaps done during the Second World War as part of anti-German sentiment?

As a result of a government directive in 1940, all the stones were laid flat and buried in order to foil Hitler's troops[26]. At the end of the war, the tenth milestone adjacent to the airstrip in Fowlmere could not be found. In October 1949 Fowlmere Parish Council wrote to the Inspector of Roads and Bridges asking about the missing stone[27]. A milestone is in place at this location today and recent photographs show it to be the same as the others in the series, so it may have been found and put back.

Fig 17 The restored three-mile stone at Trumpington Meadows (TL 442539)

In 2000, Milestone Society members expressed concern at the disappearance of the three-mile stone, which is situated at Trumpington Meadows close to the Trumpington Park and Ride site. Fortunately the stone had merely been taken away for restoration and it was returned nicely restored and set in a concrete plinth in early 2001 (Figure 17). Continued vigilance is needed. There are proposals by Cambridge City Council and South Cambridgeshire District Council for housing development on Trumpington Meadows, just behind the site of this milestone.

The one-mile stone at the junction of Trumpington Road and Brooklands Avenue in Cambridge was removed and restored by Cambridge City Council in 2004. The location is at the top of the bank of a small stream and, after the stone had been restored and reset, it started to fall backwards towards the stream. The danger was brought to the attention of the authority and it has since been set upright again and the bank reinforced with concrete. In so doing, the stone has been set slightly higher and the date MDCCXXVIII (1728) has become visible once again (see front cover, this *Journal*).

The two-mile stone in Trumpington was similarly restored by Cambridge City Council in 2004 (see Figure 7). Not all the Trinity stones have been maintained in such good condition, even though they are all Grade II listed. As an example, the ninth stone in the middle of Fowlmere village has been painted with masonry paint matching the paint on the wall of an adjacent property.

The thirteen-mile stone lies just over the county boundary in the parish of Barley, Hertfordshire. It originally had a cast iron plate fixed by the Wadesmill Trust but in 2002 the plate was discovered to be missing, presumably stolen. It may have been expected that the original inscription would have been revealed by the removal of the plate but unfortunately it had been effaced when the plate was attached. A new plate was commissioned by North Hertfordshire District Council and fixed on the stone in 2005 (Figure 18).

Branch Johnson records the sixteen-mile stone in Barkway as having a cast iron plate with black lettering on a white background. More recent photographs show white lettering on a black background. But in 2008 we find it restored and once again it bears black lettering on a white background.

A TWENTY-FIRST CENTURY STONE

In April 2005, the Cardozo Kindersley Workshop [28] was approached by Trinity Hall, Cambridge. The college wished to commission a foundation stone for Wychfield, a new residential building, possibly using the Trinity Hall milestones as a base for design. Lettercutter Lida Cardozo Kindersley and her husband and business partner Graham Beck researched the Trinity

Fig. 18 The thirteen-mile stone before receiving its new plate in 2005 (TL 401398)

Fig. 19 The 21st century Trinity Stone on Storeys Way, Cambridge, installed in July 2007

Hall series of milestones, commencing with the disc at Great St Mary's Church, viewing and measuring all the stones from the first at Brooklands Avenue to the last of the set at Barkway in Hertfordshire. In discussions with the architect David Ehmon RHP, the idea of a milestone design rather than a commemorative disc was decided upon.

Graham contacted the College of Arms to confirm the heraldic details. The Workshop chose to use Portland Stone because of its light colour and suitability for purpose. The block of stone cost £650. In September 2005, a letter from Trinity Hall confirmed that the exact location for the stone was to be in the Beech Hedge on Storeys Way. Part of the design was to incorporate the distance from the main Trinity Hall buildings to Wychfield, and to include the year of dedication. Trinity Hall also chose to use metres, and the 'play on words' of the numbers and the year (Figure 19).

Lida drew up one design, originally using arrows to depict direction, but this was later changed to the pointing hands, which she felt better reflected the feel of the Trinity stones. With her apprentices at the workshop she spent three to four months drawing the design on, shaping the stone, and then further time cutting the legend. Although due to be set in 2006, as per the date on the stone, it was actually put in place in July 2007, creating a new addition to one of the longest surviving and historically most significant series of milestones to be found anywhere in the British Isles.

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Milestones for road improvement in mid-Devon

by Alan Rosevear

Alan Rosevear is a founder member of the Society, his interests in milestones developing from a survey of the turnpike roads in the Thames Valley in 1990. He is author and publisher of the RUTV series of papers (Roads across the Upper Thames Valley), has been the Society's county co-ordinator for Berkshire and Buckinghamshire and jointly manages its national database. Now based in Devon, he contributes this first study of his research there.

DIFFICULT COUNTRY

Turnpiking in Devon started rather later than on the roads closer to London. It was not until 1753 that the first Devon trust was created to improve the roads around Exeter, but within the next decade almost all the main routes in the county had been turnpiked. These first turnpike trusts improved existing roads and so the routes they adopted generally reflected the old highway needs of the 17th century. In much of Devon this meant roads carrying pack animals rather than wheeled vehicles.

The rivers running down from Exmoor and Dartmoor cut steep-sided valleys and can rise in flood quickly following heavy rain on the catchments. Hence travel here was often difficult and sometimes dangerous. The principal highways taking east/west traffic through Devon crossed the Exe where the valley widens at Exeter and kept well to the south of the moors. However, some routes from the region's commercial centre at Exeter had to head into hilly country to reach important market towns and wool producing areas in mid-Devon.

In 1675, Ogilby recorded three roads radiating northwards from Exeter: to Barnstaple (and Ilfracombe), to Minehead and to Taunton. Each road follows a similar pattern, climbing quickly to high ground above the river valley. Elsewhere, on gently rolling hills these might be ridgeway tracks, but here the watershed is more difficult to follow and so these roads seem to favour the ground a little distance back from the valley edge. This meant that they still had to negotiate quite steep slopes to cross secondary streams but much of the route was on undulating, open ground. More importantly it is ground where surface water run-off is relatively fast so the road was passable most of the time.

Such routes are also very exposed and so the practice of constructing high banks afforded some protection. However, it also set the maximum width of the road and since these early routes were made before wheeled vehicles were common, they were inevitably narrow. The restricted width with sharp ascents and descents to minor streams meant that pack-animals with panniers and crooks remained the preferred means of transport well after the time when lowland Britain had adopted waggons and coaches for routine carriage[1].

The three turnpike trusts which were responsible for the roads through the middle of Devon (Exeter, Tiverton and Barnstaple) inherited highways that ran high above the valleys of the Exe, Culm, Creedy and Taw (Figure 1). For fifty years they sought to improve and maintain these old roads as through routes, erecting tollhouses and milestones as required. Ogilby's old Exeter road from Tiverton southwards to Exeter is typical of the roads that were initially turnpiked. From

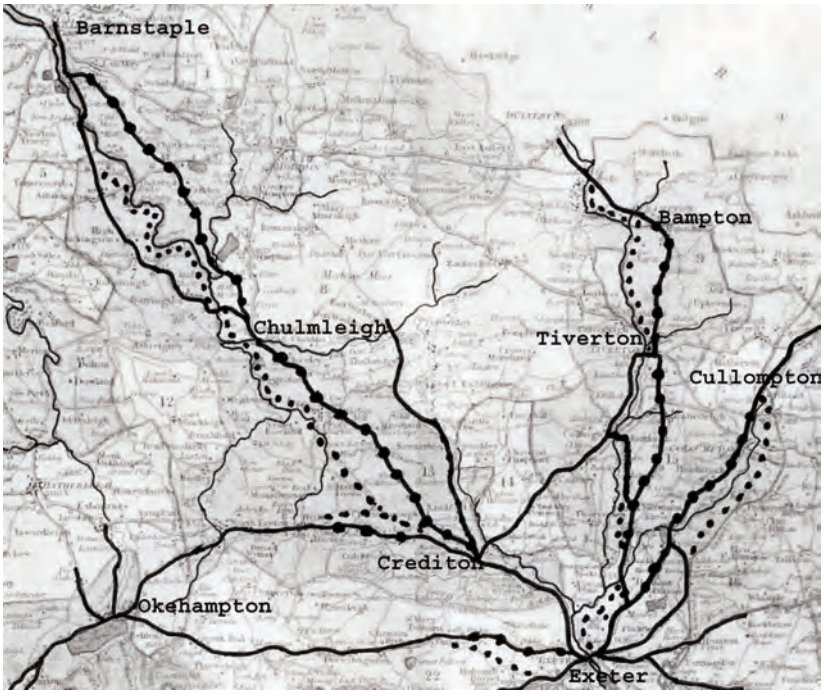

Fig. 1 Selected turnpike roads on Smith's map of Devon 1801; Rivers (-), New roads 1810-30 (….); Existing turnpikes (___); Old Turnpikes duplicated (_._).

Tiverton Pannier Market, this section of the Tiverton turnpike road crosses the River Loman, passes the Hunt's House toll gate and then rises steeply, climbing over 300 feet up Exeter Hill in a distance of half a mile. Above here there is an old causeway that Ogilby said ran for a mile and was "well paved".

A causey on top of a hill seems bizarre but it provided a level section of highway cut across the side of a steep hill, avoiding the climb to the highest point and stabilising the track against the constant flow of water across the route. This causeway was well established when Ogilby recorded it and so was presumably medieval in origin, built to ease the carriage of wool and woollen goods south from Tiverton. There was a charity bequest in 1678 to maintain this causey and evidence of a medieval chapel at the south end; this suggests that a hermit may have collected alms to maintain the causey before the Reformation. The banks of the causey are still apparent in the strip of woodland for about half a mile beside the current road (from SX 962117 to SX 964112) so the trustees may have adapted rather than adopted the old way for part of its length.

The road then runs over rolling ground to Butterleigh where there are steep gradients to cross the headwaters of the River Burn. The turnpike trust made some improvements by bringing the crossing upstream to Burn Bridge, easing the gradient. From here the road rises steeply over the course of a mile to a summit at Christ Cross. It forms the parish boundary between Silverton to Bradninch for almost two miles on this rise, suggesting that the highway has been a distinct linear feature in the landscape since at least the early medieval period.

From this summit the road descends about 650 feet in a series of steep hills over a distance of a mile and a half to reach Silverton. The road southwards was part of the Exeter Trust and continued over relatively small hills to cross a causey and bridge over the River Culm at Stoke. The old turnpike then climbed steeply on the far bank to take the high ground through Stoke Post, rising a total of 460 feet to go over Stoke Hill and finally descend into Exeter, past the tollhouse on Stoke Hill. This route is not only more than c. 500 feet above the valley for much of the time but has six lengths with a sustained one-in-four gradient.

CHANGING NEEDS

By 1810, coaches and waggons were the normal means of carriage around Exeter but the roads northwards presented serious obstacles to trade with the centre of the county. In a series of new turnpike acts, the large Devon trusts sought powers to radically change the through routes to Taunton, Minehead and Barnstaple. Each of these roads was built in a river valley, duplicating and effectively replacing the old routes on the hills. These were mainly new roads, connecting suitable sections of existing turnpike to create wide highways with gentle gradients.

This was quite a radical approach and the trustees were criticised in the press for daring to bring the roads down into the valley. A correspondent to the *Exeter Flying Post*, referring to the Taw Valley road, queried whether it was "*likely that sufficient sums can be borrowed to complete it as it will be made through low marshy and morassy grounds where materials cannot be procured without difficulty*" [2]. However, the trusts had good advice with William and Christopher McAdam acting as General Surveyors on the Tiverton, Barnstaple and the Exeter Turnpikes through the critical periods.

THE CULLOMPTON ROAD

The shortest of these new roads was six miles along the Taunton Road south of Cullompton, created in an Act of 1813. It was to provide a better route to by-pass the steep climbs in the existing Exeter Turnpike onto the high ground through Bradninch and Stoke Post. The initial proposal was by the Tiverton Trust whose surveyor, James Dean, outlined plans to improve both the road from White Ball (at the Somerset border) to Exeter via Tiverton and Silverton and via Cullompton: "*The Great object of the deviation would be rendering Stoke Hill less formidable, and avoiding altogether the Cullompton and Bradninch Hills*". He promised "*all the advantages of ease of draught, saving in point of distance, soundness of bottom and goodness of materials, with short carriage to make and repair the road*"[3].

His plans covered roads under the jurisdiction of both Exeter and Tiverton Trusts and he saw the need for the "concurrence" of both groups. Eventually it was decided to create a new Cullompton Trust to implement building the new road alongside the River Culm from Cullompton to Budlake. The final line headed south from here over a low ridge into the Clyst valley to join the Exeter turnpike at Broad Clyst rather than as

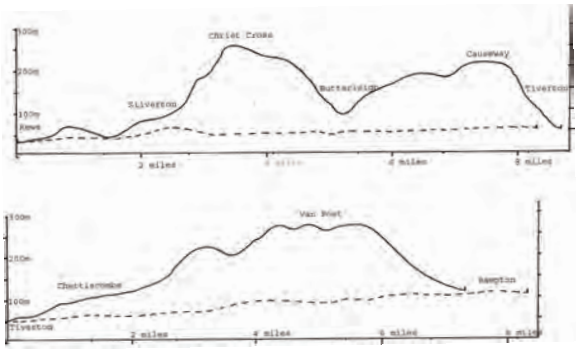

Fig. 2 Profiles of turnpike road in 1813 Act (….) and old turnpike road (__) from Rewe to Tiverton and Tiverton to Bampton.

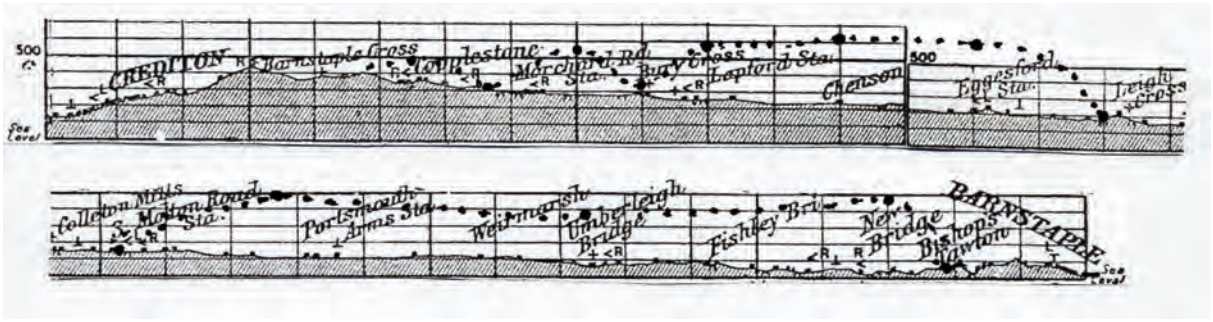

Fig. 3 Profile of the new road through the Taw Valley (taken from The Contour Road Book of England) with indications of the elevation of the old road at the equivalent distance (…).

proposed by Mr Dean to Killerton and the steep descent at Stoke Hill[4]. Elsewhere, in the Exe and Taw valleys, the radical improvements clearly show a high degree of direct co-operation between adjoining trusts to build new routes within the existing jurisdictions.

THE TIVERTON ROAD

Work on an alternative to the old Exeter road to Tiverton had begun soon after the initial turnpiking in 1758. Through an Act of 1767, the Tiverton Trust began improvements to the old county bridge at Bickleigh (the widening is still visible under the arches, though even the wide bridge still only carries one-way traffic today). This made it possible to travel from Silverton up the Exe valley using the Crediton road, which the Tiverton Trust had already turnpiked.

However, it was the Tiverton Road Act of 1813 which was to make major changes to improve radically the through route from Exeter to Tiverton and Bampton. Between 1813 and 1819 the Trust built and improved 16 miles of road alongside the River Exe. South of Tiverton the improvements were to short stretches of valley road by-passing Bickleigh and adoption of the Lower Road near Nether Exe Lane, along the lines proposed by Mr Dean in 1810. The greatest changes were north of Tiverton where a completely new road was cut through Bolham and Cove to join the old road just above Batherm Bridge in Bampton, with a branch running further along the Exe to Exebridge in Morebath. By 1826 when the Exeter Trust built a riverside road from Cowley Bridge to Stoke Bridge, the two trusts had created a route with easy gradients across the full width of the county.

The dramatic change in the character of the Tiverton turnpike road is illustrated in Figure 2, which compares the cross section of the road that was first turnpiked with the new turnpike road. All the market towns are on the river so the old routes had sharp gradients on roads leading out of these towns whereas the new roads keep to the valley floor.

These roads required a new set of milestones, since the trust did not abandon the older roads. The turnpike gates had been close to the towns and so the old tollhouses still had a function collecting from local traffic, and new tollhouses at Bolham Road, Tiverton and at Duvale, Bampton were able to levy tolls on the new flows of traffic. Nevertheless, it is likely that all further investment went into the valley routes. The better roads would have attracted more traffic and progressively the older routes were abandoned by all but local traffic, most of which moved toll-free.

THE BARNSTAPLE ROAD

In 1826, the Exeter Trust obtained a new Act to build a road from Barnstaple Cross (Crediton) though Copplestone over the watershed to Lapford in the Yeo Valley and on down to Eggesford Bridge on the River Taw. A few months later in 1827 the Barnstaple Trust obtained an Act to construct a new road "*through the Vale of the River Taw*" to Eggesford Bridge. Each trust cited the work of the other in the schedule of their Parliamentary Act. This co-operation created 21 miles of new road, duplicating roads that both trusts had high along the ridges on valley sides.

The road new road hugged the valley floor and so the gradients were easy (Figure 3), although the road had to twist and turn with the meanderings of the river, making it longer than the old road. In places the new road was 460 feet below the height of the old road, but the more significant improvement was to avoid the steep gradients into the side valleys of the Little Dart and Mole. The route kept to one bank for long sections and, although it required the rebuilding of Newnham Bridge, followed a section of the old road over the County bridge at Hansford to change banks. New bridges had to be built by the trusts across the Little Dart and Yeo; the one at Lapford has a stone recording that it was built "*at the expense of the Trustees of the Exeter Turnpike in 1830*" (Figure 4). The road was finally completed in 1831 with an estimated cost of £10k[5].

The new route through the valley did not pass

Fig. 4 Surviving Lapford Bridge plaque on A377 Exeter to Barnstaple road (SS 7262 0805).

through the small towns that had been served by the old road, notably Chulmleigh, Chawleigh and High Bickington. The latter fought hard to prevent the old road being dis-turnpiked in 1865 but the road on the eastern bank to Chumleigh was dis-turnpiked in the 1866 Act, indicating how successful the new road had been at drawing away traffic.

This long road required new turnpike gates. On the Exeter section, distinctive two-storey houses with canted bay fronts were built at Copplestone and Chenson[6]; both survive. The Barnstaple Trust built single storey bay-fronted toll cottages at Collerton, Leigh Cross, Monk's Marsh and Chapelton, all of which survive[7]. On the Exeter section, the new mile markers are large triangular stones (Figure 5), distinct from the uninspiring Exeter tombstones that are used extensively on other Exeter roads (Figure 6), including the old road to Labbett's Cross.

There is less contrast between the milestones on the northern sections. In a final flourish before it ended, the Barnstaple Trust commissioned a set of 105 new milestones to go beside all the roads in its care[8]. These Barum stones (Figure 7) were bequeathed to the new Highways Boards and later the County Council as a uniform set of mile markers. Hence, there is no way of judging whether the old and new roads were once provided differently.

Fig. 5 Triangular milestone at Bugford Cross on the A377 Exeter to Barnstaple road in Lapford parish (SS 7370 0720).

POST-TURNPIKE EVENTS

When main roads were nominated in 1878, it was the river valley routes that were adopted as County Council roads. Despite being ex-turnpike roads, the high level routes (with the exception of the useful road through High Bickington) fell back on the parishes and Local Highway Boards. As a result, these old roads

Fig. 6 Milestone at Bradninch on the unclassified Exeter to Cullompton road (ST 0010 0420).

Fig. 7 Barum milestone at High Bickington, on B3217 Barnstaple to Labbetts Cross road (SS 5995 2067).

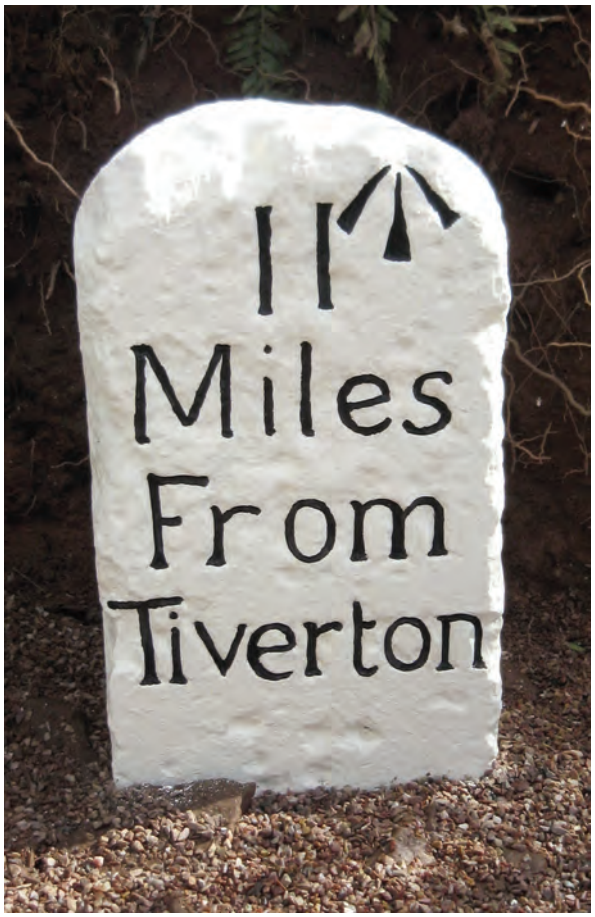

Fig. 8 Two miles from Tiverton milestone at Butterleigh (SS 9666 0971).

may be little changed from the early turnpike roads and provide an insight into the nature of these earlier routes. Using the Old Exeter Road from Tiverton through Butterleigh as an example, one can still see that much of it is within steep Devon banks with a carriageway of only 9 feet; in some places with steep cuttings it seems less. The gradients are still challenging for a modern vehicle engine and on the hills the road weaves and dives. When it is not raining, water still runs down the roadway and the surface is wet, often with moss in the centre.

The modern Ordnance Survey maps do not show milestones along this unclassified road but local residents at Butterleigh remembered four old milestones around the parish (Tiverton I, II, III and IV miles). One of these (III) was beside the home of a Milestone Society member. It had been exposed so was eroded and damaged, but when cleaned revealed most of the old inscription[9]. A villager went an exact one mile measurement from here to reveal the second stone (II). This had been buried in the bank and was much better preserved so that all the engraving was clear and this helped in discerning the eroded lettering on Tiverton III. Tiverton I may have been used to build a culvert and the probable site of IV is on one of the steepest and most dangerous sections of road, and so must remain hidden.

The engraving on these stones has a freer form than the more common 19th century stones and it has Roman numerals (Figure 8). The mileage is only given to the home town of the trust, not to Exeter, the larger destination. They are made from a limestone which though more expensive is easier to carve with detail than the hard granites that were used in many of the later stones to the west. It may be concluded that these stones date from the earliest years of the trust and probably date from the 1760s.

The roads in the Exe valley may have been superceded, but the roadside features have survived less well. There are no known examples of intact milestones from these later parts of the Tiverton turnpike roads. Jack Diamond photographed two stones with unique gabled castings (Figure 9) but only the stone support of one of these survives[10]. This suggests that the trust capped existing tombstone style milestones that had been erected on the busier roads, perhaps during the improvements around 1820.

Fig. 9 Undated photograph from the Jack Diamond archive of the Tiverton 5 gabled mileplate (site unknown).

CONCLUSION

The improvements in roads attributable to the turnpike trusts in central Devon are perhaps more striking than elsewhere in England. The mutually beneficial developments in road vehicles and road design led to a step change in the quality of the roads of mid-Devon in the 1820s and 1830s. As a result, the old, redundant roads have retained many features of the previous highways, especially their Devon banks, steep gradients and 18th century milestones. Although the roads close to Exeter have been repeatedly "improved" in the following century, the road along the Taw valley has retained much of its character, with an almost unbroken run of milestones and tollhouses erected by both the Exeter and Barnstaple Trusts.

ACKNOWLEDGEMENT

The milestone survey information on which much of this article depends was made by Tim Jenkinson, Devon County representative of the Milestone Society.

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Relics of the turnpikes in Somerset

by Janet Dowding

The author is county representative for the Society in both Somerset and Surrey and has campaigned for milestone conservation in both counties.

Apart from milestones and tollhouses with which Somerset is well endowed, there are other interesting relics of the turnpike era in the county, which this short essay seeks to describe. The county's roads have been well studied, both generally[1] and specifically[2] and offer a considerable body of surviving evidence for the impact of the turnpike system upon the local economy[3].

The Bath Trust (1707-1878) was the earliest in the old county of Somerset and at first was very local in character, its chief interest being communication with London and Bristol. It was fifty years before its roads stretched southwards to connect with the Wells and Shepton Mallet Trusts. The Bristol Trust (1726/7-1867) was the second trust to be set up and although a large trust it had only two roads penetrating into Somerset. It was also the first in the county to be dissolved.

The Taunton Trust (1752-1875) was one of the few major trusts in Somerset whose financial condition in 1837 was described as "favourable"; it had one of the most important roads in the county, the old A38. The Wincanton Trust (1756-1874) was one of the county's smaller trusts but also had a "favourable" financial position in 1837. One of the roads of the Bruton Trust (1756-1876) extended right into the centre of Frome originally (this trust had an "adverse" financial condition in 1837). The Frome Trust existed from 1757-1870 ("favourable" in 1837), whilst the Wells Trust (1753-1883, and also "favourable" in 1837) was one of the last in Somerset to be dissolved and has the distinction of being the trust for which the most complete records survive[4]. It also has five surviving toll houses in various locations around the city.

Perhaps the best known type of marker is the turnpike road boundary post, of which there are lots of examples around Bath and Bristol. These had to be positioned where the turnpike roads crossed from one parish into another, and both Bristol and Bath turnpike trusts had distinctive designs. Bristol Trust had a medium height fluted column with "Bristol Turnpike Trust 1823" up the central spine as at ST 477 676/S on the A370 (Figure 1), and the Bath Trust used a rather wider gabled version, again with "Bath Turnpike Trust 1827" up the central spine as at ST 748 618/N just off the B3110 at South Stoke (Figure 2). This latter marker was repainted in 2007 by Bath & NE Somerset Council.

Fig. 1 Boundary marker of Bristol Turnpike Trust at Chelvey Batch marking boundary between parishes of Chelvey and Brockley on A370 (ST 477676/S)

Fig. 2 Bath Turnpike Trust parish boundary marker at junction of B3110 and South Stoke Road in Bath (ST 748618/N)

On neither type is there any indication of the manufacturers' name, although it is tempting to link the name of the well-known Bath firm of Stothert & Pitt with the Bath Trust's markers, as the company's historian Hugh Torrens has suggested. Torrens noted that 'in the early days of this firm it was just 'Stotherts' and they owned an ironmongery and foundry. George Stothert Snr had an active interest in the Bath Turnpike Trust to which he was elected on 4th January 1806. One of the Stothert foundry's first commissions may thus have been to supply cast iron milestone plaques for the Trust.' The company was of course still going strong when Henry Stothert took over the business in 1827, the year in which most of the Trust's markers are dated[5].

A variation is the boundary marker between parish and turnpike trust responsibility and there are two good examples in Frome, one being in Christchurch Street (ST 7780 4774/S) and the other in Bridge Street (Figure 3, ST 7781 4824/E). So far these are the only ones known. Both were repainted in February/March 2009 by the Somerset Group of the Milestone Society for Frome Town Council. Here too there is no indication of any manufacturers' name.

Another interesting relic is the terminus stone of which a few survive in Somerset; there are others for which we have details but have now vanished or at least cannot be found. These stones marked the end of the turnpike road where a trust ceased to have responsibility for that particular stretch, or where the road was taken over by the next adjacent trust, or where parishes still maintained their own stretch of roads, the boundary stones being shown on 1828 surveys for the latter.

The best example is by the Taunton Trust at Tolland Down, Elworthy in the west of the county (Figure 4, ST 108329/E) which has been restored and reset in recent years. This is probably 19th century in date and is of sandstone with the cast plate bolted on, which reads "Here ends the Taunton Trust". It is a rare survival and is listed (no 264759).

Another good example is the one at Penselwood (Figure 5, ST 7569 3031) which though now weathered reads "Here ends the Penzelwood Road". It marked the end of one of the Wincanton Trust's roads, now an isolated lane off the old A303. One route of the Bridgwater Trust (1730-1870) ran from White Cross in the north as far west as Nether Stowey, where its terminus stone, albeit very weathered, survives in the vicarage wall[6].

Two "parish" road boundary stones which cannot now be found are the examples near Bruton (ST 6971 3403/W) at Dropping Lane which reads "Here ends the Discove Road", and at Batcombe (ST 6842 3908/SE) which reads "Here ends the Westcombe Road". Another, still in existence, is at Lower Shepton near Bruton (ST 6819 3195/S) which reads "Here ends the Redlynch Hamlet Road", again in a very isolated position, and so eroded as to make the wording almost totally illegible.

Discove and Redlynch Hamlet, two almost non-existent communities, had to maintain their own parish

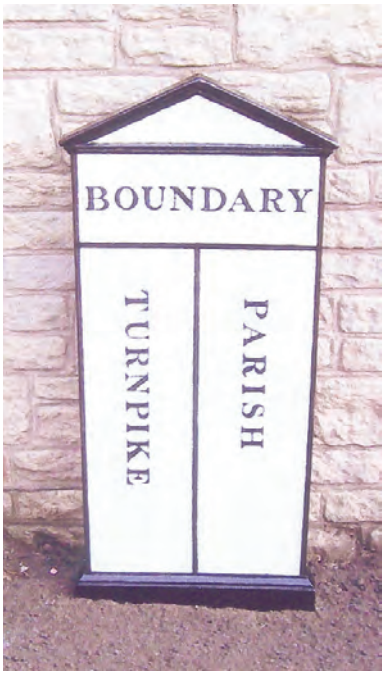

Fig. 3 Parish/turnpike marker in Bridge Street, Frome (ST 7781 4824/S)

Fig. 4 Taunton Trust terminus stone at Tolland Down, Elworthy (ST 108329/E)

Fig. 5 Wincanton Trust terminus stone south of Penselwood village, off the old A303 (ST 7569 3031/S)

Fig. 6 Hartlake Turnpike 1753-1883 marker on grass verge beside road south of Hartlake Bridge,north of Glastonbury (ST 512 409/W), photographed c.1970

roads even when the Bruton Trust had not abandoned the turnpikes. Eventually in 1877 after an appeal, these two 'parishes' were incorporated in Bruton parish.

A fourth type of relic is the more modern sign which marks the site of a now vanished tollgate and there are two good examples in Somerset. One is near Glastonbury on the A39 (Figure 6, ST 512 409/W) which reads "Here stood the Hartlake Turnpike 1753-1883", which was part of the Wells Trust. This wording concurs with *Somerset Roads*[7], although the modern (?replacement) plaque reads 'On this site stood the Hartlake Turnpike 1750'. This latter date is erroneous as the Trust only began in 1753 and Hartlake was not one of the Trust's original five toll house sites, and not even one of those stated to exist in 1801. A gate was not erected here until 1833, with no evidence of a purpose-built toll house to accompany it[8].

The other site marker is near Chewton Mendip which is also on the A39 and reads "Here stood the Chewton Mendip Turnpike 1753-1883". This was originally the "Worberry Gate" site of the Wells Trust (Figure 7, ST 6077 5394/E). There may of course be other relics yet to be found but these are the main examples known at present.

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7. *Somerset Roads* (op.cit 2 above), vol.2, p.92
8. Buchanan (op.cit 4 above), 13.

Editorial Note: The collections of Somerset County Museums Service include another "Here ends the Taunton Trust" plate, unfortunately an old undated accession from an unknown location (ref.no. 10870). The collections also include a '4 miles to Taunton' plate, donated in 1973 (accn.no.129/2007); the tollgate sign from Compass Hill, Taunton, in two parts (ref.no. 7923) and another from Misterton Gate on the Somerset/Dorset border (ref.no. 80. AS.74). Wells Museum's collection includes the 'Wells Turnpike/ /Stoberry Gate' nameboard.

All photographs: author except Fig 6 by David Viner

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Fig. 7 The turnpike marker at "Turnpike Corner", Chewton Mendip on A39, "Worberry Gate" of the Wells Trust (ST 6077 5394/E).

The 'Peace' stones of 1802 and milestone restoration in Burley, Hampshire

by John Tybjerg and Michael Knight

John Tybjerg is the Society's representative for Dorset, co-ordinates the Dorset Milestoners' projects, and lives in the far east of the county close to Burley.

Michael Knight is the Society's representative for parts of the historic counties of Bedfordshire, Huntingdon and Northampton and made the link between his own research locally and the commemorative stones in west Hampshire.

This article has been co-ordinated by the volume editor of the Journal.

The Society's recording and conservation work since its formation in 2000/1 has brought to fresh notice a number of milestones and posts which are dated, a direct link not only to their installation but also the period of turnpike activity of which they are a physical reminder. The historic county of Dorset has one good example, the *IM 1769* inscription on a stone at Highcliffe[1]. It is rare to find any named examples (as distinct from initials alone) and rarer still to find stones which also act as commemorative monuments to a particular event of local or national significance.

At Burley, in the New Forest district of Hampshire, are good examples of all these things and moreover subject to (and benefiting from) a detailed conservation/restoration programme in recent years. The group consists of ten stones, two of which are so-called 'Peace' stones dated 1802, and another a signed and dated stone of the same year. Five are fine examples of milestones forming a good Ringwood-to-Lymington run through the village, and one more a re-used stone re-created as a Millennium Year marker. The final stone is not a milestone but is associated with the same key local figure in the village at the time of the 'peace' stones initiative, and commemorates an ancient archaeological site.

A brief mention in a Society publication stirred the authors' parallel interests in the unusual 'peace'

Fig. 1 'Peace' stone at Copse Corner (SU 1986 0426), photo courtesy Alan Rosevear from Milestone Society national database, ref no HA398

Fig. 2 'Peace' stone on Queen's Head hill in Burley (SU 2123 0307)

stones[2]. They are contemporary, square, and with similar inscriptions. At Copse Corner in Burley Street where the roads to Crow and Picket Post divide (Figure 1, SU 1986 0426), the stone is set with a corner facing the road. It reads *To Ringwood / Rest and be Thankful* (left face) and *PEACE Restored 27th March 1802* (right face). On the back left face it reads *To Crow* (a small hamlet); the back right face is blank.

About half way up the Queens Head hill in Burley is the other stone (Figure 2, SU 2123 0307) which reads *To Lyndhurst* (left side), *To Lymington/ Rest and be Thankful* (centre face) and *PEACE Restored 27th March 1802* (right side). On both stones, the old spelling, using 'f' instead of 's', is used.

Burley's local historian Felicity Hardcastle provides the local context[3]. In the troubled times of the Napoleonic Wars one local man, Thomas Eyre (1752-1829), wished to record the restoration of peace in 1802 by the Peace of Amiens (see below). As sometime steward and house bailiff to the Mowbray family, lords of the manor of Burley, Eyre was influential in the locality and used this influence to good effect, leaving his mark (literally) on no less than four of the stones reviewed in this brief survey.

The two stones appear to be the work of the same stone carver, and are almost certainly exactly contemporary in terms of construction, carving and installation. The second stone (Lyndhurst & Lymington) also has another claim to fame, in that it is otherwise known as the Bread Stone or Gift Stone. On Eyre's death in 1829, his will directed that his charity of shoes, clothes and blankets was 'to be distributed annually by the overseers upon the Stone near the Queen's Head where it is inscribed "Rest and be thankful" on the 23rd day of October, or if a Sunday, the day after, to 12 poor women and girls not less than 12 years of age.'[4].

In 1823 Eyre had also organised (and presumably paid for) the Black Bush stone which records 'the remains of a camp or castle....' and is signed by him to that year. It was re-cut in 1934 and is clearly shown in Hardcastle's study[5].

Given his position and responsibilities locally, it is not surprising to find Thomas Eyre as one of the local road surveyors, and this is recorded along with his fellow surveyor H. Bromfield on the signed stone in the centre of Burley village (Figure 3, SU 2090 0322) which reads *To Ringwood 5 Christchurch 8 Lymington 9 miles/ Thom^{s} Eyre/ H.Bromfield Surveyors 1802.* The lettering is finely cut, and the stone provides an excellent example of milestone carving at its best.

The other five stones in this grouping in and around Burley are as follows:
To RINGWOOD 3 LYMINGTON 11 Miles at Picket Plain (Figure 4, SU 1933 0565)
TO RINGWOOD 4 LYMINGTON 10 MILES BURLEY 1 at Burley Street (Figure 5, SU 2014 0426)

Fig. 3 Signed and dated stone by Thomas Eyre and H. Bromfield, Surveyors, 1802 (SU 2090 0322)

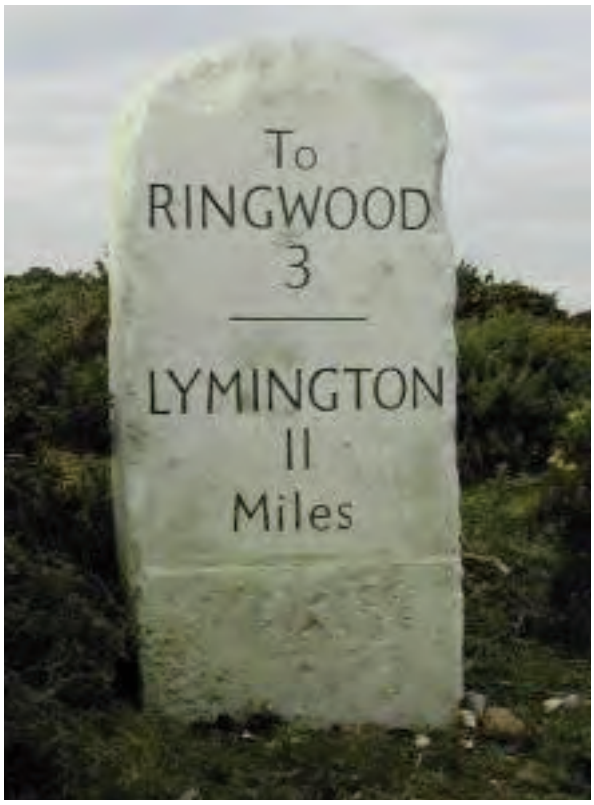

Fig. 4 To RINGWOOD 3 LYMINGTON 11 Miles stone at Picket Plain (SU 1933 0565)

Fig. 5 TO RINGWOOD 4 LYMINGTON 10 MILES BURLEY 1 at Burley Street (SU 2014 0426)

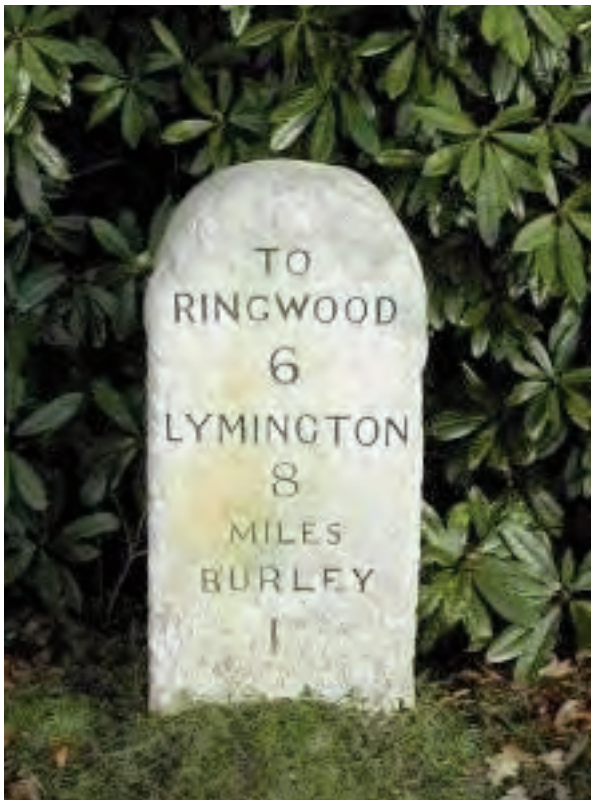

Fig. 6 TO RINGWOOD 6 LYMINGTON 8 MILES BURLEY 1 (SU 2243 0251)

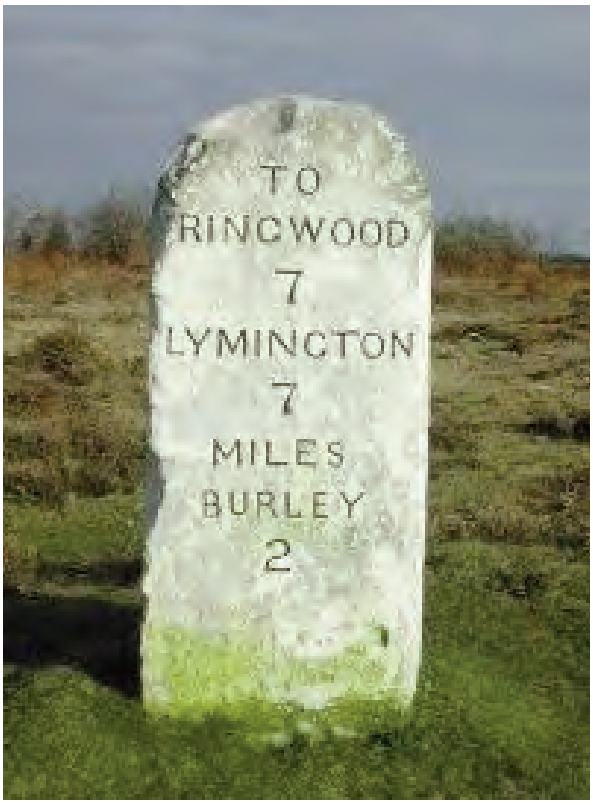

Fig. 7 TO RINGWOOD 7 LYMINGTON 7 MILES BURLEY 2 beyond Clay Hill (SU 2388 0208)

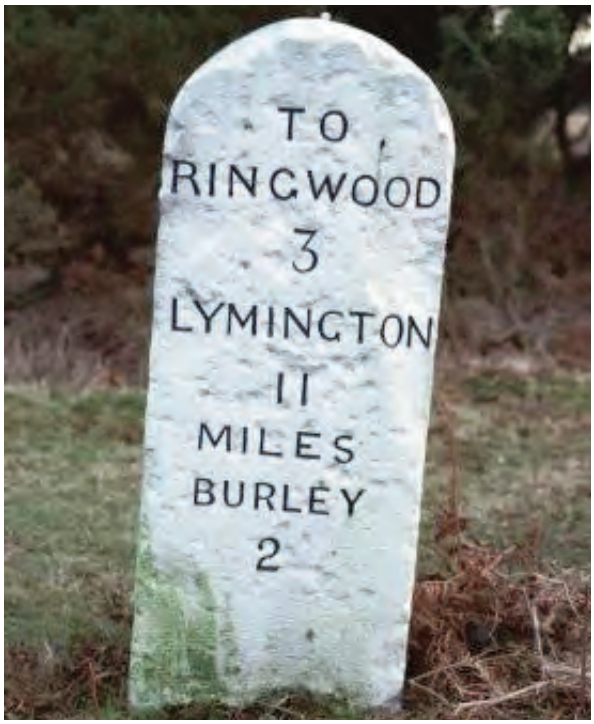

Fig. 8 TO RINGWOOD 3 LYMINGTON 11 MILES BURLEY 2 at Vales Moor on Crow Road (SU 1864 0398), photo courtesy Alan Rosevear, from Milestone Society national database, ref no HA384

TO RINGWOOD 6 LYMINGTON 8 MILES BURLEY 1 (Figure 6, SU 2243 0251)
TO RINGWOOD 7 LYMINGTON 7 MILES BURLEY 2 beyond Clay Hill (Figure 7, SU 2388 0208)
TO RINGWOOD 3 LYMINGTON 11 MILES BURLEY 2 at Vales Moor on Crow Road (Figure 8, SU 1864 0398).

The uniformity of this group is obvious, the only exception being the (?re-cut) Picket Plain inscription which does not include a distance into Burley, as do the others. An image in the Society's database shows this stone before its restoration[6]. The marked route is the original line between Ringwood and Lymington, which from Burley onwards took a now disused line south-eastwards via Clay Hill.

The final stone came originally from the A31 whence it had been removed in consequence of road improvements some years before. Re-cut and re-surfaced to read *Placed by BURLEY Parish Council to mark the year 2000,* it was re-sited into the centre of Burley to become the Millennium Stone (Figure 9, SU 2106 0292). The original inscription, it was reported, was beyond restoration. The installation of this stone, as the climax of the village milestone conservation project, was reported in the local press[7].

Fig. 9 The Burley Millennium Stone (SU 2106 0292).

The conservation or restoration project organised by the parish council was one of many which celebrated Millennium Year around the country. A number specifically set out to achieve some level of milestone restoration or recognition locally[8]. This project was especially notable for various reasons, not least that all ten stones within the immediate area of Burley were included and that most if not all are constructed from Portland limestone which gave (and continues to give) an enhanced quality in their presentation.

A grant from Hampshire County Council provided some income, but nearly half of the project's total requirement of £4,000 came from the Pirette Mangin Memorial Fund. Miss Mangin, who died in 1999, was chairman of Burley Parish Council and had been one of the prime movers of the restoration project, so it was fitting that in recognition an inscription on the back of the Millennium Stone marks her service to the village.

Another significant factor was the use of the works department at Salisbury Cathedral to undertake the work. This team is of course well versed in working with Portland stone on the cathedral fabric, and includes amongst its skills base much experience with letter cutting. David Henson, Head of Conservation at the Cathedral, kindly provided details of the specification followed and materials used. A mineral matt finish silicate-based paint system from the Keim Granital product range was used for the stone (Portland) and for the lettering an acrylic water soluble paint from the Maestro Colours range was selected (Lamp black opaque). Only bristle brushes were used, as wire and bronze brushes can stain the stone; the style and quality of the letter-cutting was respected, as these can often be strong diagnostic indicators of original dating.

Some nine years on, it is worth commenting on the conservation state of these stones today. Two key factors work in their favour; firstly unlike so many milestones elsewhere, few if any of this group are subject to the damaging effects of closely-passing traffic; survival state improves if stones can be set back even three or four yards from the roadside. The second factor is the quality of the conservation/restoration workmanship described above[9].

APPENDIX:

The Bedfordshire evidence *(by Michael Knight)*

The 'Peace Restored' references of 1802 on the Burley stones raise an interesting question – *which* Peace? The answer based on my research into a local Turnpike Act across north Bedfordshire uncovers a long tale of woe and turmoil between France and England.

Signed in 1802, the Peace of Amiens marked the end of the French Revolutionary War. For the British, it brought respite from conflict abroad. As part of the peace treaty and isolated from her allies, Britain agreed

to return recent territorial conquests to France, Spain and Holland. These terms were heavily resented and the British, worried about Napoleon's plans, refused to withdraw from Malta.

Peace boosted First Consul Bonaparte's popularity and gave him the opportunity to begin internal legal, economic and educational reforms in France. He confirmed himself as First Consul for life in May 1802 and declared himself Emperor in 1804, demonstrating his position to the world in December with a magnificent coronation in Paris. Undermining the spirit of Amiens, he continued to strengthen his position in Italy, invaded Switzerland and stopped British trade in the continental ports that he controlled.

In the lead-up to the Bill presented before Parliament and seeking Royal Assent to create a turnpike road between Great Staughton (Hunts) and Lavendon (Bucks) the following correspondence ensued. Extracts quoted here are from letters held at Bedfordshire Record Office:

> *Silsoe, 12 February 1801*: Letter from Joseph Pawsey, turnpike trustee and land agent to Baroness Lucas, in London [who owns land hereabouts]: 'there is an intention of making a Turnpike Road across the Northern part of the County from Kimbolton to Olney in Bucks' (ref. L30/11/215/107).
> *Turvey Abbey, 18 March 1801*: An independent observation from John Higgins, turnpike trustee, to his sister in Surry [sic] states: 'we are going to have a new Turnpike Road into ours [Turnpike Act 1790; now A428] from Kimbolton through Odell, Harrold, Lavendon, etc. ... which will open a communication with a part of Bedfordshire now at present shut out from' (ref. HG12/3/9).
> *St Petersburg, 24 March 1801*: Czar Paul, mentally unstable, is assassinated in a palace revolution. He is succeeded by Alexander I.
> *Silsoe, 29 March 1801* (Joseph Pawsey): 'I attended the meeting on the intended Turnpike Road from Kimbolton to Olney etc. ... and it is intended to bring in a Bill next Autumn' [i.e. 1801] (ref. L30/11/215/110).
> *Copenhagen, 2 April 1801*: A British naval squadron commanded by Horatio Nelson destroys the Danish fleet.
> *Silsoe, 19 April 1801* (Joseph Pawsey): 'I attended the meeting on the Turnpike Road through Harrold ... for my part I am yet of the opinion that ... the Roads will never be set about ... I hope the Event of the Death of the Emperor Paul and the Victory at Copenhagen will enable our Government to procure Peace with France' (ref. L30/11/215/111).
> *Amiens, 25 March 1802*: a Peace Treaty is signed between revolutionary France, Spain, England and Holland and includes one telling clause ... That the style 'King of France' be forthwith removed from British legislature Papers.
> *New Forest, Hampshire* : the Burley guide stone announces 'PEACE Restored 27th March 1802'[10].
> *Westminster, 24 May 1802*: The Hunts-to-Bucks Bill before Parliament becomes law [42 Geo.III cap.64][11].

Fifty-one weeks later, on 16 May 1803, the 14-month Peace Treaty broke down. England was again at war with France, concluded at Waterloo on 18 June 1815. That victory is commemorated in Northamptonshire by the construction of the Round House on the Wellingborough to Thrapston turnpike road, now A510 north of Finedon (Figure 10, SP 935 748). Interestingly, there is no evidence that milestones were ever erected along this 26-mile route[12].

What, therefore, was the effect on our Parliamentary Turnpike Acts? England had lost Calais, its last French bastion, in January 1558, but refusal to accept this by monarchs and governments still recorded a statement of sovereignty on Statutes. The Ermine Street test-case Act of 1663 noted 'Caroli II King of England, Scotland, France and Ireland'. The Act for the Beds & Hunts section of the Great North Road in 1725 records 'Georgii King of Great Britain, France and Ireland'.

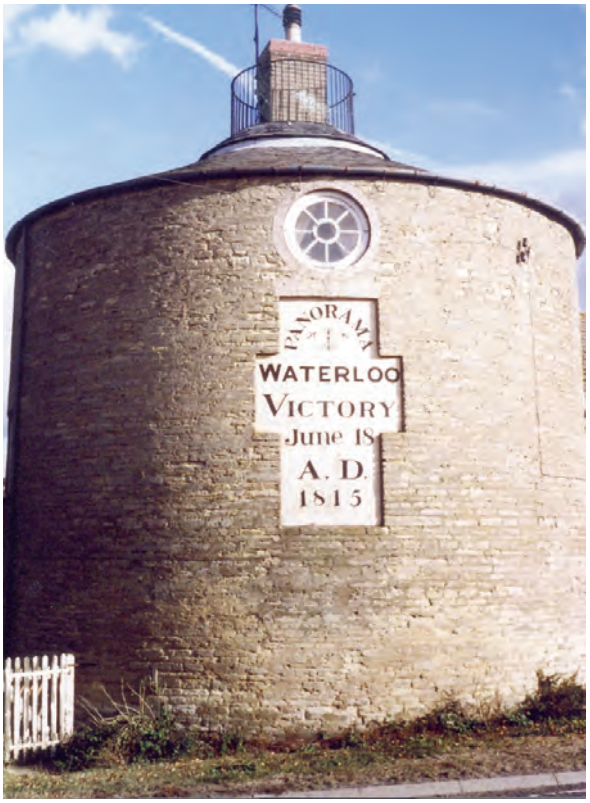

Fig. 10 The Battle of Waterloo 1815 Victory round house on A510 north of Finedon, Northamptonshire (SP 935 749)

The Hunts-Bucks Act of 24 May 1802 did *not* include France. Acts since 1803 are printed as 'King of the United Kingdom of Great Britain and Ireland'. It is feasible that the 1802 Turnpike Act was amongst the earliest to carry the revised regal heading.

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4. *ibid*, p.72
5. *ibid*, p.72
6. ref. No. HA385
7. 'Village's milestone' in *Avon Advertiser,* date unrecorded but September 2000
8. Examples include individual stones at Pertenhall, Beds; Thorpe Satchville, Leics; on the Coventry to Kenilworth road (Milestone Society *Newsletter,* no. 5, July 2003, p.10); and Brent Knoll in Somerset (ditto, p.13)
9. At the time of writing, Burley Parish Council was considering an updating cleaning programme for the stones; information courtesy Robert Clarke, Clerk
10. Note that the 'Peace' stones are dated two days after the date of the treaty; an error or perhaps the date when the treaty was first promulgated in the parish?
11. A blue and gold circular plaque to mark the passing of this Act was erected on Riseley village High Street on 25 May 2002, exactly two hundred years after the creation of the Turnpike Trust. See Milestone Society *Newsletter,* no.4, January 2003, p.6
12. see Pevsner, Nikolaus, revised Cherry, Bridget 1973, *Northamptonshire* in The Buildings of England series, Penguin Books, p.467, where the Duke of Wellington's frequent visits to the Arbuthnot family at nearby Woodford House is given as the reason for its siting.

ACKNOWLEDGEMENTS

John Tybjerg thanks Richard Pratt, Clerk to the Burley Parish Council in year 2000, for his background information and David Henson, Head of Conservation at Salisbury Cathedral, for his full response on project materials etc. The current Clerk, Robert Clarke, kindly updated on the work of the parish council today.

Illustrations: Figs 1, 8 (Alan Rosevear), 2 to 6, 7, 9 (John Tybjerg), Fig 10 (Michael Knight).

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Morvern Mileposts: preservation in the Lochaber district of Scotland

by Mervyn Benford, Ian Jolly and David Viner

This article brings together complementary contributions made by three members of the Milestone Society, visiting one particular area of the Highland region of Scotland on different occasions, and separately recording observations in their own personal style on a remarkable surviving milepost heritage.

Mervyn Benford is a Society founder member and a principal source of inspiration for its establishment in 2000, his active promotion of the need to record milestones in the face of damage, theft and loss attracting press interest and public support. He was the Society's first network co-ordinator. He visited Morvern on 18 May 2003 and contributed an essay entitled 'Chalk and Cheese', which included his contribution here.

Ian Jolly is the Society's North Wales representative and has travelled extensively around the UK in his professional life. He visited Morvern on 09-10 September 2005, especially to venture as far as Drimnin and beyond, and contributed an essay entitled 'A milepost without a road' describing a remarkable exploration 'way off the beaten track'.

David Viner's journey through Morvern on 20 June 2008 followed the popular holiday route from Iona and Mull to Fort William and the central Highlands using the ferry crossings at Lochaline and Corran, each of which is central to any study of movements by road through this region. He is Chairman of the Society and as volume editor of this Journal has co-ordinated this article.

For clarity, the milestone and milepost series are listed as north to south and east to west in each case.

A SCOTTISH SURPRISE

by Mervyn Benford

Searching for milestones in Scotland is intriguing[1]. Long barren stretches suddenly give way to rich strings of milestones surviving virtually intact. Remote areas sometimes offer a good return. Islands like Arran, Bute and Mull have long been known to be well endowed considering the limited degree of motor traffic likely to have troubled planners in the milestone era[2].

Returning south from the far north west of Scotland via Fort William, we wanted to try that area of land known as Morvern, not an island but almost one, bounded by Lochs Linnhe and Sunart and the Sound of Mull (Figure 1). The A82, the main road south from Fort William, reaches after eight miles the ferry crossing-point across Loch Linnhe to Corran on the opposite shore. From here the eastern coast road of Ardgour is the A861 and it has some old stone markers, most that I saw being rather eroded.

However just after Inversanda the B8043 begins a southward run close to the coast before eventually cutting through the higher land on its way to Lochaline. In so doing it joins the now preferred route, the A884, which one reaches by ignoring the junction with the B

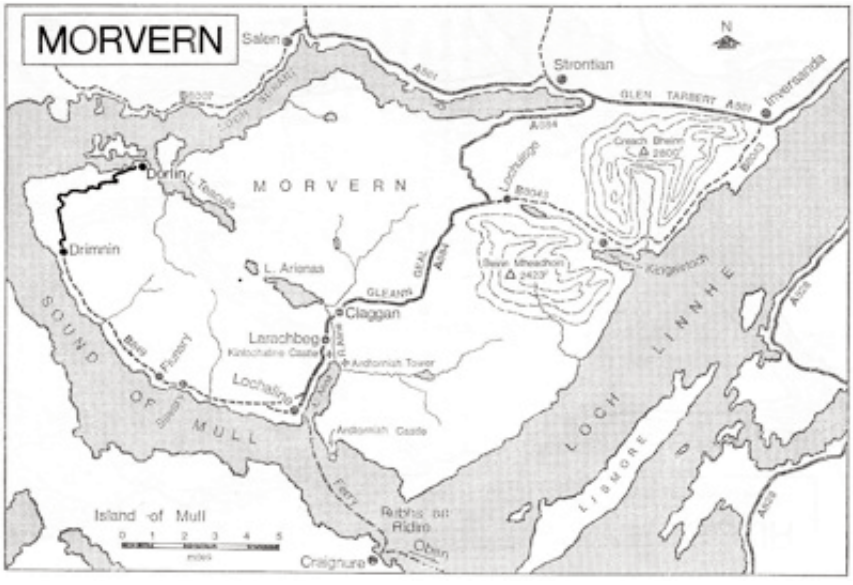

Fig. 1 Map of Morvern

road and continuing on the A861 past Achnalea until turning off just east of Strontian. These A and B roads effectively make a circular route of sorts, connecting Corran and Lochaline, with some very fine scenery to enjoy.

We ignored the B-road around the coast in favour of the grander classification of the A884, which is the route to the crossing point for the Mull ferry at the tiny village port at Lochaline. This road passes a very pretty waterfall near a very tight bend, and then not far beyond that came the excitement, rather unexpected on what was seemingly a rather minor road, of finding a fine, distinctive, double-armed metal mile marker giving distances to Corran and to Lochaline. All the markers along this route are of this same type, a small, slim, decoratively-shaped post with two small flat plates just big enough to carry the information.

This first one we found gave a distance to Corran on the left panel, namely 17½, with Lochaline shown on the right panel to be a further 15 away, a total of 32½ miles (Figure 2). This in itself proved significant since the many others we saw on both A and B roads all reckoned the total distance to be just 32 miles. Only this first one involved a half mile.

This was a most exciting find but our joy mounted when another one appeared four miles further on and then we found a good majority in place all the way to Lochaline. All needed attention but those nearer Lochaline showed better surviving white paint, perhaps resulting from better protection from wind and weather. Finding these mileposts clearly indicated that the route had been of some significant historical use earlier. As yet we had little knowledge or information of the B road.

The post design consisted of two rectangular panels fixed to left and right of a round central capped post and angled back rather like an aircraft's wings (Figure 3). The end of the post into the ground had two large paddles cast into the design around which to create ground resistance and strength. Not all were in place; that would be too good to be true. The A884 is some twenty miles long to Lochaline so clearly those we found were only some of the total. C21/L11; 22/10; 23/9; 26/6; 29/3; 30/2 (Figure 4) and 31/1 were all found, the last of these with its '3' proving to have been separately cast as it had in fact rusted off and lay on the ground below. Presumably all the digits had been separately cast and bonded on. There is evidence elsewhere for such a process[3], whereby it would be easier to cast all the required main pieces and then add different numbers rather than make an individual one for every different marker.

We supposed that to be the end of the story but there was a small road continuing parallel with the water's edge round the coast to a dead end hamlet near which was a castle ruin, providing good views across to

Fig. 2 Corran 17½ Lochaline 15 milepost

Fig. 3 Detail of milepost construction on the Corran to Lochaline and Bonnavoulin series

Fig..4 Corran 30 Lochaline 2 milepost

Fig. 5 Corran 35 Bonnavoulin 7¼ milepost

Tobermory and the rugged Mull scenery. It was a real surprise at the outset of this tiny road (classified B849) to find another identically-styled marker, giving Corran its full 32 miles but with a new destination, Bonnavoulin, 10¼ miles away. Today's modern sign-post indicates Drimnin.

The lady at the ferry terminal cafe smiled when questioned on this, agreeing that Drimnin was the end of the road, but that there was still an old man who called that road the way to Bonnavoulin (as per the marker), as it had been known in his youth. My very hefty atlas of Scotland, published 1897, shows Drimnin only as Drimnin Cott., plus a post office and a large building indeed called Bonnavoulin, which clearly had inspired the original markers[4].

So we explored this very minor road and found two more posts, *Corran 35/ Bonnavoulin 7¼* (Figure 5) and finally *Corran 37/ Bonnavoulin 5¼.* They must represent what was surely a full original run of markers; observation in winter could reveal more, since hereabouts in May vegetation abounds whereas the main Lochaline-Corran series stood on mainly open ground.

One of the earlier noted posts on the A884 had been almost out of its ground, one full-flange showing. Now on this minor road we faced one literally completely out of its ground, in effect managing to maintain a precarious balance with adjacent vegetation and rocks. It stood in a ditch and we did our duty and sorted both this one and the other one out so that they were once more secure.

Still the day's excitement was not over. Returning to Corran, we took that B road round the coast (B8043) back to the A861 and were amazed to find identical markers, showing the same 32 mile total between the two places. We noted at least a third of them and though the terrain was more rocky and exposed we were hurrying by then to catch a ferry and so others may have remained unseen.

The total distance remained 32. We found C19/L13; 18/14; 16/16; 15/17; 14/18 and 11/21 (Figure 6). As Corran 19 was the first one after switching from the A road to the B road and as there were about five miles once this road joined the A861 into Ardgour, that set represents a reasonable survival rate. In effect we found 17 examples within one particular milepost form and felt sure there may be more to find since others may have fallen completely and become overgrown or buried in ditches.

It is often the case in Scotland that in the more remote areas markers all followed the determined type and less later interference has given a good chance of survival.

Following the markers on a given route can be a very interesting way to pursue our activity and especially on some of the longer roads. Here in the relatively remote Scottish north west, we could not have imagined that one road to Lochaline would be so well-endowed, let

Fig. 6 Corran 11 Lochaline 21 milepost

alone two, plus that distinctly minor dead-end coastal road. Scotland remains a land of potential discovery for milestone hunters!

A MILEPOST WITHOUT A ROAD
by Ian Jolly

Mention was made[5] of a newspaper cutting from *Country Life* on 20 Feb. 1958, of an old cast iron milestone at the end of the old road from Drimnin to Dorlin in Argyllshire and asked the question 'Is it still there?' Well you might ask – where is Drimnin? I doubt that more than one per cent of the Society's membership has ever heard of it but luckily I knew (Figure 7). I had a photograph of one of the other cast iron mileposts in the series that I took in June 1992.

To reach Drimnin is no mean feat. I headed north from Glasgow for Fort William on the A82 across Rannoch Moor and down through Glencoe. Not long after crossing over the Ballachulish Bridge, the Corran Ferry came into view on the left. Giving access to a remote area of the West Highlands, most of the roads are single track roads – even the 'A' roads! The ferry makes a welcome break from driving but I still had just over 40 miles to travel before I reached my intended destination in Drimnin. I set off south from the ferry towards Strontian; this stretch of road has been upgraded in recent years to a two lane road with bends and gradients eased and even completely new sections of road by-passing villages. The milestones are still *in situ* on most of this section – they are of granite, triangular in section with a sloping top at the front. They have no inscriptions carved into them and I only found traces of paintwork on one – black lettering on a white back-

Fig. 7
A map of 1801 showing the route to Drimnin and on to Dorlin

Fig. 8 Triangular granite stone 'Strontian' on A861 at Inversanda

ground with the word 'Strontian' just about discernible (Figure 8, NM 940595).

After about six miles, just as the road which has been following the coast southwards starts to swing inland at Inversanda and head westwards to Strontian, a small road heads off on the left signposted 'Kingairloch' (B8043). This is the original road to Lochaline and onwards to Drimnin. I took this route, as most of the original cast-iron milepost are still *in situ*. The locations are exactly as shown on the 1880 6" OS map together with place names/distances, and all are of exactly the same pattern. This road is well worth following, hugging the coast with the odd house dotted at intervals. In places it is at sea level squeezed in at the foot of tall cliffs as it twists and turns. Once Kingairloch is reached, the road swings inland and climbs to eventually reach the more modern single track A884 road which runs from near Strontian to Lochaline and the car ferry to Mull.

This stretch of road was straightened and gradients eased in the early 1970's. The old road can still be seen criss-crossing or running parallel to the current route. Most of the original cast iron mileposts are still present on the section from where the Kingairloch road (B8043) joins it through to Lochaline. They have been moved from their locations on the original road to the nearest point on the new road. This has the interesting effect that some posts are more and some less than a mile apart! As already noted, *Corran 31/ Lochaline 1* is interesting as the '3' is missing, never having been cast as part of the milepost. The cast figures read *Corran 1/ Lochaline 1* and the figure '3' has been painted in black but is now getting difficult to read.

During the Second World War, Lochaline was the major source of sand for making glass as access to overseas supplies had dried up. Sand mining came to an end here in the 1960's and little remains other than the jetty from which the sand was shipped – now re-used for shipping timber out.

The B849 road to Drimnin leaves Lochaline heading west along the coast. I was now back on an original highland road only 'modernised' by a layer of 'tarmacadam'. Although the 1880 6" OS map (and the current 1:25,000 map) shows mileposts on this stretch, I could only find one, showing the distances to Corran (33) and to Bonnavoulin (9¼), and even that was not marked on current OS maps. Other mileposts and milestones were not spotted, a search not aided by the dense vegetation. Drimnin is the modern name, used for example at its tiny post office (an 8ft x 10ft wooden shed in a bungalow garden!).

I persevered. Driving on just beyond Bonnavoulin, just after passing the old telephone exchange building and a bright red telephone kiosk, I reached the end of the B849 and a small slip-way, where a small passenger ferry runs to Mull and the Ardnamurchan peninsula. It was my interest in the old telephone exchange that had brought me to such a remote spot in 1992. BT had closed it down in 1991 and moved the 15 subscribers onto Lochaline exchange. Although manufactured in 1935/36, the exchange had only been installed in Drimnin in March 1976! It was at this time that Drimnin subscribers received the 999 service, Speaking Clock and Subscriber Trunk Dialling. Now the exchange forms part of my personal collection of former GPO automatic (and manual) exchanges[6].

It was whilst recovering the exchange that I had spotted and photographed the *Drimnin =/ Dorlin 6¾*

Fig. 9 Smith Patterson/ Founders/ Blaydon

milepost in the undergrowth near the exchange. The mileposts are all of an identical type – a standard pattern produced by Smith Patterson & Co Ltd of Blaydon, Newcastle (Figure 9). Once I had measured one up, the only difference was the visible height and the inscription.

If one didn't know where Drimnin was, there is even less chance with Dorlin! This was the name of the Inn nearly seven miles away at the very end of a track, which served a couple of townships along the route of this track to the inn and to another (long gone) ferry across to the Ardnamurchan peninsula. Setting off on foot for Dorlin, I found the track was leading towards Drimnin House. The Dorlin 'road' branched off through a locked gate with a stile for pedestrians. By the gate was a notice warning of the dangers of the remote area into which the road was leading. The first half-mile of the track was now no more than a little used path. After passing through a deep tree-covered cutting now used as a resting-place for a herd of highland cattle, I came across the next milepost, *Drimnin ¾ / Dorlin 6*. Whilst measuring up the milepost, there was a rustle in the undergrowth just behind and a set of enormous horns appeared followed by the largest Highland bull one might ever see. After a few words of explanation about the Milestone Society, it decided that I was no threat and came up to have its nose rubbed (Figure 10).

About half a mile beyond here, the original track was joined by another coming from Drimnin House and now used by 4x4wheel drive vehicles for the rest of the route to Dorlin. Be warned there are locked gates at intervals along the route (with small gates for pedestrians). The route now starts to climb and enters a more mountainous area with no trees. There are fabulous views across the sea to Tobermory and the Ardnamurchan peninsula, the most westerly point on the UK mainland, and a reminder that here one is even further west than Land's End for the entire route to Dorlin.

It wasn't too long before the next milepost, *Drimnin 1¾ / Dorlin 5* appeared on the right hand-side of the track. Time for a break to admire the view – it was a very clear day and not only could I see the northern tip of Coll but Barra and the other islands at the southern end of the Outer Hebrides. As the track climbed, I passed the location on the left (now covered by a forestry plantation) of a small township of crofts, which was cleared during the Highland Clearances of the early 1800's.

Eventually I reached the next post at one of the high points on the route. This post, *Drimnin 2¾ / Dorlin 4*, is the only one on the seaward side of the road (see front cover, this *Journal*). It was relocated some years ago, probably when the drainage ditch was cleared out on the uphill side of the track. In most cases the mile-

Fig. 10 The perils of locating mileposts in the west highlands of Scotland! The post is Drimnin ¾ miles/ Dorlin 6 miles

Figs. 11 & 12 Drimnin 3¾ miles/ Dorlin 3 miles milepost, showing the croft remains of Portabhata beyond the wall

posts are uphill of the drainage ditch where there is one. The designations here are therefore on the 'wrong' side as seen by the traveller.

I was now out on open moorland with not a sight of a house within miles, having climbed over 600 feet since leaving the B849 at virtually sea-level. I could see the track winding its way over the moors two or three miles in the distance. I plodded on; it was an overcast day, very warm and not a trace of a breeze. So far I had been undecided as to whether the track was a modern day conversion of an earlier track for use by pedestrians and horses but not vehicles. All the culverts under the road were modern corrugated metal pipes. When I reached quite a deep ravine, I came across what was obviously a very old stone built culvert and stone lined embankment more than wide enough to carry the modern day road.

Checking my map, I noticed what at first glance looked like the word 'portacabins'; I popped on my specs to find that it actually read 'Portabhata', the name of another of the long since depopulated townships. All the crofts could clearly be seen without their thatched roofs. The next milepost, *Drimnin 3¾ / Dorlin 3* could clearly be seen as it stands high above the road on the mountain. It was the only post which has not had part of its column buried; the fluted column flaring out at the base. Its total visible height is 115cm (Figures 11 and 12).

The track then took a more northerly direction, starting to climb to its second summit. After ¾ of a mile I reached another original bridge and stone lined embankment. Some kind soul had provided a nice seat at this vantage point just before the track started to drop steeply from 528ft ASL to virtually sea level in the course of a mile. Spectacular views northwards included the whole of the Ardnamurchan peninsula with the Cuillins of Skye in the distance.

Part way down the steep slope, I should have come across the next milepost, *Drimnin 4¾/* Dorlin *2*, but despite a thorough search could find no trace of it. Apparently the top of it was broken off somehow in the early 1970's and the remainder has since disappeared, possibly under one of the landslips which have come down on the track and are now shored up.

As the track drops, it entered a wooded area and I came upon a wooden bridge across a deep ravine. In the days when the Council's Roads Committee 'looked after the road', this bridge collapsed cutting off the two houses at the end of the 'road'. The Council was reluctant to undertake any further maintenance on the road, but Miss Alice Horsman (the then owner of the Drimnin Estate, who owned all the land from Drimnin to Dorlin) persuaded them to repair it. This they did, on the undertaking that they no longer had any further responsibility for the road.

The bridge now consists of a couple of dozen railway sleepers, which rest on two 'H' section girders bridging the gap between the two original vertical stone abutments. There was also a basic wooden handrail on each side. Hardly a feat of civil engineering for the Council to undertake! It is interesting to note that several sources give the construction date of the road as 1880 and yet it is shown in its present course on the 1875 First Edition 6" to the Mile OS map surveyed in 1872. However the map does not show the mile posts. Could it be that the road was taken over to become a road maintained at public expense in 1880?

The road now had a substantial stone wall running parallel on the left – the boundary of a now uninhabited roofless house deep in the trees. Just around the corner, I came upon the *Drimnin 5¾ / Dorlin 1* milepost as the track reached the seashore. Here it ran right along

Fig. 13 The old Dorlin Inn

the edge of the high water mark built up upon a stone wall before curving away from the shore. I spotted an obviously still occupied house with its attendant farm buildings. Beyond here the track became very overgrown but still carries the odd vehicle.

Half a mile on and coming over the brow of a low hill I found myself level with the roof of a building; as the track curved around the end of the building I discovered with some relief that at last I'd reached the Dorlin Inn[7], even if tempered by the fact that it had served its last 'wee dram' way back in the 1890's (Figure 13). It was by now 2.30pm after setting out on foot at 10.45am.

However all was not lost! There was a car parked outside with someone listening to the England cricket match! I'm invited in for a cup of tea and a chat by the occupants, Geoff and Jennifer Semple from Herefordshire, who spend part of their year in the old inn, which had last been used in the 1940's as a school/schoolhouse. Geoff had been coming here for nearly 50 years and helped me out with some of the background on the track. He also kindly showed me where the final milepost in the run was located. The track ended by the Inn but carried on for a few yards as an overgrown footpath to where there apparently used to be a small jetty for the foot ferry to Glenborrodale on Ardnamurchan. Not far from the shoreline is the milepost, *Drimnin 6¾ / Dorlin =*, on the footpath down to the ferry site (Figure 14).

After a few measurements and photos I set off on the long trek back at 3.55pm. Only just over six and three quarter miles to go! Not that far you might think, but as I rounded a corner, I spotted again the steep climb rising up to nearly 600 feet ASL in just over a mile. It's a case of mind over matter, and eventually I arrived back at Drimnin at 6.45pm, and after that the long drive retracing my route, spotting one or two more mileposts on the way. I just managed to catch the last ferry across the Corran Narrows at 8.30pm, another reminder if any were needed of the significance of ferry timetables in this part of the world. From Corran I was on my way to Applecross, 150-plus miles before midnight, and a truly remarkable day.

ENVOI
by David Viner

Our own experience of Morvern was, as with colleagues above and so many travellers before, an exercise in timing between ferry crossings as part of a longer journey across the west highlands. Time seems always to be in short supply, the journey times on the region's roads often turning out longer than estimated, and as a result always in a rush, with a distant ferry (whatever its timetable) foremost in the mind. Perhaps that is the way it has always been.

There is no doubt that the cross-island route returning from Iona, via the ferry crossing at Fionnphort and the long journey on the A849 the length of the Ross of Mull can be tedious for many, despite the spectacular scenery. For those alert to the splendid run of Smith Patterson & Co mileposts along this route, recording distances between *Iona Ferry* and *Salen* on Mull, there is much to see and enjoy. In terms of comparison with the similar series of posts between Drimnin and Dorlin, the design and detailing remain very much the same, save only for the 1897 dating on the Iona-Salen series, whereas the Drimnin-Dorlin run appears to be undated.

Time on Mull did not allow for other than a superficial recording of specific examples, including some in quite spectacular positions along the way, and this route must remain one of those obvious recording projects, particularly when combining the A849 with the minor road (B8035) around the western cliffs of Mull on the original route to Salen[8].

Then to the Fishnish-Lochaline ferry and the journey northwards through Morvern, a reminder if any were needed of the antiquity of this long-distance route, especially as a drovers' route in the opposite direction bringing cattle south from the west highlands and the other isles. The north-south route represented today by the older B8043 and the newer A884 is a key part of this network[9].

Our own fieldwork was restricted to briefly exploring the area immediately around Lochaline, before travelling on. Locating the *Corran 32/ Bonnavoulin 10¼* post was our first surprise, quickly followed by the mystery of *Corran 31/ Lochaline 1 (*Corran without its 3, see above). Then the sequence proved to be much as already described. We too preferred the B8043 route towards Corran, for which additional time is required as it still offers many clues to its relative antiquity as a route. Repainting of posts seemed sporadic, more related perhaps to location than any consistent attempt at a sequence. *Corran 14/ Lochaline 18* stood out, sitting amongst the trees at Glengalmadale. C11/L21 and C8/L24 were also recently painted.

Fig. 14 Drimnin 6¾ miles/ Dorlin = milepost

It remains to try to assign an historical context for this remarkable survival of mileposts in one localised highland area. No detailed archival research has been undertaken as part of this fieldwork survey, and that remains an opportunity for the future. However, the Roads and Bridges (Scotland) Act 1878 abolished turnpike roads and statute labour in Scotland and formed County Road Trusts. Subsequently the Local Government (Scotland) Act 1889 formed amongst other things county councils, which in turn took over the responsibilities of the County Road Trusts. Thus it is probably c.1880 that the Argyll County Road Trust took over the Drimnin and Dorlin road as already mentioned, producing lists of roads to be taken over and thereby recording this fact.

Frustratingly it has not yet been possible to assign any close dating for the installation of the runs of posts discussed in this survey. There are three, perhaps four significant groups. Firstly the run of granite stones/markers along the A861, noted in little more than passing here; their context lies in the larger story of the westwards development of this road into Moidart and onwards as part of the route to Mallaig and the coast.

The consistency of the mileposts on the B8043 and A884 route south to Lochaline is especially notable, and suggests a co-ordinated approach to milepost erection, also as yet undated. If B8043 was the earlier route, as seems likely, the numbering of the milepost run makes sense, supplemented perhaps by a contemporary or near contemporary run on that part of A884 northwards which today forms the direct link up to the A861 (NM 782555 to 838609). This would explain the insertion of a half-mile post, the numbering being retained northwards from Lochaline. This 17½ mile post survives as the sole evidence of this point. Either way, one might assume that the short run of Corran/ Bonnavoulin posts is tied into this grand scheme, their design being uniform. As with the others, the posts Corran 32 through to 40 are all shown on First Edition 6" OS, surveyed in 1872-7 and published in 1880, which at least provides a dating context.

This leaves the remarkable run of Smith Patterson posts between Drimnin and Dorlin, which it is tempting to ponder might be the latest of all these sequences. Might they date around the same time as the erection of other examples of this company's mileposts elsewhere in the region, including perhaps the not unrelated sequence across Mull, dated 1897? Either way, it is noteworthy that this run differs in design from the entire group of posts from Corran through to Bonnavoulin.

Certainly those examples which do survive on all these routes, and without doubt especially the Drimnin-Dorlin sequence, deserve to be protected in some form of consistent listing, and their heritage significance (and physical survival) respected. Long part of Argyll, the re-organisation of local government in Scotland (by the Local Government (Scotland) Act of 1973 and effective from 1975) 'translated' the whole area of Morvern to become part of the Lochaber District of the new Highland Regional Council. In 1996 this body in turn was replaced by the present-day Highland Council which remains the responsible highway authority.

MILESTONE & MILEPOST SERIES

[*] = seen by Mervyn Benford, 18 May 2003
[+] = seen by Ian Jolly, 09-10 September 2005
[^] = seen by David Viner, 20 June 2008

A861 southwards from Corran towards Strontian

Corran 1	NN 003 632[10]
Corran 2+	NM 989 625
Corran 3	NM 972 620
Corran 4+	NM 966 611
Corran 5+	NM 953 603
Corran 6+	NM 940 595 ('Strontian') (Figure 8)

B8043 route southwards from the junction with the A861 at NM 934593 and joining the A884 at NM 782554

Corran 8 Lochaline 24+^	NM 922 585
Corran 11 Lochaline 21*+^	NM 893 551 (Figure 6)
Corran 14 Lochaline 18*^	NM 866 531
Corran 15 Lochaline 17*+^	NM 857 525**
Corran 16 Lochaline 16*	NM 841 532
Corran 17 Lochaline 15+	NM 828 541
Corran 18 Lochaline 14*	NM 817 547
Corran 19 Lochaline13*^	NM 803 553

A884 southwards to Lochaline

Corran 17½ Lochaline 15*	NM 780 594 (Figure 2)
Corran 21 Lochaline 11*+^	NM 771 555
Corran 22 Lochaline 10*+^	NM 761 543
Corran 23 Lochaline 9*+^	NM 753 530
Corran 26 Lochaline 6*+^	NM 725 504
Corran 28 Lochaline 4+^	NM 698 497**
Corran 29 Lochaline 3*+^	NM 695 484** (originally at NM 695 485)
Corran 30 Lochaline 2*+^	NM 689 472 (originally at NM 688 472) (Figure 4)
Corran 31 Lochaline 1*+^	NM 681 458 (originally at NM 680 459)

B849 route westwards from Lochaline to Drimnin

Corran 32 Bonnavoulin 10¼*^	NM 669 452
Corran 33 Bonnavoulin 9¼ +	NM 653 453
Corran 35 Bonnavoulin 7¼ *	NM 623 462 (Figure 5)
Corran 37 Bonnavoulin 5¼*	NM 668 452
Drimnin = / Dorlin 6¾ miles+	NM 556 539
Drimnin ¾ mile/ Dorlin 6 miles +	NM 556 548 (Figure 10)
Drimnin 1¾ miles/ Dorlin 5 miles+	NM 552 563
Drimnin 2¾ miles/ Dorlin 4 miles+	NM 561 572 (see front cover this *Journal)*
Drimnin 3¾ miles/ Dorlin 3 miles+	NM 574 572 (Figures 11-12)
Drimnin 4¾ miles/ Dorlin 2 miles+	(not located = missing)
Drimnin 5¾ miles/ Dorlin 1miles+	NM 596 580
Drimnin 6¾ miles/ Dorlin = +	NM 607 585** (Figure 14)

** not shown on current OS maps

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1. An earlier summary version of this section was published as 'A Scottish Surprise' in the Milestone Society *Newsletter*, no.6, January 2004, pp10-11

2. For Arran, see Thompson, Ruth and Alan 2000, *The Milestones of Arran* (reviewed in Milestone Society *Newsletter* no 1, July 2001, 12-3; for Bute, see Minto, Christine and Frank 2008, 'The Milestones of Bute' in *On The Ground*, no.5, pp.12-3; for Mull, see Milestone Society *Newsletter*, no.3, July 2002, p.14 and no.4, January 2003, p.17. More generally, see Keegan Terry nd but 2009, *Scrapbook of Information on Scottish Milestones and other waymarkers*, Milestone Society Occ. Paper, 40pp

3. An example is on the A1 near Newcastle (Newcastle 3), where the Morpeth distance is clearly a separately constructed plate added on

4. See Gifford, John 1992, *Highlands and Islands* in The Buildings of Scotland series, Penguin Books, p.230 for Bonnavoulin and p.235 for Drimnin

5. 'Milestone without a road' in Milestone Society *Newsletter*, no.9, July 2005, p12

6. Now connected to CNet;
see http://www.ckts.info/192/uk

7. The place name spelling has varied, including Dorlinn, Doirlinn (OS 1st edition surveyed 1871-75, published 1886), and the more modern Dorlin; see however this same spelling on a map of 1801 (Figure 7)

8. See Milestone Society *Newsletter*, no 3, July 2002, p.14

9. Haldane, A.R.B. 1952. *The Drove Roads of Scotland*, David & Charles, Newton Abbot, chap.5.

10. Shown on 50,000 map but not on 25,000 map, and not seen by IJ; this would appear to be the first in the old series from Corran to Strontian. Note that that the village of Clovullin has now been by-passed by the A861.

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Replacement milestone plates

by Lionel Joseph

From his personal experience and in his own style as a former crafts teacher, the author describes the casting of new plates at two sites in Sussex and Surrey.

Of all milestone replacement needs, the renewal of the plates on plated stones is probably the simplest. All that is required is the necessary information to make a pattern and then cast it, or send it to a jobbing foundry for casting.

The making of a pattern is not a particularly difficult task but one does need to follow certain considerations. Of these the thickness of the plate will determine whether the foundry will cast the plate in a horizontal mould, an angled mould or even vertically. Patterns made up in the foundry pattern shop are often of the 'board type'. For that type of pattern the size of the moulding box to be used needs to be known. Indeed a simple pattern which is flat on the back, such as that for a milestone, will sometimes be converted to a 'board pattern' by the foundryman for ease of working. All patterns need 'draw', the slight angle on all vertical surfaces to allow the pattern to be withdrawn easily and cleanly from the mould. In addition some form of a pattern lifting arrangement is needed. The finished pattern needs to have a good surface finish and any undercut parts eliminated.

Fig. 1. Replacement plate at Bosham (SZ 810052)

When making a replacement pattern, unless the breakage of the original is recent, it will be necessary to research what the original was like both in design and also the foundry pattern letter fount that was used. Most early typefaces are no longer available. That said, with a little ingenuity, cutting the few letters and numerals from thin plywood is not a particularly difficult task. In those circumstances the craftsman's old adage "Tools will do what you want them to do when you know what they want to do" should be respected. The most likely source of definite information will be another plated stone with an original plate in the particular turnpike series; also most areas have their own style.

It is worth taking a little trouble here; the Village Association at Bosham in Sussex re-plated their local stone (SZ 810052) by getting the Amberley Industrial Museum to make a pattern and cast a small iron plate (Figure 1). Regrettably they put pointing hands similar to those on an engraved stone in Havant six miles to the west. Had they taken the trouble to follow the turnpike westwards they would have found out a more likely original design on the stone two miles farther on. All that can be done now in that particular case is to say the error is part of the stone's history.

During 2005/6 I replaced two plates; in both cases the original form was found by researching the stones still present along the turnpike roads. One plate to be replaced was on the original line of the A24 in the centre of Horsham in Sussex (TQ 172311) and for that a one and only original was found eight miles to the north at Capel (TQ 176411), also on the Dorking to Horsham turnpike. There are still two intermediary cast iron milestones which, no doubt, were replacements by the Victorians to provide more information, being distances for London, Brighton, Horsham and Dorking.

These two cast iron mileposts would tie in with the granting of turnpike status for the road to Worthing in 1803. The Brighton turnpike was granted in about 1764, and this may well also be the approximate date for the turnpike status of the Dorking to Horsham road. The Horsham milestone's previous plate had been attached by two lugs set in lead, the holes in the stone being lined with lead and the hot plate inserted melting the lead. This was a very efficient fixing method.

For the second stone at Limpsfield in Surrey (TQ 414503) there were a couple of good originals surviving at Godstone and available as guidance, These plates have an arched top, although over the border along this turnpike in Kent there is an example of a dif-

Fig. 2. The author cutting characters

Fig. 3. Moulding Box

ferent type of square plate with a Roman typeface and which is totally unlike the originals. One can only assume that it was probably a post-war Highways Department replacement, but here one must respect the difficulties everyone was working under with shortages in everything at that time.

Having found out the style and type, an accurate drawing was needed to replicate the misalignment of some lettering. This was achieved using a ruler on site, and taking a 'square-on' photograph, later enlarging the negative up to obtain an actual full size print. Having only A4 paper, this was done piecemeal and from the photograph a full size tracing was taken. The tracing was used to transfer the images to the material and also to set the various pieces in place on the pattern.

For the base plate of the pattern a 3/8th inch thick piece of hardboard was used, and an edge beading attached by gluing. The letters were traced on to 1/8th inch birch ply and cut out using a fine piercing saw at an angle of 60º to provide adequate draw; finally cleaning up the surfaces of the characters with needle files and 00 glasspaper (Figure 2). These characters were then glued in place using the tracing to locate their exact position and attitude. All sharp corners and any small defects were rounded out by the application of 'plastic padding'. Into the back of the pattern were inserted two small metal plates drilled and threaded to take metal threaded screws to provide the lifting arrangement.

There are special paints for foundry patterns, but careful application of many coats of redundant car spray touch-up paint proved to be satisfactory. When complete the pattern was weighed so that the quantity of metal required could be calculated, or to be precise, read off from a foundryman's table of pattern weights. This information was then written on the back of the pattern along with other details mentioned later.

In the 1700s all iron casting was done in sand moulds (Figure 3). The sand is actually a loam which is used damp and must be sufficiently free venting to allow the steam to escape when the mould is being poured. When the loam is in its correct damp state one squeezes a handful and inspects to see that all the lines in one's palm are imprinted in the sand. It was useful having an engineering works engaged in restoration work locally, and also knowing the folk there, for it was then no trouble to go along and borrow a couple of hundredweight of foundry sand. A flask was then made up comprising the top and bottom of a moulding box, which locate exactly when put together, using the pat-

Fig. 4. Scrap alloy used in making replacement plates

Fig. 5. Saucepan 'crucible'

Fig. 6. Creation of a temporary furnace

tern to make a sand mould, and successfully extracting the pattern. With the pattern extracted, the gate and risers were cut; the gate is the hole down which the metal is poured and the risers apply pressure to the casting and also indicate that the mould is full.

Iron is cast at 1500º C and requires a furnace capable of being heated to that temperature and in which is used an expensive plumbago crucible. Aluminium is quite a suitable material to use for a permanent plate on a milestone and melts at a much lower temperature than iron being in the region of 560° - 660° C. However, there are numerous aluminium alloys all of which have special characteristics. I was using scrap alloy (Figure 4), but here a scrap platen from a hand printing machine was an obvious choice, for as the technically minded will know, that was likely to be LM6, a good all-rounder for casting and light machining.

The weight of the pattern indicated a melt of around eight pounds for pattern gate and risers. This at a 560° to 660° C. can be accommodated in a stainless steel container, i.e. an old saucepan (Figure 5). My source of heat for the furnace was a huge paraffin blowlamp used for brazing which has a top temperature of about

Figs 7, 8 and 9. The replacement Horsham plate emerges from its mould; the rear of the plate shows gate and risers

1100º C. The temporary furnace itself was constructed of concrete paving blocks laid up dry; their refractory characteristic is superior to ordinary building bricks (Figure 6). Preheating the furnace, inserting the charged 'crucible' and raising it to pouring temperature took about an hour, whence the mould was poured, allowed to cool and then opened, and from which came a casting equal to most commercially produced products. All that was left to do was to fettle the casting and paint it with Hammerite paint.

Being allowed to attach it to the appropriate milestone is an almost unbelievable story of bureaucratic involvement, but it got there in the end, even if a passer-by did think I was having a heart attack and was about to call the police on his mobile phone, when all I was doing was leaning over 'kneeing' in the hammer drill, to drill holes in the stone for the capped fixing screws!

REFERENCES

A summary form of this article appeared in the *Milestone Society's Newsletter* no 13, July 2007, 14-5. See also Alan & Carol Haines 'Casting New Suffolk Mileposts' in *Milestones & Waymarkers*, vol. two, 2006, 39-42.

All photographs: author.

Address for correspondence: Lorengau Cottage, Forest Green, Dorking, Surrey RH5 5RZ.

Fig. 10. Horsham stone with its new plate (TQ 172311)

Figs 11 and 12. The plate casting of the Limpsfield plate, and installed in situ (TQ 414530)

Review Article

Publishing milestone and turnpike surveys – examples of good practice?

by David Viner

The publication of research on the history of specific turnpike roads has a long history, albeit one often difficult to fully appreciate, such is the scattered nature of publication outlets and formats. Articles in local history and archaeological society journals have provided the traditional route to publication, which at least guarantees some context amongst similar material from a given area.

Booklets, produced in various shapes and sizes, are also popular, and one might quote as an example the accumulated work of the distinguished turnpike historian Arthur Cossons whose studies, largely county-based and published over a period of nearly seventy years (1934-2003), appeared in a variety of formats from various sponsoring bodies[1].

Some subjects cover a topic in sufficient detail to merit publication in book form; an example might be the comprehensive survey of boundary markers on Dartmoor, described by its reviewer on behalf of the Society as 'a magnificent book, comprehensive in content and inspirational as a study'[2].

It helps of course if the subject matter is locally distinctive, as in this case, and runs in parallel with the specific regional interest of the publisher.

An example in more modest vein, but still locally distinctive, might be L.A. Clarke's study of the Minehead United Turnpike Trust in west Somerset, published as the sixteenth in the county industrial archaeology society's specialist surveys[3]. The 'What's in Print' section of the Society's first two issues of *Milestones & Waymarkers* reveals many similar examples[4].

A group of publications is under review here; see the listing details below in publication date order, with review references. They have also all been published within the lifetime of the Society[5], although with the exception of the integrated Hutton Moor and Worcestershire surveys remain stand-alone local initiatives in each case.

This review does not seek to claim any Society credit for all these efforts, although the growing level of public interest and support which it represents has doubtless been an encouragement throughout this period since the year 2000. The Worcestershire survey in particular, however, arguably represents a model and shared approach capable of being adopted for mutual benefit in surveys elsewhere.

A common feature is that each of these seven milestone surveys seeks to describe what survives on the ground, to argue (directly or implicitly) for its preservation by means of improved awareness and care, and to provide sufficient detail to enable visitors to access these sites and enjoy the benefits to be gained from personal on-site research. The question is: how far does each succeed in this quest, and how useful is a retrospective review in setting out a framework or model for future surveys?

Fundamental ingredients would seem to be at least one good clear map of the area described, with individual milestone/post sites clearly marked on, and a supporting set of OS grid references forming a core database of information. Photographs, or at least a representative sample, are also highly beneficial visual aids; a basic historical summary, however potted, also sets the scene and provides the reader with some discrimination within the bigger picture.

The physical evidence of turnpikes, principally milestones or mileposts and toll-houses, is nothing if not locally significant and (usually) locally distinctive, wherein lies much of their attraction. It can usually be assumed that the reader in each case will come equipped with supporting reference maps; this may be wise but rather begs the issue. All these factors are important considerations in compiling any local guide or survey.

Three particular surveys strongly reflect their own genesis in the work of individuals. The survey of milestones on the Isle of Arran, self-published in 2000, was essentially a re-working of earlier information gathered and published in a similar format, with 'each stone having its own viewpoint, history and flora'. The island's total of 79 stone sites represents a uniform set, each being little more than a stone column with a number inscribed on the flat top section. One long principal road around the island's perimeter (visitors to Arran will know exactly why!) was completed only in 1851 and has a run of 55 stones; two cross-island routes and one short deviation account for the remainder.

The joy of their study comes not so much in the individual stone detailing, which is limited, but in their often spectacular locations around the island, and the fact that the guide uses each one as a springboard for a description of the local area (Figure 1, stone 34). A clear map shows their locations but there are no grid references either here or within the descriptions. Although this would risk breaking up the flow of text, it remains a disappointing omission.

Fig.1
Stone 34 on the west coast of Arran between Blackwaterfoot and Pirnmill, photo courtesy Christine Minto

However the Society's reviewer found the guide stimulated his wider appreciation of the island, as both sets of its authors intended. This was also the only one of the publications reviewed here which was printed with a ring-bound format, very advantageous for on-site reference. As such it presents Arran's milestones in the interesting wider context of tourist route guides.

The Isle of Man survey, published in 2003, has already been reviewed in some detail which need not be repeated. It represents the accumulated notes of one enthusiast, who was alas denied the opportunity to expand his research for publication. Of the various groups of 146 mile markers on the island, including some intriguing twentieth century types (as well as some very modern TT-related promotional markers etc), this survey concentrates upon the earlier milestones series, dating from 1760 onwards, almost all of which seemed at least at the time of writing to be in danger of neglect and damage. The attractive colour photographs simply reinforce that point, with stones dangerously close to the road and/or lost into the roadside banks. A plea for improved care and conservation formed a critical element of this publication, and rightly so (Figure 2).

Individual island routes are followed in sequence, although once again there are no grid references to aid the process. An attractive accompanying colour map also proves difficult to read, and these two factors combine to require some reasonable local knowledge (or access to other maps) to get the full benefit. Indeed the history of the original text, initially as a public lecture, rather assumes that approach. Having made those points, this remains a valuable guide to have in print on a neglected piece of island heritage, which should encourage greater interest.

The Bow Bells series of plates, mounted on wooden posts, form a well-known and popular run along the A22 Eastbourne road in East Sussex, starting north of East Grinstead, with a short separate run east of Lewes on the A26 (Figure 3, TQ 4502 1558). Distinctive in design and detailing, these posts attract interest from more than milestone enthusiasts and have achieved an almost iconic status. Glenda Law's self-published brief guide is in the form of a self-guided trail, working southwards and describing the location for each post; a vignette photo is added for each one, but alas no map or grid references, which might usefully have been listed separately.

Fig.2 The two mile stone at Berrag Farm on the Jurby to Ramsey road east of Sandygate, in the north of the island, photo courtesy David Viner, 03 April 2005.

Fig. 3 Bow Bells post on A26 Uckfield to Lewes road in Isfield parish, East Sussex (TQ 4502 1558 and Society national database no SX.LL47),

Of all the guides in this review, this one has greatest potential for expansion in any new edition, as its format and detailed location descriptions form the bedrock of a bigger study, with some background history added. It remains one of the few guides to tackle the thorny task of guiding the reader in detail along (and across) modern main roads looking for mileposts or stones.

An important consideration in compiling any local guide or survey by group activity is access to sufficient funding to bring the results into print and to a wider readership. Project funding usually comes partially if not entirely from an external source, and is clearly defined and often time-limited. Both the Hartpury survey in west Gloucestershire and the Hutton Moor (Keswick to Penrith turnpike) survey in north Cumbria were beneficiaries of the Heritage Lottery Fund's Local Heritage Initiative (LHI), also sponsored by Nationwide and The Countryside Agency.

Such LHI funding usually carried within its criteria the requirement to publish the project results in some accessible form, as noted here. In retrospect this particular source of lottery funding might well have been more extensively used for similar milestone survey projects elsewhere, but that chance has now passed. What was achieved with these two projects makes that point very clearly.

Hartpury is but one parish north-west of Gloucester, close to the Gloucestershire/Worcestershire/Herefordshire county boundaries. But its significance here is two-fold; firstly an active preservation and amenity trust very familiar with project fund-raising, and secondly a position on significant turnpike routes from Gloucester to Worcester and to Hereford, in each case of importance at some point in their respective histories.

A survey of milestones (largely in Gloucestershire) and mileposts (largely in old if not present Worcestershire/Herefordshire) was undertaken along four routes, being today the A417 & B4211 to Upton on Severn (and thence to Worcester), the A417 to Ledbury and the alternative B4215 route via Newent, and fourthly the A40 westwards from Gloucester towards Ross on Wye. At various times each of the last three formed routes to Hereford and beyond.

The survey was the work of local Rangers (senior Girl Guides), suitably captured in some record photos busily at work at the roadside (albeit with a noticeable absence of high-visibility clothing!). There is a simple, schematic route map which doesn't show the individual stone sites, but these are described in tabulated form following each route in turn.

Parish location, grid references, stone measurements, situation (left or right of the roadside travelling from Gloucester), nature of the stone itself (largely limestone in this survey), plus inscription and/or plate details are all shown in clear tabulated form. Perhaps space allocation seems generous, but this does allow for a useful-sized colour photo (H.6cms and W.4cms) in support of each entry. Missing stone/posts are also listed, which clarified the gaps on the ground – an important consideration for any follow-up checking by the reader.

Printed on glossy paper, there is a reluctance (on the part of this reviewer anyway) to annotate this tabulated listing, but the format lends itself to photocopying for that purpose. Such a survey is not finite, and subsequent restoration and indeed the discovery of missing stones/posts can all be added over time. A brief historical account accompanies the schedule, with welcome use of colour images drawn from local archive sources.

The Society's reviewer described this 'attractively produced, informative booklet' as 'a model for publications of local surveys to aim at', and he was right to do so. Criticisms are few; the map might usefully have shown individual stone positions, and might also (in a second map perhaps?) have shown the wider context of the individual turnpike trust network of routes in this part of the county. No information is given as to the listed status of any individual stones or posts.

The project also served to promote the conservation of one stone and the restoration of at least one other.

*Fig. 4 The first stone west of Gloucester (*1 to Glo'ster*) at Over (SO 810195), photo courtesy David McDougall*

Fig. 5 The conserved and re-installed 2 to Glo'ster *stone by Highnam Court on the A40 (SO 796192), photo courtesy David McDougall, who undertook the work*

Fig. 6 At Shundraw Junction on the old road, the Penrith 15 miles Keswick 3 miles *stone, in delightful Lake District countryside (NY 304 240), photo courtesy Mervyn Benford, 19 February 2008*

Since this survey was undertaken, major road improvements have been undertaken on the A40 route immediately west of the Over Bridge along the Over causeway, requiring the rescuing, conservation, re-painting and re-installation of at least the *Glo'ster 1* and *Glo'ster 2* stones (Figure 4, SO 810195, and Figure 5, SO 796192).

The Hutton Moor Road describes the route of the Cockermouth, Keswick and Penrith Turnpike Trust established in 1762, one of some twenty six trusts set up in Cumbria between 1743 and 1828. It was one of the biggest trusts to be set up locally with over 62 route miles, which also included the Keswick to Kendal road via Ambleside, and so covered what remain today as the two principal routes through the Lake District.

Apart from some unfortunate typos and duplication in the text, the booklet provides a detailed, well-presented and readable summary of a restoration project led by the author and Gordon Furness to achieve a number of aims, all essentially conforming with the requirements of LHI as the principal funding body, viz. the restoration of seven milestones, with a photographic record, a small mobile exhibition for schools and local villages halls, a CD presentation for general promotional purposes to the wider community, plus of course this booklet.

The centre-page spread map in full colour is the clearest of all under review; the ten stone sites are easily found, and the map also serves as an easy access guide, an obvious expectation for readers of such a survey. The route is today the A66 trunk road[6], largely a creation of the 1970s to provide improved transport links to the west Cumbrian coastal towns (and not a route for casual milestone spotting).

Much of the survey interest lies in the by-passed sections wherein stones may be found. The project methodology is described, the processes of creating new plates and indeed commissioning new stones also described, all supported by an excellent visual record in colour. Each of the restored stones is individually photographed and fully grid-referenced. Two appendices do the same for examples of other local milestone series and a group of local toll houses.

Almost half the booklet is given over to a good background history of this route in particular and local turnpikes in general. It too is well illustrated, the device of grouping all captions and acknowledgments together at the back of the booklet allowing inclusion (albeit segregated) of useful detail. Overall, as a single-route study this volume should encourage the wider interest its sponsors wished for, in an area very attractive to visitors and yet relatively quietly situated for the enjoy-

Fig.7 One of a run (nineteen survive) of Stephen's Type G cast iron plates dated 1824 marking the Great Road north from Pettycur to Newport (NO 419 278, Fife gazetteer no 149), photo courtesy Christine Minto

Fig.8 Stephens' Type K 'pointed hands' wayside marker at Higham Toll (NO 4753 0933, Fife gazetteer no 211), photo courtesy Christine Minto

ment of individual stone sites (Figure 6, NY 304 240). Such a combination is not often available for milestone studies!

The two final studies under review here also represent excellent examples of their type and are thoroughly to be recommended as good practice. Fife is well known for the quality, range, local distinctiveness and overall attractiveness of its milestone and milepost heritage. It has probably been as well studied as any other county in the British Isles as a result and over a considerable period of time, which makes some studies themselves now of historical interest and value[7].

The Milestones of Fife brings all this information together and up to date in a 48-page b&w booklet. It is a robust piece of work, published by a consortium of local preservation societies in the county, i.e. with a strong and shared interest in the issues of preservation and presentation already discussed above; would that every county had such a mechanism for publication of its local heritage and history. Printing by the reprographics unit at the University of St. Andrews merely underscores this same point.

All the requisite components are present; a good clear map shows the Fife road network in 1855, and the milestone gazetteer with 173 entries is presented in tabulated form, each spread across a double page. Road numbers, grid references, location details are all given, and sufficient space is allocated for the often long entries on Fife stones and markers, some of the longest in the land. A second gazetteer lists other wayside markers, including missing examples. There is recognition of the value of previous surveys undertaken in the county, and not least their preservation as archives down to the present day. A welcome section is devoted to describing this earlier work.

The booklet also provides a comprehensive summary history of the subject, in over twenty pages. The Edinburgh to Perth road became a turnpike in 1753, later extended to include the road from North Queensferry to Kirkcaldy. A 1790 act covered the rest of Fife, thereby setting in train a process of improvements over time. By 1841 Fife had fourteen turnpike trusts, and interestingly five bodies overseeing bridges.

As elsewhere, the variety of milestone types is notable; an earlier researcher Walter Stephen categorised them alphabetically into types A to H (Figure 7, NO 419278). The wayside markers, with their long runs of place names down either side in an open book format, form another well known Fife feature, classified by Walter as types I to N (Figure 8, NO 4753 0933). At least fourteen survive and some makers are known, such as Robert Douglas at Cupar Mills whose Type I markers can be dated between 1851 and 1854.

A short account of toll-houses inevitably documents some erosion of character and even total losses; and another provides some case histories of milestone restoration campaigns, mirroring Alex Darwood's

account in this Journal[8]. However any tendency to rest upon Fife's considerable laurels is challenged by the fine illustration of one of the county's most attractive, and indeed unique, waymarkers from the B9171 north of Arncroach (gazetteer no 215). Soon after its restoration it was stolen and provides one of the earliest, most dramatic (and still missing) examples in the Society's register of lost and stolen stones and posts. Surely it cannot have been destroyed?

One final point for clarification; in their acknowledgements the authors regret that although the Milestone Society exists 'covering England, it is to be regretted that no such organisation exists in Scotland'. This is not correct – the Society was established from the outset with a remit covering 'milestones and other waymarkers of the British Isles'; the evidence for which is apparent in its various publications (including this edition of its Journal). Scotland may indeed lack a large number of committed and active members, which its milestone heritage certainly deserves, but the Society does try to serve all parts of its remit in a balanced way. Fife provides the exemplar north of the border and an excellent model for others to follow.

Of all the county-based groups which make up the Society's federated way of working, the Worcestershire group has arguably the best track record of incorporated project planning and execution. This was recognised by the Society's reviewer of *Finding Worcestershire*

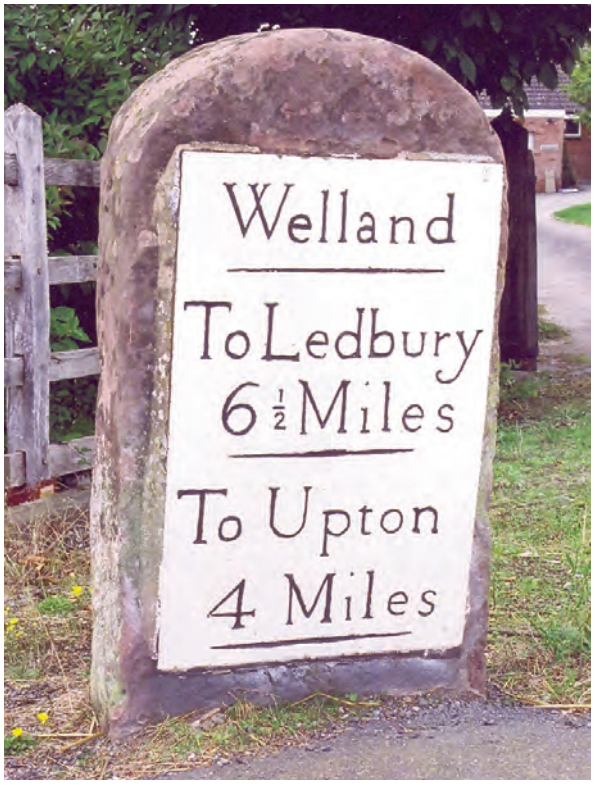

Fig. 9 The massive cast iron plate of the Upton Trust at Welland (SO 795401), photo courtesy David Viner, 01 September 2006

Fig.10 One of Worcestershire's fourth generation, T-shaped Bradley stones, this one in Feckenham parish was recently restored following damage (SP 018612), photo courtesy David Viner, 25 July 2009

Milestones, which brings together in a 32-page booklet much of its accumulated achievements and research to date (a parallel study, on the county's respective turnpikes, is currently in preparation). He found it 'most pleasingly produced' and setting 'a fine example of what can be achieved' for other groups to follow.

Certainly this is another model study, with many similarities to its Fife companion. Given that the turnpike study is to follow, this volume concentrates almost entirely on the stones themselves, which are listed in gazetteer format very similar to those for Fife. Here the gazetteer entries are not consecutively numbered, and are demarcated less by type than by individual modern routes e.g. A44 Broadway to Leominster and A422 Worcester to Alcester. This makes route surveys by the reader easy to follow, with grid references, site location details, parish name and milestone legend all easy to read en route with guidebook and map in hand.

There are two maps, one showing the county's boundaries and turnpike roads in the 1830's (which might usefully be a little larger for clarity) and a full-page centre-spread map which shows Worcestershire's main routes, with stones and posts drawn on in historical fashion, each of the five listed types delineated by shape. This works, if a little confused in some crowded areas, but the eye quickly adjusts.

A double column format is used for the text which works well, and the great joy of the volume is the photographic record, shown in both colour and black and white, depicting Worcestershire's four generations of stones and markers (Figures 9 and 10). Each group is described in some detail, and the evidence of the ongoing restoration campaigns which the group has been pursuing across the county is clearly apparent, with various examples highlighted[9]. One characteristic of the group's approach has been to take defined modern

routes, tackling all the various stones and mileplate issues along the way, the county having an especially rich variety of all types.

There is a short piece on obelisk milestones, such as Bredon, a topic which would repay a nationwide survey in its own right. Another useful section introduces the reader to OOPS (out of position stones), a category that will inevitably grow in number as more stones and plates are recovered in unexpected places, including private collections. All in all, this too is a very worthy and readable volume.

In his review in 2004, Laurence Dopson described the Hartpury study as 'a small classic in milestone literature'. In conclusion, it is hoped that some five years later this wider review has shown that a number of others, not only in Worcestershire and in Fife, have made an equally impressive contribution to milestone studies in particular and turnpike history in general.

REFERENCES

1. See review in *Milestones & Waymarkers*, vol. two, 2006, pp.43-4
2. Brewer, Dave 2004. *Dartmoor Boundary Markers*, Halsgrove, Tiverton, 310pp, reviewed in Milestone Society *Newsletter* no.8, January 2005, pp.27-8
3. Clarke, L.A., 2002. *The Minehead United Turnpike Trust*, Somerset Industrial Archaeology Society Survey Number Sixteen, 72pp, reviewed in Milestone Society *Newsletter* no.5, July 2003, pp.30-1
4. *Milestones & Waymarkers*, vol. one, 2004, pp.46-7, and vol. two, 2006, pp.52-4
5. The initial meeting which led to the formation of the Society was held at the Black Country Museum in Dudley on 28 October 2000, as a Millennium Year initiative, and is taken as the Society's start date; formal commencement dates from a meeting held at the same venue on 19 May 2001
6. The A66 designation also dates from this period, not least to encourage traffic access to Keswick by this route and not via Ambleside. When road numbers were first allocated in the 1920s the road between Penrith and Keswick was numbered A594
7. See Darwood, Alex 2004. 'Researching and Restoring the Milestones of Fife' in *Milestones and Waymarkers*. vol. one, pp.35-37 and references, especially the studies undertaken by Walter Stephen and Prof J.F. Allen
8. ibid
9. See Keegan, Terry 2004. 'The Society's County Structure – The Worcestershire Model' in *Milestones & Waymarkers*, vol. one, 2004, pp.7-9.

Publications reviewed are listed here in order of date of publication. Copies of all titles are available from the Milestone Society's booksales c/o Terry Keegan, The Oxleys, Tenbury Road, Clows Top, Kidderminster, Worcs DY14 9HE (tel. 01299 832358). Note: prices shown include p&p costs as at August 2009.

ARRAN

The Milestones of Arran by Ruth and Alan Thompson, self-published in 2000 from 47 Murray Crescent, Lamlash, Isle of Arran KA27 8NS, 92pp, 32 colour illust, 1 map, £6.50 but now o/p, No ISBN. Reviewed in Milestone Society *Newsletter*, no. 1, July 2001, pp.12-3

ISLE OF MAN

Manx Milestones by Stuart Slack, published in 2003 by The Manx Experience, 24 Sunnybank Avenue, Birch Hill, Onchan, Isle of Man IM3 3BW, 64pp, 52 colour illus, 1 map, £7.99, ISBN 1-873-120-58-3. Reviewed in Milestone Society *Newsletter*, no.10, January 2006, pp.26-7, and *Milestones & Waymarkers*, vol. two, 2006, pp.43-7

HARTPURY, Glos

Milestones : a survey of four routes north and west from Gloucester, published in 2003 by Hartpury Historic Land & Buildings Trust, 22/24 Church Street, Newent, Glos GL18 1PP, 29pp, 35 colour illus.,1 map, £3.00, ISBN 0-9538968-3-8. Reviewed in Milestone Society *Newsletter* no.7, July 2004, p.29

FIFE

The Milestones of Fife by Alex Darwood and Paula Martin, published in 2005 by Standing Council of East Fife Preservation Societies, 48pp, 29 b&w illus, 1map, £5.50, no ISBN

BOW BELLS, Sussex

Follow the Bow Bells Toll by Glenda Law, self published in 2006 from 73 Featherstone, Blindley Heath, Lingfield, Surrey RH7 6JZ, 6pp, £1.50, no ISBN. Reviewed in Milestone Society *Newsletter* no.12, January 2007, p.26

HUTTON MOOR, Cumbria

The Hutton Moor Road: a brief history of the Keswick to Penrith Turnpike by Colin Smith, published n.d. but 2007 by Brow Bottom Enterprises, Bowscale, Mungrisdale, Penrith, Cumbria CA11 0XH, 32pp, 56 colour illus, 1 map, £4.00, ISBN 978-0-9556574-0-5

WORCESTERSHIRE

Finding Worcestershire Milestones published in 2007 by the Worcestershire Group of the Milestone Society, 32pp, 52 colour and b&w illus, 1 map, £4.00, ISBN 978-0-9557538-0-0. Reviewed in Milestone Society *Newsletter* no.14, January 2008, p.28.

With thanks to various Society members for the provision of illustrations for this review.

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. The bibliographies accompanying those works which are listed below should also be consulted.

Material is listed alphabetically by author. Publication reviews in the Milestone Society's *Newsletter (nos 12 to 17)* and annual publication *On The Ground (nos 1 to 5, 2004-08)* 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

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