Milestones & Waymarkers

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Compiled, edited and produced by
John V Nicholls
jv@milestonesociety.co.uk
Supported by the Editorial Panel of Carol Haines, Mike Hallett, Richard Raynsford and David Viner

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The material is this edition of *Milestones & Waymarkers* has been assembled by John Nicholls during 2018 and 2019. John has been producing *Milestones & Waymarkers* since issue 4 in 2011 (initially jointly with Carol Haines and David Viner) and we thank him sincerely for his efforts. Sadly John is suffering from ill health and has not been able to complete the final stages of this edition. We wish him well for a successful recovery.

There is good news in that John has managed to pull together more material than would neatly fit into this edition and the extra material will form the basis for much of the next edition of *Milestones & Waymarkers* in 2020.

Amongst other items, we can look forward to articles on the Waymarkers of Eastern Fife, The Plymouth to Exeter Road Improvements of the 1820s and Crossing Bodmin Moor.

Milestones & Waymarkers needs your contributions.

Some material is in hand for the next edition but more is always welcome. Articles for inclusion in *Milestones & Waymarkers* should be submitted to the Editorial Panel: David Viner (dv@milestonesociety.com), Richard Raynsford (newsletter@milestonesociety.com), John Nicholls (jv@milestonesociety.com), Mike Hallett (mwh@milestonesociety.com) and Carol Haines (ch-miles@yahoo.com)

Cover Pictures:

Top: David Elis-Williams with three 'rescued' Thomas Telford mileplates. See *Thomas Telford's milestones* on page 6.

Bottom left: The Roman milestone in Pontefract museum.. See *Roman Markers in Britain* on page 22.

Bottom right: Job done.. See *The Roehampton mounting block/milestone project completed* on page 44.

Presentation of the Terry Keegan Memorial Award 2018

The 2018 Award Ceremony took place on the first day of term of the post-graduate Conservation of the Historic Environment Course at the Parkside Building of Birmingham City University. This was the first programme after our friend Harriet Devlin had retired; the new tutor is Katriona Byrne from Historic England. Twenty students listened as Jan Scrine told the story of Terry Keegan's inspirational leadership and the award was presented to Gill Elliott for her outstanding thesis on the conservation of stone.

Gill Elliott: Background information.

I graduated with a degree in Chemistry and began work as a research chemist at British Aerospace. I then spent some time in Zambia teaching science at a Girls' School before returning to the UK. After a long career break to bring up my three children, I completed a series of City and Guilds courses in various Microsoft Office programs before undertaking a Masters in Information and Knowledge Management. After graduating I worked as a researcher in Medical Sociology focusing on the role of information in decision-making when patients were considering participation in clinical trials for cancer treatments.

For the last ten years I have been working for the Diocese of Leicester assisting parishes to develop and repair their buildings. The role incudes helping parishes to strategically review their building assets (e.g. some have both a church building and a church hall), providing support and guidance through The Faculty System (the Ecclesiastical equivalent to the planning system), assistance with securing funding and general support for project management. The role inevitably involves a degree of diplomacy. Most people involved in caring for churches are volunteers, who are committed to caring and sustaining their place of worship, but who may not fully appreciate the complexities of repairing or making changes to a listed building. Although initially I drew primarily on my people skills, I spent increasing amounts of time working alongside conservation architects and various heritage bodies such as Historic England. This stimulated my interest in the more technical aspects of the conservation of historic buildings.

I chose to enrol on the Conservation of the Historic Environment course to consolidate my learning during the last ten years and to provide an opportunity to study a wide range of different topics which are relevant to my current role. I also wanted to take a positive step after a significant birthday by setting myself a new challenge! During my first year I became particularly interested in the decay of stone and metals, both of which rekindled my love of chemistry. The stone report focuses on challenges of trying to maintain medieval church buildings which were built in poor quality local ironstone and without any adequate drainage system.

2018 marked the sixth presentation of the Terry Keegan Memorial Award.

In addition to holding the award for a year the winner also received a certificate, a cheque for £100, a copy of *Milestones* (by Mervyn Benford) and a selection of Milestone Society publications and postcards.

Listing of roadside furniture: a case study from Huntingdonshire

Michael Knight.

Introduction

Situation: Huntingdon District Council (HDC) is requested to resurrect a fallen milestone, mid December 2016.

Object: Unlisted milestone 'London 58 miles, Hail Weston parish'.

Site: A ditch on a busy double-bend along highway B645 (TL 1561 6306).

Highway: Formerly the A45 trunk road leading in a north-westerly direction from the Great North Road (A1) at Crosshall, Bedfordshire.

Relevant Acts: 11 Geo c.20 1725 absorbed into a new turnpike Trust by Act 28 Geo II c.33 1755.

Suite: Eleven milestones lining roads B645 (7) and B660 (4) of which six are already listed Grade 2.

Phase One

Late December 2016, HDC, a conservation authority, is requested by the author that milestone 58 should be relocated to a safer position nearby.

3rd January 2017, HDC acknowledges the situation and later, with regret, writes, 'Whilst in the past the District Council has grant-aided some works to milestones unfortunately we no longer have the resources to undertake this work.' It is recommended that Historic England (HE) should be consulted regarding all the other five unlisted structures in the suite.

Documents to proceed with an application were enclosed and the HE office in Cambridge would deal with the matter.

Phase Two

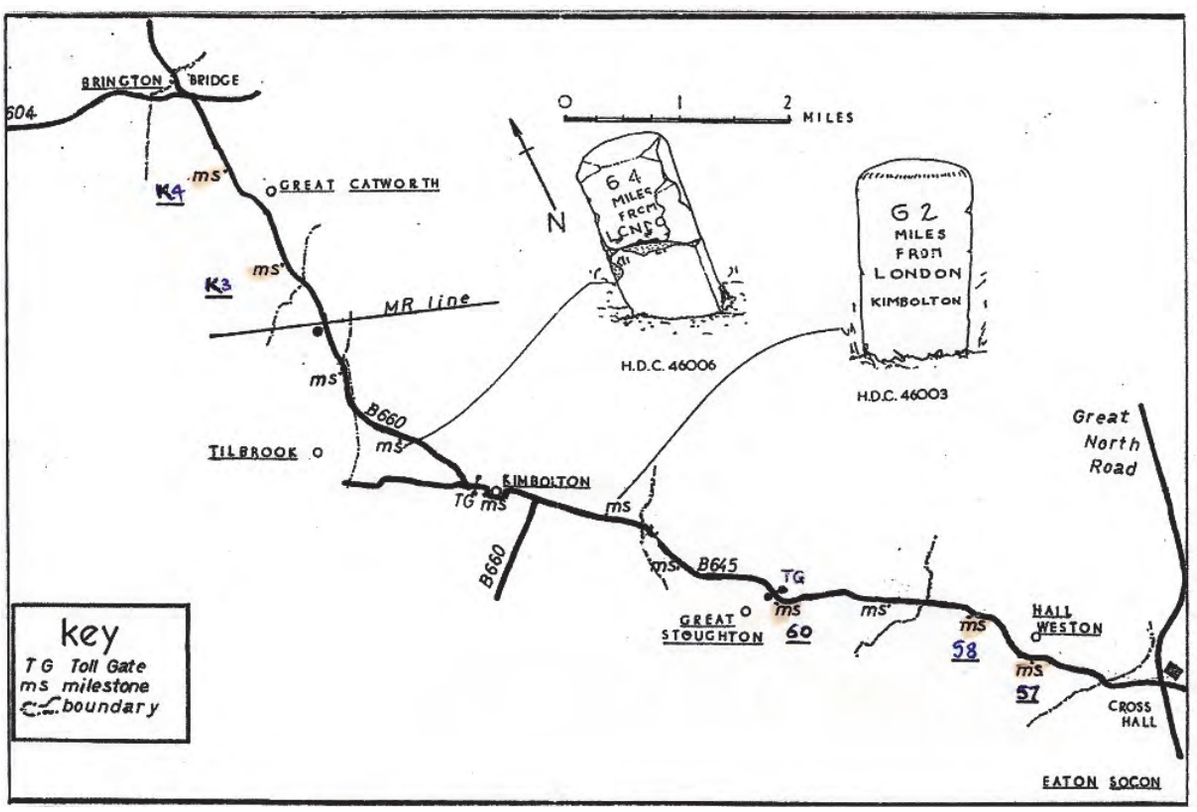
14th February 2017, the application is forwarded to HE at Brooklands Avenue, Cambridge, together with our Society's postcard of the Trinity stone '1 mile to Cambridge', which stands on Trumpington Road opposite Brooklands Avenue. Photographs of the five unlisted stones together with a relevant map, OS references, a formal plea for recognition and a brochure from our Society – noting the recent BEM award – are dispatched on 17th February 2017.

There followed no response whatsoever.

Phase Three

Telephone calls made to HE during April and May eventually evoke a verbal response, on 19th May that 'matters are in hand', but expect to wait at least twenty weeks for the issue to be resolved. This situation was reported to The Milestone Society members at the October AGM in Long Compton, 2017.

17th October 2017, a letter is received from HE noting the application and only now 'are we beginning our assessment of the milestones.' The offer to utilise the pay-for Fast-Track Listing is declined.



More phone calls are made to HE during the following weeks.

3rd January 2018, a phone call is received announcing that matters are 'pending'.

5th February 2018, a letter inviting comments on HE's proceedings so far, requests any revisions necessary and data corrections where applicable.

13th February 2018, the author responds in detail and reiterates that as six of the suite were already listed Grade 2, it is desirable to obtain uniformity throughout.

14th March 2018, assurance via a phone call from HE states that the application 'is still pending'.

Further calls in April, then June, confirm that the approval of the Government's Culture Secretary is awaited.

Phase Four

21st August 2018, Letter received stating that milestones 57 and 60, but not 58, on road B645 have met all parameters and that the Secretary of State for Digital, Culture, Media & Sport has granted the structures Grade 2 listing.

A decision made on 25th July was that Milestone 58, object of original enquiry and still prone in a ditch 'cannot be listed as it is lying in a roadside verge and is not therefore fixed in place'.

There is no reference at this juncture to milestones on B660 and phone calls made on 25th August 2018 had the response 'Call again after Bank Holiday'!

9th August 2018, letter received from HE confirms that two milestones on B660 are now listed Grade 2, resulting thereby that success has been achieved in four of the five cases presented.

29th August 2018, a call from HE explains that as the two milestones stand on a different road, they are regarded as a separate survey and a response would follow in due course.

12th November 2018, HDC is notified of this result and requested again to have milestone 58 lifted into position in order to pursue its listing at a future date.

Summary

During the twenty-month period, it proved necessary to negotiate with four 'conservationists' employed in various sections of Historic England.

The listing procedures involve passing through a minimum of five stages:

Initial application

Consultation Report

Recommendations / Alterations

Final Assessment

Secretary of State's decision.

HU_LY H60

The lesson learned from this Case Study, where ten of the eleven milestones related to the 1755 Act are now protected, shows that Society members need to exercise both persistence and patience when doing likewise. Amen

HU_LYH57

HU_LYH58

HU_KBOW03

HU_KBOW04

An introduction for the Thomas Telford milestones article

David Elis-Williams

In 2017, I fulfilled a long-held ambition by walking the length of the A5 from the Marble Arch in London to the Admiralty Arch in Holyhead.

But which A5? In planning the walk, I realised that the present-day A5 is very different from the roads given that name in 1923. Because I was interested in historical connections, I resolved to walk as closely as possible along the Roman Watling Street as far as Wroxeter, then to follow Thomas Telford's road onward to Holyhead. Watling Street and then Telford's road had been the basis of the road later called the A5, although not following the exact course of either every step of the way. I walked the first phase to Wroxeter in May, staying overnight close to the Roman stops of the Antonine Itinerary – so that each day approximated to a Roman soldier's daily march. Then in September I did the second part, my stops now aiming for the coaching inns named on Telford's milestones.

The walk itself was strenuous but not punishing, averaging about 13 miles a day along the road. Diversions to look at things, and sometimes to get to or from where I was staying (I was expecting to book a bed for the night, so couldn't always stay literally at my target) increased the distance, and some days I walked nearly 20 miles. Splitting it up into morning and afternoon walks, or sometimes more than that, helped to manage the burden and keep me focussed on the next target. I had arranged to meet a few people along the way – usually local historians, who could tell me something about their locality and what I could see.

The aim was not simply to complete the walk, but to take in as many roadside features connected with the history of the route: Roman sites, bridges, cuttings, tollgates, coaching inns, anything else directed at or serving travellers. Along the way, I found and walked those stretches of the Roman road which are by-passed by present–day roads; I managed to look into a roadside pipe trench and see a vestige of the Roman road; I trampled over the site of the Man and Boy Bush, an inn in Ogilby's Britannia but on no later maps; I looked down into Glyn Diffwys from Telford's viewing platform; I celebrated even the modern markers of historical connections, like the Tripontium Business Centre and the Roman Way Garden Centre.

Historic milestones were clearly an important part of the story, but were not the principal aim of the walk. I wasn't aiming to spot every one, at least not at first. I noted many along the way, but also missed a few, some because of my inattention, a few because I was walking on the wrong path, and many because of overgrowth.

Once I was in North Wales, I know from personal experience, because this is where I live, and from the book on the A5 in North Wales by Quartermaine, Trinder and Turner, that I could expect to see a milestone every mile, or very nearly, so I became more completist, aiming to see and record every one as I walked by. Even here, I missed one or two at first, and had to go back to be sure. I was also counting Telford's roadside depots, managing to find 300 in total, although with a little more ambiguity.

The more I looked into these milestones, the more I realised that they had a very distinctive provenance, and could be dated from Telford's Parliamentary reports. The article which began as an account of the milestones along my walk developed into the history of this particular design of milestone by Thomas Telford. As the research developed, I needed to go back to revisit milestones which had been on my walking route, and also to find some that were on that route but that I had not spotted first time around. I also needed to inspect some of the milestones on Telford's road which were not on my walking route – because Telford's road to Holyhead did not always follow the Roman road (and neither did it all become the A5).

The milestone article is only part of the story of the walk. As I went, I wrote a blog every day (A5walk.blogspot.com), scribbled a few notes, and took hundreds of photographs, including one every kilometre just looking along the road. I have given a few talks based on my experiences, and I'm still working on a fuller account of the travels.

An example of a depot. It is estimated that there were about 800 depots originally between Chirk and Holyhead.

I must express my gratitude to people I met along the way, by arrangement and by chance. Particular thanks are due to Bob Diamond of the Institution of Civil Engineers' Panel for Historic Engineering Works, to John V Nicholls, and to Andrew Hudson, all of whose questions and contributions prompted me to delve further. Errors and omissions remain my responsibility.

Thomas Telford's milestones

David Elis-Williams

"I never saw a proper milestone that I could copy; I looked for three years all over England trying to find out one as a pattern, and after all I could not find out one that looked like a decent milestone." [1]

So said the great civil engineer Thomas Telford, as perfectionist about milestones as he was about all other aspects of his works. Commissioned to build a road between London and Dublin via Holyhead - the first publicly-funded long distance road building project in Britain since the Romans [2,3], he decided that the whole length of it should have milestones to his design.

To what extent did he succeed? And what remains today? These are the questions to which this article attempts to provide some answers. Because the road was publicly funded, we have access to more detail than usual about spending on the road, improvements made, its condition generally, and, incidentally, these milestones, all in the successive reports of the road's commissioners to Parliament.

The Design

The milestone was designed to be large and distinctively-shaped, so it was easily spotted. Remarkably, although the building of the road itself generally used stones from its immediate locality,
Telford had insisted that the milestones should be built from an identical stone throughout, which met his requirements as to hardness of consistency and lightness of colour. This was the same stone as used for the Menai Suspension Bridge, a Carboniferous limestone sourced from quarries at Red Wharf Bay. The stone had a gable-end shape, standing four feet six inches [4] above ground level.

A cast-iron plate was attached to the stone, bolted through to the back. The plate was painted black, with the destinations and distances standing out from the casting, picked out in lighter colour paint,[5] all to aid visibility at speed and in all weather conditions. West of Shrewsbury, Holyhead was shown as the primary destination, and London was to be indicated to the east of Shrewsbury.

This design combined the permanence of stone, embodied in Roman and early milestones, and the mass-production advantages of cast-iron, used for many turnpike mileposts. It was a functional design, but also an identifiable branding for the route – what Telford's recent biographer describes as the road's "iconic feature"[6].

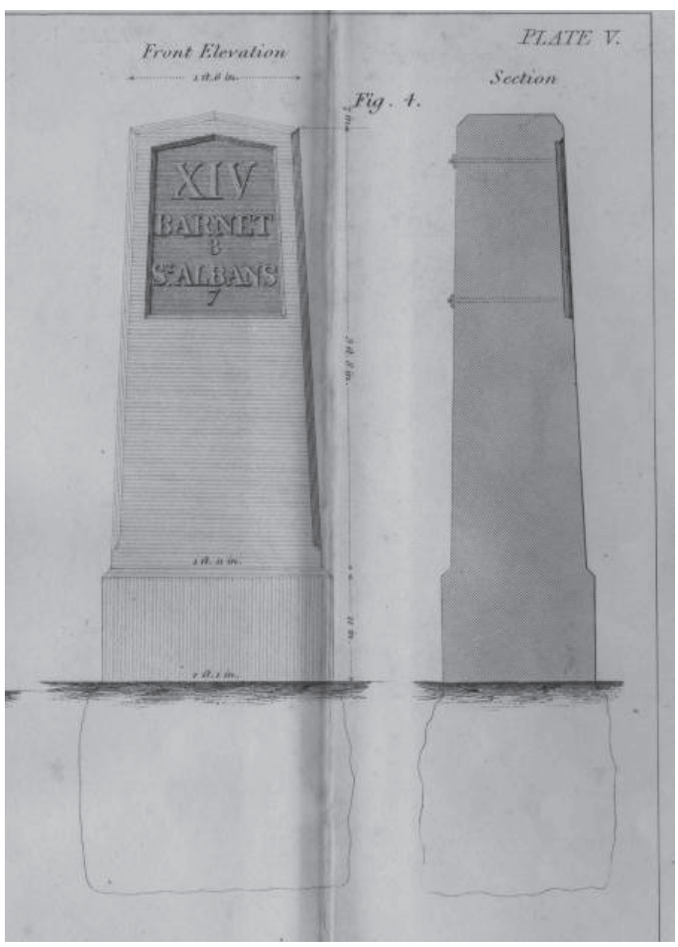


Figure 1: The Milestone Design, Plate V from Parnell (1833).

The design is outlined in Parnell's *A Treatise on Roads* (Figure 1). Sir Henry Parnell had chaired the parliamentary committee overseeing the Holyhead road, and had become a mouthpiece for Telford's methods:

"Milestones are convenient and agreeable to travellers and also useful in enabling coachmen to keep their time with accuracy. They are also serviceable in assisting road surveyors in laying out and measuring work. They should be made of a very hard stone of a light colour; and they should be much larger than they usually are, in order that

they may be readily seen, and have space enough for having on them large figures; for unless the figures are large it is difficult to read them, when going very fast."[7]

Figure 2: An early photograph showing Holyhead 40 (CAE_HH40), exact date and source unknown, illustrating arch behind, painting scheme and height above the road. The stone was moved to the right of the steps in the 20th century.

Holyhead to Shrewsbury

Between Holyhead and Shrewsbury, this was mostly a completely new road. The budget for it included provision of £642 for 107 milestones at £6 each[8]. Because Holyhead was the primary measurement on each milestone, the stones could not be laid in place until the road had been completed and the distance remeasured. The completion of the road between Holyhead and Menai Bridge led to all the milestones across Anglesey and into Bangor, and a few of those on the way to Cernioge being placed in the year ended 1 February 1826[9]. With the bridge opened, the remaining milestones all the way to Shrewsbury were placed in the following year[10]. Their positions are marked in early Ordnance Survey drawings[11].

The design of the milestones followed Telford's specifications. Each had a cast-iron plate specifying, first, the mileage to Holyhead. In Wales, there then followed the distances to the nearest coaching stops along the way, out of Mona, Bangor, Capel Curig, Cernioge, Corwen, Llangollen, then Chirk Bridge at the boundary into England. On the English side of the border, distances only to Holyhead and Shrewsbury ('Salop') were shown, with no mention of Chirk Bridge or the intermediate stop of Nesscliffe. Lettering in the cast iron plate was to a consistent design throughout. An interesting idiosyncrasy is that the number 6 is always inclined to a little to the right of the vertical, possibly to help distinguish it from a 5.

The improved design of the road shortened its length, such that only 106, not the budgeted 107, were required. They were delivered at £2 a piece at Menai Bridge, plus the cost of haulage to their eventual location at 10½d to 12d per mile[12] – and their total cost came in under the budget.

Holyhead to Shrewsbury, inspected in September 2017

The history and archaeology of the road in Wales (i.e. Holyhead to Chirk) is detailed in depth in Thomas *Telford's Holyhead Road: The A5 in North Wales* by Quartermaine, Trinder and Turner, following a study which led to the Welsh Government deciding to preserve this road as an 'Historic Route'. Brown signs mark this along its length, and a decision was taken in 2003 to replace the few milestones that were missing and to install reproduction plates where the stone was still there, but had lost its plate.

Table 1 (for Wales) provides something of an update on Quartermaine et al., arising from inspection of the road in September 2017, and Table 2 (for England) continues onwards to Shrewsbury. There are very many fine examples of these milestones to be found (for example, Figure 3).

Figure 3: Holyhead 37 (CAE_HH37) A prominent milestone close to the summit of the road in Snowdonia

In Wales, the stones which weren't there at the time of the Quartermaine survey have indeed been replaced – but with one exception. This is the two-mile stone, whose original location would have been where the former Anglesey Aluminium plant now stands. The road was diverted around the site in the 1960s, it perhaps being understandable that there was no correct position on a diverted road to site a replacement. The reproduction plates are generally a little better in their

condition than the originals, bearing a close enough affinity to look authentic, but distinct enough that they can be told apart.

Fourteen milestones retain, in whole or in part, the arch in the roadside wall which provided a backdrop to the milestone and drew more attention to it. These appear enough, and in such diverse places, that they must have been an original and distinctive feature of the road: what Quartermaine et al. call a "Telford arch". Where it occurs, the arch stands forward of the roadside wall by an inch or two, with the milestone itself then standing forward of the arch. The survival of the arch is strongly indicative that both wall and milestone have survived together in these places. The best example of the Telford arch, together with one of the best-preserved milestones, is at six miles from Holyhead, where the arch itself, built from the local greenschist, introduces a taste of the vernacular to complement the standardisation of the stone (Figure 4). Most remaining arches belong in a boundary wall, but Figure 5 shows one incorporated into a retaining wall.

Figure 4: Holyhead 6 (ANG_HH06) One of the best stones and the best-preserved 'Telford arch'

Figure 5: Holyhead 79 (DEN_HH79) 'Telford arch' embedded in retaining wall

Figure 6: Holyhead 81 (DEN_HH81) Replacement plate, paint worn away, and part hidden by hedge

A sample of milestones were measured, and the only obvious degree of variation between them was in the depth (front to back) of the stone. If the Parnell diagram was all to scale, the depth of the stone near its apex would have been 12 inches, but milestones observed in the field varied from 10 to 14 inches, probably indicative of limitations imposed by fissures in the source rock. The other distinctive feature observed in the field is the ribbing: narrow grooves carved into the face of the milestone, perpendicular to the edge of the plate all round. On the better-preserved stones, this can be seen over the whole pattern, but this is a feature that has been much affected by weathering and is not always as clear over the whole stone, although never completely absent.

Most of the Welsh stones' plates would last have been painted in 2003. In most cases, rust is now showing through the white lettering, and a few are worse, with the paint almost completely worn away on one or two of them (Figure 6). In places, it looks like somebody has adopted a milestone and has decided to repaint, but it's hard to be completely in favour of this when they've made changes to the

painting scheme. In the case of the 8-mile stone at Bryngwran, it's only painting bolts white and the stone bevel black, but in Chirk, the 83-mile stone has been painted black on white, the scheme adopted in England, when it's in Wales, so completely reversing the colour scheme[13].

The gazetteer of milestones in Quartermaine et al. concludes that 17 milestones had been moved from their original position. They do not say why they came to this conclusion for each stone, nor in what direction the stone has been moved. There is an important distinction to be drawn between a stone moved longitudinally along the road, and a stone moved otherwise. If moved along the road (e.g. Figure 7), the mile measurement is wrong; on the other hand, a stone could have been moved further sideways or upwards in the course of a road improvement or wall repairs, but without affecting the mileage, at least as it measures the length of the original road. The assessment in Table 1 of the placement of the milestones draws on their positions as shown on historic maps, observation of their immediate context in surrounding walls, and measuring the distance along the road to the next stones. The conclusion is that only five are out of position along the road, and another ten have moved less significantly, some since the time of the earlier assessment.

A small number have been raised vertically. Although designed to stand high above the road, where milestones remained in place, successive layers of tarmac over the years have raised the height of the road to the extent that less of the milestone is visible – some even with a part-buried plate. Those that have been raised restore something of their original prominence. The 27-mile stone, although not an exemplary specimen, is nevertheless the one which best illustrates the original height, having been put back that way by the side of a path on a disused section of the road (Figure 8).

Figure 7 (above): Holyhead 65 (DEN_HH65) Replacement plate, and moved along the road from its original position since Quartermaine, but nicely juxtaposed.

Figure 8 (right): Holyhead 27 (CAE_HH27) Replacement plate, and standing now on a public track, once the course of Telford's road, this has been reinstated at its original height above ground.

Ireland

Telford's road to Holyhead connected with the ferry, then running into Howth harbour, where the road continued to Dublin. Nine milestones were laid along that road by 1829.[14] These record the mileage respectively to Howth and Dublin Post Office, and have the same characteristic oblique number 6, but are not made of the same stone. The milestones from P. O Dublin 1 to 9 still stand in position[15].

London to Shrewsbury

The story of the milestones east of Shrewsbury is more complex. Telford had intended that stones to an identical design should eventually mark the road all the way from London to Shrewsbury as well. However, in England he was mostly improving roads which already existed, under a series of turnpike trusts, and which generally already had their own milestones. Telford did not have untramelled control of the road,

but had to work alongside the existing turnpike trusts.

He had more influence where he had built new stretches of road, and by 1829 he had placed two new milestones on the new stretch of road east of river Ver from St Albans to Pondyards; this was also when he declared that they were "a specimen of such milestones as should be placed all the way between London and Shrewsbury, that is, as to size, shape, hardness and whiteness of stone"[16]. Questioned in Parliament about using exactly the same Anglesey stones, he confirmed that these were indeed the Red Wharf Bay limestone, and had been carried by sea to London, then onwards to St Albans[17]. Two of these survive today, on the A5183 north of St Albans[18]. They are indeed of the same rock as the North Wales milestones, and the same dimensions. Their cast-iron plates have not survived, although the bolt holes can be seen, with the mileage now painted on the face of the stone. When inspected in April 2018, HE_LH22 (Figure 9) had been dislodged slightly to the right of vertical, but this had the advantage of revealing a portion of the stone which ought to have been below ground level; this was seen to be an irregular mass, reaching beyond the base of the milestone itself, very much as shown in the Parnell diagram.

The following year, Telford placed three new milestones along the new length between Chipping Barnet and South Mimms (now mostly the A1081).[19] These would have included the stone of Figure 1 at South Mimms, approximately NGR TL22420103. There is no sign of these milestones today.

By 1833, milestones had been placed between Stony Stratford and Dunchurch[20]. After Telford's death in 1834, his role as engineer from London to Shrewsbury was taken by John Macneill[21]. Macneill was not satisfied with the milestones placed in 1833, commenting in 1835 that "the 66th milestone would be improved if the superfluous stone was cut from its back"[22], and in 1837 that "The new milestones which have been placed on this Trust are not properly formed; they have now a very unfinished appearance."[23]. No more details are given as to what exactly was wrong, nor what was done about it, and it is necessary to look to the surviving milestones for interpretation. These would appear to survive as twelve milestones[24] along the present-day A5 and A45 – and there are two distinct types of stone. NR_LH63 and 64 (for example) are made of a yellowish sandstone, not as hard as Telford's ideal, as is evident from the damage suffered by these from knocks over the years. The next two, NR_LH65 and 66, are another sort – a hard pink granite which has well maintained its form. As to Macneills's comment about the "superfluous stone", the present-day NR_LH66 doesn't obviously have it, but certainly NR_LH71,
another pink granite stone, does (Figure 10). This stone has been marked on both sides with vertical

Figure 9: (left) London 22 (HE_LH22) One of the two remaining Anglesey limestone milestones east of Shrewsbury

Figures 10 and 11 (above: London 71 (NR_LH71), side view: possibly an example of superfluous stone? Front view: Tarver foundry mark at base of plate.

cuts, as if this had been the unfinished stone, and a craftsman was about to dress it down to a consistent depth – although doing so would have rendered it thinner than all the other Telford stones. Two distinct rock types suggest that one might be what Telford placed in 1833, and the other was what was replaced by Macneill after 1837: but it is not clear which style is which.

Because milestones have generally been buried by a risen road, it is not always possible to tell their intended height, but for NR_LH71 the base can be seen and the stone is the four feet six inches height specified by Telford. Most of these stones have lost their plates, but for both styles, the recess in the stone and the holes for the bolts indicate their dimensions – and here the design had changed. The milestones west of Shrewsbury and those in St Albans are as in the Parnell diagram: a plate wider at its base than at its shoulders, with boltholes at the bottom twelve inches apart. The Northamptonshire stones would accommodate only a smaller plate with parallel vertical sides, with boltholes eleven inches apart.

All but two of these Northamptonshire milestones have lost their cast-iron plate. NR_LH71 has LONDON 71/DAVENTRY ½/TOWCESTER 11½/MILES, bearing a foundry mark of Tarver, Daventry (Figure 11). The style of lettering matches neither the Welsh stones nor the Parnell diagram, but it is still painted in Telford's white on black scheme. The next milestone, the other side of Daventry, originally headed London 72, but now recorded by the Milestone Society as NR_DVBM01 (rather than NR_LH72), is another pink granite stone with a plate BIRMINGHAM 37/DAVENTRY ½/ DUNCHURCH 8/MILES. This one is not original: there is no founder's mark, it starts with Birmingham rather than London, and Ordnance Survey maps up to 1925 record the mileage to Dunchurch shown on this stone as being 7½, not 8.

In his last report in 1834, Telford had reported milestones put up from Dunchurch to Birmingham, and milestones were prepared, but not yet put up, for the Birmingham and Wednesbury Trust,[25] and it can be deduced from Macneill in the following year that those milestones were then put up. Today, no surviving milestones of this type are recorded by the Milestone Society west of Dunchurch. Reaching Wednesbury would take the milestones into the historical boundaries of Staffordshire, and Higgins has suggested milestones to Telford's model were laid along the Holyhead road all the way through Staffordshire, although none survive:[26] yet there is no record in the Parliamentary reports of them having been laid.

In 1836-7, new milestones were placed along the Hockliffe and Stratford Trust, in Buckinghamshire, said by Macneill to be "similar to those designed by Mr. Telford, and used on the Welsh Road"[27]. Ten of these remain[28]. All of them have a later replacement plate[29], although Falconer recorded in 1980 that BU_LH44 (Figure 12) had at that time the mark of Tarver's foundry[30]. The replacement plates fit the same recess and boltholes in the stone, from which it can be seen that these, too, were the smaller plate with parallel sides seen in Northamptonshire. Four of these milestones[31] are of a red gritstone, with the gable-end shape characteristic of the Telford design. The remaining stones on this stretch are a shapeless white granite, except BU_LH51, a brown sandstone which may be a reused 18th century milestone. Because only the red gritstones bear the benchmarks marked on early maps, these four are all that is left of the "similar" stones placed in 1836-7.

Figure 12: London 44 (BU_LH44) The benchmark indicates that this is the original stone laid in 1836-7 but the alloy plate has replaced the Tarver Foundry plate described by Falconer

The Tarver foundry mark appeared both in Buckinghamshire and Northamptonshire stretches of the Holyhead road, and appears on other milestones in the Midlands[32]. This belonged to Nathaniel Tarver, recorded as an Ironmonger and Founder at Sheaf Street, Daventry in 1830[33] and still there in the 1841 Census. He was succeeded at the foundry by his son James who went on to specialise in agricultural machinery. Sheaf Street happens to be on the original London to Holyhead road; the site of the foundry is now marked by nearby Foundry Place and Foundry Walk.

After 1837, there are no more reports of the erection of milestones. However, in the seventeenth report

of the Commissioners, dated July 1840, the detailed description of the condition of the road (part of all their annual reports) for the first time refers to each section of the road relative to milestones from London, all the way up to the 150th, just outside Shrewsbury[34]. It may be inferred that milestones giving whole number miles from London had been erected all the way across Staffordshire and onwards to Shrewsbury by then. But were these to Telford's design?

There is a clue at the Shrewsbury end. Between Shifnal and Shrewsbury, there once stood a series of milestones corresponding to whole number miles to Shrewsbury: they are indicated on OS First Series map of 1833, which also shows the road following the course of the Roman road over the summit of Overley Hill. These milestones were used as reference points in the Parliamentary reports up to 1835[35]. A new stretch of road, by-passing the summit of Overley Hill, was completed by the Commissioners by December 1835[36]. Maps after this date show a new series of milestones between Shifnal and Shrewsbury with whole-number mileages from London (being a whole number and a fraction – 6 furlongs – from Shrewsbury), and which followed the diverted course of the road. A number of these still survive[37]. These milestones must have been placed after the diversion was built in 1835, and were in place by 1840 to have been referenced in the Commissioners' seventeenth report. These are short cast-iron posts (Figure 13) which do not conform at all to Telford's milestone design.

Figure 13: London 150 (SA_SFSB17). Probably one of the series laid by 1840 between Shifnal and Shrewsbury. Not the Telford design.

Survival of the Telford Design

Although Telford had aimed to place standard milestones along the whole length of the road from London to Dublin, that was never achieved. Table 3 summarises the evidence. Of a potential 265 milestones, it appears that 120 were laid to the original design. The road through Wales remains the most distinctive mark of Telford's work, all the way through – not just milestones, but also the tollgates, depots, walls and, most of all, the gentle curves and gradients of the roadway.

The Parliamentary questioning in 1830 may have caused some rethinking of the milestone design. Although Telford had robustly defended his design, and the choice of stone all the way from Anglesey, there could have been pressure to go for something more economical. From 1833, a degraded design was introduced, involving a smaller plate and stones to a lower specification; probably a further 67 of these were laid. Telford died in 1834, then between 1837 and 1840 it seems that his design was quietly abandoned, with cast iron mileposts put up in Shropshire east of Shrewsbury. The very fact that the engineer stopped reporting that they had been put up makes it more likely that he did not want to admit to the change of practice.

A few tributes to the design remain, close to Telford's road. Milestones along the Dublin to Malahide road, branching off the Howth road, are near-identical. In Wales, ANG_BSMB01-04, placed in 1828 when the road was turnpiked and connected to Telford's road at Menai Bridge[38], were again made of the Anglesey limestone, although lacking a plate, and copy the gable-end shape. In 2007, to commemorate the 250th anniversary of Telford's birth, the Institution of Civil Engineers placed a series of plaques at Telford's major engineering works, all mounted in a reproduction of the original milestone design.

Preservation and Conservation

Milestones survive, first, because of their solidity and resilience, and the Telford milestones, each weighing 23 hundredweight, weren't going to disappear quickly. It requires deliberate action to dispose of a milestone, and the second line of defence has been that landowners and highway authorities have generally been respectful of the milestones and their history. Thirdly, milestones may be protected and promoted by national as well as local conservation authorities.

In more recent times, there has been renewed interest in the history and archaeology of this road. At the time of the survey by Quartermaine et al., of the 83 milestones in Wales, five could not be located, one was badly damaged, and another was temporarily stored in a highways depot. Their work, and the

interest shown by the Welsh Government in the historic features of this road, led to official action to preserve and conserve them. A number of milestones had the stone intact, but were missing the plate; here replacement plates were commissioned and re-attached to the stone. The milestone in the highways depot was reinstated. Missing milestones, and the one badly damaged, were replaced by a reproduction made to the same dimensions, again with a reproduction plate. The reproduction plates can all be distinguished from the originals, bearing the year '2003' at the top. At the same time, the painting scheme of the plates was standardised to white letters on a black background, closer to Telford's original.

However, CADW, the listed building authority in Wales, has not consistently followed the criteria outlined by Quartermaine et al.: "If the milestone retains its original cast-iron plate, it is listed. If not it has been omitted from the list"[39]. As Table 1 shows, of the 42 milestones with original plates, only 34 have been listed, while two with replacement plates have, inexplicably, been listed. There are no obvious reasons in relation to the condition of each to justify the differences.

In England, there has been a less systematic approach to their preservation. One of the milestones (Holyhead 96) has been preserved at Blists Hill Museum next to the re-erected Shelton tollhouse, another (Holyhead 105) has a remade plate. A replacement (Holyhead 90) has appeared in recent years, but not to quite the same dimensions. These appear to be the result of isolated initiatives, not a concerted campaign.

Remaining milestones with original plates along the road in Shropshire are listed, except for two. As in Wales, there is no obvious reason for the omission. More worrying, one of the listed milestones is just not there, and probably has been absent for around thirty years, since the road was improved; it is believed to be on nearby land. This has been reported to Historic England, but it does question the value of listed building status if one can disappear without action being taken.

Other features require more recognition in the listed building system, because they are important characteristics of the original road, but are now rare or at risk. In Wales, the 'Telford arch' is a distinct feature, but most, such as that of Figure 2, have long since disappeared. Others are preserved only in part. The more distinctive arches, such as Figure 4, deserve to be protected. In Hertfordshire, HE_LH21 and 22 may have lost their plates, but are the only remnants of the Anglesey limestone transported all this way to fulfil Telford's vision. Also worthy of special protection is NE_LH71, the very last milestone on Telford's road to retain a Tarver foundry plate, and, appropriately enough, just down the road from the foundry site.

Such recognition could be within the listed building system. Every single milestone deserves also to be recorded in the Historic Environment Records maintained by the archaeological trusts or Planning authorities. Many are, but there are gaps.

As for milestones generally, these are often neglected by the highway authorities, because they are no longer an essential feature of the road. Damage goes unrepaired, paint is allowed to peel, plates start to rust, and vegetation encroaches on the milestones such that they are no longer visible. The recognition given to the history of the road in Wales, and the 2003 replacement of missing plates or stones, means that these are still usually better preserved. The milestones along the detrunked A5 in Anglesey, the oldest of them all, are also the best part of the series exhibited today.

Sadly, many plates have disappeared, some possibly plundered for their metal content, some for souvenir value. The nature of the damage to some stones suggests somebody trying to chisel out the plate, yet it is not possible to conclude detached plates were unlawfully acquired. One of the original plates is recorded by the Milestone Society as DEN_HH75a, exhibited in a private café (with black paint on a white background). Other have been sold at private auctions[40].

The painting scheme for the Shropshire plates is black letters on a white background; there has been no concerted effort to revert to the authentic scheme, as in Wales, and the painting of individual milestones owes more to local initiatives than a plan for the whole. Many were difficult to find, and when eventually located, found to be enclosed by ivy or hedging. Even after a repeat visit, SA_HH103 was not located for this exercise, because of an overgrown hedgerow.

Arising from the research outlined here, findings have been fed back to the conservation authorities and to the various highway authorities. Response so far has been variable, but at least they cannot plead ignorance of the condition of their historic milestones.

Reference	Type	Listing	Stone	Plate
ANG_HH01	O		2 BM	WS 2
[2 miles]	X			
ANG_HH03	O L	20073	1	WS 2
ANG_HH04	O M	19232	1	WS 2
ANG_HH05	O	20417	1 V	WS 2
ANG_HH06	O A	19493	1 BM	WS 2
ANG_HH07	O A		2 BM V	WS 2
ANG_HH08	O	20511	1	WM 1
ANG_HH09	O	20512	1	WS 2
ANG_HH10	RP	20513	2	WS 2
ANG_HH11	O A	20517	3	WS 2
ANG_HH12	O		1 V	WS 2
ANG_HH13	O	21076	1	WS 2
ANG_HH14	O A	21077	2 V	WS 2
ANG_HH15	O M	21078	1	WS 2
ANG_HH16	O M		1 BM	WS 2
ANG_HH17	O A	20613	1 V	WS 2
ANG_HH18	O A	20614	1	WS 2
ANG_HH19	O M		1	WS 2
ANG_HH20	O M	19661	1 BM	WS 1
ANG_HH21	O	19663	1	WS 2
ANG_HH22	O	18559	1 V	WS 1
CAE_HH23	O		1	WS 2 D
CAE_HH24	RP		2 BM	WS 1
CAE_HH25	RP		1 BM	WS 1
CAE_HH26	RS		1	WS 2
CAE_HH27	RP M		3	WS 2
CAE_HH28	O		1	WS 2 D
CAE_HH29	O A	18383	1	WS 2
CAE_HH30	O A	18379	1 BM	WS 2
CAE_HH31	O	22921	3	WS 2
CAE_HH32	RP		1	WS 2
CAE_HH33	RP	22922	1 BM	WS 2
CAE_HH34	O	22923	1	WS 2
CAE_HH35	RP		1	WS 2
CAE_HH36	O	17822	2	WS 2
CAE_HH37	O	17820	1	WS 2
CAE_HH38	O	17823	3	WS 2
CAE_HH39	O	17818	1	WS 2
CAE_HH40	O L	17821	1	WS 1
CAE_HH41	O A	17819	1	WS 1
CAE_HH42	O	17824	1	WS 1
CAE_HH43	O	17833	2 BM	WS 2
CAE_HH44	O	17829	1	WS 2
CAE_HH45	O M	17828	1	WS 2
DEN_HH46	O		1 V	WS 1 D
DEN_HH47	O	18788	1 BM	WS 3
DEN_HH48	O	18789	1	WS 3
DEN_HH49	RP L		1	WS 2
DEN_HH50	RP		2	WS 2
DEN_HH51	RP		2	WS 2
DEN_HH52	RP A		1 BM	WS 2
DEN_HH53	RP		1	WS 2
DEN_HH54	RP		1	WS 2
DEN_HH55	RP		1	WS 2
DEN_HH56	RP		1	WS 2
DEN_HH57	O	19340	1	WS 3 D
DEN_HH58	RP		1	WS 2
DEN_HH59	RP		2	WS 3
DEN_HH60	RP		2 V	WS 2
DEN_HH61	O L	19597	2 V	WS 3
DEN_HH62	RP		2	WS 1
DEN_HH63	RP M		1	WS 2
DEN_HH64	RP A		1	WS 3
DEN_HH65	RS M		1	WS 2
MER_HH66	RP		2 BM	WS 2
MER_HH67	RP		2	WS 2
MER_HH68	RP		2	WS 2
MER_HH69	RS		1 V	WS 1
MER_HH70	RP A		1	WS 2
MER_HH71	RS		1	WS 1
MER_HH72	RP		1	WS 1
MER_HH73	RP M		1 BM	WS 2
MER_HH74	RP		1	WS 2
DEN_HH75	RP		2 BM	WS 2
DEN_HH76	RP		1 BM	WS 2
DEN_HH77	RP		1	WS 3
DEN_HH78	RP		2 BM	WS 2
DEN_HH79	RP A		3 BM	WS 2
DEN_HH80	RP A		1 BM	WS 4
DEN_HH81	RP		2 V	WS 4
DEN_HH82	RS L		1	WS 1
DEN_HH83	O	20236	2 V	ES

Table 1: Holyhead to Chirk, surveyed September 2017.

Table 2: Chirk to Shrewsbury, surveyed September 2017

Reference	Type	Listing	Stone	Plate
SA_HH084	O	1054207	1	ES 1 D
SA_HH085	O M		2	ES 3
SA_HH086	O	1054220	1 BM	ES 1
SA_HH087	O	1177490	2	ES 1
SA_HH088	O		1 V	ES 2 D
[89 miles]	X			
[90 miles]	RS M		1	ES 1
SA_HH091	O	1054264	1	ES 1
SA_HH092	X	1054263	Missing	
SA_HH093	O	1367379	2 BM	ES 1
SA_HH094	O	1054233	1	ES 1
SA_HH095	O	1307291	1 V	ES 3
[96 miles]	Relocated to Blists Hill Museum			
SA_HH097	O	1055141	2 V	ES 2
SA_HH098	O	1175339	1 V	ES 3
SA_HH099	O	1366915	2	EM 2
SA_HH100	O	1175650	1	ES 3
SA_HH101	O	1366942	2	ES 3
SA_HH102	O	1366941	2 V	ES 3
SA_HH103	O	1055182	Not found	
SA_HH104	O	1174516	1 V	ES 3
SA_HH105	RP M		2	ES 2
SA_HH106	O	1270527	2	EM 2

Key to Tables 1 and 2

Type:
O original
RP reproduction plate
RS reproduction plate and stone
X missing
L moved longitudinally (mileage not correct)
M moved otherwise
A surviving arch (all or part) in wall behind

Listing:
If listed, CADW (Table 1) or Historic England (Table 2) reference; if no listing, left blank

Stone:
1 very good
2 some damage
3 extensive damage
BM benchmark inscribed
V overgrown (all or part) by vegetation

Plate:
WS Wales standard paint
WM Wales modified paint, ES England standard paint
EM England modified paint
1 very good
2 some deterioration
3 extensive rust
4 paint hardly present
D damage to plate or bolts

Table 3: Summary Timeline of Telford's milestones

Year ended	Milestone headings	Design	Road Stretch	Original stones remaining	Original plates remaining
1826 and 1827	Holyhead 1-22	Standard, Anglesey Limestone	Holyhead to Menai Bridge	21/22	20/22
1827	Holyhead 23-106	Standard, Anglesey Limestone	Menai Bridge to Shrews-bury	76/84	40/84
1829	P. O. Dublin 1-9	Standard, granite	Howth to Dublin	9/9	9/9
1829	London 21,22	Standard, Anglesey Limestone	St Albans to Pondyards	2/2	0/2
1830	London 12-14	Standard, Anglesey Limestone	Barnet to South Mimms	0/3	0/3
1833 and 1837	London 52-79	Smaller plate, pink granite or yellow sandstone	Stratford and Dunchurch Trust	11/16	1/16
1834	London 80-109	Not known	Dunchurch to Birmingham	0/30	0/30
1835	London 110-115	Not known	Birmingham to Wednes-bury	0/6	0/6
1837	London 37-51	"Similar": small plate, red gritstone	Hockliffe and Stratford Trust	4/15	0/15
1840	London 137-150	Cast-iron posts: not Telford design	Shifnal and Wellington Trusts	Not applicable	

Conclusion

Telford's far-sighted idea of a consistent series of milestones, marking the distances all the way from London to Dublin, was never fully achieved: at best, 70% of the road was covered – but including complete coverage from Shrewsbury to Dublin. The degradation of the design, and its later abandonment, are regrettable: perhaps a response to the declining importance of the highway as the railway network developed.

On the whole, Telford's milestones between Shrewsbury and Dublin have survived well, a testament to their inherent robustness and the respect paid to them over generations. The work done in 2003 serves well to complete the record in Wales. In England, there has been little co-ordinated effort to conserve these, and the significance of the stones in St Albans and Daventry has not been fully appreciated. Much could be done to improve the records of the listing authorities (CADW in Wales, Historic England in England) in relation to both consistency and accuracy, which will help to preserve these milestones for future generations. Finally, efforts must be made, maybe by highway authorities, maybe by local people interested in conservation, to secure that the milestones remain visible, when vegetation threatens to grow over, and paint renewed from time to time.

Endnotes

[1] British Parliamentary Publications (BPP) (1830) X.131, p.25

[2] Jamie Quartermaine, Barrie Trinder and Rick Turner (2003) *Thomas Telford's Holyhead Road: The A5 in north Wales*, p.124

[3] Julian Glover (2017) *Man of Iron: Thomas Telford and the Building of Britain*, p.269

[4] Imperial measurements are used throughout this article, for consistency with the road's design.

[5] Analysis of the paint by Quartermaine et al. concluded that the original paint was black all over, with contrasting white for the lettering being introduced only when this became widely available after 1850 (op. cit., p.70) but a contemporary report at BPP (1835) XXXVI.271 p.7 refers to a contrasting colour, which may not have been brilliant white.

[6] Glover (2017) op.cit., p.272

[7] Henry Parnell, Bart. (1833) *A Treatise on Roads*: wherein the principles on which roads should be made are explained and illustrated by the Plan, Specifications and Contracts made us of by Thomas Telford Esq., on the Holyhead Road, p.225. The words in Parnell's book paraphrase Telford himself at BPP (1831-32) XXIII.573, p.6.

[8] BPP (1825) XVIII.369, p.2

[9] BPP (1826) XI.47, p.10; BPP (1826) XI.97, p.5

[10] BPP (1826-27) VII.61, p.6-7

[11] British Library Ordnance Survey Drawings: OSD340D/26 Durrant (1832-36) Llangollen; OSD340G/26 Giles (1835-36) Cyrn y Brain; OSD330/14 Dawson (1832-32) Oswestry; OSD320/26 Stevens (1817-27) Shrewsbury. Drawings west of Llangollen predate the placing of the milestones.

[12] BPP (1830) X.131 p.25

[13] The outcome of a well-meant bit of conservation by the local authority. Contacted by the author, they intend to revert to the historic painting scheme "when money allows".

[14] BPP (1829) V.103 p.17

[15] For example, http://www.buildingsofireland.ie National Inventory of Architectural Heritage, Reg. No. 11358047

[16] BPP (1829) V.103, p.11

[17] BPP (1830) X. 131, p.25

[18] Milestone Society references (MS) HE_LH21 and HE_LH22

[19] BPP (1830) X.131 p.6; BPP (1831-32) XXIII.573 p.6

[20] BPP (1833) XVII.437, p8

[21] BPP (1835) XXXVI.271, p.3

[22] ibid., p.19

[23] BPP (1837) XXXIII.195, p.8

[24] MS NR_LH63, 64, 66-71 and NR_DVBM01 (i.e. London 72), WA_DVCV05-07 (i.e. London 76-78). Only a sample were inspected for this article.

[25] BPP (1834) XL.147, pp.7-8

[26] J. Higgins (2008) *Sylloge of Mile Markers in Staffordshire*, pp.9,22

[27] BPP (1837) XXXIII.195, p.7

[28] MS BU_LH42 to BU_LH51

[29] Plates are of alloy, not cast iron, and do not have the same legend as had been recorded on Ordnance Survey maps

[30] Keith Falconer (1980) *Guide to England's Industrial Heritage*, p.48

[31] MS BU_LH42, 44, 45, 49

[32] MS WA_SHDV03, WA_SHDV05, WA_SHWA02

[33] *Pigot's Directory* 1830, p.612

[34] BPP (1840) XXVIII.465

[35] BPP (1835) XXXVI.271, pp 34-35

[36] BPP (1836) XXXVI.403, p. 8

[37] MS SA_SFSB04, 06-08, 15-17

[38] CADW listing details, references 18552, 81138, 81139

[39] op. cit., pp. 121-2

[40] For Holyhead 56 and 59, see David Viner (2017), Sale of mileplates from Telford's A5 in North Wales: old and new at Cerrigydrudion in Conwy *Milestones & Waymarkers* Vol. 10, pp 43-4; Holyhead 79 appeared for sale in 2016, wrongly described as Victorian http://www.ukrailwayana.com/20160005/catalog.htm; Holyhead 81 in 2017 https://tinyurl.com/y7clmsls

Thomas Telford's milestones - an update

David Elis-Williams

Since this article was written, draft copies have been forwarded to the various authorities with proposals for action, and there has been some progress.

In response to proposals made, Historic England have listed SA_HH085 (as list entry 1462384) and SA_HH088 (1462386), both original milestones with original plates. They declined to list HE_LH22, because it does not have its original plate, while an application to list NR_LH71 is still under consideration. In relation to other milestones in Shropshire, already listed, they have amended their listing description, mostly in relation to the stone used and the date of erection. The missing milestone SA_HH092 remains listed as if it was still there, but the Shropshire Historic Environment Record has been updated to record its removal.

Newly listed Telford milestones. Above: SA_HH085 on the A5 at St Martins and left: SA_HH088 north of Oswestry on the B5069 (former A5).

In Wales, Cadw is the listing authority; they have made no changes to listings yet and are looking at updating their descriptions of those already listed in line with the findings of the article.

Contact was made with highway authorities (trunk and county as appropriate). Milestone DEN_HH57 was in a poor condition at the time of the walk: bolts were broken and the plate was falling off the stone. As a result, the North and Mid Wales Trunk Road Agent has taken away the plate and assessing how best to re-attach it.

Meanwhile, in November 2018 an alert member of the Milestone Society spotted three original plates from the North Wales milestones being offered at auction. (See text box below.) This was drawn to the attention of the highways authority, who in turn contacted the auction house and, as a consequence, the plates were returned to the Trunk Road Agent. These were temporarily loaned to the Menai Bridge Community Heritage Trust's Telford Centre, as it happened, when the author was due to speak there about his walk along the A5 and its milestones. This led to him being united with the original plates of DEN_HH52, HH55 and HH70 (pictured on the front cover). The Trunk Road Agent is assessing whether to reinstate the plates in place of the reproductions.

DEN_HH57 on the A5 in Cerrigydruidon.
Photo from the repository

The recovered Telford mileplates and a query...

The three Telford mileplates (pictured left) were being offered by Rogers Jones & Co at their auction to be held on 27 November 2018, at Colwyn Bay Saleroom, North Wales. In addition to the Telford plates (Lot 415) there were two further lots, 413 and 414, each a single milestone plate.. These were also withdrawn from the auction. Below left reads CORWEN / 11 M. 3 F / WREXHAM / 10 M **and right reads** RUTHIN DISTRICT / DENBIGH 3 / 4.2F.

So the question is, where were these last two plates originally located and do backing stones still survive where they can go back in place?

All photos c/o Rogers Jones & Co.

WANTED

EDITOR

Milestones & Waymarkers is the Society's journal which appears on an occasional, typically annual, basis. John Nicholls has been editing *Milestones & Waymarkers* since issue 4 in 2011 (initially jointly with Carol Haines and David Viner) but he is now unable to continue. The Society is therefore looking for someone to take his place so that the publication can survive. Although some technical skill with preparing documents would be a definite advantage, the real need is for the Editor to work with the editorial panel to gather articles from the members and from outside the Society and to assemble and edit those articles which are worthy of publication. If you are willing to help, please contact a member of the editorial panel Carol Haines (ch_miles@yahoo.com), Mike Hallett (mwh@milestonesociety.co.uk), Richard Raynsford (newsletter@milestonesociety.co.uk) or David Viner (dv@milestonesociety.co.uk).

A Yorkshire restoration case study

Jan Scrine

Since the early days of the Society, guidance notes have been provided to share good practice and encourage others to use the appropriate materials and processes in refurbishing milestones. Much of the early work was undertaken by Dr Alan Rosevear, who restored a large number of milestones in the Thames Valley.

With the coming of a new website in 2019, the guidance notes have also been updated in the light of experience and to suit the needs of enquirers, ranging from individuals through parish councils to highways contractors. These notes are necessarily 'one size fits all'; it is recognised that not all circumstances can be addressed individually. For example, coats of Hammerite correctly applied over a well treated and primed surface (not sprayed directly onto thick rust) may well be sufficient on a back lane milepost in a sheltered spot, but it will rapidly deteriorate on a large milepost by a busy main road where it is regularly showered with road chemicals and grit. We've experimented with two-pack epoxy coatings, as used on civil engineering projects, but again unless the preparation is immaculate, the rust will soon leach through. Even powder coating on brand new mileplates (such as the Worcester Cross series) has had disappointing results. So our recommendation of tractor enamels on a well stripped base stands firm.

Rarely however have we had the opportunity to record the casting of a large milepost from scratch, since the efforts of the Staffordshire group some years ago.

The foundry of Brayshaw & Booth at Liversedge in West Yorkshire cast some 620 mileposts at the request of the new West Riding County Council in the 1890s. These were to be "six inches thick, with iron plates, bolted, showing the name of the road, township and mileage to nearest towns". The stone was to come from the Horsforth Quarries and the milestones were to be 6 feet high, set two feet into the ground. The estimated cost would be £2-5-0d each. The contract was awarded to G & F Stead, stonemasons in Mirfield (Gill Stead and his son Frank), who erected 619 stones within 12 months, a prodigious achievement. Over half of these milestones still survive in place, apparently not having been removed or defaced in WWll.

One such was opposite the Wappy Springs Inn, at Outlane, near Huddersfield. (Fig 1) Passing the

Fig 1. The missing 'Wappy Springs' milepost (YW_BHOU04). Photograph from the Milestone Society repository

site in late 2018, Jan Scrine noticed that the milepost and the wall against which it had stood were gone – replaced by the entrance to a new industrial development. Enquiries were made to Kirklees Council, helpfully corroborated by Stan Driver, the former Senior Conservation Officer at the Council, who dug out the site's planning applications. These indicated the presence of the milepost. Other Society members had mentioned it to the contractors in passing, but apparently the milepost had vanished.

Taking the Society's own published advice, the local councillors were contacted and their follow-up supported the efforts of the Senior Highways Design Engineer, who took a real interest in the project. The developers agreed to fund a replica milepost and Stan Driver supplied extremely detailed guidance on size and composition. This was based on a similar milepost nearby, as well as his experience of replacing a series of Brayshaw & Booth mileposts in 2004.

Hargreaves Foundry in Halifax was tasked with the job. They prepared a wooden pattern (fig 2)

and from this a mould (fig 3) made of Furan Resin Sand which came from China. This is a kind of self-hardening sand; after the coating is burned, the surface of the sand mould becomes extremely hard. A model was prepared then the final cast was made and painted (fig 4). The white coating was sprayed on using an AE52 paint system, a two pack polyurethane finish designed to have excellent durability and abrasion resistance – the technical instructions state that 'Substrates must be thoroughly cleaned, dry and free from contaminants, corrosion and grease prior to coating'. The black lettering was AE53, 'A high solids Polyurethane Compliant Finish for general purpose use with good salt spray resistance', applied by roller. The casting bears the name of the foundry and the date 2019.

A backing stone is being obtained and the milepost will be installed near to its original location. The cost of the casting project was £4160 including VAT; the developers are to be congratulated for their willingness to expend this amount to restore the milepost. Thanks are also due to the highways engineer, councillors and local Milestone Society members for their good-humoured persistence in following the matter to its happy conclusion. The Brayshaw & Booth pattern will also be available for any such future projects…

Fig 2. First step - wooden pattern.

Fig 3. The sand mould ready for pour.

Fig 4. The completed milepost

From the Archives - Toll house spotting in Herefordshire

David Viner

Herefordshire correspondent *Tony Boyce* has kindly shared a couple of recent images (spring 2018) of surviving toll houses in the county. Either could easily be overlooked by the casual observer, without Tony's local knowledge, background research, and sense of place – as well as some useful local family connections!

Standing beside the busy A438 Hereford to Brecon road, Old Crow toll house at Willersley is in Eardisley parish (SO 3150 4750), and belonged to the Wyeside Turnpike Trust. The Old Crow name derives from the adjoining farm; looking rather forlorn these days, it used to be occupied by a couple of Tony's wife's aunts!

The toll cottage at Balls Corner has fared less well; unoccupied for some years, it is slowly heading towards dereliction. This half-timbered cottage

known as Ricketts Castle (above), once belonged to Kington Turnpike Trust and stands on the B3455 Kington to Presteigne road (SO 335 607) in Staunton-on-Arrow parish. Balls Corner takes its name from Jack Ball, a roadman who lived there until his retirement into a cottage at Lyonshall, which turned out to be next door to the Boyces!

Roman milestones?

Historic England and county Historic Environment Records refer to the stones placed by the Romans alongside their roads as 'milestones'. The Ordnance Survey in its map of Roman Britain refers to Roman milestones. Many of these stones don't show distances, just an inscription honouring a Roman emperor. So are these artefacts milestones or not? *Milestones & Waymarkers* presents the arguments for and against and leaves the reader to make up his or her own mind.

Roman 'waymarkers' in Britain - a discussion

Ian Thompson

In Britain Roman milestones are NOT milestones!

Introduction

What were once called a hundred years ago collectively 'Roman Milestones' are now accepted by historians to be a more complex mixture of objects. It is not impossible that some were set up at intervals of one mile but there is very little evidence to support this. Some were set up to record road repair or improvement. Some were erected at crossroads, bridges, fords or the crest of a hill as waymarkers. Some have no connection with roads. Almost all still carry traces of an inscription about a Roman Emperor. Collectively, they are now called 'Roman Honorific Pillars', though many people will carry on calling them 'Roman Milestones'!

What is a Milestone?

Members of the Milestone Society should be experts at identifying milestones.

Here is a hierarchical list of tests for being a milestone. The further down the list you get, the more certain you can be that you have a genuine milestone in front of you.

Hierarchy of Identification:

1. It looks like a milestone

2. It has a distance marked on it

3. It has a destination marked on it

4. It is set exactly one mile from another milestone

5. It is one of a group of milestones set one mile apart

6. Documentary evidence states when the milestone was set up and by whom.

Applying these criteria to any historic roadside features studied by Society members will show that boundary stones would meet test 1 only. Guidestones will usually meet test 1, 2 and 3, but fail at test 4. With careful research and fieldwork, many turnpike trust milestones could meet all six criteria.

What is a Roman Milestone?

How did the early historians define a Roman Milestone?

Here is another hierarchy of identification, similar to, but not the same as the hierarchy of identification for the stage coach era milestones above.

Hierarchy of identification:

1. It looks like a Roman Milestone

2. It has an inscription to a Roman Emperor

3. It has a distance in Roman Miles (MP)

4. It has a destination

5. It is set exactly one Roman Mile from another Roman Milestone

6. Documentary evidence.

If research could find Roman stones which met these criteria, it would be right to call them milestones. Unfortunately, research for British examples of Roman stones shows that in the huge majority of cases only the first two criteria are met - 'it looks like a Roman Milestone' and 'it has an inscription to a Roman Emperor'. Furthermore, criterion 6 is never met. There seems to be no contemporary documentary evidence for Roman milestones in Britain.

In 2012 in *Milestones & Waymarkers* Volume Five John Higgins made an excellent job of setting out the facts about what we call 'Roman Milestones'. In Britain, John found 95 surviving examples, but only eight recorded a distance (that's less than

Fig 1. Map of Roman Britain SW with milestones arrowed in red.

10%), so by a very basic definition the other 87 are not milestones. Nor can it be shown that they were set up a Roman mile apart, because almost none are in their original Roman location.

John showed that most of our surviving examples date from the late 3rd and early 4th centuries AD. This was a time of tremendous upheaval, of schisms, civil wars, rebellion and murder. In the fifty years from 250 to 300 AD there were 58 Roman Emperors!

In February 2018 Jan Scrine and her team published 'The Highwayman', an 8-lesson teaching pack for Key Stage 2 pupils – top juniors. This was brilliant stuff, and a good way to get milestones into the hearts and minds of the next generation.

But what is taught in schools should be correct and up to date. The teaching pack was wrong when it said that in Roman Britain

'In the 1st century AD Roman military roads were constructed. Milestones started to be laid at 1000 (mille) measured double steps.'

Based on John Higgins' article, Jan advisedly changed this part to read:

'Milestones started to be set up. A Roman mile (mille) measured 1000 double steps.'

If no evidence could be found that the Romans erected mile markers in Britain, we should teach our children the truth.

Roman Milestones in the South-West

Figure 1 is part of an old Ordnance Survey map showing Roman features in the south west. This Third edition was published in 1956, so it is hardly the latest thing, but it is a good place to start research. Notice that the milestones are not particularly associated with other Roman finds, and in Cornwall they are nowhere near a road. (The spine road shown as a possible Roman road is a prehistoric routeway as old as our island. There is no evidence today that it was Roman.)

Searching the internet for Roman milestones reveals that Cornwall has five, which is a lot. Devon has two, both at Tintagel in Cornwall! Somerset has one, Dorset has two and Gloucestershire has one. There are lots in Wales.

This article will look first at the Somerset one, then a group close together in South Wales and then one of the Cornish examples. All the Cornish ones are discussed in the 'Cornish Milestones' book (*Cornish Milestones* by Ian Thompson, published in 2013 by Twelveheads Press).

Roman Inscribed Pillar ('Milestone') in Somerset

On the 'Roman Britain' website, the one Somerset example of a Roman inscribed pillar is described as a cylindrical buff limestone pillar found in 1930 in the south bank of a stream near Venn Bridge 5 miles south west of Ilchester near the line of the Fosse Way. It is now in Taunton Museum.

The inscription is given as:

IMP FL VAL SEVERO PI FEL NOB CAES

Which is translated as:

To Emperor Flavius Valerius Severus Pious Faithful Noble Caesar

Roman inscriptions often used abbreviations of words in this way.

Note that there is NO MENTION of a distance or a destination. This stone meets criteria 1 and 2, but no more.

Severus was ruler of the Roman Empire for a very short period:

Following the abdication of the joint emperors Diocletian and Maximian on 1st May AD305, the Caesars Galerius and Constantius I were each promoted to the rank of Augustus, and to replace them Maximinus Daia and Severus were appointed joint Caesars. Severus became 'Augustus in the West' in August 306 following the death of emperor Constantius at York on 25th July. Joint rule alongside Galerius was not to last long, however, for upon the death of Constantius the troops in Britain had proclaimed his son Constantine Emperor in the West and popular support for Constantine forced Severus into abdication during March or April 307. Severus was finally forced to suicide (or was murdered) near Rome on 16th September 307.

So, did Severus only have time to put up one stone along the roads of Somerset?

Or did his efficient successor remove all the rest but miss this one?

And what happened to all the other Somerset 'Roman Milestones' from before and after Severus?

Roman Inscribed Pillars in South Wales

There was a group of Roman stones in South Wales that looked close together on the map of Roman Britain, but this group of five stones were not found at intervals of one mile.

None of them record a distance or a destination.

They are dedicated to SEVEN different emperors (therefore they were not set up at the same time).

From south to north:

SS827822 Pyle Cottage, Pyle, Bridgend

IMP M C PIAVONIO VICTORINA AUG

To the Emperor Caesar Marcus Piavonius Victorinus Augustus

SS816848 Margam

IMP C M CL POSTVMO AVG G

To the Emperor Caesar Marcus Cassianus Latinus Postumus Augustus

SS783873 East of Port Talbot

IM FLA VA MINO INVIC AV GVS

To the Emperor Flavius Valerius Maximinus (Daia) Invincible Augustus

SS7589 New Cut, Port Talbot (One stone with inscriptions on three sides)

IMP C M A GORDIANVS AVG

To the Emperor Caesar Marcus Antonius Gordianus Augustus

IMP CAES DO NO VAL LICIN P F AUG

To the Emperor Caesar Our Lord Valerius Licinius Pious Felix Augustus

IMP C DIOCLETIANO ET MAXIMINO INV AUG G

To the Emperors Caesars Gaius Aurelius Valerius Diocletianus and Marcus Aurelius Valerius Maximinus Invincible Augustus

SS743962 Neath

IMP CES DIOCLETIANO AUG

To the Emperor Caesar Gaius Aurelius Valerius Diocletianus Augustus

In date order

238-244 Gordianus

260-269 Postumus

269-270 Victorinus

284-286 Diocletian

286-305 Diocletian and Maximinus

Figure 2. Completing the plaque by the Roman inscribed pillar at Threthevey.

308-324 Licinius

309-313 Maximinus Daia

It can be seen from the dates of the emperor's rules that these 'milestones' were put up on one stretch of road over a period of 75 years.

Is that any way to 'mark the miles'?

This evidence from South Wales supports the case that these are Roman honorific pillars individually set up at the roadside, not a string of equally spaced distance markers. They are not milestones.

Roman Honorific Pillars in Cornwall

When Stephanie Brewis bought her house near Tintagel she knew it had a Roman inscribed pillar in the back garden. In 2008 and 2009 she worked with Cornwall's Historic Environment Service to have the stone restored and moved to the front of her property where it was much more accessible to the public. Here the finishing touches are put to the new information plaque (see Figure 2). Stephanie was always adamant that it was NOT a milestone. Ann Preston-Jones of Historic England and Cornwall's Historic Environment Service in her report published in 2011 agrees with her and notes the link between the location of four of the five Cornish stones and holy sites or very early church sites, rather than roads.

To quote from the official report: 'It seems a distinct possibility to the present author (Ann Preston-Jones) that four of the Roman 'honorific pillars' (in Cornwall) may be associated with contemporary settlement and may have had a ritual as well as a purely utilitarian or propaganda function. At the date these stones were erected, the Roman emperors were venerated as gods and in this remote outpost of the empire is it impossible that the stones could have marked places of devotion, even shrines, either for Roman officials involved in tax collection or for veneration by the wider populace?'

Grid Ref	RIB No	Emperor	Date	Location
NY4154	2291	Carausius	286-93	About 1 mile from Carlisle
NY4154	2292	Constantine I	307-37	Same stone inverted
NY4449	2289	Gordian	238-44	About 5 miles from Carlisle
NY4646	2288	Constantine I	307-37	Hesket (Lost)
NY4938	930	Victorinus	269-71	Voreda
NY5329	2285	Constantine I	307-37	Brougham Castle
NY6226		No inscription		Temple Sowerby
NY6821	2284	Philip and Philip	244-49	Hangingshaw
NY9012	2282	Carus	282-83	Rey Cross
NZ0813	2279	Gallus & Volusianus	251-3	Greta Bridge

Roman Inscriptions of Britain (northern England)

Perhaps the Welsh roadside markers too were wayside shrines to different emperors?

The North of England

There are quite a few 'milestones' recorded by *Roman Inscriptions of Britain* (RIB) in the north of England. Research for the current article focussed on the 'milestones' along an important road in Roman times, running between Carlisle and Catterick.

The Road from Carlisle to Catterick

In summary:

9 stones in 84 Roman miles (77 statute miles). Roman mile = 0.92 statute mile.

None have distances.

9 emperors. Erected over 100 years between 238 and 337A.D.

Once again, there is nothing here to suggest that these have anything in common with the coaching age milestones studied by the Milestone Society.

Three stones were erected to the same emperor, Constantine, who reigned for 30 years. How do they compare?

They are respectively 8 miles and 11 miles apart (statute miles).

Their inscriptions are quoted as follows

RIB2292 (About 1 mile from Carlisle)

ELVA / CONS / TANT /NONOB /CAES

RIB2288 (Hesket)

IMPC / FLVAL / CONS /TANTI / NO PF / INV / AVG

RIB2285 (Brougham Castle)

IMP / C.VAL / CONST / ANTONINO / PIENT / AVG

The same emperor's name can be picked out in each inscription, but the rest of the inscriptions are different, with different titles. This suggests they were NOT put up at the same time in his long reign. These are not the fragments of a long run of similar milestones, but individual monuments erected at different times to honour the emperor.

…...oooo0oooo……

Portugal

Roman milestones found at Braga, Portugal (From Wikipedia)

The Via de Braga a Guimarães (Distance 22km on the modern N101) was constructed during the first half of the 1st century A.D. The road and its associated five raised bridges connected Guimarães and Bracara Augusta (Braga) then one of the most important urban nuclei in the region. From 41 B.C. milestones were made with inscriptions to various Roman emperors.

The milestones were classified in 1910 by Martins Capela in his examination of the milestones of Conventus Bracaraugustanus collected in 1895. Capela inventoried a group of 21 milestones or fragments, but there is no evidence of where they originated. This included 20 found in the Campo das Carvalheiras in Braga and one near the Church of Freixo, in Marco de Canavezes.

21 milestones from 22 km of road. 22km is 15 Roman miles. That's a lot of milestones! None were found in situ, but it would suggest that some must have superseded others, or that they were placed less than one Roman mile apart.

They are dedicated to 15 different emperors and were erected over a time span of 272 years (41-313AD).

4 stones have distances, which is a much higher fraction than in the whole of Britain, but still only a minority. None have a destination. None were found in their original locations.

Table of Roman milestones found at Braga, Portugal

Distances, 'milha' in Portuguese are highlighted:

6 (CIL4750), Claudius, milha IV, Braga

14 (CIL4751), Nerva, Braga

21 (CIL4752), Hadrian, milha XIII, Braga

29 (CIL4753), Caracalla, Braga

30 (CIL4754), Caracalla, Carvalheiras

40 (CIL4768 e 4769), Elagabalus, Braga

41 (CIL4766), Elagabalus, milha III, Braga

43 (CIL4757), Maximian and Maximinus Thrax, Braga

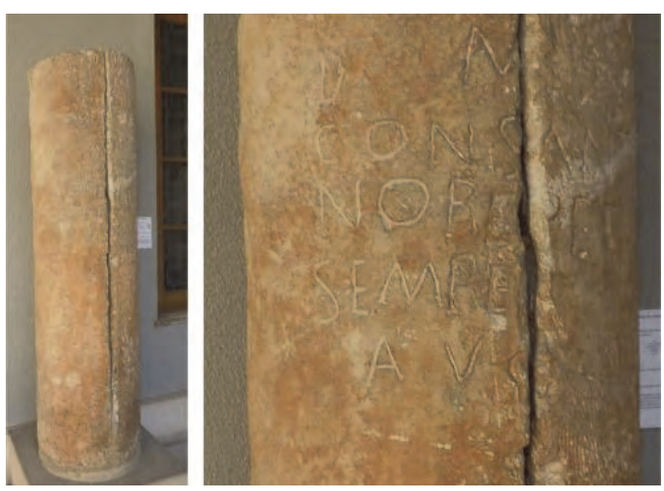


Figure 3a and b. Museum of Burgos, Miliario de Constantino I

Désignation	Dept.	sigle lien	en place	Lieu de conservation / Obs.
AIGUES-VIVES	30	30aigu		perdu
AIMARGUES (1)	30	30aim1	non	Château de TEILLAN -30 AIMARGUES
AIMARGUES (2)	30	30aim2	non	Château de TEILLAN -30 AIMARGUES
AIX en Provence	13	13aix1		perdu
ALBA la Romaine (2)	07	07alb2	non	original au Centre d'expo. d'ALBA
ALBA la Romaine (1)	07	07alb1	-	copie le long de la N102
AMBRUSSUM (1)	34	34amb1	non	Château de TEILLAN -30 AIMARGUES
AMBRUSSUM (Lunel)	34	34ambr	-	copie d'une borne du Musée de Nîmes
AMPUIS	69	69ampu	non	Musée Gallo-Romain de LYON-Fourvière
AMPUS (2)	83	83amp2		perdu

Above: Figure 4. An extract from the table of Bornes Milliaires.

Below: Figure 5. Example of Details given on the website

désignation : 07 PONT de LABEAUME

© Archeolyon - 2004

Implantation d' origine :			
Voie :	Voie des HELVIENS **(voie d' Antonin le Pieux)**		
Lieu de conservation :	PONT de LABEAUME centre village		
Forme :	**cylindrique (méplat), sur socle carré**		
Dimensions :	**Haut.: 186**	**diam.: 55**	
Matière :			
Datation :	**306 / 307**		
Découverte :	1857		
Mentions = CIL 12, 05584 = CIL 17-02, 00190			
observée :	03/2004		
Monuments historiques: classé le 11 / 07 / 1932 notice n° PA00116742			
Observations : **- tentative de sciage en long, au dos.**			

Inscription :

	interprétation :	traduction :
IMP CAES IO VAL CONST INOIO NO CAESARIDIVI CONSVG FILIOBONO REIPUBLICENATO	IMPERATORI CAESARI FLAVIOVALERIO CONSTANTINOPIO, NOBILISSIMO CAESARIDIVI CONSTANTIAUGUSTI FILIOBONO REIPUBLICAENATO	A l'empereur César FlaviusValerius ConstantinPieux, très noble CésarFils du divinConstance Auguste,né pour le biende la république

44 (CIL4756), Maximian and Maximinus Thrax, Braga

59 (CIL4860), Carus, Braga

63 (CIL4761), Carinus, milha VI, Braga

67 (inédito), Diocletian, Braga

68 (inédito), Maximian, Braga

70 (inédito), Galerius, Braga

72 (inédito), Constantius Chlorus, Braga

76 (CIL4765), Magnentius, Braga

83 (inédito), Constantine or Constantius Chlorus, Braga

84 (CIL6210), unknown, Marco de Canavezes, Freixo

86 (CIL4758), Maximian and Maximinus Thrax, Braga

100 (inédito), Braga

101 (inédito), Braga

Spain

There is a milestone of Constantine the Great in the Museum of Burgos (figure 3a & b). According to the information plaque nearby, it had been cut in two to form the lid of a sarcophagus in a monastery.

The inscription is read as:

D N

CONS ANTI

NOPE PETVO

SEMPE

A VG

This is interpreted as:

Domino Nostro / Constanti / no perpetuo / semper / Augusto

Notice the crude nature of the inscription. Have they been re-carved at some stage down the centuries?

Note that here again there is no distance or destination. This is an honorific pillar rather than a milestone.

Roman Milestones in France – Bornes Milliaires

The website 'archeolyon.araire.org' is most useful for studying Roman bornes milliaires ('mile markers') in France. The conclusions of the scholars who produced the archeolyon website have some relevance to the situation in Britain:

Here is a translation from the French of part of their summary:

Implantation

It is quite difficult to determine how bornes milliaires were originally set up, because there are few examples of consecutive stones still in place (or only slightly displaced). The most representative cases are perhaps on the Via DOMITIA, between ARLES and NARBONNE. (We did find 4 consecutive stones in FEURS, with the distances I, II, III and IIII, but we found them in the same place, and one wonders if they were ever actually used.)

Of course, we can think that these bornes milliaires were located in the same way as the current kilometre markers along highways, at fixed distances. On the other hand, it is obvious that many were located close to notable points: road junctions, bridges, fords, hill crests. So, we suggest that bornes milliaires are a mixture of current type DDE markers (spaced regularly along the way) and "Michelin" markers of the 1920s, located only at intersections.

Table of Documented Sites

The website has a most useful spreadsheet of bornes milliaires (figure 4), published in February 2005. It appears to list all the known Roman 'bornes' sites in France and catalogues the first 152. It looks like they ran out of funding to take the project further, since the website today is still the 2005 version. The list is based on the original research undertaken for Napoleon III (1852-70). A number of stones have been lost since his reign.

Clicking on an entry opens a window with an image and details of each stone (figure 5).

Distance indicated

Of the 152 records, 76, exactly half (50%), carried a distance.

This included 6 stones which were copies. All the copies carried distances, which is suspicious.

This is a very high number of stones which are actual 'mile markers', compared with the study of British 'Roman milestones' where only 8 out of 95 (8.4%) carried a distance.

Miles and Leagues

Distances are sometimes prefaced by MP; only one stone has the full wording 'Millia Passuum' – thousands of paces. A Roman mile – 'Mille Passum' was a thousand double steps. A double step is agreed to be 1.48 m, which makes a Roman mile 1480 metres or 1620 yards or 0.92 statute miles.

Distances are sometimes shown in 'Leuga' - leagues. The Roman league was 2220 metres (1.5 Roman miles), but a Gallic league was 2415 metres.

Of the 76 stones with distances, 9 used leagues (12%).

Re-carving

Some of the images on the website suggest that a number of the stones had been re-carved or their original carving 'enhanced' to make them more legible. In such cases it cannot be certain that this is a true version of the original inscription.

Destination indicated

A small number, 14 out of 152 (9%) included a destination. It is significant that so few destinations are given.

5 of the 14 refer to 'Segusiavorum', modern Feurs and give distances in leagues. 4 of these 5 were found at the same spot – See the note from the website above.

A further four give distances to 'Augustonemetum', modern Clermont-Ferrand. All these four are a long way from Clermont-Ferrand, two at 21MP, one at 31MP and one at 17 Leagues (25.5MP).

Road Repairs

Many stones have a reference to road repair. A stone might be erected to commemorate repair work under a particular emperor, especially in the later empire.

Site Visit to a Borne Milliaire in France

In the Guide de la Bretagne Mysterieuse (published in 1976) there is a description of the Roman city of Coriosolis at what is now the small town of Corseuil. Coriosolis is described as one of the biggest Roman towns in Armorique and the capital of the Coriosolites.

Under the heading 'Deux lieues romaines' – 'Two Roman Leagues', the book describes a 'borne milliaire' 5km south west of Corseuil, 1.70m high, with an inscription 'tres effacé' – very worn:

IMP CA M PI
AVONIO VIC
TORINO PF AVG
PT C COR
LEVG II

The book interprets COR as the city of Corseuil, and LEVG II as 2 leagues (4.4km)

In 2017 the author visited Corseuil to see the recently excavated Roman shopping street, the museum interpreting the finds, the impressive temple complex and the borne milliaire 5km southwest of Corseuil at St Meloir des Bois.

St Meloir des Bois had FIVE stones which 'looked like a Roman milestone'! Figure 6.

The interpretation plaque nearby, said only one was a 'borne milliaire'.

Figure 6. St Meloir des Bois. No less than FIVE Roman milestones!

Figure 7. St Meloir des Bois The inscription is indeed very worn – 'tres effacé'.

This is shown in more detail in Figure 7. The plaque gives the inscription as:

IMP CAES
AVONIO VIC
TORINO PE
PE SC O
LEVC

The plaque interprets the last line LEVC as 'dedicates and consecrates this monument'. No leagues, no numbers, NOT a milestone.

Comparing the two interpretations suggests that reading ancient, worn, abbreviated inscriptions can be a real can of worms, even for experts!

Back to Britain

A careful study of the list of 'Milestones and Honorific Pillars' on the internet, based on Collingwood and Wright's book *Roman Inscriptions of Britain* (RIB) suggests that, with effort, the number implying distance measurement could be increased slightly. John Higgins found 8 out of 95 carried a distance. Further study might allow that 13 out of 95 had a reference to distance in some form. Two just had MP, but could be included.

Figure 8 Roman milestone from near Leicester, now in Jewry Wall Museum. The red paint is modern.

Looking at the Hierarchy of Identification, 13 out of 95 stones, that is 14% reach level three, which is still a very small number. 82 stones, that is 86% only reach level two.

In discussion, the assertion has been made that 'Many experts believe the distance could have been painted on and has now been lost, and this is why so few Roman waymarkers in Britain show a distance today.' How would that make any sense if these objects really were primarily mile markers? Surely it would have been better to carve the distance and the destination clearly, but paint on the emperor's name? There would probably be a new emperor next year (or sooner) but the distance and destination would still be the same.

Three Awkward Examples

Looking at three specific examples shows how difficult this area of study can be:

1. Roman Milestone from the Fosse Way near Thurmaston now in the Jewry Wall Museum, Leicester

This appears to have a destination as well as a distance.

***Roman Inscriptions of Britain* (RIB2244) records the text as follows:**

IMP(erator) CAES(ar)

DIV(i) TRAIAN(i) PARTH(ici) F(ilius) DIV[I NER (vae) NEP(os)

TRAIAN(us) HADRIAN(us) AUG(ustus) P(ater) P (atriae) T[RI]B(uniciae)

POT(estatis) IV CO(n)S(ul) III A RATIS

M(ilia passuum) II

Note that the capital letters are transcribed from the actual stone, while the lower-case letters have been added by the interpreters. The bits in square brackets were not included in all interpretations.

The website's translation:

'The Emperor Caesar Trajan Hadrian, son of the deified Trajan, conqueror of Parthia, grandson of the deified Nerva, father of his country, in the fourth year of tribunician power, thrice consul, from Ratae 2 miles.'

(Ratae was the Roman name for Leicester.)

Figure 9. Sundial (The Dial Stone) to south of Manor House, Church Street, Slaithwaite.

The actual stone in the museum is shown in Figure 8.

Roman Inscriptions of Britain **gives details of the variation in reading and interpretation of its experts;**

The last line is interpreted as

'H' by Ashby, Bray and Reynolds

'II' by Hueb

'MH' by R.P.W., noting the different style of the M

That is to say, five experts give their version of this last line and NONE of them give the version quoted in *Roman Inscriptions of Britain*!

This stone has not been included among the 13 out of 95 recording distance.

2. Sundial to the South of Manor House, Church Street, Slaithwaite (Figure 9)

The sundial is Grade II listed by Historic England. From the listing details: 'Sundial to South of Manor House circa 1600. 5ft high cylindrical millstone grit pedestal known as the 'Dial Stone' was found locally in 1587.

Figure 10 Roman milestone Pontefract Museum

Erected by John Kaye as sundial. Brass dial and gnomon.'

In this case 'It looks like a Roman Milestone' and so meets criterion one, and that is all that can be said. The local history group would like it to be Roman and to link it with the possible line of a Roman road nearby. Jan Scrine has found a second, similar, uninscribed stone not far away. They are certainly not Roman Inscribed Pillars, since they have no inscription.

3. Roman Milestone in Pontefract Museum

Christine Minto has a very helpful spreadsheet of Roman Milestones in Yorkshire, including one which appeared to say it was 26 Roman miles from York – MP XXVI E(boracum).

IMP C
MANNI OFLO
RIANO PF AVG INV
MP E XXVI

The Roman Britain website interprets this inscription as:

'For Imperator Caesar

Marcus Annius Florianus Pius Felix Invictus Augustus

Twenty-six miles from Eburacum'

This looks good. Here is a milestone of Florianus, who ruled briefly from June to September 276. It seems to show both a distance and a destination, but it transpires that most of the text was created by Eric Houlder.

The actual inscription reads:

IMP C

ANNI

There is no space on the surviving bit of stone for Mr Houlder's creative text. (See Figure 10). There is no evidence to suggest a distance or a destination. The plaque beside the stump of stone in Pontefract Museum is even more creative in describing the history of the stone.

Beware of experts with too much imagination!

And finally

This research project has tried to go to prime sources, the stones themselves, to show that what were once called collectively 'Roman Milestones' are now accepted by historians to be a more complex mixture of objects.

A letter to Professor Mary Beard (a bit of an expert on the Romans) elicited the contact details of Professor Alison Cooley, Head of Classics and Ancient History at Warwick University. Professor Cooley wrote the current definitive guide to Roman inscriptions.

Professor Cooley responded:

'Roman milestones, as you have spotted, are in reality a much more diverse and interesting bunch of monuments than one might anticipate.

What may interest you above all, though, is the recent research that has suggested that, as time goes on (through the Roman period), milestones become less concerned with annotating distances and become more concerned with honouring an emperor.'

This would tend to confirm the idea that the Roman waymarkers in Britain, all from the late years of the Roman Empire, are honorific pillars, not mile markers.

Conclusion

What were once called a hundred years ago collectively 'Roman Milestones' are now accepted by historians to be a more complex mixture of objects. It is not impossible that some were set up at intervals of one mile but there is very little evidence to support this. Some were set up to record road repair or improvement. Some were erected at crossroads, bridges, fords or the crest of a hill as waymarkers. Some have no connection with roads. Almost all still carry traces of an inscription about a Roman Emperor. Collectively, they are now called 'Roman Honorific Pillars'…. though many will carry on calling them 'Roman Milestones'!

Post Script

In October 2018, shortly after this paper was presented to the Milestone Society AGM in Marlow, Mike Bryan contacted the Milestone Society, because he was preparing a book about Roman Britain.

Mike wrote in support of the argument that some Roman waymarkers were indeed milestones. He said the two extant on the Stanegate by Vindolanda are exactly 1 Roman mile apart. He had paced it himself which was 'great fun'.

Following this up, the milestone near Vindolanda fort certainly 'looks like a Roman milestone' – a substantial cylinder, but with no inscription.

One Roman mile to the west is RIB2308 which is now in three pieces, described thus on the RIB website:

"Seen in, or before, 1725 standing on the north side of the Stanegate 1 Roman mile (1.48 km.) west of the Roman milestone which stands 110 m. east of Vindolanda fort. About 1815 it was split vertically into two pieces to serve as gate-posts. Base measured by R. P. W., 1944."

There is no Roman emperor's name on the stone, but in 1725 the inscription 'BON / REI / PUBLI C / NATO was recorded in Horsley's 'Britannia Romana', translated as 'born for the good of the state', which must make this a Roman honorific pillar.

So, at last here is some evidence of stones in Britain set up one Roman mile apart, but the general conclusion still holds, that compared to turnpike era milestones, Roman 'milestones' are a very complex collection of objects. The existence of two stones one mile apart today does not prove ALL stones were once one mile apart.

Roman milestones in Britain

A response to Ian Thompson's paper

Lionel Scott

It is with great reluctance that I have to disagree with the substance of Mr Thompson's opinions, not least because his *Cornish Milestones* is an excellent book;[1] in which, incidentally, he calls Roman milestones 'milestones'. He starts from two unarguable facts: it is his conclusions, that Britain was essentially a milestone-free province, that are wrong, even allowing for the fact that there is a more modest proportion of survivals, and in poor condition, compared to the rest of the Empire, as every history of Roman Britain notes when dealing with milestones. Firstly, in the imperial period all milestones throughout the empire had to carry both the name of the emperor and his various titles. Over time they acquired more and more titles, and listing them filled more and more space on a milestone. In that sense, all milestones all over the Empire could be called honorific pillars. Secondly, there are undoubtedly a handful of stones, in Britain and elsewhere, that are not milestones, but just mark some event. They too contained the name of the then emperor and all his titles.

The important points to bear in mind are (a) the overall context in which milestones were erected; and (b) in the case of Britain, the circumstances in which she ceased to be part of the Roman empire. I start with this quotation: 'The last step in building a road was to put up miliaria, 'milestones'. They were placed every Roman mile … In Italy they were inscribed with the distance from Rome or from the city where the road started. In the provinces they showed sometimes the distances between towns, sometimes from the roadhead, e.g. roads fanning out from Lyons would carry the number of miles from that city.'[2] I note the useful discussion in Chevalier:[3] from the empire as a whole we have some 4,000 milestones in Latin, and as many in Greek, with the number increasing with new discoveries. Neither of these distinguished scholars had any doubt that they should rather have been speaking of honorific pillars. Chevalier correctly notes that in Gaul, the distances might be expressed in the local measure of leagues, Latin leugae, 1½ Roman miles (pp 39, 163).

Mr Thompson's introduction contains several misleading statements. Milestones are not a complex mixture of objects; except for the few stones that are purely honorific, they are just that, milestones. What is true is there was no set size or shape of stone, or formula for stating the name of the road (in some cases), the town, or the distance, and in that sense there is considerable variety. Also, a minority were not erected a mile from its neighbour: they were sometimes located at a junction or at a local landmark such as a bridge – the stress here is on 'sometimes'.[4] I do not quarrel with his general definition of a modern milestone, but we should be cautious about applying his criteria to Roman milestones without considering the different circumstances in which they were erected. A few survive from the Republican period, and they were inscribed with the names of the magistrates who had caused them to be erected. They formed a subcategory of building inscriptions indicating who had created the item; under the Empire, it was the emperor, not the builder, who was named. As noted above, the honorific part became longer and longer (Cooley (n 4) pp 48-9, 151), reflecting the Roman mindset: under the empire, you had to name the emperor. But they always retained their primary purpose of giving information to travellers (Cooley pp 48, 159, 166), a fundamental point to which Mr Thompson seems to give no weight. Britain is not a good source to illustrate the above, but the empire as a whole is; and a Google search for a town or country once in the Roman empire and 'Roman milestone' will usually produce perfectly good examples. But there is documentary evidence, as referred to below. On a minor detail, the correct definition of a Roman mile is five Roman feet (11.65"), so equivalent to 1,618½ yards.[5]

I turn to his correct point that the majority of surviving British milestones are late third to early fourth centuries AD. This should alert one to the sensible inference that this was not a sudden inspiration to put them up where there had been none before; they were to replace ones that had become illegible, broken by accidents, or to reflect a new emperor. He is right to say that the overall history of the empire includes periods of political instability, if expressed in somewhat lurid terms; but provincial administration in Britain continued; indeed any history of Roman Britain will tell you that once the initial rebellions of the first century had simmered down, the broad picture is that it en-

joyed peace and prosperity until the final withdrawal of troops in 409-410.

If Britain differs from the rest of the empire in the modest number of surviving milestones, their often poor condition, and the location where they are found, it is a reflection on the conditions that prevailed after the Romans withdrew. British history of the next two hundred years or so is a little lacking in detail, because our sources are late and not always reliable; but the broad picture is clear: the native Britons continued their essentially rural lives. Saxons and other Germanic tribes invaded, and Celtic speakers were either assimilated or retreated to Cornwall, Wales, and parts of Scotland. But there is no evidence of starvation, and rural life must have continued as normal. The difference, for our purposes, is that traffic became localised. Little long, or even middle, distance movement of men or goods was needed. More importantly, there was little or no local government; there was no mechanism for repairing roads. Where a bridge fell into disrepair, the roads leading to it also fell into disuse. Some roads were no longer needed, for instance as settlements such as Wroxeter and Silchester were abandoned. On the other hand, the agger of a road made an excellent boundary between estates, both defensive and as a clear marker, as men with more muscle than their neighbours established holdings. When we recover the alignment of a lost Roman road, it is very common to find that it runs along a field boundary. When Britain was Christianised, parish boundaries would follow these estate boundaries, and they too are an indication of a Roman road alignment. In terms of our immediate interest, it meant that the metalling of a Roman road, or former road, including the milestones, could be used for other purposes. It was all there for the taking, with no sanction. It only needed a farmer with his cart and a labourer to move a milestone; it is not surprising that we find what survives no longer in their original locations. The road itself could even be built on; it is not unusual to find a farm or other house on a Roman alignment: the first house on there enjoyed a firm, well-drained foundation. Even when some sort of stability was eventually established under the various Anglo-Saxon kingdoms and in the Danelaw, removal of the material of an old Roman road, or a milestone, would not be considered either morally or legally wrong. In a nutshell, if we consider the circumstances of the period after the Romans left, there is no significance for present purposes in the number of survivals, or their condition, or their location.[6]

I do not wish to comment on his discussion of individual stones, though I am not sure that Mr Thompson always gives due weight to the ravages of weather and time, and the problems of establishing the correct reading of letters on an inscription, which is the expertise of a professional epigraphist (which I am not).[7] In any event, his selection cannot outweigh the existence of the 8,000 or so stones from the empire as a whole, which are clearly milestones.

Under the heading 'Back to Britain' Mr Thompson notes that some milestones had the distances painted on. In fairness, this was not common, but it did happen. I am pleased that he has abandoned his total denial of the fact ('What nonsense') in his Marlow presentation, but his argument here is illogical: since his thesis is that stones were engraved only with the emperor's name and honours, it is difficult to see why he should here suggest that numbers were painted. A number creates the milestone. Where you had an illiterate stonemason, it would make sense to have him engrave several stones with a space for the distance, and let the literate officer seeing to the construction of the road have the distance painted on when the stones were erected.[8]

I turn to the literary evidence. The formal word for a milestone was 'mil(l)iarium', the neuter of the adjective *mil(l)iarius*, meaning 'containing a thousand'. But it was normally used only in formal or legal contexts,[9] and the usual word was 'lapis', 'stone'. So we have Varro, *De Re Rustica* 3.2.14 '.. ad quartum et vicesimum lapidem a Roma ..' (at the 24th stone from Rome), or Pliny, *Natural History* 23.159 '.. ad vigesimum ab Urbe lapidem ..' (at the 20th stone from Rome, with a variant spelling). Pliny the Younger, giving directions to his house in *Epistles* Ep 2.17 says: leave Rome by one road and turn off 'a quarto decimo lapide' (by the 14th stone), or by another road and turn off 'ab undecimo' (by the 11th). Indeed, so engrained was the idea that 'lapis' meant a milestone where a road was concerned, and the assumption that there would be a milestone in place, that Tacitus, noted for his concise style, could omit the word 'lapis': he traces the movement of an army in his *Histories* by placing them 'ad duodecimum ab Cremona' (at the 12th from Cremona), then 'ad quartum a Bedriaco' (at the 4th from Bedriacum), and finally 'ad octavum a Bedriaco' (at the 8th from Bedriacum).[10] The important point is that it shows the Roman mindset. In the context of a road or a journey, the ordinary word for 'stone' was naturally understood as meaning a milestone, in turn implying that they would normally be there.

It might be argued that this relates to Italy. We may turn to the geographer Strabo at 7.7.4, writing before 25 AD; the passage shows that the whole 535 miles of the road (the Via Egnatia) from the coast of Albania across northern Greece to the frontier with Turkey was marked with milestones. Then there are two documents that make it abundantly clear that Roman geography was mile-based.[11] Firstly, we have the Antonine Itineraries *(Itinarium Provinciarum Antonii Augusti),* published during the second half of the third century AD. It was a mileage-based description of some 225 roads across the whole empire.[12] 15 of the Itineraries are in Britain, all in the form of this example, Iter XIII (the destinations are in the dative case):

From Isca Calleva - Caerleon

Brurrio - to Usk 8 m.p. [*milia passuum*, a thousand of paces]

Blestio – to Monmouth 11 m.p.

Ariconio – to Weston under Penyard 11 m.p.

Clevo – to Gloucester 15 m.p.

[Corinio – to Cirencester 18 m.p.] (lost from the text)

Durocornovio – to Wanborough 14 m.p.

Spinis – to Woodspeen 15 m.p.

Calleva – to Silchester 15 m.p.

The other 14 British itineraries are in exactly the same format, as are the other 211 itineraries from across the empire. It is not credible that the British section could have been compiled in this fashion if there were no (or virtually no) milestones, and Britain was somehow different to other provinces. Secondly there is the Peutinger Table (named after its 16th century owner). This is a mediaeval copy of a Roman road map originally going back to the third century AD. It is remarkable for showing, among other details, where there are inns and other facilities. What is important here is that all the distances between towns are marked. It was in twelve segments, but the end one has got lost. Since it had, for us, an unusual orientation, that segment showed most of Britain, Spain, and North Africa. The part of Britain that survives is available online, though it is not very legible. Fig 1 below shows what we can recover, on a modern map. Here too, Britain is no different to the rest of the empire. In any province of the Roman Empire, the traveller always knew how far he had come or still had to go. We cannot ignore the thousands of stones that survive from the empire as a whole.[13]

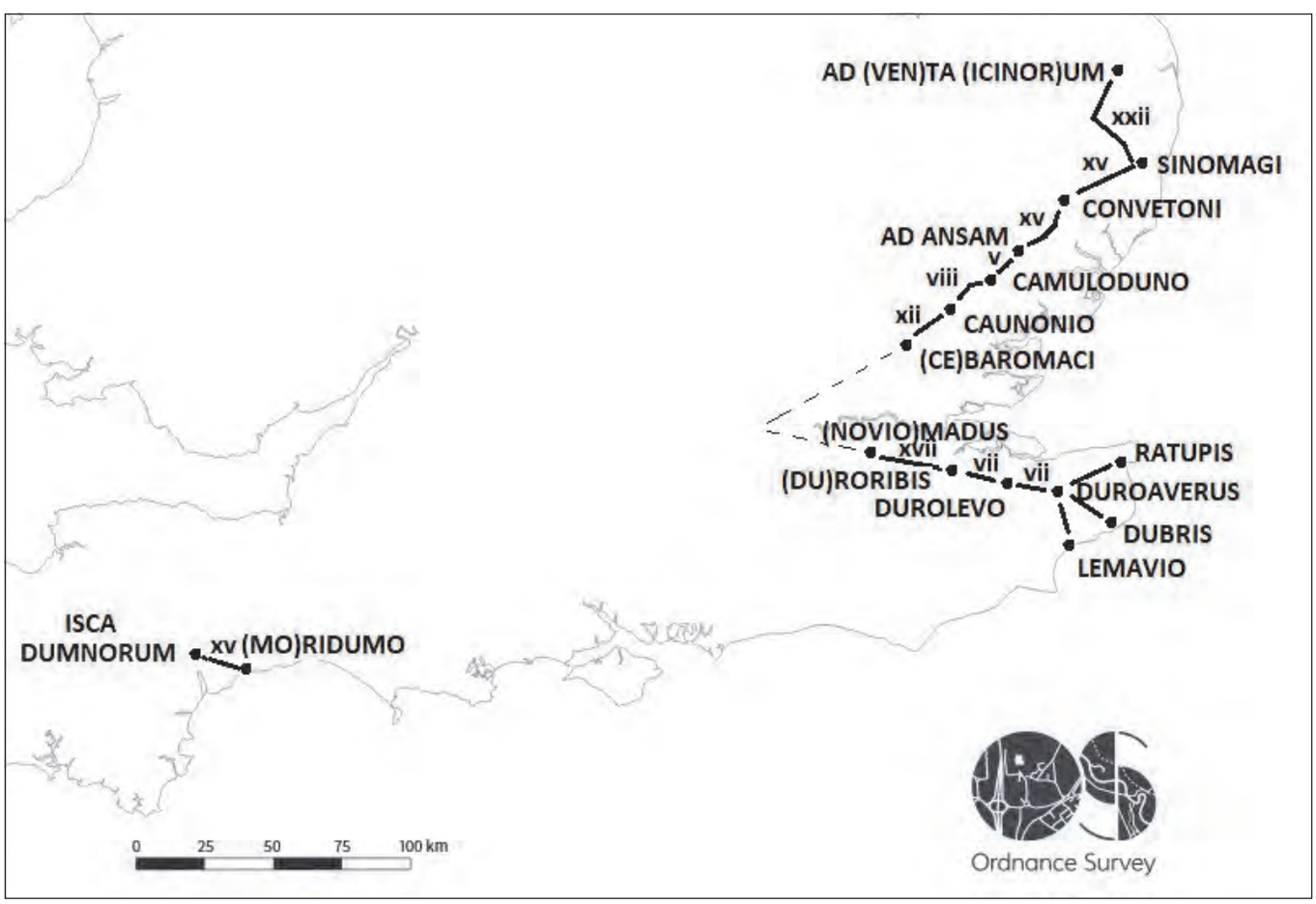


Fig 1: the British part of the Peutinger Table laid down on a modern map (based on Rivet and Smith (n 12) fig 9, p 151 and redrawn by the author).

Mr Thompson's observation that there is no documentary evidence about milestones in Britain is very special pleading. No one wrote a tour of Britain in Roman times, and it is unreal to suggest that papyrus documents from 100 or 200 AD, say instructions to repair a road, if ever they existed, survive. Roads or milestones are not depicted on coins or gravestones. But the overwhelming inference from all our evidence is that milestones were the normal part of any Roman road, and the province(s) of Britain were no different to any other province in this respect. He fails to appreciate the conditions that prevailed after the Romans left, and the natural ability of the locals to use whatever material the Romans left behind for their own purposes. Given that, and natural erosion from weather, we are lucky to have what we do have. His quotation from Professor Cooley's letter must not be misinterpreted. All she is saying, as I have already noted, is that milestones vary in shape and wording, and that as emperors received more titles, the honorific part of the inscription got longer. As already noted, there are a handful of purely honorific stones across the empire, including Britain. But it is unreal to think that regular milestones never existed in Britain, or that those of the third and fourth centuries were anything other than replacements for earlier ones.[14]

To sum up: it would be more than surprising if the Roman authorities, military and civilian, did not erect milestones along their roads as they built them (except, perhaps, very minor or local roads). Nothing in our sources even hint at Britain being different to any other province. As she was pacified and the Romans were able to hand over local administration to the local gentry, we cannot formally prove that the latter always conscientiously maintained every road or duly replaced every broken or illegible milestone. But they would be under pressure to do it: most of the road network was in regular use by the military, both for troop movements and supplies, by Roman civilian officials, and by commerce: Britain was a prosperous country with exports such as lead, silver, and corn. The 19 stones dating to Constantine the Great's reign in the early fourth century may indicate a burst of special effort in this regard, but cannot be viewed as an isolated exercise divorced from the reality of the road system.[15] The Antonine Itinerary and the surviving copy map, where Britain is presented exactly as the rest of the empire, show how strongly Roman geography was mileage based; it is unreal to think that she lacked milestones, so that as troops and officials marched or rode from place to place they lacked the information they had in other provinces of how far they still had to go, and that if there was a stone it merely reminded them of an emperor's titles. Finally, we must give full weight to the circumstances prevailing once the Romans left and Germanic and Norse tribes gradually divided up the land, and their significance for the limited survivals, their often poor condition, and the locations where they can be found. Mr Thompson is being disingenuous in stating that our milestones are now collectively called 'Roman Honorific Pillars'; no one else, so far as I know, accepts that either as a fact or as a definition. As I said at the start, it is with great reluctance that I have so fundamentally to disagree with him.[16]

Endnotes

[1] Twelvehead Press 2013

[2] L. Casson, *Travel in the Ancient World* (Baltimore and London 1976, 1994), p 173.

[3] R Chevalier, *Roman Roads*, trans N H Field (London 1976), pp 39-47.

[4] A E Cooley, *The Cambridge Manual of Latin Epigraphy* (Cambridge 2012), p 168.

[5] Although Mr Thompson speaks of a mile being two double paces, it should be noted that the standard abbreviation for a mile was 'm.p.', i.e. 'milia passuum', 'a thousand of paces', as noted below.

[6] For period following the Roman withdrawal there are helpful overviews in H H Scullard, *Roman Britain* (London 1979, 1986) Chapter 10, and M Wood, *In Search of the Dark Ages* (1981, 2001), Chapter 2.

[7] As an example of the caution necessary, I note RIB 2244, the first of his three Awkward Examples. I agree that the correct reading of the 'II' is prima facie arguable, but as it was found on the Fosse Way some two miles from the centre of Ratae, Leicester, the reading 'II' (for 2 miles) is preferable.

[8] Cooley (pp159-60) refers to this, and notes a milestone with a gap for the distance to be painted on.

[9] For example in Gaius' Institutes, 1.27, 4.104.

[10] The references are at 2.24, 2.39, and 3.15. Bedriacum is now Calvatone, a village 22 miles east of Cremona. Further instances of '[at] the [x] th stone' can be found, for instance, at Cicero Brutus 14.54; Livy History 5.4; Ovid Fasti 6.682; Tacitus Histories 3.45; Florus 1.22; Festus De Verborum Significatione 250.68. See also the Horace cited in n 11.

[11] Note Horace's journey to Brindisi, described in Satires 1.5: he twice records the mileages covered (lines 25, 86). Again, the geographer Strabo (7.7.4) shows that the whole 535 miles of the road (the Via Egnatia) from the coast of Albania across northern Greece to the frontier with Turkey was marked with milestones. The traveller always knew how far he had come or still had to go.

[12] They are illustrated in Rivet and Smith, Place *Names of Roman Britain* (London 1979), on the map fig 10, p 152.

[13] This can easily be verified, as most of the other parts of the empire show up well online, and, as with what survives for Britain, have all the distances marked.

[14] Unless any related to a new stretch of road.

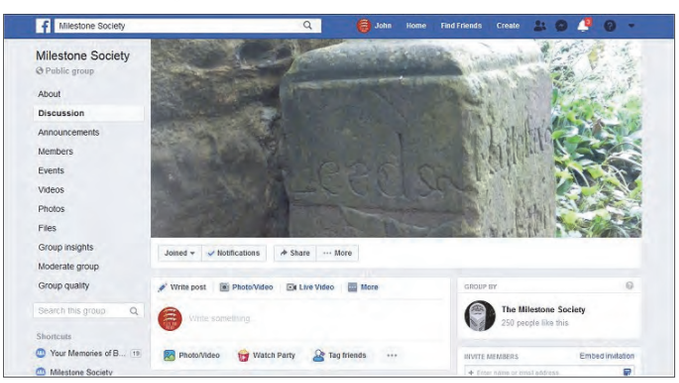
[15] See P Salway, *The Oxford Illustrated History of Roman Britain* (Oxford 1993) p 224, 389. Interesting in the present context, Cornish milestones from this stage evidence a revival of the tin industry, possibly because of factors limited Spanish supplies (S S Frere, *Britannia* (London 1967) p 324.

[16] I was only supplied with a copy of Mr Thompson's paper at a late stage, and I apologise for the comparative brevity of the above.

Keeping in touch – Our Facebook Presence

Jan Scrine (aka 'Hazel Brown') and John V Nicholls

When The Milestone Society came into existence in 2000, communication was chiefly by post, telephone, fax (remember those?!) or in person. Sharing information with like-minded people was a great pleasure and generated long-standing friendships. It also generated vast piles of paper. All records of surveys landed up with Alan Rosevear via 'snail mail' as completed paper forms for the embryonic database and that was to become many thousands of A4 sheets!



Half a decade later cyber communications were becoming the norm; websites and email replaced the fun of delving into old ledgers and finding obscure articles. And that is why societies like ours have few younger members today – they can find out all they want to know in an instant by 'googling it' – a verb that did not exist until recently.

But the other form of communication, love it or leave it, was the increasing popularity of social media. The most popular is the 2004 founded Facebook with currently 2.23 billion MAUs (Monthly Active Users). Facebook has brought another route to sharing that arcane information – in addition to our traditional publications, 'Hazel Brown' set up a Facebook Group for the Society about ten years ago and it has around 600 members and is growing. Not all members of the group are active contributors but it is a means of spreading the word about the significance of these historic markers.

Everyday sees new posts that cover the primary as well as the peripheral objectives of the Society. Numerous new finds of milestones that have been previously missed in earlier surveys plus updated photos of existing records are posted. And for those 'on the edge', there are also plenty of posts for boundary markers, fingerposts, tollhouses, etc.

If you are already a Facebook user, take a look (the Society also has a 'page' you can like, but that is not regularly updated). Or smart phone users - simply scan the QR Code on the back cover of this journal. If you don't use Facebook, ask someone who does to show you. It is a 'closed' group – applications to join are checked by one of our administrators or the moderator, which avoids any spam or nastiness.

You'll probably be pleasantly surprised by the degree of detail and enthusiasm demonstrated !

Milestones & Waymarkers needs your contributions.

Some material is in hand for the next edition but more is always welcome. Articles for inclusion in *Milestones & Waymarkers* should be submitted to the Editorial Panel: David Viner (dv@milestonesociety.com), Richard Raynsford (newsletter@milestonesociety.com), John Nicholls (jv@milestonesociety.com), Mike Hallett (mwh@milestonesociety.com) and Carol Haines (ch-miles@yahoo.com)

Totnes (Devon) boundary stones and other inscribed markers

Mark Fenlon and Tim Jenkinson

Totnes is an ancient borough, civil parish and historic market town positioned on the western bank of the River Dart in South Devon. It lies approximately 22 miles to the south-west of Exeter and some 23 miles to the east of Plymouth. It is also the administrative centre of the South Hams District Council which is based at Follaton House. The town has a long and distinguished history dating back to its Saxon beginnings in the early 10th Century.

In 1986 Edwin (Ted) Masson Phillips (EMP) the well-known surveyor of wayside artefacts in South Devon had one of his many articles on the subject published in the *Transactions of The Devonshire Association* of that year entitled 'The Bounds of the Borough of Totnes'. Some 32 years later Mark Fenlon and Tim Jenkinson of the Milestone Society set about replicating his surveys for 2018 with the goal of locating as many of the markers he had identified as possible. This short article not only explains the process of discovery highlighting key finds but also provides some discussion on the frustrations that were experienced from the occasional lack of detail supplied by EMP. Most importantly the surveys, six in total, enabled a revision and update of EMP's work along with the discovery of previously unrecorded markers, a few of which are reported upon here.

EMP begins his article with an overview of his contribution to the study of wayside markers 'The subject of roadside stones has interested me for many years, in fact the Devonshire Association published my first paper on the subject as long ago as 1943. Since then having made a not inconsiderable contribution to Devon County Council's schedule of such stones I have devoted my attention to a more detailed study of selected areas. Thus last year I submitted a paper on the boundary stones of Plymouth and now I am dealing with those of Totnes, my present home.' Indeed, it should be noted that EMP's work in Plymouth formed the foundations of the ongoing Plotting Plymouth's Past project which began in May 2012 and has since built upon what was known at that time with the discovery of numerous unrecorded boundary markers within a five-mile radius of the city. In that respect both papers that EMP alludes to have been instrumental in guiding and informing the current surveys.

Edwin Noel Masson Phillips was born to Mabel and Edwin R Phillips in Plymouth on December 25th 1908. His father was an artist who went on to form his own stained glass and decoration business. In 1930 EMP joined the Old Plymouth Society and a year later the Devonshire Association where he met noted historian Richard Hansford Worth. EMP worked for many years as a museum curator based in his home town and is recorded as such in the register of 1939 just prior to the start of World War II, his name at this time appearing as Edwin N M Phillips living in Cheltenham Place, Plymouth. During the war he served in the Special Reserve Police in Plymouth.

In 1940 he married Esca Jarvis and later moved to Totnes where he worked as a teacher of biology and chemistry first at Totnes Boys Grammar School and then at the King Edward VI Comprehensive. In the 1950s he persuaded Totnes Borough Council to buy and convert empty premises at number 70 Fore Street into the town's museum where he served on various committees acting as both vice president and president. He retired from teaching in 1973 but continued to write most notably on the subject of boundary stones and 'Ancient Stone Crosses'. He wrote introductions to the 1984 reprint of *The Good Town of Totnes* by Percy Russell and the 1987 reprint of William Crossing's *Ancient Stone Crosses of Dartmoor*. For many years he lived with his wife at Chestnut Cottage in the town until his death there in 1987 aged 78 years. He is described in his obituary as 'courteous, kind yet strong minded and is remembered as an 'erudite and entertaining lecturer and frequent contributor to the *Western Morning News'* (Masson Phillips E.N Obituary *Transactions of The Devonshire Association* 1988).

Totnes Surveys 2018

We learn from EMP that the town of Totnes has widened its boundaries twice, once in 1832 and again in 1897. Several marker stones were set up to commemorate these changes and in his article from 1986, EMP identifies the ones that continue to survive providing some grid references but with others just descriptions. Comparing his locations to Ordnance Survey Maps Mark Fenlon was able to identify the probable whereabouts of most stones included in his inventory. It soon became

evident that anyone wanting to replicate the discovery of these markers must possess a degree of local knowledge of place names in the town, some of which over time have faded away. Over three decades have passed since EMP first wrote about these stones and it soon became clear that the status of some had changed. Some were simply not found having possibly disappeared under vegetation or been damaged or lost as result of developments such as road widening or house building. Some in the rural aspects that EMP referred to in 1986 set along the pre-turnpike Green Lanes of the town seemed to have succumbed to agricultural forces. An example of the challenges faced by the current researchers is illustrated by an extract on the Pre-1832 Borough Boundary (page 21) where four sites are identified thus:

Snail Mill. This stone cannot now be located

Kingsbridge Hill. On the right ascending the hill above the entrance to Crosswinds on the opposite side. Built into the wall low down. A round headed granite block with the letters BB incised, (i.e. Borough Boundary) On the opposite side of the road a little higher up the hill, one of the wall stones bears an incised letter 'T' which may have perhaps some connection with the boundary.

Plymouth Road. Set in the wall of Little Cottage Farm. The bound stone is a portion of an octagonal section granite shaft on the outer face of which the letters BB are incised vertically.

Bottom of Castle Street outside a warehouse opposite Glenarm Terrace. This very worn granite block has a vertical incised line on the right of which is an incised letter D for Dartington. On the left of the line the stone is so battered that it is difficult to decipher the incised letter but it appears to be a much worn T for Totnes.

Of the four stones identified above as still extant in 1986, just two were successfully located in the current survey both being the BB markers. The Castle Street stone clearly in peril from the earlier description has now been completely decapitated. The 'T' stone on Kingsbridge Hill could not be located. All stones located in 2018 have now been given 10 figure grid references to help with their location in the future along with hopefully clearer descriptions as to their position on the road and in relation to nearby features. After six surveys all of which were conducted on foot a total of 16 of the 32 stones identified by EMP in 1986 were located indicating what would appear to be a rather alarming loss of markers in the interim years. However, as previously noted a few of these may have succumbed to vegetation and simply escaped our notice.

A previously unrecorded boundary stone inscribed 'BB' was discovered to be engraved into the downstream parapet of the railway bridge spanning the River Dart at SX 80346 61122. A return visit to two sites in late October 2018 on the whaleback of Totnes Down Hill, led to the discovery of two boundary markers inscribed with 'T' and 'A' for Totnes and Ashprington at SX 80505 58850 and SX 80543 58730 respectively. It seems that both markers had simply been undetectable in the summer months and were hidden low down in the east and west banks of the road some 100 metres apart.

Having completed the various surveys a record of all the finds has now been compiled into a booklet complete with location details and photographs to hopefully assist with their discovery and protection in the future. Other miscellaneous markers of interest such as four surviving milestones at the one-mile point on roads out of the town have been added to the list along with a granite trough dated '1896' at True Street (Fig 1) on the A385 at SX 82120 60623. The milestone (Fig 2) on Plymouth Road (DV_PLTN 21) at SX 78483 60569 which is positioned on the south side near to Follaton Farm, was a new find having previously eluded searches in the area. Mark Fenlon had discovered that the stone had been moved, its position now different to that shown on OS maps. It was duly cleared of heavy vegetation and was found to show a distance of 21 miles to Plymouth on its left side. The intention is that a copy of the completed booklet will now be passed to the current curator of Totnes Museum in the hope that it will be made available to those

Fig 1. An incidental find. The trough at True Street dated 1896 and close up.

Fig 2. Milestone DV_PLTN 21 on the Plymouth Road that had eluded earlier searches.

members of the public who have an interest in such matters.

Following on from the completion of the surveys, information on two other milestones came to light in the book by Percy Russell (1984), entitled *The Good Town of Totnes.* In the introduction, provided by none other than EMP we learn that a stone inscribed 'II Miles From Totnes' resides 'in the yard at the rear of Mr Sealy's shop' at number 41 Fore Street and another 'I Mile from Totnes' is reported as being 'preserved in the back garden of No 95 Westonfields, Bridgetown' after it was 'rescued from the coping of the collapsed parapet of an old bridge (now removed) on Weston Lane'. Sadly, Mr Sealy's shop is long gone as indeed we fear is the milestone, but the second marker is still extant set in the bottom right hand corner of the garden in Westonfields, a place where it will hopefully remain for the foreseeable future.

List of boundary stones successfully located in the 2018 Surveys that were first identified by EMP in 1986 (except for one):

Kingsbridge Hill at grid reference SX 79984 60096 inscribed 'BB' (Borough Bounds) on the west side of the road built into the base of the wall on bend above entrance to 'Crosswinds'.

Plymouth Road SX 79751 60395 inscribed 'BB' on the north side of the road 40 metres from the junction with A381 Western by pass built into the wall to the right of the gate entrance to Little Cottage Farm. .An octagonal granite bollard.


Figs 3 and 4

River Dart SX 80638 60993 inscribed 'BB' south side of river north of industrial unit at north east end of Willis Road.

River Dart SX 80646 60984 plain granite stone south side of river north of industrial unit at north east end of Willis Road close to electricity pylon.

River Dart SX 80742 60910 plain octagonal granite bollard on west side of river a few metres south of the bend and opposite Redhill Quarry. (EMP describes its origins as 'unexplained').


Fig 5 Fig 6

Bridgetown Hill SX 81565 60530 inscribed 'BB' on the grass verge south side of the A385 approximately 15 metres east of junction with Blackpost Lane.

River Dart SX 81011 59439 (Fig 3) inscribed 'WxR' on the SW side of the river on the foreshore a few metres beyond the SE end of St Peter's Quay a granite bollard leaning to one side (referred to as 'White Rock' by EMP but the current position of this stone does not concur with his earlier description of it at SX 8130 5915).

Higher Bowden SX 81075 59053 inscribed 'B' but no longer visible a natural boundary rock in a field on the north west side of Sharpham Drive a few metres west of a clump of trees in an old quarry pit.

Higher Bowden at SX 80505 58850 (Fig 4) inscribed 'TA' (Totnes/Ashprington) on the unclassified Totnes to Ashprington road low down in bank built into low wall on east side of road approximately 10 metres north of tree on bank to north of Eagle Wood. Damage to top left edge.


Figs 7 and 8

Higher Bowden at SX 80543 58730 (Fig 5) inscribed 'AT' (Ashprington/Totnes) on the unclassified Totnes to Ashprington road on the west side in bank under roots at the south east corner of Eagle Wood.

Higher Bowden SX 80262 58539 inscribed with an OS benchmark on the north side. A large boulder that is set in the centre of a private field. Visible from the road.

Peak Cross SX 78973 59043 inscribed 'TH' (Totnes/Harberton) on top of bank on the east side of the A381 opposite the start of Jackman's Lane.

Ashburton Road at SX 79735 61280 and inscribed 'TBB/1897', on the west side of the A385 high up the bank opposite the junction with Dartington Lane on college boundary by fence.

Ashburton Road at SX 79753 61292 (Fig 6) is also inscribed 'TBB/1897', on the east side of the A385 on grass verge close to the junction with Dartington Lane.

River Dart Weir SX 80079 61219 (Fig 7) inscribed 'BB/D' (Borough Bounds/Dartington) on front facing river and 'H' (Hempston) on rear. On south side of river at hydro power station at weir stood in grass.

River Dart Railway Bridge SX 80345 61122 (Fig 8) inscribed 'BB' on downstream parapet closest to the shore/path at south west end of railway bridge. (Not described by EMP in his 1986 account)

References:

Fenlon M., Jenkinson T. (2018) ***The Boundary Stones and Other Markers in and around Totnes*** **published privately Plymouth**

Masson Phillips E.N (1986) 'The Bounds of the Borough of Totnes' ***Transactions of The Devonshire Association*** **118 13-24**

Russell P (1984) ***The Good Town of Totnes*** **reprinted by Devonshire Press Torquay**

Transactions of The Devonshire Association **(1988) Obituary Masson Phillips E.N.**

Feedback, Updates and Queries

Errata…

Despite the commendable efforts of the editorial panel when proof reading *Milestones & Waymarkers (M&W),* there are occasional errors that escape detection. Using auto correct can be a boon but also be a menace. Proper nouns, especially place names and surnames, are usually the worst to deal with. And why is it that the errors only jump out once the publication has been printed? Here follows a few corrections.

M&W **volume 7, 2015, page 37. Combyne Rousdon War Memorial. Incorrect spelling - should be Combpyne.**

M&W **volume 10, 2917, pages 62/63. Thank you to Cedric Greenwood who spotted a couple of errors to captions. The 'Public footpath to Heswall' fingerpost at SJ 2485 8397 is at Thurstaston and not 'Thurlaston'. And the blank, flat casting at SJ 3297 8419 is in Heath Road, Lower Bebington and not Little Bebbington.**

Figure 19. Milepost at Long Sutton (formerly in Holland), TF 433229 (LI_HBSB05), September 1992; presumably less easy to remove than those set in softer ground

Figure 20. Cast-iron signpost between Binbrook and Wold Newton (TF 233948), photographed April 1984.

M&W **volume 10, 2017, page 31. During production figure 19 was not used and figure 20 substituted. But the original caption was used. Here is the original photo and caption and corrected figure 20.**

READING BACKWARDS

Now that more and more of the Society's publications are also available on-line on our website https://www.milestonesociety.co.uk/publications/ you might think there is less demand for back copies in the traditional print format. Not so, as interest remains in back stock of our *Newsletter* (37 issues up to the end of 2019) and our Journal *Milestones & Waymarkers,* in eleven volumes since 2004. A rich resource extending over nearly twenty years now. Perhaps you are missing a copy or two from your own run on the bookshelf, or want to build up afresh? And why not?

The Society offers most of its publications as back copies, subject only to a modest charge per copy for non-members and (new for 2020) *free-of-charge* to existing members on proof of membership number. All sales are subject to actual p&p costs at the time of order. For an information sheet on the range currently available, contact David Viner by email on dv@milestonesociety.co.uk, or by post to 8 Tower Street, Cirencester, Glos GL7 1EF.

Beacon Hill (Somerset) and its boundary stones

Janet Dowding

Beacon Hill is a prominent high point of the Mendip Hills. It is situated two miles north north east of Shepton Mallet, Somerset, and rises to 295 m. above sea level. Over 4000 years ago it was an environment of rough grass and heathland (essentially man-made); uplands such as Beacon Hill were particularly attractive to local Bronze Age communities for burying their dead and the once open summit of Beacon Hill has a collection of 14 round barrows. In the 16th century it was known as Rybury and Rye Beacon was almost certainly in one of the chains of warning beacons across the country established by Elizabeth I. By the 17th century it was called Beacon Hill and the later 18th century saw its transformation to woodland and the creation of Beacon Hill Wood. Following the completion of the Wells – Frome turnpike road in 1784, the 'common lands and wastes' in the parishes of Doulting and Stoke Lane were enclosed in 1776. This land was owned by the local Horner family (allegedly of nursery rhyme fame) and Thomas Horner was probably responsible for the first tree plantings and possibly the layout of the circular plantation and other boundaries to the wood.

Two Roman roads cross on Beacon Hill. One is the Fosse Way passing south/north over the hill, a major route linking Ilchester to Bath and beyond, but all vestiges of it in the woods have been lost (possibly due to 18th century plantation work and quarrying for the local turnpike roads). The other route was from Charterhouse (with its lead supplies) to Southampton and forms the northern boundary to the wood as Old Frome Road. Beacon Hill Wood was more recently in the 1950s a Forestry Commission plantation but purchased by the Woodland Trust in 1995. A local society was also formed to safeguard public access which enables those interested to inspect the five boundary stones within the confines of the wood.

The first of the five is the parish boundary stone (at approximately ST 637458). This is a square block of Doulting stone about three feet high (shown as A on the sketch map) and stands where

Map extracted from the *Beacon Hill – Mendip – through the ages* booklet.. The stones A to F mentioned in the text added.

Stone A

Stone B

the three parishes of Shepton, Doulting and Stoke meet. The west side reads "Shepton Parish 1766"; the south side "Doulting Parish 1766" and the north side "Stoke Parish 1766". The fourth side is blank.

The second stone ('B' on map) at ST 638458, the largest of the five stones, is a prominent marker on the highest part of the wood – a large round barrow – and is about four feet tall and made of dressed Doulting stone. It is not thought to be ancient. Strachey's map of 1736 shows the beacon site as a barrow, apparently topped with a stone. There are no carvings or inscriptions on this stone at all. It actually stands at the centre of the original 18th century circular plantation.

Sometime after 1838 the part of the wood lying in Doulting parish was owned by William Melliar Foster Melliar and he put boundary stones along the line of the Fosse Way to delineate his territory. Three of these still remain beside the present track (C, D and E on the map). Each is a square block of stone about two feet high and on one side of each there are the initials "WMFM" and "B".

North from Beacon Wood the Fosse Way continues from Old Frome Road as a green track and on this at ST 6388 4657 (550 yards north of the road) is another parish boundary stone (F) with the one in the wood (A) but of a different shape. It says "Shepton Parish 1766" and it is a flat block of stone about three feet high with a rounded top.

There is a great deal more to Beacon Hill than its boundary stones. Its geology; its 19th century excavation of burial urns; its Roman site; its quarries; the base of a warning flagstaff connected to a Victorian shooting range just south of the wood; several World War II features and the discovery in 2007 of a Bronze Age cremation urn with contents (now in the Museum of Somerset in Taunton). Further details can be found in the Beacon Hill Society booklet *Beacon Hill – Mendip – through the ages,* available at £1 (in postage stamps) from Peter Banks (Milestone Society Somerset Group and Beacon Hill Society member). You can contact Peter at banks749@btinternet.com

This article was prepared from information in the booklet. All photographs by Janet Dowding.

Stone C

Stone D

Stone E

Stone F

The Roehampton mounting block/milestone project completed

Philip Evison

The extraordinary 364-year odyssey of the Roehampton mounting block and milestone is finally over, with its re-installation, in December 2018, close to its original site. This historic stone was covered in *M&W* Vol. 7 (2014) and Vol. 8 (2015) but here follows a brief summary. It was set up in 1654, during the Commonwealth, on the Kingston/Portsmouth Road, Roehampton Vale (now the A3), at the instigation of Thomas Nuthall of Roehampton, newly appointed local surveyor of roads.

The first known record of it is a letter, with sketches of it and its inscriptions, published in the December 1787 issue of *The Gentleman's Magazine*, signed anonymously J.L. of D-----, Kent (possibly the Rev. John Lyon, Minister of the Church of St Mary the Virgin in Dover). The west face carried 11 lines of doggerel – vestiges still legible – including 'FROM LONDO[N] TOWNE / TO PORTSE DOWN [just outside Portsmouth] / THEY SAYE / TIS MYLS THREE SCORE'. [John Ogilby's 1675 'dimensuration' to Portsmouth was 73½ miles, but his 'vulgar computation' was 60 miles.] It was then recorded in Manning & Bray's monumental, 3-volume *History of Surrey* (1814) and by Thomas Kitson Cromwell in *Excursions in the County of Surrey* (1821). Then, as lost, in *The Portsmouth Road and its Tributaries, Today and in Days of Old*, by Charles G Harper (1895), and in *Wimbledon Common: Its Geology, Antiquities and Natural History*, by Walter Johnson (1912). So it was apparently lost between 1821 and 1895, perhaps removed for road improvements.

It was rediscovered by chance in 1921 during the demolition of an old tithe barn in Parish Yard, off Wandsworth High Street (how it got there is a mystery), and identified by local historian and nurseryman Ernest Dixon, who bought it for 50 shillings. It was displayed for the next 60 years in Dixon's Nurseries (later Dixon's Garages) in West Hill, Wandsworth, then, c. 1980, moved to the garden of a nearby house.

Thence, in 1992 briefly to Roehampton Library, to the two sites of Wandsworth Museum in Garratt Lane then West Hill and, for the last three years, the grounds of Whitelands College, University of Roehampton. In 2017, its re-installation outside the East Lodge gates of Putney Vale Cemetery (coupled with renovation of the gates) was approved as part of the Wandsworth Local Fund (Neighbourhood Community Infrastructure Levy) and work was completed in December 2018. The grid reference is TQ 22366 72941. As can be seen from the photograph, a block of Portland Stone has been added (with a plaque), to simulate the original separate bottom step, lost when the stone was moved in the 19th century, and to give an indication of how it may have looked in its original state.

The nearby milestone (SY_LP09) at grid reference TQ 22388 72958, previously part hidden behind a wooden fence, has also received some sympathetic attention and is now visible on all sides.

The mounting block, as rediscovered behind Wandsworth Museum in 2013, was in a very sorry state.

The marks on the left are stains from the wooden pallet and not damage. Note the square socket that would have held a wooden or metal hand hold.

The mounting block/milestone being erected outside East Lodge gates in November 2018.

The setting for the mounting block/milestone outside the newly restored Putney Cemetery gates.

Left: A new Portland stone block was supplied to replace the missing bottom step. Centre: The completed project including the information board (detailed below). Right: The plaque on the bottom step has a QR code for smart phone users to access info.

MOUNTING BLOCK 1654

Wandsworth

1654: This mounting block and unofficial milestone, to help horse-riders dismount and remount, was set up at or near this site by Thomas Nuthall of Roehampton, perhaps to mark his appointment as local surveyor of roads.

1787: A passing traveller described it, with drawings, in a letter to The Gentleman's Magazine (the first known record of it), signed anonymously J.L. of D____, Kent. Apart from MYLS THREE SCORE from LONDON TOWNE, the inscriptions, most now lost, are largely enigmatic. Ogilby had two London-Portsmouth distances: a 'dimensuration' of 73½ miles, close to the present official distance, and a 'vulgar computation' of 60 miles. J.L. wrote that it was "opposite the 9-mile stone." (see below)

1814/1821: Mentioned by Manning & Bray (1814) and Thomas Kitson Cromwell (1821) but then lost, perhaps removed for road improvements.

1921: Rediscovered during the demolition of a barn in Parish Yard, off Wandsworth High Street (opposite the end of Putney Bridge Road). How it came to be there is a mystery. It was identified by local historian and nurseryman Ernest Dixon, who purchased it and displayed it in his nurseries (later garage) on West Hill. It was subsequently moved to the garden of a local house, then stored at Wandsworth Museum and the University of Roehampton.

2018: Re-installed at or near its original site.

9-Mile Stone

This damaged milestone, at the top of the nearby pedestrian subway, was set up by an 18th century turnpike trust, with the inscriptions: ROYAL EXCHANGE 9 MILES (only the word ROYAL remains) and WHITEHALL 8½ MILES.
The 8-mile stone east of Tibbet's Corner (Ogilby has the 8-mile point west of it) and 10-mile stone by the Robin Hood roundabout are long since lost but a 7-mile stone survives on West Hill, Wandsworth.

Above: Inscriptions drawn by J.L. in 1787
Left: In Dixon's Nurseries

Timeline

1616: Shakespeare dies
1642: Isaac Newton born
1647: Putney Debates
1649: Charles I executed
1653: Oliver Cromwell becomes Lord Protector
1660: Restoration of Charles II

Part of John Ogilby's 1675 linear map of the London-Portsmouth road (now A3)

Designed and produced by Wandsworth Design & Print: wdp@wandsworth.gov.uk 11.2197 (11.18)

This postcard series featured in a 'From the Archives' item by Jan Scrine on page 50 *M&W* for 2014. Reproduced here in full colour with numbers 2 and 3 of the set on the back cover. With thanks to Peter Brown for the loan of the originals.

Bamforth & Company of Holmfirth, Yorkshire, England, was a producer of specialty postcards between 1900 and 1920 and one of their most popular lines of cards was the Song Cards of the First World War. Over 600 sets (with one, two, three or fours cards per set) were mass produced using verses of popular songs and featuring live models.

And then the War was over…

Although the fighting ended with the armistice of the 11th November 1918, the formal end of the War came with the signing of the Treaty of Versailles peace agreement between Germany and the Allies on June 28, 1919.

The Milestone Society does not normally include street name plates but these in Bungay, Suffolk are being included here to round up the 'The First World War -100 years on' series in this publication.

101 men of Bungay lost their lives during the First World War. The town of Bungay decided it would commission new street signs to both honour the peace and to its 101 men who died. Their names are inscribed on the war memorial in the centre of town.

The signs (probably 32 in number) were cast locally by Harry Rumsby's Ironworks & Foundry, a company still in business to this day. They are identical in shape and size and bear the year 1919 in the bottom right-hand corner. Some of them also bear the words 'Peace Year' in the bottom left -hand corner. At least one, Outney Road, also contains the legend A W COCKS TOWN REEVE. A few of the signs have been lost and in at least one case resulting from a change of road name.

Photos by Michael Bardell.

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.

NOTES FOR AUTHORS

The 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.

Submissions of material are welcomed and should be sent in the first instance to the appropriate Editor as shown on page 2. Contributions are accepted on the understanding that the editor reserves the right to modify submitted material to achieve a suitable length or style consistent with the overall size, aims and content of the publication. Please note that due to postage costs, material submitted is not normally returned unless specifically requested.

Most readers will have a general interest in the subject but will not usually be specialists. Authors should follow the layout in this issue of the Journal where possible. Please avoid using the first person ('I'). Abbreviations should be given in full the first time they are used. Ordnance Survey map references should be given where relevant, using the format SU 123456, or where greater precision is vital SU 1237 4568. The author should obtain any necessary copyright permission. OS maps are subject to copyright within the normal copyright period for any document – 50 years. Old OS maps, like other old documents, are outside this copyright law e.g. reproduction of maps dating from the 1920s or earlier will not incur a royalty because of their age, though the source should be acknowledged as a courtesy.

In addition, use is also encouraged of the reference numbering system used for the Society's database and its on-line Repository (see www.msocrepository.co.uk). Where possible both references should be made together, in brackets, after the first reference of a stone or marker, e.g. (SO 740 359, ref no EX_BSGC30). This works well as part of image captions.

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Additional Authors' Guidance Notes are available on request, detailing the use of Notes, References and Bibliographies. In general these should follow the style established in previous volumes of *Milestones & Waymarkers.* Members and others are encouraged to submit material and should not be deterred by the processes required; assistance and support is available on request from the Editorial Panel.

THERE'S A FRIEND IN EVERY MILESTONE

(2)

There's a friend in ev'ry milestone all along the old road home,
Can't you read their friendly greeting? "Here's one mile less to roam."
There's a cosy place and a smiling face to crown the journey's end,
So we'll pass each milestone gaily singing, "Welcome, old friend!"

By arrangement with Messrs. Francis, Day & Hunter, publishers of the Music.
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THERE'S A FRIEND IN EVERY MILESTONE

(3)

Lights begin to gleam on the last hill-top,
Ev'ry mile a stone, so silent and alone;
Thro' the mossy banks see their grey heads pop,
Always with the same old sign;
Let the dust choke, let the rain soak,
Very soon we'll see the home lights shine.

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