

Milestones & Waymarkers

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MILESTONES & WAYMARKERS

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Supported by Mike Hallett, Carol Haines, Richard Raynsford and Ian Thompson

David Viner has resigned as a member of the panel after over 20 years of involvement with *Milestones & Waymarkers*, as the editor of the first four issues up to 2011 and thereafter as a panel member. As editor he set the high standard that subsequent editors have sought to maintain. Joining the panel is Ian Thompson, whose experience as a regular contributor to this Journal, amongst many other contributions to the Society's work, will be of great value to the current editors in producing future issues.

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Three markers at Crockernwell, Devon SX7535 9241 (Tim Jenkinson)

Back Cover Picture:

Frank Brusca of the New World visits the Ancient World (photograph: Frank Brusca).

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EDITORIAL

Clare Curtis and Derek Turner

'How to start?' – the perennial question for all writers. The easiest way is just to carry on from before, so 'Home & Colonial' continues for another year. 'Colonial' is represented by Barrie Gasson's updating of Mike Walker's article about milestones in Cape Colony. At home, in 'Some Restorations', Ian Thompson, the Society's adviser on this important issue, describes the varieties and challenges of restoration. Continuing the restoration theme, Emily Tucker provides a Conservation Officer's view of the legal and practical issues and argues persuasively both for more milestones to be listed and for greater cooperation between conservation officers, local communities and individual Milestone Society members, strategies that the Society would surely endorse. In 'Milestone Guides', Carol Haines looks at the links between cycling and milestones as revealed by a late 19th century publication. The connection between milestones and cycling continues in the valuable contributions she and Alan make to the appreciation of the late Lionel Joseph's many achievements as both a cyclist and a friend of milestones. Jan Scrine too, in 'The Road through Crowle', reminds us that the people that built the roads and that erected and later restored the milestones are an integral part of the stones' story. Richard Oliver in 'Single Directions' investigates those waymarkers that contain minimal information, and not just along roads, but also reveals an unusual connection between a Norfolk milestone and a pioneer American transatlantic aviator.

The second main theme of this issue, that could be described as 'Much Ado about Nothing' if that title had not already been taken, also spans the Atlantic Ocean. Frank Brusca's article is all about waymarkers for beginnings and endings of roads in the USA; Tim Jenkinson's 'Turnpike Terminus Stones' pursues the same theme in Devon. Between them they reveal that there is no generally agreed term for a waymarker that denotes the start of a turnpike or other road. Brusca uses terminus for both the start and the end of US highways, but in Britain that would be to ignore the 'from... to...' wording in the Acts that established the beginning and end of turnpike roads. For the UK, a companion for 'terminus' is therefore needed. None of 'Zero stone', 'Datum point' (UK), 'Zero Point' (US) nor 'Milestone Centre Stone (Devon)' is likely to be generally accepted. As both 'Milestone' and 'Terminus' derive from Latin, so 'Status' could be an appropriate companion for terminus. Perhaps it will catch on. At all events, readers will find out much of interest about status stones in the pages that follow, even though they are given other names.

NOTES ON CONTRIBUTORS

Frank Brusca is an American milestone enthusiast whose knowledge extends across the whole USA. He is author of one of the 92 chapters of the revised edition of *US40*, a history of the road from Atlantic City to San Francisco.

Carol Haines is the Milestone Society's Norfolk Representative, member of the editorial panel, author of *Marking the Miles* and articles on milestones in Norfolk and Suffolk.

Tim Jenkinson is the Milestone Society's Devon Representative and has previously contributed articles on milestones, boundary and bridge markers in Dublin, Jersey, Malta as well as Devon.

Richard Oliver is a member of the Milestone Society and is the author of *Ordnance Survey Maps: a concise guide for historians* (Third Edition 2013) and several other map-historical maps.

Jan Scrine was awarded the British Empire Medal in 2017 for services to wayside heritage and as a founder member of The Milestone Society. She moved from West Yorkshire to Worcester in 2016 and has enjoyed researching the locality's travel and transport history.

Ian Thompson, the Milestone Society's Conservation, Restoration & Listing Queries Officer and Cornwall Representative, has contributed articles on many topics including fingerposts, mounting blocks, road ploughs and road books as well as milestones.

Emily Tucker is Conservation and Design Officer, Planning, South Oxfordshire and Vale of White Horse District Councils, involved in several milestone restoration projects in the area.

Mike Walker and Barrie Gasson Mike Walker lives in Cape Town, South Africa and is author of *The Milestones along Main Road Cape Town to Simon's Town*. Barrie Gasson is a colleague and editor of *The Kalk Bay Historical Association Bulletin*.

ZERO MILESTONES AND END POINTS IN THE UNITED STATES AND CANADA

Frank Brusca

Introduction

In the classic movie *The Wizard of Oz*, Dorothy learns that her situation might improve if she travels to Emerald City. “How do I start for Emerald City?” she inquires of Glinda, the Witch of the North. “It’s always best to start at the beginning” is her reply.

At an abstract level, roads are lines on the landscape and by their very nature have finite end points. Or, at least they’re *supposed* to have end points – many North American roads lack official termini and many, as George Stewart noted about the transcontinental highway U.S. Route 40, “simply [emerge] from the streets...”¹ Common sense dictates that when roads are measured, their lengths or distances should reference specific termini. And since our interest is in measurements, we should follow Glinda’s sage advice and start at the beginning. While others have examined highway end points around the globe, this work focuses on end points in North America.

Compared to the rest of the world, European-based roads throughout North America are relatively young. Native American footpaths existed for thousands of years and tended to be organic and dynamic. While those roads were often marked with directional stones, petroglyphs, earthen mounds, bones, as well as shaped and painted trees², they lacked any quantitative method of indicating distance, either geographical or chronological. When Europeans arrived in North America, they sought to assign permanence to their budding roadways and milestones were manifestations of those endeavours. Before the first milestone could be placed on any roadway, a starting point had to be chosen. Simply put, a milestone indicating *One Mile* should reference the point from where that measurement originated.

As we will see, many times the zero points and zero milestones require very little effort for discovery. Other times, considerable research is required.

Courthouses and Town Limits

The National Road

One common practice for seventeenth and eighteenth century roads was to use a town’s or city’s courthouse as the zero point for highway measurement. This convention made sense and for highway planners and surveyors, distance from the courthouse was simply a given. Of the myriad of colonial roads that used milestones, this work will place additional focus on one road, the National Road (and one of its earlier predecessors). It is one of the oldest of the colonial turnpikes and is representative of other roads of the era.

The Baltimore-Fredericktown Turnpike was the first segment of the National Road. This early road ran between Baltimore and Boonsboro, Maryland, 53 miles to the west.³ The application form that had the turnpike’s milestones placed on the National Register of Historic Places⁴ erroneously states that distances were measured “from the courthouse”.⁵ If the courthouse was the zero point, the milestone inscriptions should be interpreted to mean a *distance from the Baltimore courthouse*, not from the city centre.

Records of the Baltimore and Frederick Turnpike Company tell a different tale, stating that the zero point was the intersection of Baltimore and Eutaw Street (N 39° 17’ 21.77”, W 76° 37’ 14.66”); later the zero point was moved slightly to the west to the intersection of Baltimore and Paca Streets (N 39° 17’ 21.59”, W 76° 37’ 19.85”).⁶

So which is the correct zero point? A review of the inter-milestone measurements along the turnpike reveal very accurate measurements, with errors of less than fifty feet. Considering the winding nature of older roads, this is an acceptable tolerance. Cartographic, on-ground, and computer-based sleuthing help resolve this question. When backtracking from the 1 M to B milestone location, the courthouse can be ruled out as the site for that former building is more than a half a mile further to the east. Likewise, the Paca Street intersection is not correct as it is slightly to the west. The Eutaw Street intersection, the one originally stated by the turnpike company, aligns *exactly* with the measurement from the first milestone.

The confusion surrounding the zero point for the Baltimore and Fredericktown Turnpike is complex and very typical for the era. Jurisdictions were changing and charters were in a constant state of adjustment.

The first major leg of the National Road continued for 135 miles from Baltimore to Cumberland, the latter located in western Maryland. For almost the entire journey, the milestones west from Baltimore *increased* their numeric value. Eight miles to the east of Cumberland, a second set of milestones begin *counting down* the distance to that town.⁷



In Cumberland, the milestone numbering for the National Road was reset back to zero. At the intersection of Greene, Cumberland, and Bridge Streets, the federally-financed construction of the road between Cumberland and Wheeling, (West⁸) Virginia, commenced. Initially, there was no official marker designating the zero point, however, one was added in 1903. The zero point stone was placed in a tiny traffic island (N 39° 38' 58.74", W 78° 45' 54.65") surrounded by three busy streets and its low profile kept it hidden from most motorists. The zero point's obscurity changed when the National Road Bicentennial Committee erected a larger marker in a park directly across the street from the original marker (N 39° 38' 58.96", W 78° 45' 53.24").⁹

It is interesting to note that when the National Road continued west from Wheeling, the mileage measure from Cumberland continued.

Figure 1: 1903 Cumberland National Road zero marker. This humble marker is the zero point for the National Road between Cumberland, Maryland, and Vandalia, Illinois. Source: Author.

Other Colonial Era Roads

Between the seventeenth and nineteenth centuries, hundreds of other roads were marked with milestones. Below are zero point details for a few of the more notable roads.

Boston Post Roads (King's Highway, Great Road¹⁰)

A series of post roads were established along the eastern seaboard of the United States beginning in the seventeenth century. Since postage was calculated on the distance travelled, determining mileage was critical and milestones were established. Typically, the milestones provided distance information to the major cities along the road. The challenge is to determine the zero points in each of these cities.

Boston

In Boston, local legend says that the so-called Boston Stone was used as the zero point for roads emanating from the city.¹¹ This is erroneous. Distances on the southern post roads from Boston do not measure to the Boston Stone.¹² When measured backward from the closest surviving milestone on the post road (N 42° 19' 58.57", W 71° 6' 38.72"), the distance measures to the Old State House¹³ (N 42° 21' 31.51", W 71° 3' 26.85"). Furthermore, distances on other milestones around the city of Boston also align with the state house as a zero point.¹⁴



Figure 2: Old Massachusetts State House. The milestone on the post road south of Boston used the Old State House as its zero point. Source: Mobilus/Wikipedia/Creative Commons.

Springfield

There is another road (not connected to the post road) that used the Springfield courthouse as its zero point. While it might seem logical that the post road would also reference the Springfield courthouse, there is evidence that may not have been the case. Extant milestones approaching Springfield only reference Boston and fail to cite the former.¹⁵

Hartford

Extant milestones on the post road refer to Hartford, one of two capitols at the time for the state of Connecticut.¹⁶ At least two records indicate that distances on Connecticut milestones were measured from county court houses.¹⁷ If this information is correct, that would indicate that the milestones referencing Hartford zeroed at the courthouse (N 41° 45' 57.87", W 72° 40' 21.87").

New Haven

The post road leading into the Nutmeg State's other capitol, New Haven, also has milestones that refer to that city.¹⁸ If the Connecticut courthouse theory holds, that would indicate a zero point of the former courthouse (N 41° 18' 32.64", W 72° 55' 37.02") as the zero point.

New York

The post road milestones leading into New York are well documented¹⁹ and determining the zero point requires little effort. Measuring along the route from the inscribed milestone distances leads to the location of the former city hall at the intersection of Broad and Wall Streets (N 40° 42' 26.03", W 74° 0' 38.34").²⁰ Other records mention the city hall location for the post road.²¹

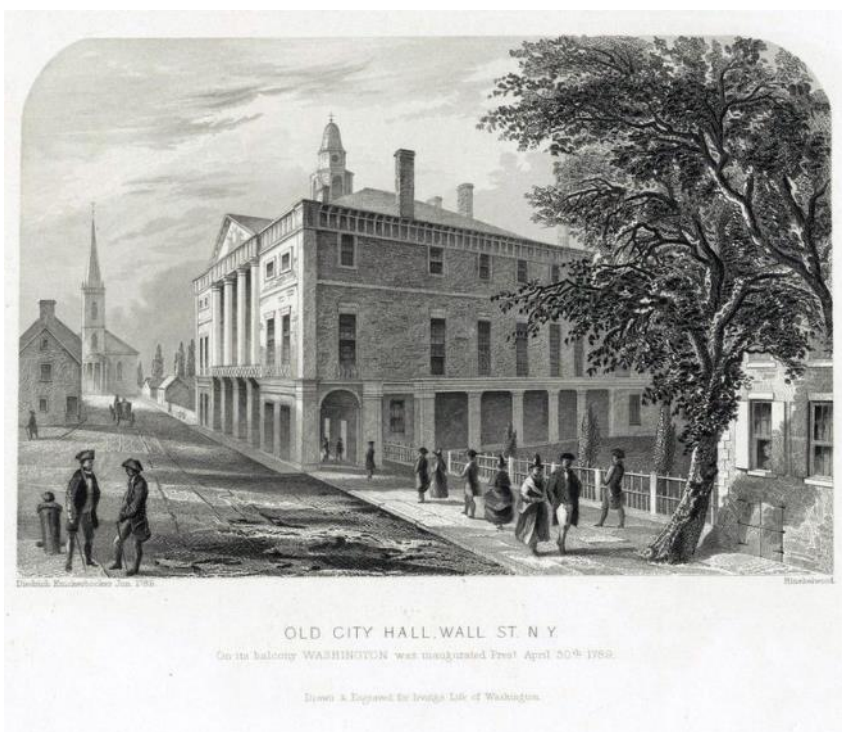


Figure 3: New York's old City Hall. The Post Road's zero point was the old City Hall on Wall Street. Source: New York Public Library.

Philadelphia

For the road leading into Philadelphia, milestones were measured using the starting point of the intersection of Market and Front Streets, (N 39° 56' 58.90", W 75° 08' 31.86"). One record cites "the Golden Milestone of Philadelphia as the Old Court House at Front and Market Streets."²²

Between Philadelphia and Baltimore, there are no found milestone records that can be used to determine a zero point. One account says the turnpike company for this section of road failed to place any milestones or toll gates.²³ One can only speculate that Market and Front Streets were also used as the zero point for the road south to Wilmington.

Baltimore

In Baltimore, the zero point can be determined by measuring the distance from the closest documented milestone on the former post road, the eighth milestone.²⁴ The path of the road is well documented and when measurements are made, they lead to a zero point that corresponds with the eastern boundary of Jones Town (N 39° 17' 26.95", W 76° 36' 20.63"), an adjacent town that later became part of Baltimore.

Trenton, Wilmington, Annapolis

As of this writing, detailed records of specific milestones leading into these cities are difficult to locate. Records show that milestones existed near Trenton²⁵; however, none remain in their original location making backward measurements impossible.

It is well documented that the post road also ran through or near the cities of Wilmington, Delaware, and Annapolis, Maryland. Once again, a lack of detailed records and extant milestones makes it difficult to determine the zero points for those cities.

Lancaster Turnpike (Pennsylvania)

The Lancaster Turnpike was chartered in 1792²⁶ and construction between Philadelphia and Lancaster, Pennsylvania, was completed in 1795.²⁷ As with other long distance colonial roads, milestones were erected indicating the distance from Philadelphia.²⁸ A search of historic documents does not reveal a zero point, however, it can be determined by measuring eastward from the two closest milestones (5 and 6 miles) into the city. This method reveals the road's zero point was on Market Street at the east bank of the Schuylkill River (N 39° 57' 15.91", W 75° 10' 47.35"). Validating this calculation is a 1796 map showing the road's eastern terminus at the river.²⁹



Figure 4: Western terminus marker for the Lincoln Highway in San Francisco. This replica concrete marker³² in San Francisco's Lincoln Park marked the western terminus of the first transcontinental highway in the United States. Source: Rocor/Flickr/Creative Commons.

Named Highways

Named highways were a development of the early automobile era. Many times, these highways were chartered to promote both commerce and the sale of automobiles, parts, and services. Most of the time, the groups behind named highways lacked the financial resources to erect systematic milestones and instead relied on painted utility poles and inexpensive metal signs. Still, several named highways used markers to designate termini as well as random zero points. Of the dozens of named highways across parts of the United States, below are end-point details for a few of the highways.

Lincoln Highway

The Lincoln Highway was the first successful automobile-era highway that spanned the continent. Running from Times Square in New York City to Lincoln Park in San Francisco, California, motorists had to rely on a combination of signs, handbooks, and physical objects (usually utility poles) adorned with its logo. In August of 1928, Boy Scouts erected thousands of concrete posts along the highway.³⁰ That effort was somewhat successful but the focus here is what existed at the end points. At the eastern terminus, there are no records of a milepost existing. In February 2012, 91 years after the highway's formation, the City of New York erected a long overdue sign in Times Square marking the eastern terminus (N 40° 45' 20.71", W 73° 59' 11.60").³¹ At the western end of the highway, a special milepost exists in San Francisco's Lincoln Park (N 37° 47' 5.84", W 122° 29' 57.76").

The Old Spanish Trail

Spanning a length of approximately 2,750 miles between St. Augustine, Florida, and San Diego, California, the Old Spanish Trail (OST) is the southernmost transcontinental *named* highway in the United States. While the highway was built around key historical landmarks, it is an automobile-era thoroughfare established by business leaders in San Antonio, Texas.

There are no known milestones marking this highway. At the highway's eastern terminus is the Zero Milestone of the Old Spanish Trail (N 29° 53' 54.82", W 81° 18' 50.90"). The stone itself is technically not a stone. Rather, it is a large ball consisting of about 60 blocks made from coquina. According to a bronze plaque affixed to the milestone, it was erected in 1928 by the Exchange Club of St. Augustine. It is curious that the milestone is called the *Zero* Milestone when there are no interim milestones measuring distance.

Part of the inspiration for the eastern terminus zero milestone was that one existed at the highway's western terminus in San Diego (N 32° 42' 55.67", W 117° 9' 40.92"). That western terminus zero milestone appears to be a copy of the National Zero Milestone in Washington, D.C.: they are approximately the same size, made of similar materials and from fifty paces it would be difficult to distinguish one from the other. Also known as The Pacific Milestone, the western terminus stone was dedicated by President Calvin Coolidge on 17 November 1923.



Figure 5: Old Spanish Trail zero milestone in St Augustine. The eastern zero milestone of the Old Spanish Trail currently sits in the northwest corner of the Huguenot Cemetery Park along San Marco Avenue in St Augustine. Source: Dan Lundberg/ Flickr/Creative Commons.



Figure 6: Old Spanish Trail zero milestone in San Diego. At the western end of the Old Spanish Trail is another terminal milestone, also known as the Pacific Milestone. It sits in Horton Plaza Park in downtown San Diego. Source: Author.

mid-continent zero milestone. Consisting of a large boulder about 54 inches tall and 70 inches wide, the zero milestone sits in the northeast corner of the City Hall grounds (N 29°25' 29.57", W 98° 29' 41.55").

Lee Highway

The Lee Highway ran from New York City to San Francisco via San Diego and Los Angeles. In Tennessee, the highway followed what is now U.S. Route 11. In that state, there were at least five zero milestones marking the highway. One of the zero milestones used by the highway outside of Tennessee was the Pacific Milestone in San Diego.

With zero milestones marking the eastern and western termini of the Old Spanish Trail, the highway's administrators in San Antonio decided to erect their own



Figure 8: Memphis, Tennessee zero milestone. This zero milestone in Memphis was erected by the Engineers Club of Memphis in 1923. It was designed to be the official measurement point for distances to that city and was a marker for the Lee Highway. Source: Brent Moore/Flickr/Creative Commons.



Figure 7: Hawkins County, Tennessee zero milestone. This zero milestone in Rogersville, Tennessee (N 36° 25' 28.69", W 82° 58' 56.48") was one of the markers used by the Lee Highway. Source: Brent Moore/Flickr/Creative Commons.

National Zero Milestone

Perhaps the most famous zero point in the United States is the Zero Milestone in Washington, D.C. (N 38° 53' 42.44", W 77° 2' 11.63"). Made of granite from Milford, Massachusetts, it was dedicated on 4 June 1923 on the Ellipse directly across the street from the White House. It was conceived to be the United States' equivalent of the Roman golden milestone with distances for all roads in the country originating from that single point.

State and Local Zero Milestones

Not long after the Zero Milestone was set in Washington, many states hopped on the bandwagon and established their own zero milestones. These zero milestones are largely ceremonial and their only purpose is to serve as a measuring point for distances within each state. States with zero milestones include Arkansas, Georgia, Kentucky, Tennessee, Virginia, and West Virginia.



Figure 9: US National zero milestone. The US equivalent of Rome's Golden Milestone is the Zero Milestone on the Ellipse, near the White House. Source: Author.



Figure 10: Lexington, Kentucky zero milestone. The Lexington, Kentucky zero milestone serves at least three functions. First, it marks the centre of the city. Second, it is used as a sign for a small urban park. Third, it serves as a pedestal for a small statue. It is located in Phoenix Park at the intersection of Main and Limestone Streets (N 38° 2' 46.35", W 84° 29' 49.43"). Source: Aimee Dars Ellis/Flickr/Creative Commons.

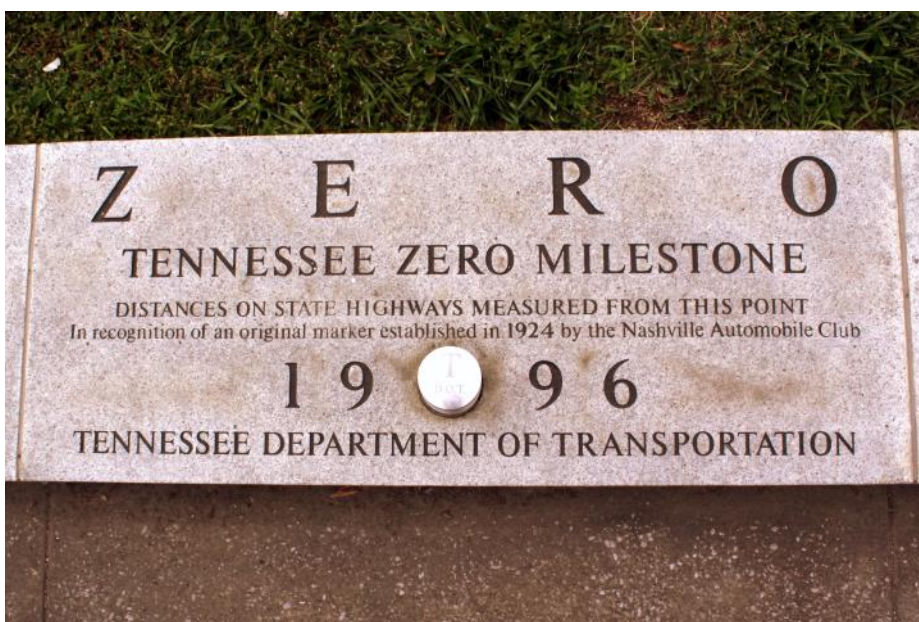


Figure 11: Nashville, Tennessee zero milestone (current). Tennessee's current zero milestone is on Capitol Hill in Nashville (N 36° 10' 6.70", W 86° 47' 9.59"). This zero milestone is a replacement for the one originally set in 1924. Source: Brent Moore/Flickr/Creative Commons.

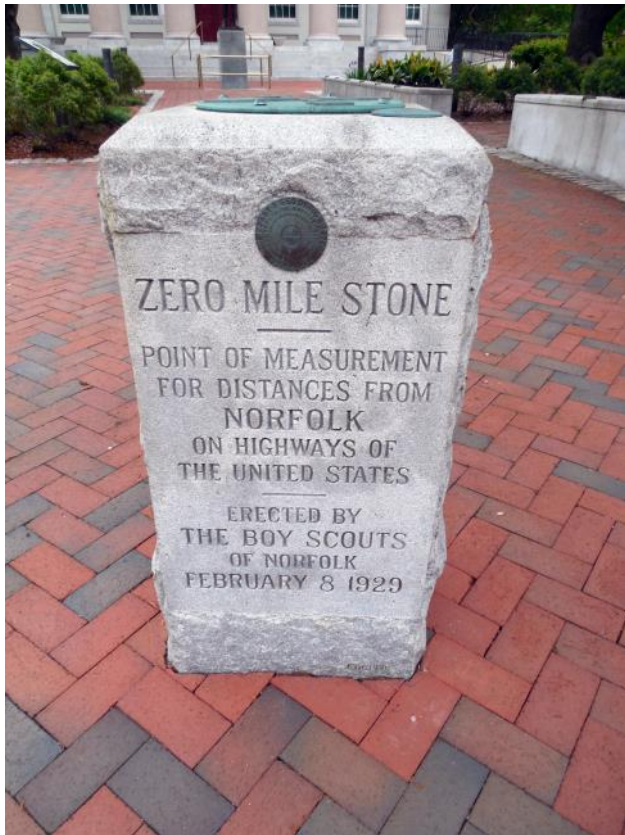


Figure 12: Norfolk, Virginia zero milestone. One of Virginia's zero milestones is in Norfolk (N 36° 50' 50.91", W 76° 17' 20.84"). Source: Jimmy Emerson/Flickr/Creative Commons.



Figure 13: West Virginia zero milestone. West Virginia's zero milestone is located along the banks of the Kanawha River in Charleston (N 38° 20' 7.1", W 81° 36' 45.89"). Source: Jimmy Emerson/Flickr/Creative Commons.

Contemporary U.S. Highway Zero Mileposts

Marking miles continues to be a requirement for highway departments and zero points are critical elements of execution. In an attempt to bring order to the sometimes chaotic nature of mile marking, the American Association of State Highway and Transportation Officials established a method of measuring highway distances. When using this method, zero points exist at the southern or western ends of roads.

U.S. Route 1

Most numbered U.S. Routes have plain signs announcing the ends of the road. They lack any fanfare and simply announce *This is the end of the road*. Officially, the end markers provide maintenance and administrative personnel with a boundary. There is, however, one numbered U.S. Route that has a celebrated terminus: U.S. Route 1. The highway is roughly 2,369 miles long and has at its end points Fort Kent, Maine, and Key West, Florida.

At the northern terminus, the road's end is not marked with an official *End* sign – this is one of those places where the highway *emerges from the streets*. There is, however, a small park at the St. John River, the international border between the U.S. and Canada. America's First Mile Park serves as a de facto zero point for the nation's mathematically first numbered highway.

As impressive as the Fort Kent terminus may appear, it pales in comparison to the celebratory status of the highway's southern terminus. At the intersection of Fleming and Whitehead Streets (N 24° 33' 18.79", W 81° 48' 14.29"), are a pair of signs marking the highway's official terminus. For southbound motorists, there is a normal *End* sign (the *Begin* sign is across the street) and just below it is a simple green sign that says *Mile 0*. The *Mile 0* sign has become so synonymous with the city that the sign is now a registered trademark for commercial goods.



Figure 14: America's First Mile Park sign, Fort Kent, ME. This roadside park is at the northern terminus of U.S. Route 1 in Fort Kent, Maine. Source: Joe Shlabotnik/Flickr/Creative Commons.

Trans-Canada Highway

The Trans-Canada Highway is a network of transcontinental highways with British Columbia in the west and Newfoundland and Labrador in the east. In St. John, Newfoundland, the eastern terminus is not marked with a traditional marker. Instead, an urban plaza outside of City Hall marks the spot (N 47° 33' 41.58", W 52° 42' 43.16"). Depending on which resource you consult, this is known as *Mile Zero* (*Mille Zero* in French) or *Kilometre Zero*.

On the western side of Canada, there is no ambiguity whether to use miles or kilometres. In Victoria, British Columbia a park and sign mark the western terminus at the Zero Mile Monument (N 48° 24' 32.76", W 123° 22' 8.40").

Alaska Highway – And Other Points North

In northern Canada and Alaska, mileposts are often a necessity for survival. Given the remoteness of the landscape, referring to location in relation to highway mileposts is part of day-to-day life.³³ The single highway that connects most Alaskans to Canada and the Lower 48 is the 1,387-mile Alaska Highway (sometimes known as the Alaskan, Alaska-Canadian, or ALCAN Highway).³³ The length of the highway is constantly changing and people now refer to *historic milepost* values.

With such dependence on milepost numbers, the zero points for the highway are celebrated in a fashion similar to the southern end of U.S. Route 1 in Key West (albeit without the palm trees and mimosas). The zero point at the southern terminus of the Alaska Highway in Dawson Creek, British Columbia, is indicated by *two* markers. The first is an elaborate flag-festooned milepost at an intersection in the town's business district (N 55° 45' 30.39", W 120° 13' 43.23"). The second is the official zero point two blocks away at the highway's actual starting point (N 55° 45' 31.65", W 120° 13' 30.33").



Figure 15: Southern terminus of Route 1, Key West, FL. This signpost in Key West marks the southern terminus of U.S. Route 1. The green Mile 0 sign is an official registered trademark for commercial goods. Source: Ucumari/Flickr/Creative Commons.



Figure 16: Trans-Canada eastern terminus sign. This sign in St John, Newfoundland, marks the eastern terminus of the Trans-Canada Highway. It proudly claims Canada begins here! Source: M.E. Sanseverino/Flickr/Creative Commons.



Figure 17: Unofficial zero milepost for the Alaska Highway in Dawson Creek, BC. This zero milepost marking the southern terminus of the famed Alaska Highway stands in the middle of an intersection in Dawson Creek, British Columbia. Source: Arthur T. LaBar/ Flickr/Creative Commons.

The northern terminus of the Alaska Highway is a matter of some debate. Prior to the construction of the highway in 1942, there was an extant highway between Fairbanks and Delta Junction. Technically speaking, the official northern terminus of the Alaska Highway is at Delta Junction, where a zero milepost exists (N 64° 2' 13.44", W 145° 43' 54.77"). More adventurous motorists cite milepost #1523 in Fairbanks, Alaska as the *real* northern terminus. Milepost 1523 once stood at the corner of Lacey Street and First Avenue (N 64° 50' 39.15", W 147° 43' 4.72")³⁴; however, it now stands somewhat hidden on a tiny park a few blocks to the west (N 64° 50' 38.42", W 147° 43' 15.44").

While not connected to the Alaska Highway, others claim that the end of the Dalton Highway in Deadhorse, Alaska (the farthest anyone can currently drive a vehicle from the south; Deadhorse, located one mile from Prudhoe Bay, is a zero point for all roads between the Arctic and the jungles at Darién Gap in Panama (the southern-most point a vehicle can be driven on roads). The Dalton Highway ends at a desolate crossroads (N 70° 12' 23.58", W 148° 26' 24.93") and while there is no official marking of this latitudinal pinnacle of North American roadways, many nearby retailers proudly display signs that they are at the *End of the Road*.

Conclusion

Most older highways in the United States used major landmarks (such as courthouses) as their zero points. Others used the town limits for measuring distance. The concept of official zero points (or zero milestones) did not emerge until the automobile era when it became vogue to erect them. Sometimes the zero milestones marked highway termini. However, more often than not they simply served as ways to mark a single reference point for measure within a state. Vanity may have been at play with many zero milestones, with politicians and business leaders wanting to equate their jurisdiction's importance with that of Rome. End points on modern highways typically note the official start and end point for maintenance and administration.



Figure 18: Milepost 1523 in Fairbanks, AK. Many consider the unofficial northern terminus of the Alaska Highway to be at this milepost in Fairbanks. Source: J. Stephen Conn/ Flickr/Creative Commons.



Figure 19: End of the road sign in Deadhorse, AK. If you're willing and able, Deadhorse at the end of Alaska's Dalton Highway is the furthest north you can drive from the south on an official highway in North America. Many shops in this isolated oil drilling community display signs like this one. Source: Puffin11K/Flickr/Creative Commons.

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THE TURNPIKE TERMINUS STONES OF DEVON

Tim Jenkinson

It was the General Turnpike Act of 1766 that made the setting of milestones at the roadside compulsory on all turnpikes, this being for the benefit of horse-drawn travellers to inform them of both the direction and distances to towns and cities. In addition to these markers, it seems that some of the Turnpike Trusts of Devon opted to erect so-called ‘terminus stones’ along their routes, to signify the end or perhaps the start of their responsibility at the border with an adjoining Trust. Whilst it is not clear if this was common practice in the county or elsewhere in the United Kingdom there are nonetheless several instances of these intriguing markers still surviving at the roadsides of Devon in 2022.

Okehampton Turnpike Trust

Founded in 1760, the Okehampton Turnpike Trust went on to manage a total of 37 miles, 7 furlongs and 2 poles of road out of the town. We first learn of the setting of terminus stones on their roads in a paper by E.P. Burd (1936) on ‘Okehampton Turnpikes’ who describes seven routes out of the town that are listed in an Act of Parliament dated to 1829 (10 Geo IV c. xviii). See Table 1 for similar details of the turnpikes with terminus stones and the map in Figure 1 for their locations.

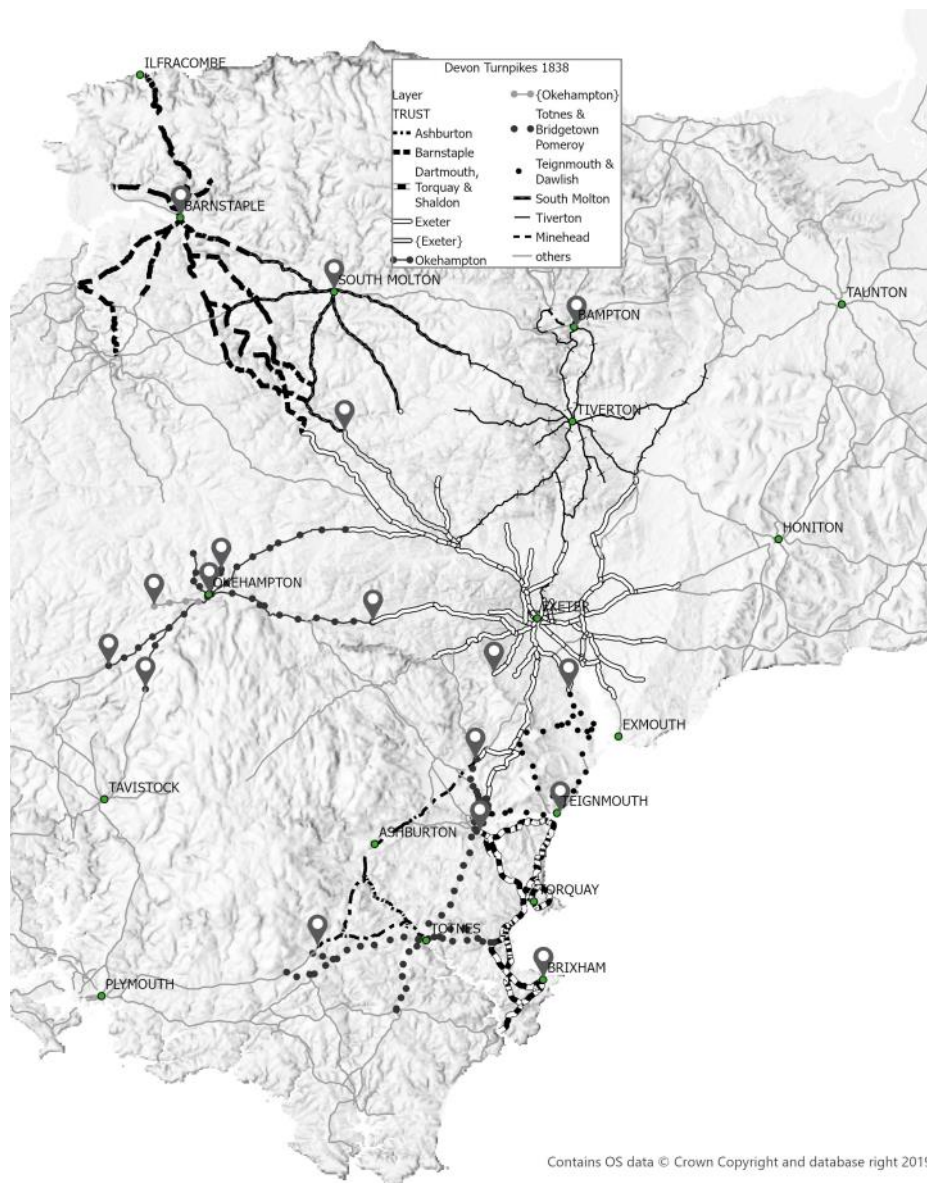


Figure 1: Devon turnpike roads and terminus stones mentioned below

Under the heading **Tavistock Road**, Burd explains that the road went out of the town through West Street and then *'over Veal Down to Down Town Cross lanes where there is an 'End of Okehampton Trust' stone'*. This marker remains today at approximately eight miles from the town on what is the present day A386 at a point known nowadays as Lower Downton. It stands on the east side of the road at SX 5234 8565 opposite the entrance to 'The Paddocks' and has beside it an old granite guidepost that is inscribed with the letters O, T and B presumably for Okehampton, Tavistock and possibly Brentor or Bridestowe. Sadly, both of the stones here are often hidden in the hedge during the summer months and are perennially neglected and therefore susceptible to damage from vehicles and cutting machinery.

For the **Launceston Road** which along with the **Exeter Road** formed an important section of the route between the city and Cornwall until the late 1970s as the then A30, Burd advises that *'At Coombebow there is an End of Okehampton Trust stone'*. This stone still survives on a path on the north side of the road at SX 4861 8798 outside Glenfield Cottage and has set beside it a County Bridge stone that is inscribed with a large C. In the other direction at Crockernwell 11 miles to the east of the town at SX 7535 9241 is a remarkable suite of three Grade II listed turnpike stones that are set in a wall on the north side of the road. These mark the change from the Okehampton to Exeter Turnpike Trust, but instead of the characteristic terminus stone as one might expect there is a large milestone showing a distance of 11 miles 2 furlongs and 32 poles to the town (see front cover of this issue).

Burd states that *'there was an End of Trust stone close to the two milestone at Five Oaks'* on the **Hatherleigh Road** the present day A386, *'but it has disappeared'*. However, the milestone he refers to is still extant, set on the east side of a now short, redundant section of old road to the south of Folly Gate at SX 5743 9741. It was cleared and renovated in 2007. The inscription here shows a shortened version of the town's name to 'Oketon'.

For the **Holsworthy Road** Burd writes *'The four milestone and a stone showing 'End of Okehampton Trust' are now close together at the end of the Maddaford Moor but I believe they were moved when the Holsworthy Railway was made.'* Neither the milestone nor railway (closed 1966) have survived but the terminus stone is still in evidence on

the north side of the A3079, approximately 100 metres to the east of Thorndon Cross at SX 5322 9403. It has a couple of minor engraving errors on its face.



Figure 2: An Okehampton Trust terminus stone near Thorndon Cross.

Starting out as North Street in the town, Burd explains that the responsibility for the **Jacobstowe Road** ended at Longdown Gate (approx. SX 5917 9902) which *'was at the Jacobstowe end of Goldburn Farm. There is an 'End of Okehampton Trust' stone there'*. We learn from Ebdon (2014) in support of this that the gate marked the parish boundary. This is most probably the terminus stone that can now be seen in the Museum of Dartmoor Life in the town but is said to have come from Goldburn Cross which is a little to the south of both Burd and Ebdon's assertions on this minor road.

Regarding the **Exbourne Road** that runs out of the town in the same direction towards Jacobstowe along North Street but then branches right to Chichacott Wood Gate, Burd explains that a stream on the road *'is the boundary between Okehampton and Sampford Courtenay. There is a stone there with 'End of Okehampton Trust' on it'*. This stone survives to this day and is set on the east side of the road at Chichacott Down Bridge at SX 6003 9769.

Finally, there is the **Crediton Road** running to the northeast of the town that was listed in the Act of 1829 as far as Newland Bridge (SS 6586 0041) but had originally been extended to the White Hart in Bow (SS 7189 0180). According to Burd, the section between the bridge and the village was disturnpiked as long ago as 1782. It is unclear as to where the End of Trust stone would have stood on this road but there is no survivor today.

Name	Founded	Miles 1760 yards	Furlongs 220 yards	Poles 5.5 yards
Exeter	1753	146	6	0
South Molton	1759	42	1	8
Okehampton	1760	37	7	2
Newton Bushel	1761	26	0	7
Barnstaple	1763	91	5	1
Totnes, Bridgetown, Pomeroy	1780	43	2	0
Ashburton and Totnes	1809	28	0	0
Teignmouth and Dawlish	1823	26	5	19
Torquay and Dartmouth	1823	37	6	5

Table 1: Details of Devon turnpike trusts with known terminus stones

Exeter Turnpike Trust

Despite having the largest remit for roads in Devon only three terminus stones have been so far located for the Exeter Turnpike Trust. The one in **Dunchideock Road** lies about a quarter of a mile to the south of that village and just over four miles outside of the city on what is now an unclassified road that continues over the whaleback of Haldon Hill and eventually drops down into the town of Chudleigh a further five miles away.

The stone itself is inscribed with the words ‘Here/ ends The Exeter /Trust/’ and is set on the west side of the road in a low stone alcove below Haldon Gate at SX 8756 8717. It was first discovered and described by the author in a survey of the road that is dated to January 2008 and subsequently deposited in the Milestone Society archive. However, its discovery seems to have eluded Ebdon’s (2014) assessment of the border of the Trust on this road who places the terminus as somewhere in the village, opting for Webberton’s Cross (SX 880874) near the four-mile marker, this being a point that is very much to the east and north of the proper site.

The second terminus stone stands on a grass bank/verge on the **Chulmleigh Road** in North Devon at Labbett’s Cross (SS 7248 1159) on the north side some 18 miles from the city. It is inscribed with ‘Here/ (E)nds the/Exeter/Turnpike/XVIII^f ½/ Miles/from/ (Exeter)’, the latter word now buried underground. Prior to the 1830 new build of what is the present day A377 and that now runs through the valley beside the river Taw, this was part of the main route out of the city towards the North Devon town of Barnstaple.

The third Exeter stone forms part of the previously mentioned suite of three markers in the village of Crockernwell on a section of the old A30 in **Okehampton Road** (SX 7535 9241). (See front cover) The easternmost marker of the trio is inscribed ‘Here/Ends/ Exeter/Trust/’ with the one in the middle showing a distance of ‘11/Miles/39 Poles/From the Centre/of Exe/Bridge’ evidently the point from which all mileage from the city was measured.

Torquay and Dartmouth Turnpike Trust

There are two known examples of terminus stones surviving from the days of this Turnpike Trust that was founded from the merging of the former Newton Abbot and Dartmouth and Keyberry Bridge and Torquay Turnpike Trusts in 1823.

The first stone inscribed with the legend ‘End of the/Dartmouth/and Torquay/Turnpike/’ stands in East Street in Newton Abbot (A381) low down in a wall on the south side of the road approximately 50 metres to the east of Scott Close at SX 8617 7114. This stone, which is easily overlooked, was Grade II listed in April 2004 by Devon County Council but is incorrectly recorded in that listing as the ‘Start’ of the Trust rather than the ‘End’.

The second and much better-known marker stands at the site of the old fish market on Brixham Quay at SX 9256 5631 and is similarly inscribed but with the use of an ‘&’ instead of the word ‘and’. Grade II listed in October 1993, it is described as a “Turnpike stone. About 1838. Short, round headed piece of Devonian limestone” it is related to a section of road that is listed in 1825 as ‘*Brixham Turnpike Gate to Brixham Quay*’ that Ebdon interprets as a now unclassified road leading from Brixham Cross (SX 903538) through Milton Street, Drew Street and Bolton Street into Brixham.



Figure 3: Terminus stone in East Street Newton Abbot.

Ashburton and Totnes Turnpike Trust

This Turnpike Trust was formed from the amalgamation of the former Ashburton and Totnes North End Trusts in 1809. In total it went on to manage 28 miles of road in the county including what was an important stretch of some 16 miles between Brent Bridge over the river Avon in South Brent and Chudleigh Bridge over the river Teign near to that town on what was, until the 1970s, dual carriageway, the main route between Plymouth and Exeter (old A38). The Trust opted for the use of limestone from local quarries for its markers and at the two terminus points mentioned above both stones are still extant, dating to the 1820s.

At Brent Bridge (SX 6976 5956) the now very worn marker that is set on the south side of the road opposite the old tollhouse shows the legend ‘Brent/Ash-/Burton/VIII/Miles/’. It is an unusual terminus stone in so much that it not only shows a distance to the town but also marks the name of the parish where it stands. The one at Chudleigh Bridge at the junction of the present day B3193 and B3344 (SX 8574 7852) has a similar inscription but is engraved with the word ‘Henock’ above the mileage indicating once more the parish in which it is set. Limestone is a much less durable medium than granite, hence the deterioration in both the inscription and general condition of the markers along this section of road.

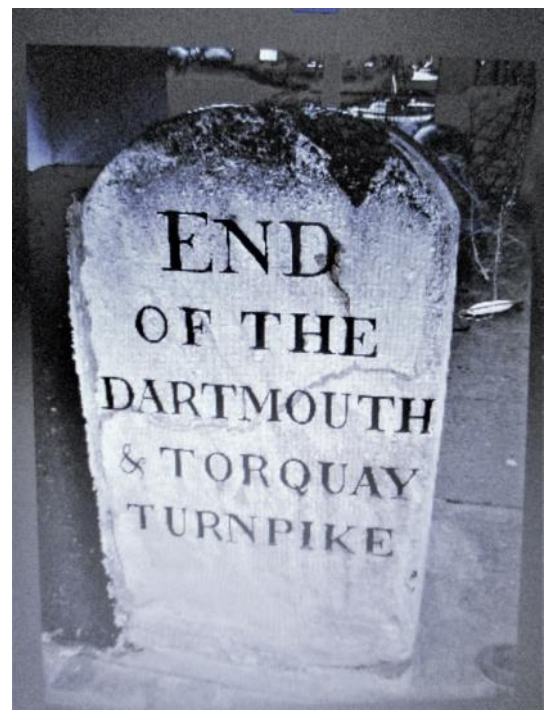


Figure 4: Terminus stone, Brixham Quay.



Figure 5: Terminus stone at Chudleigh Bridge.



Figure 6: Totnes/Bushel stone in Newton Abbott.

Totnes Bridgetown Pomeroy Turnpike Trust

This Trust had responsibility for a section of road running to the north of the main town through Newton Abbot and out to Chudleigh. There is a small triangular stone in Wolborough Street on the corner of Linden Terrace (A381) opposite the Mackerel Almshouses in Newton Abbot at SX 8551 7091 that is inscribed with the letters 'TB' on one face and 'NB' on the other. Set on the pavement on the west side of the road, it is most unusual in having an Ordnance Survey benchmark cut into both of its faces. For many years this marker was thought to be a parish boundary stone but following its recent description as a 'milestone' in the local press it is now considered to be a terminus stone marking the point at which the responsibilities of the Totnes Bridgetown (TB) and Newton Bushel (NB) Turnpike Trusts changed.

However, this interpretation is somewhat at odds with Ebdon's description on page 89 as passing '*Through Newton Abbot by Highweek Street, Bank Street, and Wolborough Street then A381 to Totnes*'. In the routes that he lists separately for the Newton Bushel Turnpike Trust (p57) two are noted to set out from the town, one in the direction of Ashburton as far as Traveller's Rest (present day A383) near Bickington and the other through the village of Highweek to Blatchford Brook on the present day A382. Therefore, it could be possible that the town centre roads were in fact managed by the local Trust rather than the one based in Totnes and that the stone we see in Wolborough Street reflects this distinction along with the Torquay and Dartmouth terminus stone that is set in East Street (described above) on the same A381 road about 200 yards from the town centre.

Teignmouth and Dawlish Turnpike Trust

The two terminus stones that survive from this Trust are connected to the present day A379 that runs from Teignmouth out through Dawlish and towards Exeter as far as Blackheath where the responsibility changed to the city's Trust. The first stone on this road in French Street was reset outside the Teign Heritage Centre in Teignmouth (SX 9426 7304) upon its reopening in May 2011. The thin upright stone here is curiously inscribed on one face with the letters T.D.T./T.T./ that have been generally interpreted as standing for 'Teignmouth Dawlish Turnpike Trust Terminus'. A small plaque beside the stone confirms this.

At the other end of the Trust's Road to Exeter at Blackheath (SX 9512 8548) some 10 miles from the town there is a similarly styled but now very worn stone on the west side of a crossroads by Red Lodge and Blackheath Farm. It is inscribed with 'TD' on one side presumably for Teignmouth/Dawlish and 'ET' on the other for Exeter Trust. Martin Ebdon confirms this point as the terminus on this road.



Figures 7 and 8: Teignmouth terminus stone and explanatory plaque.

South Molton Turnpike Trust

It appears that the mileage centre for the Trust was in the town centre where a stone inserted into a pillar of the Town Hall at the Square in Broad Street (SS 7142 2586) can be seen. Inscribed 'Mileage/Centre/S.Molton/', it was spotted by Alan Rosevear in February 2013 during a visit to the town and is a remarkable artefact as the point from which all mileage along the Trust's roads was measured. Not so much a terminus stone but more of a starting point.



Figure 9: South Molton Mileage Centre stone.

Barnstaple Turnpike Trust

This was the second largest Turnpike Trust in Devon. Of particular interest and proudly inserted into the corner of the Guildhall in Barnstaple town centre at SS 5582 3321 is a red granite quoin that is inscribed 'Centre of Barum/Turnpike, Mileage/1879/', Barum being the medieval Latin name for the town and 1879 the date when new milestones were erected.

Minehead Turnpike Trust

It seems that this predominantly Somerset-based Trust, was once responsible for a stretch of road running between the town and Bampton in Mid Devon. An Act of Parliament of 1822 permitted the amendment and repair of roads from Minehead to Batham Bridge in the heart of Bampton and today in Brook Street (B3227) set on the south side of the road at SS 9595 2221 is a tall limestone marker bearing the inscription 22M 5P 34R/To/Minehead*. Generally thought of as a terminus stone it is certainly at the end of the turnpike here, but it had to be recut after being defaced during the Second World War. It was Grade II listed in December 1987.

[*Whoever re-carved the legend misunderstood the original, changing 'F' (Furlongs) for 'P' (Poles) and 'P' for 'R' (Rods). Rods and Poles are the same length, so the re-carved version makes little sense.]



Figure 10: Centre turnpike stone in Barnstaple.



Figure 11: Terminus or milestone at Brook Street, Bampton.

This concludes the account of all the currently known terminus stones surviving in Devon. It is by no means the definitive list for the county as there may be others still extant at the roadside just waiting to be found. Not all Turnpike Trusts in Devon appear to have used this method of showing the start or end of their roads. Nevertheless, those that have been discovered form a remarkable collection, almost certainly unmatched anywhere else in Britain.

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SINGLE DISTANCES, TWO SOURCES AND AN ‘OLD PHOTO’

Richard Oliver

There are four types of evidence for the history of distance markers: the markers themselves; written evidence; maps; and pictures, which in turn divide into drawings and photographs. This article is concerned with aspects of maps and photos.

Distances shown on markers can be divided into four broad categories: single distances; distances to the two nearest towns or other significant places; three distances, with the third distance often to London or other important centre; and four or more distances. Single-distance markers embrace canals and, particularly, railways as well as roads.

Distance marker purposes

There are two main reasons for erecting distance markers. One is ‘external’: the information of travellers. The other is ‘internal’: use by owners and maintainers of the infrastructure, such as a turnpike trust or other highway authority, or a canal or railway company. These bodies may be concerned with both engineering and the use of distances for calculating usage-charges. The two basic methods of setting charges are by ‘what the market will bear’, and by strict mileage rates. The ‘market’ system seems to have been the practice with coaching and may have only a very loose relationship with distance, whereas strict distance-related rates were laid down in the Acts of Parliament authorising canals and railways. This implied measurement of distance: in 1844 it was enacted that each railway was to run at least one train each day in each direction for which a fare of one penny per mile was to be charged, and in 1845 the Railway Clauses Consolidation Act enforced the provision of distance markers on railways.

Why single mileages?

There are several reasons why distance markers may show a single set of mileages. Whilst most turnpike roads and their successor ‘main’ roads ran from town to town, there were several town-based trusts, for example at Exeter and Lincoln, which managed radial routes, where the outer terminus was at a point that could not be described succinctly. Another reason, of particular importance for railways, was to provide a precise horizontal datum for engineering and charge-setting purposes. Single distances indicated by figures, without mention of the zero points, have been standard railway practice since at least the later nineteenth century. On roads running from town to town single-distance markers were certainly in the minority: the run of some 26 mostly single-distance markers from Kings Lynn towards Wells-next-the-Sea (later A149) in north-west Norfolk is unusually extended, at any rate for England and Wales.

A contemporary use of single distance markers along roads is on motorways and some trunk roads, where metric distance is used.¹ Before the introduction around 2005 of distinctive gold-on-blue-ground distance signs at roughly 500-metre intervals, the road markers were discreet and evidently for ‘internal’ rather than ‘external’ use: a similar comment applies to railway markers.

Railway distance markers

It is likely that many railways in operation by 1845 had already provided markers: following canal practice, these might be at mile, half-mile or quarter-mile distances. Between 1844 and 1865 a series of amalgamations considerably reduced the number of railway companies, and brought numerous trunk routes, originally constructed in sections, under the control of a single company. The constituent companies had their own sets of markers, and an example of the discontinuity that could result is provided by the main line of the Manchester, Sheffield & Lincolnshire Railway (MSLR), which controlled the trunk route from Manchester to Grimsby, opened throughout in 1849.² In the early 1850s there were apparently three sets of milemarkers: going east, one set with zero at Manchester, then a second set with zero at Sheffield, and then at Gainsborough a change to a third set with zero at Grimsby. The section from Barnetby to Brocklesby had two sets of posts: those from Grimsby, and those for a route nominally from Hull to Lincoln. This started with a ferry crossing of the Humber, then had a zero at New Holland, joined the line from Grimsby at Brocklesby, and then diverged at Barnetby. Having two sets of posts, with a zero at each end of the line, was by no means uncommon; an alternative was dual-distance posts, with at least one distance rounded: a few examples survive from the Edinburgh & Glasgow Railway, dateable to the 1840s.³ The four-distance post mapped in Figure 1 is unusual.

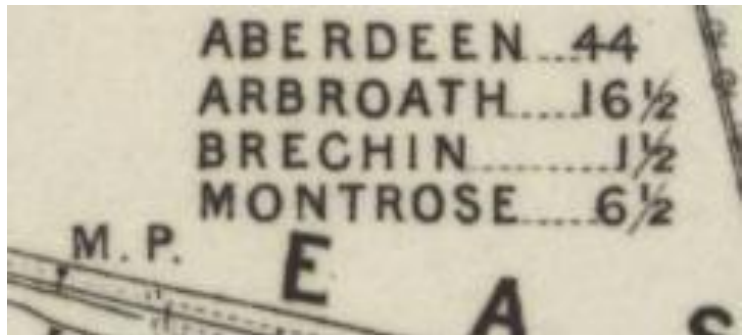


Figure 1: A four-distance railway milepost east of Brechin, surveyed c.1860: from OS Forfarshire 6-inch first edition sheet 27.

In the later nineteenth and earlier twentieth centuries most companies rationalised their distance markers and minimised the number of zero points: the usual practice was to have a zero at the London terminus or, failing that, the company’s provincial headquarters: thus the North Eastern Railway had its zero at York.⁴ Measurement was in principle rigorous, and posts with dual rounded distances were unknown; the Edinburgh & Glasgow posts are unusual survivors. By the mid 1880s the MSLR had adopted a zero at Manchester for the whole of the Manchester-Grimsby route, and this was also used for the section of line from Brocklesby to New Holland. However, the Barnetby-Lincoln line retained its zero at New Holland.

Sources: maps

Map sources can be divided into three: the Ordnance Survey, other printed maps, and manuscript mapping. OS mapping has been sufficiently studied for its virtues and pitfalls to be apparent. Other printed maps represent a wide range of sources, some of which indicate milemarkers, or possible milemarkers, and the same applies to manuscript maps: at present both sources can be summarised as characterised by heterogeneity, in contrast to the relative homogeneity of the Ordnance Survey.⁵

Ordnance Survey maps fall into two broad groups. Small-scale maps in the range 1:20,000 to 1:63,360 (1 inch to 1 mile) indicate mile markers, usually only along turnpike or ‘first class’ roads: on the one-inch indication is either by mileage figures up to the inter-war period or, more recently, by ‘MS’ or ‘MP’, although only along nationally-numbered roads. The markers along motorways and trunk roads are ignored; thus many extant distance markers are not shown. On some nineteenth century one-inch maps railway distance markers were indicated in a similar manner to those along roads, and occasional markers along canals are recorded, mostly in the north of England. On the larger scales, 1:10,560 (6 inches to 1 mile), 1:2500 and various ‘town scales’, up to 1960 distance markers along roads were indicated both by location and distance; since then only locations have been shown. Up to about 1893 distance markers along railways and canals were shown similarly to those along roads, with distances: thereafter they were indicated by location and abbreviation only.⁶

The showing of both distances and the places to which they refer can be valuable in reconstructing ‘lost’ distance markers, as discussed in two previous articles.⁷ Up to 1883 the practice was to show all distances (Figure 2); thereafter, for distance markers showing three or more distances, only those to the two nearest towns were quoted (Figure 3). Where only a single distance and town were recorded on the marker, only that information was shown on the map.

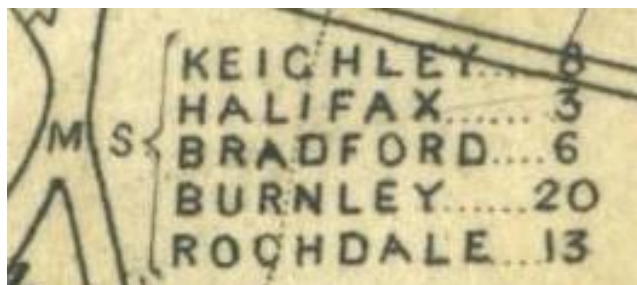


Figure 2: A milestone mapped with all distances shown, surveyed *c.*1850: from OS Yorkshire 6-inch first edition sheet 215.

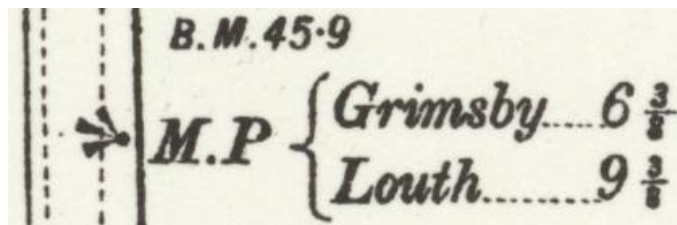


Figure 3: A three-distance milestone, mapped showing the distances to the two nearest towns: the third distance was to London. From OS 6-inch Lincolnshire second edition sheet 30 SE, revised 1905.

If the map evidence is to be believed, the usual practice up to the late nineteenth century for railway and canal milemarkers was to show both distance and the zero point (Figure 4): how far this corresponded to reality is for further investigation, which is not helped by the evidently wholesale replacement of railway markers *circa* 1900.⁸

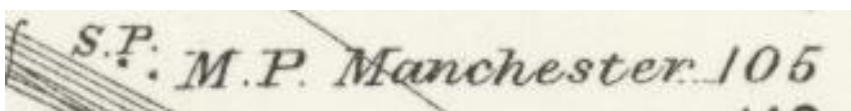


Figure 4: A railway milestone, with the zero point stated: from 1:2500 Lincolnshire first edition sheet 21.04, surveyed 1886.

After about 1893 there was a change of practice on 6-inch and larger-scale mapping: for railways and canals only the locations of distance markers were recorded, but for roads double distances were quoted wherever practicable, regardless of how distances were shown on the marker on the ground. If it was possible to ‘complete’ a single-mileage marker by adding distances from the other terminal point, not indicated on the marker, then this was done. Examples of this in Norfolk will be illustrated later in this article. Ian Thompson has drawn attention to several roads in Cornwall, where, if the map evidence was to be believed, markers showing single distances at the time of the initial survey *circa* 1880 had had second distances added by the time of the revision of *circa* 1905, yet the surviving stones show only single distances: careful erasure seemed implausible.⁹ This supplying of ‘invisible’ information may seem on the face of it an unwarranted addition, but it has parallels in the OS’s depiction of administrative boundaries, which are ‘invisible’ in reality, but which are indicated by ‘mergings’ enabling them to be traced on the ground, for example ‘C.R.’ for ‘centre of road’.

Figures 5 to 10 show two milestones in the run between Kings Lynn and Wells-next-the-Sea, together with extracts from OS six-inch mapping. Figure 5 shows NO_KLW22 with one distance, and Figure 6 shows NO_KLW29 with two distances: both also show the parish name, of which the OS took no note. Comparison with the maps shows that Figures 7 and 10 are ‘correct’ in recording places and distances, and from its absence from Figure 9 it must be presumed that NO_KLW29 was only erected after 1886, whereas Figure 8 supplies information not on the post itself.

Sources: photographs

Up to the late 20th century and the advent of the Milestone Society, only a small proportion of the United Kingdom’s distance markers were the subject of documentary photography. This may be related to their changing status brought about by World War II. The erecting of the ‘Bradley stones’ in Worcestershire in the 1930s indicates that mile markers were still seen then as a normal part of highway furniture. Wholesale removal or obliteration during the war, followed by partial restoration afterwards, suggests a shift in attitude, whereby milestones were becoming something out of the ordinary, survivors of an earlier era. This seems to be reflected in photography: before about 1950 photographs of milestones would seem to be relatively uncommon. Thereafter, recording was selective. Ken Diamond may have been exceptional in his activities from the 1950s onwards, but even he tended to collect specimens rather than make comprehensive surveys of routes.



Figure 5: NO_KLW22 in 1997: TF 769438



Figure 6: NO_KLW29 in 1992: TF 872432

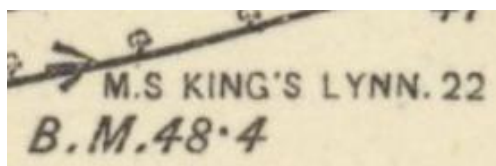


Figure 7: NO_KLW22 on OS 6-inch Norfolk first edition sheet 6 NE, surveyed 1886.

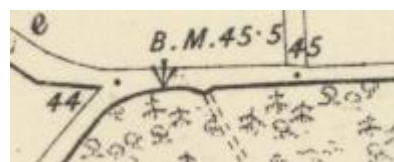


Figure 9: The site of NO_KLW29 on OS 6-inch Norfolk first edition sheet 8 NW, surveyed 1886: the 'G.P.' (guide/signpost) shown in Figure 10 is also absent.

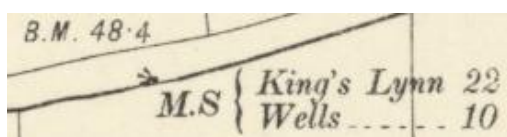


Figure 8: NO-KLW22 on OS 6-inch Norfolk second edition sheet 6 NE, revised 1904

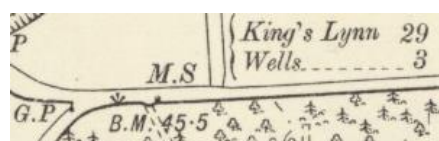


Figure 10: NO_KLW29 on OS 6-inch Norfolk second edition sheet 8 NW, revised 1904: observe the 'G.P.' added at the road junction to the west.

Apart from documentary photography, another possibility is of a distance marker appearing incidentally in a photograph designedly of a different subject – for example, of a contiguous building – or a personal portrait. Such a 'personal portrait' is Figure 11, taken north of Narborough in Norfolk in the spring or summer of 1918, showing milestone 9 in a run between Kings Lynn and Swaffham.¹⁰



Figure 11: Charles Levine (1897-1991) with the Narborough milestone (TF 74611377), spring/summer 1918.



Figure 12: Authentication of Figure 11.

This was one of a very few images of some ‘documentary’ interest in a collection of many thousand ‘family photos’ that the writer recently sorted and mostly discarded. One reason for discarding was inadequate documentation. Figure 11 is not completely documented, but is unquestionably partly so: not least, it is signed ‘Charles Levine’ on the back (Figure 12), and this helps dating and some context.



Figure 13: The Narborough milestone on OS 6-inch Norfolk first edition sheet 46 SE, surveyed 1884.

For comparison, Figures 13 and 14 show the depiction of the Narborough milestone on the OS six-inch first and second editions: Figure 11 suggests that Figure 13 is ‘correct’ and Figure 14 is ‘wrong’.



Figure 14: The Narborough milestone on OS 6-inch Norfolk second edition sheet 46 SE, revised 1904.

The presence of the milestone is secondary, as a ‘prop’, to the main purpose of the photo, which is as a portrait. The photographer is unknown; perhaps it was a friend of Levine’s? Did he have a stock of them, to hand out as needed?

Who was Charles Levine? The writer’s father, seeing the picture, and perhaps prompted by the signature, said that Levine was ‘one of Aunt Doll’s boyfriends’ and one of the first men to fly the Atlantic. He repeated this in writing, without further comment, in some unpublished reminiscences. Aunt Doll was officially Alice Maud Scott (1888-1979), a maternal aunt, who was fond of dancing and who had large numbers of ‘boyfriends’ in the twenty-odd years before she eventually married around 1929.

Levine (1897-1991) was a ‘colourful character’, who had an early interest in aviation, and by 1918 was serving in the air division of the United States army.¹¹ At this time there was an aerodrome at Narborough and another close by at Marham, and Levine may have been attached to one of these. He developed his interest in flying, and in 1927 hoped to be the passenger on the first flight direct from the mainland of North America to the mainland of Europe. It was characteristic of Levine that, at the crucial moment, he was embroiled in legal wrangling over the projected flight, and the pioneering honour fell to Charles Lindbergh. Levine and his pilot flew across some three weeks later and landed in Germany, beating Lindbergh’s record by 300 miles. Levine’s subsequent career included a spell in prison for illegal trading.

Such is the connection between early aviation and the fortuitous photographing of a milestone at a time when these were still ‘highway furniture’, rather than ‘heritage assets’. Aunt Doll’s dancing has led to an interesting record.

Acknowledgements

I am indebted to John Minnis and the late David Milbank Challis for advice and assistance with railway mileposts. I am particularly grateful to Carol Haines for correcting my misidentification of the Narborough milestone in an earlier draft of this article. All the map extracts except figure 2 are from the National Library of Scotland online collection, <https://maps.nls.uk/os>.

Footnotes and references

¹For railway mileposts see D.W. Winkworth, 'Milepost variety', *Railway Magazine*, May 1971, 236-9, and Richard Oliver, 'Railway mileposts', *Milestone Society Newsletter* 19 (July 2010), 28-30.

²The evidence for this is the mileages added to the Ordnance Survey one-inch Old Series sheets after *circa* 1850.

³See *Milestone Society Newsletter* 23 (July 2012), 28-9 and 34 (February 2018), 21-2.

⁴There is extensive evidence for this when the first edition six-inch and 1:2500, surveyed 1842-88, are compared with their revised successors.

⁵The varying treatment of Lincolnshire mile markers by Andrew Bryant and Christopher Greenwood is described in Richard Oliver, 'Lincolnshire mile markers: maps, metal and the missing', *Milestones & Waymarkers* 10 (2017), 25-33.

⁶This is discussed further, with quotations from OS internal instructions, in Richard Oliver, 'Milestones and other distance markers and the Ordnance Survey', *Sheetlines* 124 (2022), 17-28.

⁷Oliver, 'Lincolnshire mile markers' and Oliver, 'Milestones and other distance markers'.

⁸Winkworth, 'Milepost variety', 237 and 238, illustrates a Bodmin and Wadebridge Railway stone with only figures, to which the OS six-inch first edition, surveyed *c.* 1881, adds a zero point, and a Cheshire Lines post with a 'M', presumably short for 'Manchester'.

⁹Ian Thompson drew my attention to this in an e-mail exchange, and kindly provided a tabulation of the data.

¹⁰I am indebted to Carol Haines for the correct identification of this milestone.

¹¹See https://en.wikipedia.org/wiki/Charles_A._Levine (accessed 17 February 2023).

THE MILESTONES ALONG MAIN ROAD

CAPE TOWN TO SIMON'S TOWN

Mike Walker and Barrie Gasson

Editor's note. This article was originally published in 2010 in Bulletin 14 of the Kalk Bay Historical Association. It was updated in February 2021 by the magazine's editor Barrie Gasson. The editors of this magazine are indebted to both Mike and Barrie for permission to reprint the article and to make minor amendments for the benefit of UK readers unfamiliar with the geography of the Cape. The original introduction, based on Mervyn Benford's *Milestones*, has been replaced by an overview. Most of the original photographs of milestones have been included but the aerial photographs showing the location of each stone have been omitted, replaced by a map of the area *c.* 1900. The original article, as updated in 2021, can be accessed on line at <http://www.kbha.co.za/BULLETINS/14/mobile/index.html>.

All photos are by M. Walker unless otherwise stated.

Overview: Roads and milestones at the Cape

The development of roads and milestones in the Cape falls into three phases, corresponding to the overall governing authority and those individuals responsible for roads at the time. During the first phase, lasting from the mid-17th to the late 18th century, the Cape was ruled by the Dutch East India Company (DEIC). In the second wave in the early 19th century after the British had taken over government of the Cape, roads were the responsibility of Louis Michel Thibault and John Chisholm. After two decades they were succeeded in the third phase for another twenty years by Charles Michell. In the fourth and final stage of direct British rule lasting approximately fifty years and ended by the Act of Union in 1910, responsibility for roads lay with the Cape Divisional Council.

During most of the period during which the milestones were erected the road from Simon's Town to Cape Town was largely open country, thinly populated. Today, as the milestone photos demonstrate, they are predominantly in urban areas.

The documentary evidence for the building of the roads and the erection of the milestones is plentiful, as demonstrated by the long list of primary and secondary sources. It is therefore possible to trace the history of the roads and milestones in some detail. The nine Main Road stones surviving of the original 24 is a sufficient number to give a good idea of how the lost stones would have looked, and the two survivors on the Maitland Road enable the differences between the two series to be seen. The future survival of the stones looks to be assured now that they have become protected. The growing awareness of the stones as valuable heritage assets on the part of the authorities and the recent replacement of two of the lost stones with authentic replicas bodes well for the stones' future.

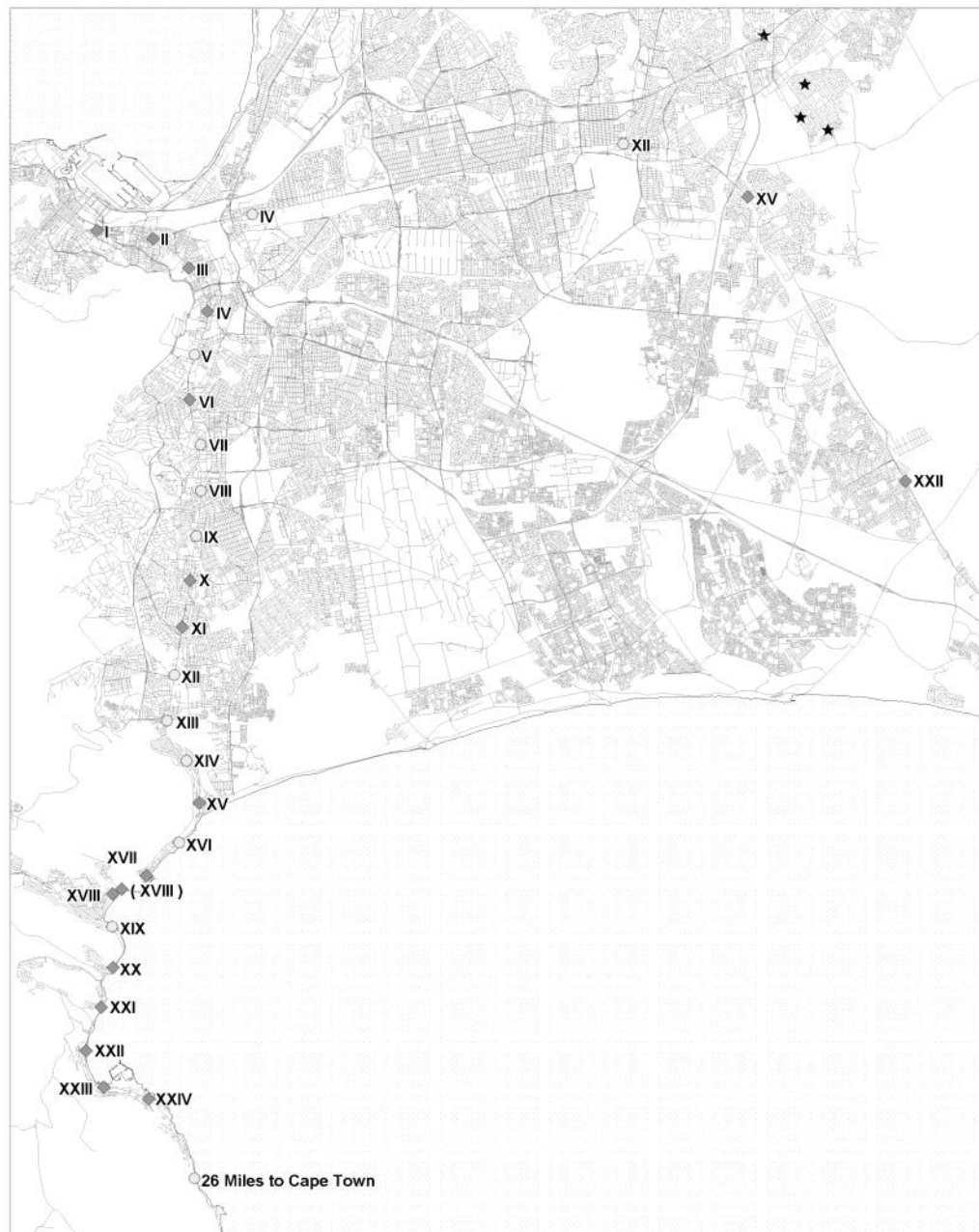


Figure 1: Map of Main Road and Maitland Vortrekker Road milestones.

The DEIC: 1652 – 1795

During the first 143 years of settlement at the Cape, roads were extended from Table Bay into the hinterland on the basis of need. The primary need was to supply the refreshment station with water, food and materials for the passing Dutch fleets that called three times a year, and to care for the health of crewmen.

For this purpose *buiteposte*, or resource collection points, were established on the Peninsula and elsewhere and connected by roads that were used by people on foot, horse and ox-wagon.

Milestone	Location: suburb and street	● = Extant ◇ = Vanished	
		1897	2009
I	Cape Town: Sir Lowry / Russel	◇	◇
II	Woodstock: Victoria / Dublin-Argyle	◇	◇
III	Observatory: Main / Groote Schuur Dr.	◇	◇
IV	Rosebank: Main / York	●	◇
V	Rondebosch: Main / Rouwkoop	●	●
VI	Claremont: Main / Vineyard-Warwick	◇	◇
VII	Kenilworth: Main / Braeside-Kenilworth	●	●
VIII	Wynberg: Main / Benjamin	●	●
IX	Plumstead: Main / Victoria-Cecil	●	●
X	Diep River: Main / Greenfield-Marston	●	◇
XI	Bergvliet: Main / Silverhurst	●	◇
XII	Retreat: Main / Tokai	●	●
XIII	Steenberg: Main / Steenberg	●	●
XIV	Lakeside: Main / Vlei	●	●
XV	Muizenberg: Main / Belvedere	●	◇
XVI	St James: Main / Braemar	●	●
XVII	Kalk Bay: Main / St Johns	●	◇
XVIII	Fish Hoek: Main / Banks	◇	◇
XIX	Sunnycove: on rise before Hillside	●	●
XX	Glencairn: south of quarry	●	◇
XXI	Glencairn: Main / Hopkirk	◇	◇
XXII	Simon's Town: Long Beach	◇	◇
XXIII	Simon's Town: St George / Union	◇	◇
XXIV	Seaforth: McFarlane / SAN Barracks	◇	◇

Table 1: Original location and current status of milestones along Main Road

On the Peninsula the *buitepost* on the future Main Road to Simon's Bay were Rustenburg (fruit and vegetables), De Schuer (later Groote Schuur) (transport), Muizenberg (transport and military), Vishoek (fish) and Simons Baaij (ship services). The road as far as Muizenberg was known both as the Grote Weg na de Caap (Frederici, 1787) and Die Kaapsche Wapad (Sleigh, 1993). The link along the coast from Muizenberg to Simon's Bay remained more of a track than a road and limited improvements were made to it after 1792. A journey from Table Bay in those times took five hours to Muizenberg and a further two hours to Simon's Town.

In 1772, the Swedish botanist Carl Thunberg, describing the commencement of a journey from the Cape to the Gamtoos River, E. Cape, lamented the absence of milestones and was able to measure distances only by reference to the time elapsed since starting out.

"My equipage consisted of a saddle-horse, a cart covered with sail-cloth like a baggage waggon, and three yoke of oxen, by which it was to be drawn through the whole of the journey.

Thus equipped I set out with my company from the Cape on the 7th of September for Jan Besis Kraal, [today's Milnerton] a small grazing farm belonging to the Company, and situated by the sea-side, where we arrived at eleven o'clock. we came to Groene Kloof (the Green Valley), [today's Mamre] a considerable grazing farm belonging to the Company, at the distance of eight hours journey from the Cape.

The country has indeed been much inhabited and cultivated by the European colonists, but as yet no milestones have been set up, nor have the farms and rivers everywhere received suitable names."

Thunberg, pp. 53-55.

No evidence has been found on the dozens of DEIC maps, or in the detailed DEIC records, of milestones ever having been quarried, inscribed, and erected along Main Road, or any other road. (Sleigh, pers. comm.) The particular milestones that stand along Main Road today have "Miles from the Town House" inscribed on their faces, and this clearly places them in the post-DEIC British era. Similar-looking ones on the road to Bellville were erected only in 1845, long after DEIC rule had ended.

Louis Michel Thibault: 1806-15, and John Chisholm: 1814-17

The introduction of milestones awaited the arrival of the British who gave attention to the condition of strategically important roads, one of which was that from Table Bay to Simon's Town. But this became strategic only after it had been decided in 1814 that Simon's Bay should be the permanent Naval Arsenal. Louis Michel Thibault (architect, engineer and land surveyor) had surveyed much of the route and laid it out as far as the Diep River bridge. Thibault died in November 1815 but some time before this the project had been placed in the hands of engineer John Chisholm.

In May 1814 Chisholm put detailed proposals to the Colony's first civil governor, Lord Charles Somerset, about the construction of the Simon's Town – Muizenberg section. Work commenced in June on this section, regarded as the most urgent stretch of the road and the Colony's number one public work at that time. It ran concurrently with construction on two other sections: Wynberg – Diep River, and Diep River – Muizenberg along the new direct straight-line route from Wynberg to Muizenberg (commenced in August 1814). The work was carried out by the 72nd Regiment (Duke of Albany's Own Highlanders) and 83rd Regiment (Royal Irish Rifles) who, Chisholm noted, worked harder than Navy men. On the Wynberg section the men were reckoned to have worked harder because of having been given one pint of wine per day! By about August 1816 all three sections had been completed.

The erection of milestones was undoubtedly part of this project and brought colonial practice into conformity with that in the Mother Country, some 50 years after mile-marking along major routes became obligatory there. Sleigh (2020: 51) refers to the fetching of milestones from 'Rubben Island' in May 1811 by Capt. Long of the government topsail schooner *Isabella*. Capt. Long's letter on the matter to the Colonial Secretary Mr Charles Bird is the earliest reference to milestones found to date, and proves their provenance on Robben Island. The letter reads:

Sirs, I have the honour to acquaint you, that, I left Cape Town yesterday morning in order to proceed to Rubben Island for milestones for Simon's Bay. At my arrival at this place, I found that Mr Scholtz the gentleman charge d'affairs here, was not acquainted of my coming for the said stones and had only fifteen brought down to the waterside and he having no sufficient assistance to bring the remainder down. Being, Sir, I thought proper (the wind being favourable) for me to proceed for Simon's Bay, not to wait for the remainder, as Mr Scholz himself has promised to send them over to Cape Town with his own boat.

Please Sir, have the goodness to let me know to whom I have to deliver the stones and the quantity and quality I am to deliver as I suppose the stones begins their number from Cape Town.

I have received on board the fifteen Mr Scholtz has brought down to the water side. Six of them number II, III, IV, V, VI, & X, the remainder plain – in getting under way hope with much your approbation.

I have the honour to remain, Sir your most sincere humble servant

William Long

PS the weather wouldn't permit me for [...] days to wait for the last boat containing two plain stones. I have on board 13 and sailed.

W. Cape Archives: CO 31 Port Office, W Long to C Bird.

There are further references to milestones a few years later, the first being in a progress report by John Chisholm:

Cape Town, February 6th 1815

"Inclosed is the monthly accounts for Simons Town Road. I am happy in stating to His Excellency Lord Charles Somerset, that the quantity of work performed last month exceeds any preceeding it, particularly the Wynberg Party. Consisting of the 83rd and 72nd Regiments not only kept the wagons at full work in bringing in ironstone and gravel but shaped or filled [the road] nearly three feet high near the nine [sic] milestone"

W. Cape Archives: CO 68, letter 6, Sundry Civil and Military Officers and Private Individuals.

The ninth milestone stood at present-day Plumstead and it may be inferred that Nos. I – VIII had already been installed prior to this as the section of Main Road from Cape Town to Wynberg (milestone VIII) was in good order.



Figures 2a and 2b: Main Road Milestone VIII, Wynberg, setting and detail (Photo: P. Coates).

In letters from Captain Jahleel Brenton (Commissioner of Simon's Town Dockyard, 1815-22) at Simon's Bay to Colonel William Warre (Deputy Quartermaster-general at Cape Town, 1813-21) at Sans Souci, Newlands, between November 1818 and February 1819 milestones are being used as reference points in journeys between Simon's Bay and Newlands. The Brenton and Warre families were close and, when visiting, one would meet the other at the half-way point in the journey and accompany them home. Brenton would meet his guests with a phaeton or a carriage, and Warre his guests with fresh horses. The half-way point between Newlands and Simon's Bay (a distance of some 16 miles) was, in those times, in the midst of nowhere and only a milestone could fix exactly the equitable distance that both parties should travel: so they met either at milestone XIII, present-day Steenberg Road, Steenberg or at milestone XIV, present-day Vlei Road, Lakeside. This is evident in the following excerpts from Brenton's letters to Warre.



Figures 3a and 3b: Main Road Milestone XIV, Lakeside, setting and detail.

1 November 1818: "..... therefore, wind and weather permitting, if you will meet us at the 14 milestone at ½ past 3 – we shall be able to take advantage of the relay. and I do hope to put in execution our circumnavigating expedition round the Kloof"

[*The Kloof was Kloof Nek and the circumnavigation was a popular tour from Cape Town over the Nek down to Sea Point, and through Green Point back to town.*]

January 1819: "I am to meet Augusta at the 14 milestone tomorrow who is to stay a few days with us – indeed I hope a few weeks."

January 1819: "I had some idea of meeting you on Thursday at the 14 milestone when I went up for Augusta, but think you right for keeping at home. I think I never experienced a more violent south easter than it was the other side of Muizenberg – on this side it was comparatively nothing. Augusta returns on Thursday."

February 1819: "We shall not be able to be with you quite so early on Monday as I have to dispatch the *Medusa*. If you will be at the 13 milestone at two o'clock it will do well"

Special Collections, National Library, Cape Town.

Two property sales notices from 1821 refer:

Valuable House and Land, at Wynberg.

"In the course of next Month, a Public Sale will be held of a genteel and substantial built House, suitable for one or more Families, and situated near the Nine Mile Stone."

Cape Town Gazette, 25 August 1821, p. 2.

To be sold, on Saturday, the 15th December,

"The Undersigned's Store and Erf, in Boom Street, adjoining the house of Mr. Meyer. At the same Time will be put up, the Freehold Place called *Patna*, situated between the 8th and 9th Mile-Stone,"

Cape Town Gazette, 8 December 1821, p. 1.



IX Milestone 30 October 2008



IX Milestone 30 October 2008

Figures 4a and 4b: Main Road Milestone IX, Plumstead, setting and detail.

Capt. Long's letter referred to 15 milestones which could account for those as far as Muizenberg (milestone XV.) But XVI is extant at St. James and photographic evidence shows XVII at Kalk Bay. No evidence has been found to show that slate milestones were installed south of Kalk Bay through to Simon's Town.



Figures 6a and 6b: Main Road Milestone XVI, St James, setting and detail (Photo: A. Cowan).



XV Milestone

Figure 5: Main Road Milestone XV, Muizenberg, before demolition of the Belgrave hotel, 1964 (Photo: A. Fullalove).

To conclude: given the early date at which the milestones were cut it is probable that they can be attributed to Thibault; and second, it is possible they were cut by convicts, awaiting Transportation to Australia, who it is known were put to stone-cutting in the Robben Island quarry by Lord Charles Somerset. (Coates, pers. comm.)

Charles Michell: 1828 – 48

In 1828 Charles Michell was appointed the first Surveyor General and Civil Engineer at the Cape and spent the next 20 years building roads, bridges and mountain passes throughout the Cape Colony, and mapping its boundaries. He was a multi-talented man and also designed lighthouses and harbour improvements, and was an accomplished watercolourist and engraver. (Richings, 2006.)

In 1831 his department took responsibility for the former Kaapsche Wapad from the Lines at Fort Knokke, Table Bay, to Simon's Bay. Later, in 1845 he completed the hard road across the Cape Flats to Bellville, known then as Maitland Road, and slate milestones were erected along it at this time. (Mossop, 1927.) His biographer, Gordon Richings, inferred that, because the Main Road milestones were also of slate, he had installed them too, but the evidence above shows this to have been not the case.

The Cape Divisional Council (Div.Co)

In 1864, six years after the abolition of the Central and Divisional Road Boards, an Act of the Colonial Parliament made Divisional Councils (established in 1855) responsible for taking charge of and maintaining any road that had up to that time been declared as "main", whether or not its construction had been completed from end to end. This situation prevailed until Union in 1910. (Botha, 1937.)

Main Road, south of the Municipality of Cape Town's boundary along the Silvermine River at Clovelly, fell within the ambit of the Cape Divisional Council. By the 1870s the Kalk Bay – Simon's Town section had deteriorated to a deplorable condition from the combined effects of sand-drifts blown on-shore during the dry summer months, winter flooding and water-logging by numerous rivers and spring flows – the Silvermine river was reported to be flowing 300 yards wide (*Cape Times* 10 January 1877), sheet-wash from the mountain slopes, wave action particularly during spring tides, and the cutting effects of metal tyres on the road surface. It was brought up to standard by the Divisional Council between 1875 – 77.

Assuming that milestone installation was a concomitant of road construction, it is probable that the last seven Main Road milestones (XVIII Fish Hoek – XXIV Simon's Town) date from this time. It is assumed that there were altogether 24 milestones as the Simon's Town road had long been described as being 24 miles long. (*Cape of Good Hope Almanac*, 1856.) A record of decision in the Divisional Council Minutes of 1878 refers to the erection of mileposts along this section of the route, and this was presumably implemented, although there is no statement in the subsequent Divisional Council Minutes confirming this.

7 May 1878: The Secretary having reported that the Chief Inspector of Public Works had suggested the erection of mile posts between Kalk Bay and Simon's Town, on the motion of Mr. Hugo this was agreed to.

DivCo Minutes, p. 442.

Only one milestone, No. XIX, still stands – set into the retaining wall at Sunnycove. It is similar in size and mass to the Maitland Road stones, but differs from them in being made either of stone or a cement composite (a new material being experimented with at the time) which gives it a light grey colour, and has a simpler smaller inscription. It is easily overlooked.



Figures 7a and 7b: Main Milestone XIX, Sunnycove, setting and detail.

A later reference to milestones, in 1900, shows how thinking about them had changed. The Public Works Department was proposing to erect them along Duinefontein, Lansdowne and Wetton roads leading out onto the Cape Flats. They were to be inscribed concrete blocks 5 ft. x 1 ft. x ½ ft. produced by the Salt River Cement Works company. These dimensions are similar to the Maitland Road stones. This was reckoned to be a cheaper option than trucking in Beaufort stone. They would cost 19/- each and ten were needed. The distances indicated on them would be measured from the Town House in the case of Duinefontein Road, but from the Wynberg Municipal Offices in the case of Wetton and Lansdowne roads. (PWD 2/5/95.) No description of one has been found, nor do any appear to have survived.

To conclude: three different sets of milestones were erected at different times – roughly 30 years apart – along the two main roads leading out of Cape Town. The passage of time saw a reduction in size and mass, simplification of information, and possibly the use of manufactured materials, all of which made for greater economy in their production and greater ease of handling.

On 16 July 1839 Dr James Scott journeyed from Simon's Town to Cape Town and provided an unflattering description of the milestones:

“The road from Simon's Town to Muizenberg runs along the shore of the Bay, following all the indentations made by smaller bays, and in many places [is] nothing more than fine loose white sand in which horses feet and carriage wheels sink deep; but beyond Muizenberg it is very good

The milestones, however, do not deserve equal commendation. They are of a sort of blue slate, whereon the distances are engraved in large roman capitals, scarcely legible, as the letters are not filled up or painted with any colour different from that of the general surface; and the obscurity is rendered still greater from the position of the stones which are generally at a considerable distance from the roadside. This is somewhat vexatious and, as you approach “*the Capital of Southern Africa*” and become naturally anxious to know when you may hope to escape from a deluge of hot shining sand, in vain do you look to the milestones for information. They have become ashamed of their ugly blue, and have clothed themselves in a mantle of white – Satin? – no, but of white printed paper, announcing to the half-blinded traveller the very interesting intelligence, that, on a certain day, at an hour which is fixed, “will be sold by public auction, etc, etc.””

Quarterly Bulletin of the SA Library, 1976-77: 58-9.

No traveller's description of a milestone on the hard road to Bellville has come to light.

There are sufficient stones still in existence for the differences and similarities between each set to be compared. Both were cut from Malmesbury slate – a very hard local metamorphic rock – are tombstone-shaped with mitred tops, with the distance marked in Roman numerals, and were sited so that they faced the road. But they differ in size and mass, as well as the details of the inscriptions on their faces. The dimensions of the Main Road milestones have been taken from the eight that survive, and of the Maitland Road ones from three of the five that survive. Their characteristics, together with those of the single cement milestone at Sunnycove, are summarized in Table 2.

The location and fate of the milestones

A map known as the Cape Flats Topocadastral Series, scale 1: 6500 ± of 1897, shows the location of all extant milestones some 125 years ago. The statute miles were measured from the Town House (the seat of municipal government) on Greenmarket Square, and the site of each milestone was marked by a small triangle with associated Roman numerals, and sometimes the word Milestone. (Railway milestones were also shown and should not be confused with the road stones.) It seems that odd-numbered ones stood on the west side of the road, and even-numbered ones on the east side. Of the probable 24 milestones erected between the Town House and Simon's Town, 15 were still standing in 1897, but only 9 survive *in situ* today.

During the past 50 years there have been outbursts of interest in their protection, starting with the South African National Society in 1957, and followed by Ward 17 Cllr. Malcolm Parker and a schoolboy, Peter Day, in 1964. In 1976 the National Monuments Council took a formal decision to request the Minister of Education to have all of them declared National Monuments, but this was not achieved. However, Milestone XII at Bellville, together with an old municipal street lamp (oil), was so proclaimed by then-Minister of Education, F. W. de Klerk, in 1986.

Milestone comparisons

	Main Road to Kalk Bay 1814-16	Maitland Road to Bellville–Strand1845	Main Road south of Kalk Bay 1878
Stone type	Malmesbury slate	Malmesbury slate	Stone or cement composite
Face width	420 – 440 mm	300 mm	345 mm
Thickness	210 – 270 mm	125 – 155 mm	115+ mm
Length	Probably 1500 mm	Probably 1500 mm	Probably 1500 mm
Mitre angle	120 ⁰	90 ⁰	150 ⁰
Probable mass	350 – 500 kg (@ 2.7 g/cm ³)	152 – 188 kg (@ 2.7 g/cm ³)	153 kg (@2.26 gm/cm ³)
Inscription	Roman Numerals Miles from the	Roman Numerals	Town House Roman numerals
Height of numerals	250 mm	145 mm	80 mm
Font type	Times Roman	Times Roman	?

A number of surveys of their location and condition are on record: Fullalove (1976), City Engineer's Dept. (1979), City Architectural Branch (1981-82), and the NMC (1992.) City Council Engineer Dr S. S. Morris, and his successor Mr Jan Brand, ensured that the locations of all extant stones were plotted on maps and that care was exercised when roadworks were undertaken nearby. Mr Ernest Middlemiss, Secretary of the Cape Divisional Council, took a keen interest in them, carried out his own surveys, and supported their declaration as National Monuments.

The history and details of certain milestones follow in the captions attached to each photograph. Unless otherwise indicated, all the maps and photographs were provided by Brian Martin, City of Cape Town, Heritage Resource Centre.



Figures 8a and 8b: Maitland Milestone XV, Kuils River: modern setting in Kuils Civic Centre and detail.

Conclusion

The Main Road and Maitland / Voortrekker – Strand Road milestones that have vanished are probably lost forever. Many more would have been lost but for the efforts of concerned individuals. However, the instances of “re-discovery” – of milestones XII Tokai (lying under rubble) and XVI St James (lying on the rail embankment) – could mean that others may lie not far below the present road or pavement surfaces – given the difficulty of moving them, because of their mass, bulk, and smooth surfaces.



Figures 9a and 9b: Maitland Milestone XVII, Blackheath: modern setting in the Kruithuis, Stellenbosch and detail.

If so, the set of maps provided above, showing their exact locations, should enable Council officials and contractors to work carefully in such places and perhaps unearth some of these relics of our early road-building heritage.

POSTSCRIPT FEBRUARY 2021

During 2008 - 2018 Cape Town City Council replaced ageing water mains and related sub-surface infrastructures along Main Road between Muizenberg and Clovelly, and also upgraded adjoining public spaces. This provided the KBHA with an opportunity to realise a long-standing objective, namely the replication and re-erection of missing milestones XV at Muizenberg and XVII at Kalk Bay.

For the replication process accurate templates were made from measurements of extant milestones and rubbings of their inscriptions. Authenticity required that they be made of Malmesbury slate and, fortuitously, several large slabs were available at Clift Granite Stonemasons of Paarl, who also had the necessary experience and equipment to cut and inscribe them. Trevor Clift would oversee the process. With these requirements in place the project received backing from Paul Booth, City Engineer’s Department, and the finished stones were installed during October 2015 by the road contractors Martin & East, in conjunction with Andy Rush of Knight Piesold, project engineers.



Figure 10: Replica milestone XV at Muizenberg.

They stand today approximately on the sites of their predecessors.



Figure 11: Replica milestone XVII at Kalk Bay.

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SOME RESTORATIONS

Ian Thompson

This article provides a permanent record of the talk given by the author to the Milestone Society Spring Conference in Buxton in May 2022, based on having repainted over 450 milestones and guidestones since 2007 on behalf of Cornwall Council, in consultation with their agents Cormac Solutions, and being involved with restorations of various kinds.

Re-painting is maintenance – or conservation - not restoration, which is often more complex and costly. The two are sometimes sourced from different budgets by a highway authority. Often, routine maintenance is easier to fund than a special restoration. Choosing the right word can be crucial to an individual project.

Re-painting a Milestone

It is important to check for traces of old paint before starting, to ensure you are replacing an historic finish. Planning permission for maintenance of listed buildings is not needed.

Re-painting is outlined in the guidance notes on the Milestone Society website. The author's technique is to clean the stone with a bucket of water and a scrubbing brush. Leave it to dry thoroughly. Then paint the stone with smooth white masonry paint. Finally, pick out the inscriptions with black artists' acrylic.



Figure 1: SW937682. A39 St Issey set upright, May 2022.



Figure 2: SW937682. A39 St Issey re-painted, May 2022.

Inversion

There are many forms of restoration possible, depending on the nature of the damage to the stone and on its location as illustrated by the variety of examples that follow. One of these is inversion.

During work on the Bodmin to Indian Queens Road Improvement on the A30 in January 2006, a Grade II listed milestone was dug up and the surface damaged by hedge grubbing equipment. This was a potential public relations disaster for the contractors, who had worked hard to provide badger tunnels, protect rare orchids and ancient archaeological sites. To accidentally destroy an original turnpike trust milestone through careless use of a JCB was not going to happen.

On completion of the multi-million pounds road scheme, the restored milestone, with an accompanying explanatory plaque, was unveiled at the road opening ceremony. Restoration of the milestone by a skilled stone mason involved inverting the stone and re-carving the inscription on the undamaged lower surface.

Historic evidence of this sort of restoration has been found on milestones in other parts of the country. Sometimes, milestones have been turned round and re-carved on what was the back of the stone. It is important to always look at the back of a milestone when surveying.



Figure 3: January 2006. Milestone spotted in debris of hedge removed during road improvements. SW939602, A30 Grade II listed St Columb, List Entry Number 1327412.



Figure 4: November 2007. The milestone inverted and re-carved and with a commemorative plaque on the old A30 which is now a cycling route. SW939602 St Columb, List Entry Number 1327412.

Use of Studs, and Relocating a Stone

A capped guidestone on the outskirts of Bodmin was knocked over and broken in two pieces in 2013. The break revealed an earlier repair, using two stainless steel studs set in holes drilled in the broken halves. The stone masons at De Lank Quarry on Bodmin Moor were able to fit new studs and replace chipped pieces of stone, returning the guidestone to the roadside almost as good as it was before. Unfortunately, the guidestone was re-erected facing in the wrong direction, pointing traffic to 'Lanson' (Launceston) along the road to Liskeard!



Figure 5: The guide stone at the junction of Priors Barn Road and Launceston Road before the accident in April 2003.



Figure 6: The guide stone repaired and re-erected the wrong way round in February 2015.

Relocation - A decision was made in 2017 to redesign the busy road junction, which was prone to accidents. A new roundabout was to be built and the guidestone was to be moved. Unfortunately, the original proposal placed the guidestone so that the direction to Liskeard and the railway station was across the neighbouring playing field. With advice from the Milestone Society, a better location was found, where the directions made sense and the guidestone was safe from future vehicle damage. Research on old maps showed that this new site was much closer to the original historic location of this Grade II listed stone. Map evidence was useful in supporting the move of a listed building. Cornwall Highways who redesigned the roundabout had to make an application to their own planning department to move the listed stone.

Moving a Listed Milestone

The highway authority can move a listed building, as in the case above, but can a member of the public or a member of the Milestone Society move a listed milestone? Here is an example of just such a case.

The Launceston Turnpike Trust milestone on B3254, the Launceston to Bude road, was surveyed by the Milestone Society in May 2002 when it was seen to be in good condition. It had been listed in 1989 at Langdon Cross, North Petherwin on the west side of the B3254, opposite the Countryman Inn.



Figure 7: SX303899 B3254 North Petherwin, List Entry Number 1142931. Re-sited on the east side of the road, April 2016.

When the Milestone Society team arrived at Langdon Cross in July 2015 to give the milestone a fresh coat of paint, the milestone was nowhere to be found. After some searching up and down the verge, the lady living in the cottage across the road was approached and asked where the milestone was. She explained that it was in situ but buried flat on the ground. It had been repeatedly knocked over by heavy vehicles parking on the verge, so in the end she had stopped asking for it to be set upright.

Returning in November, when the ground was soft, the Milestone Society team prodded about and quickly located

the milestone. One corner was missing, but the stone was otherwise intact. It was dug up and taken across the road for safe storage in the cottage's outbuilding. The landlord of the Countryman Inn was in the bar. He was told the story of the milestone which kept getting knocked over, and he agreed that it could be re-erected on the grass in front of the Inn, where it would be safe from vehicle damage.

All that was needed was planning permission to move a listed building. The case for moving was that the milestone in its current position was proven to be at risk of damage and that a safer location on the other (east) side of the road had been found which would not affect the milestone's function as a measure of distance. Research on the 1907 Ordnance Survey 25" map on the National Library of Scotland website showed that the milestone was originally on the east side of the road and that in 1907 the Countryman Inn had not yet been built. Also, all the other Launceston Turnpike Trust milestones on this road were on the east side of the road.

Planning permission was granted and the Milestone Society team returned in June 2016 to erect the milestone in its new position. Listed building number 1142931 is shown in this position on the current Historic England website.

Re-siting a Replica Milestone

The Grade II listed Saltash Turnpike Trust three miles stone stood just north of a blind corner on a narrow section of the busy A388 road from Saltash to Launceston at SX398611. It had been damaged in the past by vehicle strikes. In March 2008 it was broken in two. It was repaired and reinstated in June 2009. In 2014 it was hit again and damaged beyond repair.

Cornwall Council agreed to fund a replica milestone, copying the original design. Since the replica would not be a listed building, it could be sited a few yards further north at SX397612, where there was a wide verge, so that it would be safe from future vehicle impacts.

De-listing - removing the destroyed milestone from the list proved a lengthy and tedious business. De-listing was harder than listing.



Figure 8: SX398611 A388 S of Hatt damaged in 2008, later destroyed in 2014.



Figure 9: SX397612 A388. Replica milestone at Hatt erected in a much safer location.

Proactive Protection

Another milestone continually being damaged was the Newquay Highway Board milestone on A3058, opposite a row of bungalows at Quintrell Downs (SW849604). Set back from the road edge in front of a stone hedge, the milestone would become overgrown with long grass and encroaching brambles, then it would be whacked by the verge cutter/hedge slasher. The top corner was chipped off. On the next occasion, the milestone was knocked over. Then it was knocked over and broken in two. It was drilled and pinned, and knocked over again. In 2018 it was broken in two again, at the pins. In 2019 a cheap solution to prevent further expensive repair bills was suggested by the Area Highways Steward. Two stout wooden fence posts, with small plastic reflectors were set up each side of the milestone. The posts would be visible above encroaching vegetation and would tell the hedge-slasher driver that he needed to use hand-held tools to cut the undergrowth around the milestone.

To date, this method has proved successful and has been used elsewhere to protect other vulnerable milestones.



Figure 10: SW849604. Quintrell Downs with protective wooden posts with reflectors, September 2019.

Replica cast iron plates and a stolen plate recovered

The milestone at Botetoe Bridge on the B3303 road from Camborne to Helston had lost its two cast iron plates in the 1970s. In 2016, funding was found to have patterns made for two replica plates to be cast by Irons Brothers foundry at Wadebridge. The cast iron plates were made and had been painted, ready for fitting, when a member of the Milestone Society spotted two cast iron plates for sale in Somerset at an auction of railway memorabilia. One plate looked like the missing Camborne plate from the Botetoe Bridge milestone. The other plate came from a different milestone a few miles away.



Figure 11: SW640376. Ian fits rescued mileplate to milestone near Camborne.

Images on the auction website were compared with archive photographs of the milestones from the 1970s, before they lost their plates. The photographs confirmed that these were the original plates.

The plates for auction were surely the property of the highway authority, Cornwall Council. The Milestone Society contacted a senior engineer at Cornwall Council and explained the situation. The engineer emailed the auction house, asking that the two plates be withdrawn from sale.

A Milestone Society member in Somerset agreed to collect the plates from the auction house. He would bring the plates to Totnes in Devon, where he was to be on holiday and transfer the plates to the author, who would take them back to Cornwall.

Cornwall Council's engineer asked the author to refit the plates. Hardwood pegs were made and hammered into the holes in the stone milestone. Brass screws were used to attach the plates to the wooden pegs. The edges of the plates were sealed with mortar. The restored milestone had one recovered original plate and one newly cast replica plate. Only close examination could tell them apart.

Paints for Cast Iron

Waymarkers other than milestones that are made of metal require slightly different methods of maintenance and restoration. The fingerpost outside the Trewellard Arms, St Just in Penwith is in the far west of Cornwall at the edge of the busy coast road and in a sorry state with two missing arms. St Just Town Council agreed to fund two replica cast iron arms. The landlady of the Trewellard Arms agreed that it could be moved back into her car park a little, so that the new arms were not knocked off by passing vehicles. Cornwall Council agreed to dismantle and later to re-erect the fingerpost.

The author cleaned the two original arms and painted all four arms, brushing on a zinc-based primer and two coats of smooth Hammerite paint. The column was given to an experienced engineering firm, JW Engineering, to clean and repaint. They had the column shot blasted, hot metal zinc sprayed, acid etched and then painted with a two-pack epoxy enamel paint. The work was completed and the newly restored fingerpost celebrated with a group photograph for the local newspaper in September 2011.

Which paint would survive better? Trewellard is an exposed spot. Only the Atlantic Ocean stands between it and America. Photographs taken in 2018 showed little difference between the paintwork on the arms and on the column. Both paints had survived well with no sign of rust. Both were marked with a light covering of lichen on the lee side away from the prevailing westerly wind.



Figure 12: SW3733. Trewellard, St Just looking sad in January 2007.



Figure 13: SW3733 Trewellard repainted in September 2011.



Figure 14: SW3733 Trewellard, St Just still looking good in August 2018.

Support for an unstable waymarker

When the A30 Temple to Higher Carblake dual carriageway scheme on Bodmin Moor was at the planning stage in 2014, the author persuaded Cornwall Council to include the restoration of an unusual granite fingerpost, with wooden arms on a wrought iron frame, as part of the multi-million pounds project. The fingerpost, dated 1893, stood at a crossroads which was to be replaced by an overbridge. In 2018, following discussions with a senior engineer from the contractors, it was agreed to site the fingerpost on the new embankment of the overbridge.

There was a technical problem. Very little of the granite column would be below ground level, which made the fingerpost at risk of toppling over. A heavy concrete base was designed to make the fingerpost stable, but the fingerpost would be damaged if it was fixed directly into the concrete. The engineer used a piece of plastic pipe set vertically in the concrete, with a diameter slightly larger than the granite fingerpost. With the base firmly in place on the embankment, the fingerpost could be set in the pipe and packed with sand to hold it firm. This was a neat solution which could be used in similar circumstances elsewhere.

Conclusion

These are some examples of the sort of restoration work members of the Milestone Society have been involved with in the last few years. They have been chosen to illustrate particular points or techniques. Communication with the right members of the highways and planning teams and with other Milestone Society members is always important. The expertise of others will help to find a solution. Careful historical research can pay dividends. With the exception of fitting replica metal plates, restoration should not affect the 'original condition' of the milestone, so will not affect the potential to have the milestone listed.



Figure 15: SX136736 A30 Temple Moor. Restored fingerpost with new ironwork and arms in August 2018.



Figure 16: SX136736 A30 Temple Moor. Restored fingerpost packed with sand in a heavy concrete base.

MILESTONES: A CONSERVATION OFFICER'S VIEW

Emily Tucker

Before I started working in heritage conservation for the District Councils, I had a very narrow vision of what buildings I would be responsible for. The term 'listed building' conjured appealing visions of thatched timber-framed cottages and grand stately homes. And, of course, in rural Oxfordshire that it precisely what I encountered. But it was not long before the huge breadth of what I was being asked to advise on emerged. Within weeks, all sorts of peculiar buildings began to appear on my work list: telephone boxes, pavements made of pig bones, isolation houses for sufferers of infectious diseases and, of course, milestones: the sorts of things that make one question whether they can even be 'buildings' and which have such specific histories and individual conservation problems that one is eternally kept on one's toes returning to carry out more research.

My responsibilities as Conservation Officer are very varied. My principal function is to provide expert advice to officers of the Planning Department and our elected councillors so that they can make good and informed planning decisions about the historic environment. There is a legal duty for the Council in its decision-making function to have regard to a range of heritage assets from listed buildings and conservation areas to scheduled monuments and registered battlefields. When planning applications are submitted, I am consulted to scrutinise what makes any affected heritage asset 'special' or 'significant', to assess any impacts and to ensure as well as I can that the proposal whatever it might be does not unduly harm those qualities. Over the course of a week, I can be asked to look at anything from joinery profiles for a single new window in a listed building, to plans for vast solar farms covering many acres of countryside. The views that I give are to an extent subjective but are rooted in research and knowledge gathered over many years.

On a more general basis, my role requires me to provide informal advice to our residents within our Districts and all sorts of strange and wonderful problems present themselves. In 2016 I was contacted by a very concerned local resident about a damaged milestone on the old London Road through Blewbury village. Unfortunately, a County Council contractor cutting back the verges had unknowingly coincided with the stone which had become completely obscured by overgrown vegetation. It had severed the stone in half with just a small broken stump remaining and the upper half lying forlorn in the roadside ditch. Whilst I decided what to do, I began to research the now rather sad looking listed building and delved immediately into researching the old turnpike roads in my area, noticing for perhaps the first time the huge number of listed stones for which I was custodian.

The Blewbury milestone dated from the 1803 Harwell and Streatley Turnpike Agreement and was one of at least seven milestones that marked a nine-mile stretch between Wantage and Reading. The road today is known as the A417; however, historically it was the 'high road', being set above the spring line of the Berkshire Downs and the Chilterns and avoiding the somewhat marshy and impassable lands of the lower plains surrounding Oxford. The route also provided an alternative to the ancient Ridgeway which passes parallel to the A417 just two miles south. Being on much higher ground, the Ridgeway would have been difficult to access by horse-drawn vehicle carrying any significant weight from the steep shelf of the Goring Gap. The turnpike agreement here simplified the winding route, widened it and allowed for its upkeep and repair. Historic OS maps showed that along this nine-mile route existed at least three gated tolls at West Hagbourne (The Horse and Harrow Public House), Aston Upton and at Streatley, from which users of the road would pay their fee for this upkeep. None of the original toll structures from this time appear to have survived.



Figure 1: Harwell to Streatley turnpike road. Reproduced from OS 1-inch map, sheet 158, 1962.

This Blewbury milestone was an unusual addition to my workload and something of a dilemma; a planning application had not been made and there was no statutory trigger that would naturally require my involvement. However, it remained a problem that could not be ignored; a listed building without an active owner was at risk of never being repaired or reinstated and evidently some action needed to be taken. As the authority advising on when listed building consent would and would not be required, I was able to monitor the progress of the project at all stages to ensure that the correct steps were taken to avoid any breach of the laws relating to listed buildings and to provide advice enabling the works to proceed appropriately and with as little difficulty as possible by providing co-ordination with Oxfordshire County Council. I contacted Derek Turner at the Milestone Society for help and the project under his direction began to whirl into action.

Milestones unsurprisingly usually fall within the jurisdiction of the Local Highways Authority, usually being sited on adopted roads rather than being within private ownership. In the case of Blewbury, the stone fell on land managed by Oxfordshire County Council Highways. Covering hundreds of miles of rural roads across a huge area is no mean feat and I had reasonable concerns that a small roadside stone would not be a high priority given the ever-growing list of road repairs they faced. Nevertheless, their team whilst initially a little bemused by my request to examine the stone were co-operative and willing to offer their time and assistance. Although they had the equipment to remove and store the stone, the difficult question of who was going to carry out and pay for a suitably careful conservation repair persisted.



Figures 2a and 2b: Upper and lower sections of the Blewbury milestone on the roadside. SU 5252 8573, BE_HWST04. Photos: December 2016, Derek Turner.

Once it was established that the stone could not be repaired in situ, the parts were removed and stored in the highways depot whilst the matter was deliberated. With the involvement of the Parish Council and the local gentleman Howard Ward who had initially reported the damage, a social media appeal began. To our huge relief, a local stonemason called Ryan Morris responded to the appeal and very kindly volunteered his time and expertise to come and repair the stone free of charge. The Highways Team returned the stone to the carpark of a farm shop near the stone's original location to allow Ryan to commence work. The two broken parts were carefully reconnected, filled and Ryan was able to carefully implement his excellent carving skills to enhance some aspects of the eroded lettering.



Figure 3: Blewbury milestone prior to repair. Photo: Emily Tucker.



Figure 4: Blewbury milestone in process of repair by stonemason Ryan Morris. Photo: Emily Tucker.

During this time, the question arose: should the newly repaired stone be reinstated to its previous position or relocated to an alternative location where it was less likely to be damaged in future? In conservation philosophy, the removal of a listed building amounts to total demolition and the absence of a scheme for its reinstatement or repair in its previous location would be considered to result in a loss of integrity and significance. For this reason, one may often find that very important historic buildings relocated or ‘saved’ within living museums, whilst reconstructed entirely from their original materials, are not designated as listed buildings; they are to all intents and purposes considered to be of modern construction and lacking in integrity outside of their original context. In this case, the location of the stone was an inherent part of its significance as a listed building given that it marked an exact measurement of distance between two places. Any substantial divergence from this was likely to make the distance markers nonsensical as well as resulting in a loss of significance to the stone as a heritage asset. After a huge amount of deliberation and consideration of various alternative sites, it was agreed that the best thing to do would be to reinstate the stone to its former location albeit set a little further back from the road edge. As such, on what felt like a momentous day over a year later, the repaired stone was hoisted into position by the County Highways Team with Derek Turner, Ryan Morris, Howard Ward and myself as the delighted onlookers.

County Highways Team with Derek Turner, Ryan Morris, Howard Ward and myself as the delighted onlookers.



Figure 5: Left to right. Derek Turner, Ryan Morris, Emily Tucker, Howard Lawrence Ward. Photo: Lawrence Ward.

Since its reinstatement, the stone thankfully remains in good condition. However, I continue to be concerned about its future. For many years, the stone had been lovingly maintained by the village but had fallen gradually into disrepair as those kind guardians passed on or left the village.



Figure 6: Official listing photo 1988, looking north away from village. Photo courtesy South Oxfordshire District Council.



Figure 7: Milestone Society reference photo, 2003, looking south towards village. Photo: Alan Rosevear.

Without the special care of local communities in maintaining these features, and the knowledge and care of the Highways team maintaining the verges, I recognise that we do risk its loss again in future. This is the risk with any listed building that lacks a useful function in the modern age. Without careful custodians with an interest in maintaining it for its own sake, this heritage is always going to be ‘at risk’ and at the mercy of benevolent locals. Of the nine milestones that originally existed on this old turnpike road, five are designated as listed buildings and sadly just three appear to remain visibly in situ today. Two of the listed stones may remain but are either buried or lost within the overgrown hedgerow boundaries but without ready pedestrian access to investigate more closely this will never be easy to establish.

On a more positive note, my subsequent dealings with milestones fill me with some unexpected hope for their future. The level of protection for listed milestones is far greater than that afforded to non-listed milestones, but even these now hold weight as a heritage asset thanks to national planning policy. With housebuilding in Oxfordshire continuing apace, milestones are often found to be rather awkwardly located for developers, sometimes obstructing the exact point that they wish to place an access to a new site. Although seemingly problematic, there are many potential benefits to these occurrences. Firstly, a planning application that is likely to directly affect a heritage asset or its setting is required to be accompanied by a heritage appraisal. This offers excellent opportunities for the history of the milestone to be properly researched and documented. Secondly, it offers the potential opportunity to secure the otherwise unobtainable financial investment needed for the conservation of the stone. Of the various planning schemes that I have seen submitted, only a minority have required the relocation of the stone and most with negotiation have been able to remain in situ. These stones have all benefitted from improved landscaping and maintenance around them giving them greater prominence and protection from accidental damage. A number of examples are provided below:

- Milestone at East Hendred. This Milestone is not designated but has been recognised as a ‘non-designated heritage asset’ in the planning process and has been carefully conserved and accommodated within the roadside landscaping for the new housing site beyond.



Figure 8: Repositioned milestone at East Hendred after conservation, SU 4609 8931, BE_WAWL04. Photo: Derek Turner.

- Milestone on Harwell Road, Didcot. This listed milestone has been conserved and repositioned to an appropriately prominent location on the new Great Western Park development near to its original position (<https://historicengland.org.uk/listing/the-list/list-entry/1199798?section=official-list-entry>)



Figure 9: Harwell Road milestone, SU 50645 89680 BE_WAWL07. Photo: Emily Tucker.



Figure 10: Harwell Campus milestone, SU 4825 8723, BE_ABNE07. Photo: Emily Tucker.

- Milestone at Harwell Campus. This is a listed milestone that has been conserved and repositioned close to its original location in order to allow for a pedestrian path and bus stop to be provided (<https://historicengland.org.uk/listing/the-list/list-entry/1199609>)

Moving forward, I would call for a resurvey of milestone listings to ensure that those that survive are given the highest level of protection. There are a number of milestones in some series that have been omitted. On a national level, renewed co-operation between The Milestone Society and Historic England would be essential in achieving this. On a local level, the activities of individual members of the society in conjunction with conservation officers and local communities can only help to further strengthen the position and renew awareness of their plight. All of these activities together should help to ensure the ongoing conservation of milestones for the benefit of future generations. For myself, I will be continuing to keep a close watch on the Blewbury milestone and will continue to ensure the preservation of other stones in my area for what I hope will be the remainder of a long career.

THE STORY OF A WORCESTERSHIRE BYWAY AND THE FOLK WHO TRAVERSED IT: THE ROAD THROUGH CROWLE

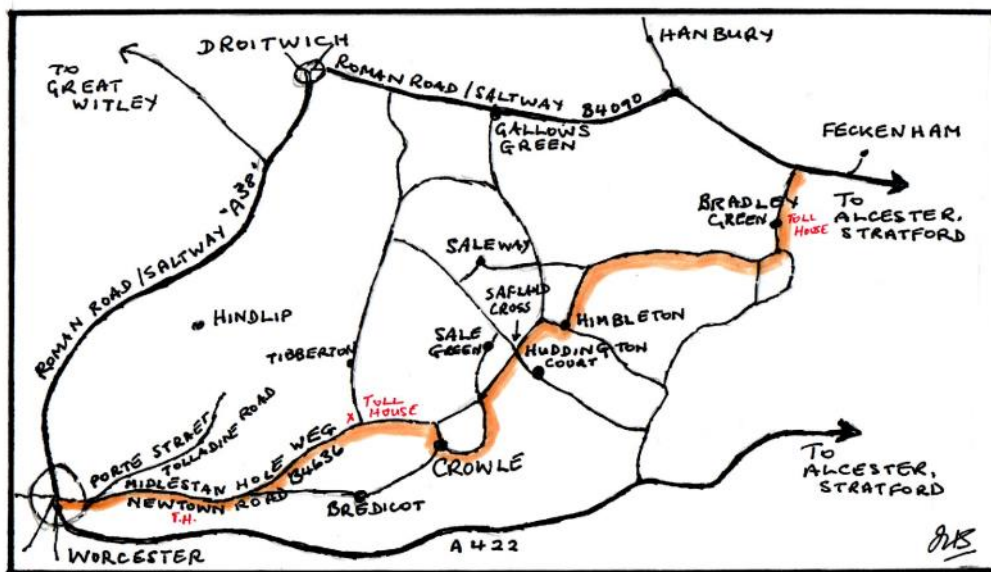
Jan Scrine

Routes develop to connect people and places...

In ancient times, the great rivers were both a method of rapid transport and a barrier to overland journeys, so fords were important as both crossing and distribution points. The Severn is the longest river in Britain and the ford at Worcester was guarded by a substantial palisaded fort in the Iron Age, located on the high ground where the cathedral now stands.

After the Roman military invasion, commercial centres grew up, often along the existing trade routes. The Romans adapted the defensive boundaries of the Iron Age fort, and a township (possibly 'Vertis') developed along the road through the Severn Valley which linked Gloucester and Wroxeter. This was already an important route for trading salt from Droitwich, where high-yielding brine rose naturally to the surface along the River Salwarpe. Salt was a precious commodity, essential for preserving meat over the winter as well as for medicinal purposes as an antiseptic. Roman Worcester became a major centre for light industrial activities including iron working, the ore being brought from the Forest of Dean, both for smelting and smithing.

West of Worcester towards the Welsh Marches, farming was mostly livestock, with forest and horticulture to



The Turnpike Road from Worcester via Crowle through Bradley Green.

the east; the Romans had introduced crops such as pears and cherries, which thrived. The Anglo-Saxons made trackways to connect farmsteads and villages called 'wegs' or ways; locally, "holloways" were generally valleys between hills, rather than sunken tracks. And while the major highways from the town ran to Bath, London, Wales and through Droitwich, a smaller route developed climbing the ridgeway eastwards from the town, zig-zagging through the hamlet of Crowle to Bradley Green, where it met the saltway that ran from Droitwich to Alcester and Stratford. It was called "Middlestan Höle Weg", Middle Hollow Way. And the development of that minor route, just eleven miles, the B4636 (Newtown Road) reflects a microcosm of Worcester's history.

Routes develop to meet the needs of local people, for trade linking hamlets to markets, saltways and ecclesiastical ways to churches and to the courts, for collecting rents as well as for worship. These routes could be described by reference to local landmarks, such as trees, which often feature in descriptions of boundaries too. The single oak tree on the hilltop at Whittington is a welcome sight to those returning to the city today! Crosses were also erected by the wayside in medieval times to guide travellers or to mark estate boundaries as around Evesham; there is a junction called Shafland Cross where our route meets a small saltway near Saleway and Sale Green. The base of a 14th century cross from nearby Offerton on the Pershore Lane saltway still survives in the churchyard of the Grade I listed St Nicholas Warndon, having been moved there when the canal was dug in the 1700s. Later waymarkers were probably made from wood, the most common vernacular material, including after the 1697 Act; fingerposts appear in contemporary paintings and cartoons. The fingerpost erected in 1669 by Joseph Izod near the Warwickshire border is a rare surviving example; the original top is now in a museum.



Figure 1: Izod's Post, the modern replica.

Transport was by packhorse or other beast of burden in medieval times; our area was densely covered by the Feckenham Forest in the 12th century, reaching from the Lickey Hills to the northern gate of the town, the Foregate or Forest Gate. The king had legal rights over the game. Poaching was a serious offence and executions took place at Gallows Green near Hanbury. The packmen would load up with wood from the forest to fire the brine baths at Droitwich and return laden with salt; there's a watering hole near our road, on a packhorse track following a stream. However, their wood-gathering deforested the area substantially over the following centuries.

Populations were also ravaged in medieval times. Nunnery Wood lies beside our road, two miles from the city centre. The name derives from the land being owned in the 13th century by the Cistercian nuns of White Ladies Aston and it later became part of a medieval farmstead. However, after the Black Death in the 1350s there was insufficient labour to manage the whole farmland, so it was left as woodland; the oldest trees date from that time. It is now part of Worcester Country Park.

From Anglo-Saxon times there had been friction between the bishops of Worcester and the priors of the Monastery. Before the Reformation, the Priory

owned an impressive moated manor-house at Crowle, with nineteen beds plus a chapel, tithe-barn and pigeon house. Some of the priors lived luxurious lifestyles, at variance with their monastic order's simple requirements. The last prior, William Moore, came to power in 1518 and lived a life of reckless hospitality, entertaining distinguished visitors lavishly and ostentatiously, with many servants funded by the Priory, which consequently fell into disrepair. Imagine those splendidly dressed visitors riding along our muddy track! Moore foresaw the coming storm of the Reformation, took a handsome pension and retreated to Crowle Manor to live a long, comfortable retirement. The manor burned down in 1864.



Figure 2: The painted window glass from The Packhorse Inn.

The nearby village of Bredicot also belonged to Worcester Priory; its inhabitants did not have the right of burial so had to carry their dead to the churchyard of Worcester Cathedral – a long distance on our road over hilly country, a Coffin Route so difficult that in winter bodies remained unburied for long periods. Eventually in 1543, the Bishop and Dean granted the people of Bredicot the right of sepulchre locally, no doubt a great relief to those families.

The parlous state of the highways was not conducive to trade-generating taxes for the Crown, so in 1555 Queen ‘Bloody’ Mary passed a law that made parishes in the south responsible for maintaining the routes that passed through them. All men had to spend five (later seven) days a year working on this task, including providing a horse if they owned one, although property owners could buy themselves out of this duty by paying a levy called The Composition. This was 6d in the £ on the value of their property – an early form of ‘rates’. It was very unpopular, especially for those living beside a major through-route, but traffic was probably very light on our road. Queen Elizabeth’s progress in 1575 from Kenilworth to Worcester via the Bishop’s Palace at Hartlebury accompanied by a hundred retainers must have been very slow and tortuous!



Figure 4: Huddington Court.

Another impressive building close to our road, dating from Tudor times, is Huddington Court. At the time of the Gunpowder Plot, this was the home of the Wyntour family and is believed to be where Robert Catesby (a cousin of the Wyntours) first hatched the plot in 1604. On November 6th 1605, the conspirators met at Huddington to hear their final mass together – imagine their terror as they fled along our road towards Hindlip Hall, knowing their scheme had failed! Robert, Thomas and John Wyntour were all executed for their part in the conspiracy, as was Father Garnet who had used Huddington as the headquarters of the Jesuit Mission in England. The house still exists and was described by Pevsner as the ‘most picturesque in Worcestershire’.

In 1621, King James 1 gave Worcester a Charter that established it as a city. Worcester’s role in the Civil War is well known and both the Royalist and Parliamentary armies marched westwards from Pershore to the ‘Faithful City’. Cromwell occupied the raised land on either side of our road which provided excellent viewpoints; his entrenchments probably utilised much older and even prehistoric earthworks. An officer’s sword was found at Leopard Hill and ‘Cromwell’s Trenches’ is now a listed heritage site, with the earthworks still visible.

When Charles II was restored to the throne, he feared invasion from France. John Ogilby (a very interesting character) was commissioned to map the highways of England and Wales; he travelled through Worcester to Droitwich, as well as to Aberistwith (sic). His *Britannia, the Book of the Roads* was the first road atlas, comprising illustrated strip maps. He was the first to use the word ‘road’ instead of highway; it previously meant ‘get out of the way’ or referred to shipping lanes. And we still call our roads maintenance authorities the Highways department, we drive on carriageways and we licence Hackney Carriages...

Agriculture was the main source of income for most of those living along our road. Ridge-and-furrow landscapes are a result of ploughing with non-reversible ploughs on the same strip of land each year. It is visible on land that was ploughed in the Middle Ages but then was turned to grazing. There is an excellent example alongside our route in Ronkswood Hill Meadows, now a nature reserve. Surely the teams of oxen struggled on this steep hillside!



Figure 5: Ridge and furrow.

Farmworkers' incomes were supplemented from the 1770s by outworking in the gloving industry. This peaked between 1790 and 1820, when half of all British leather gloves were made in Worcester by 150 companies such as Dents and Fownes; it was estimated that over 30,000 people were employed. The pattern cutters were employed men and the gloves were sewn by women working at home. For each highly trained cutter, 15 outworkers were required, although these were poorly paid and many were also 'on the parish'. The materials would be distributed weekly and the finished goods collected by factors who travelled our road. However, in 1826 the Government removed the import duty on foreign gloves; this was catastrophic for English manufacturers and their workers, although the 1841 census still listed 96 gloveresses in Crowle, 10 in Huddington and 13 in Warndon.



Figure 6: Old Turnpike Road.

The Worcester Turnpike Trust was established in 1725 with a branch running eastwards through Crowle to Bradley Green. One section in Crowle is still named 'Old Turnpike Road'.

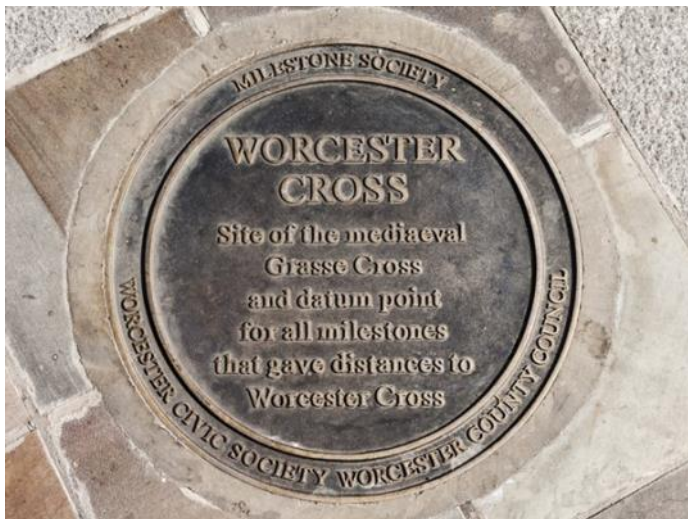


Figure 7: The Grasse Cross. WO_WOWOX, SO 84983 54982.

The Worcester Trust eventually covered 160 miles of radial roads with annual toll revenues in excess of £5000. Smaller trusts were established in the other market towns such as Droitwich, Bromsgrove and Kidderminster. The first series of milestones were tall blocks of local red sandstone of which less than half a dozen survive today; the soft surfaces eroded easily, requiring the inscriptions re-cutting. The distances were measured from the city boundary. The second series of milestones were plated, measured from Worcester Cross. This was the 'Grasse Cross', located at the point where the road westwards to Wales crossed the north-south road through the city.

The cross was gaily decorated for the visit of Queen Elizabeth but was destroyed a few years later as a relic of the old religion; perhaps it was a preaching cross? Maybe an asparagus market was held here, a crop introduced by the Romans and called 'sparrow grass' locally.

The Worcester Trust erected varied styles of plates, with an elegant cursive script on earlier examples such as the plate added to a first generation milestone, by the new Parkway Station at Norton.

Improvements were made to our route in 1816, when cuttings were dug to ease the gradients for wheeled vehicles and more tollhouses were erected including one by the Gun Tavern opposite Cromwell's Trenches. In the 1830s, the Gun, the Virgin's and the Ram Taverns were regarded as pleasant out-of-town venues, even though they were less than a mile from Worcester Cross. The Gun was still a 'country inn' in the 1940s! The tollhouses along our route were modest single-storey buildings, unlike the elaborate ones at St John's and Barbourne – and they provided very poor returns to the Trustees.



Figure 8: First series milestone with later plate, at Norton. WO_WOPS04, SO 89404 51050. Photo by Mike Anderson.

In the 18th century, with the Industrial Revolution under way, transport over the poorly maintained highways was not suited to bulky or fragile goods such as coal or china. Despite continued opposition, especially from the Staffordshire and Worcester Canal Company, an Act of Parliament was passed in 1791 to establish the Worcester and Birmingham Canal, thanks to a new petition signed by six thousand Birmingham businessmen on a roll of paper 14 yards long! It was completed in 1815 with the opening of the Diglis Basin at Worcester. The coming of the canal changed the routes through the city centre as well as the types of merchandise being transported.

The coming of the railways also modified our route alongside the Worcester and Birmingham Canal. 1844 saw the ‘Battle of the Gauges’, between Brunel’s Great Western Railway and Stephenson’s London and North Western. Brunel favoured a 7ft gauge for stability and comfort; Stephenson favoured 4ft 8.5ins, a width derived from the pit rails of the north. Eventually the Broad Gauge won, but the cost was financially crippling at £11 per mile – by 1849 £2.5m had been spent without any track being opened. Fortunately, the company’s fortunes were turned round with the appointment of A C Sherriff, a 40-year-old former Yorkshire schoolmaster who had re-trained in railway management, and from 1850 Worcester grew into an important railway centre with major engineering businesses such as Padmore’s and the Engine Works. This substantial

building was later owned by Heenan and Froude (of Blackpool Tower fame); now Grade II listed but falling into disrepair. Shrub Hill station, opened in 1850, sits alongside our road; it is a Georgian-style building and has a spectacular Grade II listed majolica-tiled waiting room.

Before 1834, parishes were responsible for looking after their needy residents, paid from a tax on property values. This was called Outdoor Relief and a family might receive 4/- a week or payments for clothes or shrouds for example. The relief was only paid to those who were settled in the parish, by birth, marriage or apprenticeship; vagrants were treated harshly. But Worcester was very progressive! In 1794, at the foot of Newtown Road on Tallow Hill, The House of Industry was set up, to provide accommodation and employment training, initially for 15 persons. The pious hope was that it might serve as an example to other great cities or towns, encouraging them to adopt this beneficial and laudable method of employing and providing for their poor. Some asked ‘Will it reduce the poor rate of tax?’ !! Married couples were allowed to share a bedroom, unlike in the later workhouses. They had baths and WCs, with school rooms and sitting rooms.



Figure 9: The Grade II listed tiles on Shrub Hill Station.

The Poor Law Amendment Act of 1834 sought to standardise the treatment of the poor, with workhouse conditions made as unpleasant as possible as a deterrent. The House of Industry was rebuilt as a Workhouse in 1894 although the only section remaining today is the Guardians’ Boardroom.

Also close to Shrub Hill station is a sad testament to Worcester’s most famed product, fine porcelain. Edward W Locke was a highly skilled designer at Grainger’s, part of Royal Worcester Porcelain, but they were said to be bad employers. So at the age of 66, Locke bought three acres of land by Newtown Road and with several partners, designed and built a twelve-bay factory of red brick with a tiled roof. His ambition was to provide the beautiful items being produced in bone china for the newly affluent middle classes and he attracted a number of high calibre artists.



Figure 10: A blush porcelain pot pourri dish by Locke's.

But in 1901, Royal Worcester Porcelain took umbrage that Lockes were using the word Worcester in their backstamps; the case went to the High Court where the judges found against Lockes and ordered them to change their backstamp, which then read 'Shrub Hill Works, Worcester'. This judicial decision seems a bit pernicious since Royal Worcester had only been incorporated in 1862. E W Locke himself paid £500 of the damages; the case had cost them over £2,800. This marked the beginning of the demise of the business as Locke retired and the demand for high quality work fell away. Although the company continued in production of smaller pieces, for example seaside souvenirs of high quality, it went into receivership in 1914. The building still stands, derelict for many years, although possibly to be incorporated into a modern housing and leisure development. On

the opposite side of Newtown Road is a very substantial red-brick building where Webbs carpets and interlinings were woven until 1970s, about to be demolished rather than re-purposed, despite its embedded carbon, being replaced by modern concrete which is heavy with CO₂.

Our road eastwards from Worcester remained a rural byway until the later twentieth century. In his diary, Matthew Darlington, a farmer in Warndon, records that on Thursday 27th September 1917, he went to Shrewsbury Sheep Sale and bought 199 trade ewes. He obviously brought them back by rail, because next day on 28th September, his farmworker Daniels was sent to fetch the sheep from Shrub Hill Station. And on Saturday 29th, Daniels and Arthur were sent to look for lost sheep!!

At the start of WW II, a hospital with 800 beds was built on Newtown Road at Ronkswood, reducing the Tolladine Golf Course from 18 holes to 9. Initially the hospital was for American war casualties, who were often amputees. Cast iron seats were specially provided down Newtown Road for them to sit on as they struggled on crutches to get into the city for a drink at The Packhorse pub. After the war it became a maternity unit and closed in 2002 when a new PFI (Private Finance Initiative) Hospital opened along the way and the Midland Red Number 38 bus serviced the staff and visitors.

In a cutting beneath our road just beyond new Hospital, the original stretch of the M5 opened in 1962, then comprising just two carriageways in each direction, now four; it replaced the Roman A38 as the major route north-south. Motorway signage was in a font specially designed for easy recognition by fast traffic.

In 1988, the largest housing development in the country commenced, called Warndon Villages – little remains of the farmsteads that were demolished other than four Conservation Areas. The development of 8,000 houses was planned in conjunction with environmental interests and preserved the great oaks and ancient hedgerows amongst roads that were named from the fields of the original farms, including Middle Hollow Drive. The former hospital site was also developed for housing. This increased urbanisation generated new demands along Newtown Road; a GPs' surgery called "Turnpike House" opened near the Gun Tavern on the site of the old tollhouse, and a Lidl supermarket opened in 2015 on the site of the former Co-operative Dairy.



Figure 11: On Newtown Road, from Worcester Cross 1 mile.

Some Worcester mile-plates were plain rectangles and the later ones (as along our route) were rectangular with square brackets. A few yards from Turnpike House is a re-plated milestone, showing the distance from Worcester Cross, 1 mile.

It is one of a series of eleven milestones along our road which were restored by the Worcester Group of the Milestone Society in 2010, under the leadership of founding father Terry Keegan. When the Milestone Society came into existence in 2001, Terry rounded up a group of local enthusiasts to spread the word about the significance of milestones, engaging with the highways department and parish councils, giving talks and staging exhibitions at events. Coffee mornings with cakes provided by Connie Swann raised funds for restorations too.

Terry persuaded many parishes around the county to fund the cost of the replacement ‘second series’ plates which were produced to order by the blacksmith at Blists Hill, Ironbridge. Some of the original plates along our route were still in place; the Milestone Society’s National ID designation for this series is WO_WOFK, from Worcester towards Feckenham. The two-mile stone by the Hospital looks strange though; the backing stone is very pale limestone, supplied by the Cathedral stonemasons, not the darker or reddish vernacular sandstone.



Figure 12: Some examples of milestones along our route

Amongst other projects, the Worcester Group carried out a spectacular restoration of eighteen milestones from the city via Upton on Severn to Eldersfield on the Gloucestershire border in 2012. This required fifteen new plates in differing designs including pointing hands and two completely new stones as well as straightening others, with the necessary consents for Listed markers. Sadly, the restored milestones around the county are now in varying states of disrepair – it is hard getting the parish lengthsman to take an interest, but some progress is being made. The Worcester Group’s most recent project was the installation of six ‘1 mile to Worcester Cross’ plates around the city in 2017.

A series of cast-iron milestones were installed around the county after the Turnpike Trusts were wound up in the 1870s, long distance transport being now by rail, although the canals through Worcester still carried substantial traffic (including Cadbury’s cocoa) until the middle of the twentieth century. Then in the 1930s, the Deputy County Surveyor, Harold Brook-Bradley, designed a unique reinforced-concrete milestone ‘for the motor car age’. These were removed during WWII but many were re-installed afterwards and still survive. Rob and Connie Swann even produced three replacements for these, culminating in the Golden Jubilee Bradley stone by the A449 in 2012. This stands proudly as testimony to an inspirational leader and his energetic team.



Figure 13: The Golden Jubilee Bradley Stone on the A449. WO_SPWO09, SO 84786 59668.

Sources:

The Worcestershire Group of the Milestone Society *Finding Worcestershire Milestones* (2007).

Alan Scaplehorn & Connie Swan, *Worcestershire Turnpike Trusts and Tollhouses* (2009).

Barbara Hopper, *Ages & Ages before Warndon Villages* (2007).

The Hive - Worcester Record Office including the County Archive.

All images by Jan Scrine except Figure 8.

MILESTONE GUIDES

Carol Haines

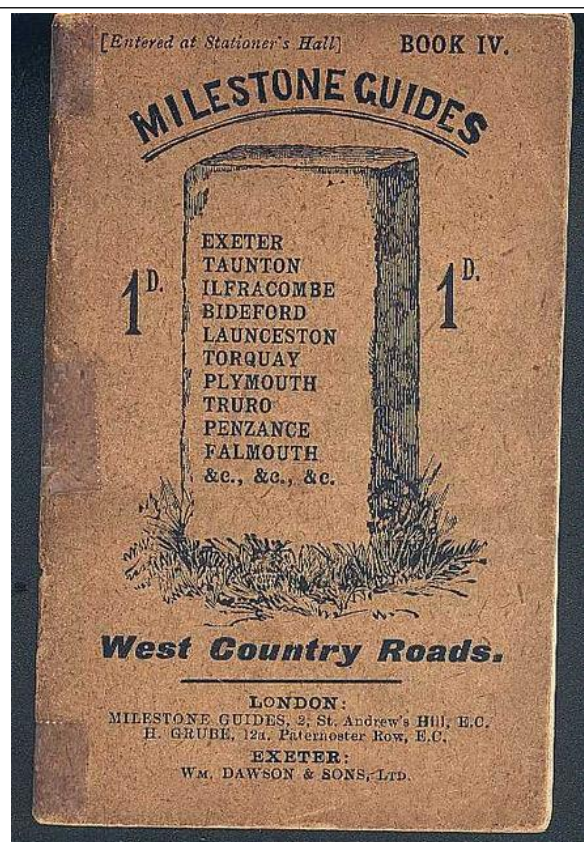


Figure 1: Milestone Guide cover.

In January 2021 Gerald Cramp sent an enquiry to John Atkinson about the history of little booklets called *Milestone Guides*. They were produced initially for cyclists and pedestrians, and listed routes, mileages, and places to stay.

John's circular on the enquiries mailing list rang a bell, and Carol Haines found that a short piece about these guides appeared in *Newsletter 9* in July 2005, describing Carol's copy of Book IV and Book VIII owned by Michael Knight. Gerald Cramp has a collection of 13 books, some duplicated. Twelve books covered the whole of England, also much of Wales and southern Scotland. The details, as far as they are known are given in Table 1.

It was suggested that a more detailed article could be produced about them. Nothing could be found about the history of the booklets. A long time spent trawling through vintage cycling books online failed to find any copies, but among 525 books with "milestone" in the title for sale on the AbeBooks website (Advanced Book Exchange—one of the main market places for out-of-print and collectable books) there was just one *Milestone Guide* – Book I, South Eastern Roads c.1893, advertised for £5.

The guides are not dated, but it is thought they were published from about 1890. Later editions note that the *Milestone Guides* were also intended for motorists. They included a weekly lamp-lighting table. Michael's copy notes that for 1916 the times are adjusted due to wartime conditions - "Time at present is 30 minutes earlier". Carol's book mentions that Dartmouth was visited by the British Association in 1898, giving a clue to an approximate date for an earlier book.

Each booklet has a list of routes, in some cases over 50, which give a more detailed itinerary with distances in miles and furlongs.

Michael's copy offers advice on easy exits from London: "How to reach pleasant starting points for runs without passing through crowded streets". It is interesting to note the London starting points, reminiscent of datum points for road measurements in the turnpike era. Most of the guides are filled with advertisements for places to stay.

50.-CULLOMPTON TO SIDMOUTH.

Reverse.	Distance.	Total.
M. F.	M. F.	M. F.
17 2 Cullompton ...	...	...
15 2 Merry Harriers (turn l.) ...	3 0	5 0
12 2 Cyst Hydon ...	2 2	7 2
10 0 Tallaton ...	2 2	9 4
7 6 Fairmile ...	1 0	10 4
6 6 Ottery St. Mary ...	1 6	12 2
5 0 Sidmouth ...	5 0	17 2

51.-TAUNTON TO SIDMOUTH.

26 4 Taunton ...	...	...
24 0 Trull ...	3 2	5 0
21 4 Blandford ...	4 0	9 0
17 4 Churchingford ...	3 4	12 4
14 0 Upton ...	6 6	13 2
13 2 Rawridge ...	1 2	14 4
12 0 Junction of Roads ...	1 0	15 4
11 0 Monkton ...	2 0	16 4
9 0 Honiton ...	4 4	21 0
8 4 Gittisham Hill ...	4 4	25 0
3 0 Sidbury ...	1 4	26 4
1 4 Sidmouth ...	1 4	28 0

52.-EXETER TO HONITON.

16 4 Exeter ...	...	...
15 4 Heavitree ...	3 4	4 4
12 0 Honiton Cyst ...	4 4	8 8
9 4 Rockbeare ...	4 4	13 2
5 0 Fairmile (r. Sidmouth 7 1/2 m.) ...	2 0	15 2
3 0 Fenny Bridges ...	3 0	16 4
Honiton ...	3 0	16 4

53.-EXETER TO EXMOUTH.

Reverse.	Distance.	Total.
M. F.	M. F.	M. F.
10 6 Exeter ...	...	...
10 0 St. Leonard's ...	1 0	1 6
9 0 Northbrook ...	2 0	3 6
7 0 Topsham ...	1 3	5 0
5 6 Ebford ...	2 0	8 0
4 6 Exton ...	2 0	10 6
2 6 Lymington ...	2 6	13 2
Exmouth ...	2 6	10 6

54.-EXMOUTH TO SIDMOUTH.

13 2 Exmouth ...	...	...
10 2 Knowle ...	3 0	3 0
8 2 East Budleigh ...	2 0	5 0
(r. Budleigh Salterton 1 1/2 m.) ...	...	...
7 0 Bicton Hall ...	1 2	6 2
5 6 Colaton Raleigh ...	1 2	7 4
4 2 Newton Poppleford ...	1 4	9 0
2 6 Four Elms Hill Top ...	1 4	10 4
1 4 Sidford Cross (right) ...	1 2	11 6
Sidmouth ...	1 4	13 2

55.-SIDMOUTH TO BUDLEIGH SALTERTON via HIGH PEAK.

6 6 Sidmouth ...	...	...
5 6 High Peak ...	1 0	1 0
4 6 Pinn ...	1 0	2 0
2 6 Otterton ...	2 0	4 0
1 4 East Budleigh ...	1 2	5 2
Budleigh Salterton ...	1 4	6 6

Figure 2: Routes in Book IV.

most of them was difficult to find and mainly comes from other publications for sale online:

H Grube, 12a Paternoster Row, London EC – published maps and handbooks of London into the early 1920s. Michael's book gives the address as 30 Paternoster Row EC, Temple Press.

E J Larby, 1 Paternoster Avenue, London EC – published touring maps for cyclists and motorists, late C19, early C20.

H & F Millard, 19 Earl Street, Westminster, and 18 Tothill Street, Westminster – no details found.

Wm Dawson & Sons, Exeter – this proved the most interesting. William Dawson established a bookselling and newspaper distribution business in London in 1809. He soon began delivering London papers to outlying areas, first transported on horseback, then from 1825 by coach. After 1895 the firm opened wholesale offices in Cardiff, Exeter and Leicester. Today the company, Dawson Holdings plc, is still in business. According to its website, it operates the third largest newspaper distribution company in the United Kingdom and also distributes books, magazines, travel brochures, and inflight reading materials.

In the West Country book there is the Bude Hotel in Exeter "lighted by electricity", Horse & Jockey Hotel in Helston, "putting up horse for night, including corn, 2/6", Bellevue Temperance Hotel in Sidmouth, "Tea with chop, steak, ham and eggs or fish 1/6". Many cycle shops are listed: "Tourists' cycles overlooked, cleaned and oiled, 1/- each". They also stocked carbide for lamps. There is a page of railway rates for L&SWR and GWR lines: for a 50-mile journey bicycles, perambulators and mail carts were charged 1/-, tricycles 1/6. Michael's book, produced during WWI, has no advertisements, but does give railway rates for bicycles.

The proprietors of the guides were based at 2 St Andrew's Hill, Carter Lane, London EC. Several different publishers are named on the booklets, but information about

REDRUTH.

London Hotel.
Proprietor—C. PENGILLY.
First-class Accommodation.
BILLIARDS.
Private Sitting Rooms.
Bass's Ales. Wines, Spirits, Cigars of the finest brands.
Bed and Breakfast 2/6.
Stabling and Coach Houses.

REDRUTH, Cornwall.

WILLIAM CURTIS, CYCLE AGENT,
10, Fore St. Cycle Dept.—Chapel St.
Agent for Humbers, Centaurs, Elswick's, Triumphs, Raleighs, Singers, Osmonds, and Rudge-Whitworths.
Cycles cleaned and oiled, 1/- each.

St. AUSTELL, Cornwall.

WILLIAM FRANCIS, CYCLE WORKS AND STORES.
Repairs by Practical Workmen.
Carbide stocked. Accessories. Tourists' Cycles overlooked, cleaned & oiled, 1/- each. Agent for Ormonds, Enfields, Sparkbrooks, Royal Eagle.

ROCKBEARE, Devon.

Main Road, 6 1/2 miles from Exeter.
BIDGOOD ARMS.
Proprietor—ALBERT HUTCHINGS.
Bed and Breakfast 2/6.
HOMELY FARE.
Cream, Butter, Eggs, &c., &c. Good Stabling. Private Sitting Rooms.
Safe Storage for Cycles. Lovely scenery. Good roads.

St. AUSTELL, Cornwall.

Queen's Head Hotel
The Home of Cyclists.
W. PHILP, Proprietor.

St. AUSTELL, Cornwall.

THE STAG HOTEL.
Proprietor: W. S. MAY.
Most Comfortable Quarters in the town for Cyclists & Tourists. Good storage for Machines. Bed and Breakfast, 2/6. Moderate in everything. Posting in all its branches.

Figure 3: Advertisements in Book IV.

Book	Roads included
Book I	South Eastern Roads: From London Bridge to Canterbury, Margate, Ramsgate, Herne Bay, Deal, Dover, Folkestone, Tonbridge Wells, Rochester, Maidstone, Hastings, Eastbourne.
Book II	Southern Roads from Westminster Bridge: No further information
Book III v.1	South-Western Roads: From Hyde Park Corner to Guildford, Chichester, Portsmouth, Southampton, Bournemouth, Winchester, Salisbury, Frome, Taunton, Exeter, Weymouth, Exeter, Yeovil, &c.
Book III v.2	South-Western Roads: From Hyde Park Corner to Basingstoke, Salisbury, Exeter, Plymouth, Torquay, Bideford, Wells, Taunton, Ilfracombe, Weston-Super Mare, Bridgwater, Radstock, &c.
Book IV v.1	South-Western Roads: From Hyde Park Corner: no further information
Book IV v.2	West Country Roads: Exeter, Taunton, Ilfracombe, Bideford, Launceston, Torquay, Plymouth, Penzance, Falmouth, &c.
Book V	Western Roads, With Cross Roads: From Hyde Park Corner to Reading, Windsor, Oxford, Bath, Bristol, Gloucester, Cheltenham, Hereford, Monmouth, Cardiff, Aberystwyth, &c.
Book VI v.1	Western Roads, with Cross Roads: From Hyde Park Corner to Oxford, Aylesbury, Northampton, Banbury, Stratford-on-Avon, Cheltenham, Worcester, Kidderminster, Hereford, Shrewsbury, Aberystwyth, Llangollen, Chester, Barmouth, Carnarvon, &c.
Book VI v.2	North Western Roads: From Marble Arch to Oxford, Banbury, Worcester, Stratford-on-Avon, Shrewsbury, St Albans, Warwick, Leamington, Conway, Llangollen, Carnarvon, Holyhead, &c.
Book VII v.1	North Western & Midland roads: From GPO to St Albans, Coventry, Birmingham, Lichfield, Shrewsbury, Chester, Holyhead, Liverpool, Manchester, Kendal, Keswick, Carlisle, Glasgow, &c.
Book VII v.2	North Western & Midland Roads, with Cross Roads: From GPO to Northampton, Birmingham, Lichfield, Shrewsbury, Chester, Llandudno, Liverpool, Manchester, The Lakes, Carlisle, Glasgow, Edinburgh
Book VIII v.1	Northern Roads: From GPO to St Albans, Northampton, Leicester, Derby, Matlock, Buxton, Manchester, Bedford, Nottingham, Sheffield, Clitheroe, Harrogate, Ripon &c.
Book VIII v.2	Northern Roads: From GPO to Bedford, Northampton, Leicester, Derby, Melton Mowbray, Nottingham, Buxton, Sheffield, Rochdale, Preston, Leeds, Harrogate, Settle, &c.
Book IX	Gt North Rd &c: From GPO to Peterborough, Doncaster, York, Ripon, Durham, Berwick-on-Tweed, Edinburgh, Boston, Lincoln, Sheffield, Hull, Scarborough, Whitby, &c.
Book X v.1	North-Eastern Roads from Royal Exchange: No further information.
Book X v.2	Eastern Counties: No further information.
Book XI	Southern Cross Roads: Canterbury, Maidstone, Dover, Hastings, Brighton, Windsor, Southampton, Winchester, Reading, Salisbury, Bristol, Dorchester, Taunton, Exeter, Plymouth, &c.
Book XII	Cross Roads North of the Thames: Bristol, Gloucester, Worcester, Oxford, Northampton, Leicester, Coventry, Birmingham, Derby, Shrewsbury, Chester, Bedford, Peterborough, Cambridge, Ipswich.

Table 1: Details come mostly from those in the possession of Gerald Cramp, Carol Haines and Michael Knight. In some cases, there seem to have been several versions of a book number with slightly differing routes.

Milestones have given their name to many things and searching for publications with “milestone” in the title mainly produced books on milestones in your baby’s development. A gift from a phillumenist was Milestone Matches which were produced in the 1950s and 1960s. The inscription on the stone reads “1,000 miles to any as good”. Nevertheless, it is possible that there is still more to be discovered about these guides and there may be other books that have not yet come to light.



Figure 4: Milestone Matches

LIONEL JOSEPH 1923–2023: AN APPRECIATION

Editor’s note. The editor makes no apology for this longer than usual obituary as it provides not only an opportunity to commemorate the life and work of one of the Society’s most productive members, but also to illustrate the wide range of activities in which members can and do engage, both in furthering the aims of the Society and for the public good.

William Shakespeare wrote: “one man in his life plays many parts”, but few can have played so many parts as Lionel Joseph, who died aged 99 in January 2023. Amongst Milestone Society members, Carol Haines, who along with her husband Alan, probably knew Lionel best writes: “he had a remarkably long and productive life which benefitted many people”, and, one could add, ‘many milestones’. Their separate contributions appear below.

Of all Milestone Society members, both past and present, Lionel could have claimed to be the first to take an interest in Milestones, an interest which he retained for eight decades and began long before he attended the Society’s inaugural meeting in 2001, and which he demonstrated in many ways: as a graphic artist, a creative craftsman in wood, metal and stone; also as a teacher/headteacher/adviser, author, archivist and milestone restorer. Though he never moved far from his birth in Fulham, gravitating slightly southward via Ewell finally to live near Dorking for 70 years, his sphere of influence stretched far wider and, for milestones, covered most of the southern and home counties. For example, in Kent he made a mileplate (at no cost to the Council) for a ‘flailed’ milestone at Goudhurst, and gave detailed advice on restoration, which was followed. His enthusiasm for milestones was matched by his love of cycling, a productive combination as other Society members have demonstrated. Being busy with his work and hobbies did not preclude also being an active family man. The youngest of five children, he had an exceptionally long married life with his wife Joyce that produced four sons, nine grandchildren, and ten great grandchildren. One of his grandchildren, Maurice, has kindly provided details of his life (slightly edited to avoid repetition).



From Maurice Joseph

Lionel Joseph was born in Fulham in August 1923. When he was three, his family moved to Ewell, then a rural village near Epsom. After leaving school at 14, he got a job with the General Post Office delivering telegrams around the City of London, and during the early years of WW2 he would recall cycling to and from work through bomb-damaged streets. In his leisure time he measured his cycling pace by timing his progress between the milestones on the Reigate to Crawley road. From 1942 he served as a radar operator in the navy aboard the destroyers HMS Bleasdale and HMS Eskimo, and in 1947, seven years after he had first met her while cycling home from work in London in 1940 he married Joyce. In October 2022, they celebrated their 75th wedding anniversary.

In 1948, Lionel took the post-war opportunity under the emergency teacher-training scheme to go back to college and train as a teacher. He taught metalwork at a secondary modern school for twenty years and authored a couple of books on the subject, then he took on the role of supply headteacher, working across Surrey, until he retired in 1981.

In retirement, Lionel rekindled his childhood passion for cycle touring, and during the first two decades of his retirement claimed to have cycled over 75,000 miles. He continued cycling regularly into his late nineties – he and his wife even arrived at their joint 90th birthday party on their tandem. When it came to researching milestones in urban areas, Lionel would park his car nearby and then use his Brompton folding bicycle to nip between sites.

Retirement also gave him time for art. Combining his love of touring the British Isles with his abilities as an artist, he wrote and illustrated a book about the scenery of England & Wales. Many of his pen and ink drawings appeared in the pages of the *Newsletter*. He was forever crafting something or other; in his garden he had a well-equipped workshop and even a forge, the products of which were cherished across the family and also by the public, such as the village sign of his nearby Surrey village of Abinger Hammer.

Around 1990, Lionel volunteered to catalogue the extensive archive of Cyclists' Touring Club (CTC) and remained its archivist until 2006, using the archives to author a book for the CTC on the first hundred years of the cycle and its accessories. Amongst the archives, he discovered a large number of old and rare maps, also John Ogilby's *Britannia*, dated 1675.

Lionel is also remembered by many members with affection and respect as the selections that follow clearly demonstrate.

From Carol Haines

It is hard to know where to begin an appreciation of Lionel Joseph. He was a teacher of craft and technology and wrote, with his wife Joyce, *The Young Mariner's Cruise Journal*, when he helped to organise educational cruises on "Schoolships". He was a keen cyclist, a talented artist, and his drawings have been printed in Milestone Society newsletters. As a skilled craftsman he engraved new and replacement milestones including two near Petworth, Sussex (49 and 51 miles from London). He presented Alan and myself with a milestone table lamp showing the distances from our home to Norwich, Fakenham and The Standard in Cornhill. In his own forge he made replacement metal plates for milestones from scrap aluminium, first carving the wooden patterns to produce the moulds. At the spring meeting in Battle, Sussex in May 2008 he gave a talk about his milestone work. Above all he had an unquenchable enthusiasm for life, which proved to be a long one.



Figure 1: Village sign at Abinger Hammer, Surrey

From Alan Haines

A major editorial challenge for the early issues of the *Newsletter* was to produce an engaging front page, and Lionel's fine skills at pen and ink drawing gave us attractive covers for issues 2, 4, 8 and 15 as well as sketches for inclusion elsewhere in the issues. His cycling activity and interests in the CTC made him a valuable source of information on milestones, often gathered on his rides with wife Joyce, and he contributed valuable information on Surrey milestones. He produced a Surrey milestone route listing for 2005 and an associated alphabetical index, and also contributed to Hampshire data. Lionel was a man of many parts regarding practical skills. From a fascinating talk he gave at the society meeting of May 2008 (see report in NL 15, p. 26) we learned of a post-war career change into a person with a breadth of craft skills from woodworking to metal casting. As a suitable reminder of Lionel's involvement with the Society, a replacement stone (London 39) he made that now stands in Southwater (NL16 p.17) seems particularly appropriate. We shall miss this remarkable man, energetic and positive, who made valuable contributions to those who had the good fortune to know him.

From Derek Turner

Lionel's career as a writer included regular contributions to *Milestones & Waymarkers* as well as the *Newsletter*. These illustrate very well the breadth of his activities over a considerable period. His first article in volume 3 (2009) described his work in forging replacement plates or plaques for milestones at Horsham in Sussex and Limpsfield in Surrey.

In the following issue two years later, he detailed the work he undertook on a metal milepost at Havant in Hampshire, on the restoration of a milestone at Southwater near Horsham and the replication of three other stones on the same turnpike road using suitable stones from the local area. In Volume 7 (2014), he contributed two pieces. The first was a sequel to the article by Philip Evison on the turbulent history of the

17th century Roehampton Mounting Block/proto milestone, in which Lionel attempted to persuade Wandsworth Museum to allow the mounting block to be replaced in its original position in exchange for a two-thirds miniature model created by him. For reasons entirely beyond his control, though the miniature was created the deal was only a short-lived success. Some indication of his gentle humour is evident in the opening sentence of his article: "I get the impression, being a member of the Milestone Society, that when an unusual discovery is made or there is a need, it has become a case of, 'Let Lionel know and something will probably happen' that is, especially if it is of a practical nature."

More successful and long lasting than the Roehampton project has been the milestone he created commemorating the birth of Prince George, located in the grounds of the primary school at Bucklebury near Newbury, Berkshire where the family of the now Princess of Wales were living - see *Newsletter* 39, pp. 34-35 for Lionel and Joyce's more detailed description. In creating this unique piece, Lionel further expanded his use of materials by combining a tablet of York stone with a pillar of hand-made bricks. Though its location in school grounds rules out public access, the then headteacher kindly allowed access to it for those attending the Society's Spring Conference in May 2015 at Chieveley village a



Figure 3: Restored mileplate near Petworth, SY 96356 18046, SX LMP 52.

few miles away, and a photo of that occasion appears in NL39 p.40. For those of us who visited the milestone, the high quality of Lionel's work could be fully appreciated; more so than in any photo but, hopefully, some idea of his creations' excellent quality and exceptional range can be gained from the images included here.



Figure 2: Miniature milestone presented to Carol and Alan Haines.

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

Milestones & Waymarkers (M&W) records the work of the Society, its members and others with shared interests. It complements the Society's *Newsletter*.

Submissions of material are welcomed and should be sent in digital form to the commissioning editor, Derek Turner, dt@milestonesociety.co.uk, together with the author's contact details. Contributions in non-digital form are acceptable by special arrangement. All contributions are accepted on the understanding that the editor reserves the right to modify the material to make it consistent with the general content and style of the publication.

Content and style:

The content should be clearly related to the title of the publication and to one or more of the Society's aims or objectives. It can be related to identifying, recording, conserving and interpreting for the public benefit, milestones and waymarkers. Interpretation can be taken to include explanation of how other highway heritage organisations and wayside furniture help to explain the nature and the history of milestones and waymarkers. Although the terms of the Society's aims restrict its practical activities to the British Isles, contributions about milestones and waymarkers elsewhere in the world are very welcome.

M&W contains two kinds of articles: those primarily describing the results of research into waymaker history, and those mainly describing significant recent conservation projects. The former tend to be longer and more formal in style, the latter shorter and less formal. Both are equally welcome.

No maximum or minimum length is laid down. Shorter articles with limited coverage may be considered for inclusion in the *Newsletter* rather than M&W. Wherever relevant, photographs should be included; also maps,

diagrams and tables to supplement and illustrate the text.

The Milestone Society does not have a published and required house style. The editors will adjust the text to be consistent with current practice. Authors should, however, consult this or recent issues of the publication and follow the layout and conventions used for references and identifying waymarkers. English rather than American spelling should be used.

Most readers will have a general interest in the subject but will not usually be specialists so avoid technical terms or explain them at the first mention. Please avoid using the first person ('I'). Abbreviations should be given in full the first time they are used. The first mention of any British waymarker should be followed by a grid reference in the form SU 123 456 using an eight- or ten-figure reference where known, then by its Milestone Society ID in the form EX BSGC30. Milemarkers overseas should be followed, where known, by their Northings and Eastings in as much detail as available in the form N 39° 38' 58.96", W 78° 45' 53.24". When referencing Grade II listed milestones, including their numbers is not essential but may be helpful in the form 'List Entry Number xxxxxx', as given in Historic England's records (not the earlier numbers).

Technical and copyright guidance:

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