

MILESTONES & WAYMARKERS



The Journal of the Milestone Society
incorporating On the Ground

Volume Four 2011





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INTRODUCTION

Welcome to this, the first combined volume of the Society's Journal *Milestones & Waymarkers* and *On the Ground*, its annual report and publication of activity in the identification, conservation and restoration of our roadside heritage in all its forms. As from the autumn of 2011, these two publications are brought together in a combined, annual volume which better reflects the full range of Society activities. This volume catches up with material that was designated for *Milestones & Waymarkers* volume four plus the 2011 *On the Ground* contributions. The result is this 'bumper' 2011 volume.

It is the joint editors' aspiration on the Society's behalf to take this publication forward as an even stronger point of record, supported and informed throughout by the Society's other well-established, widely-read and much appreciated *Newsletter* which appears twice a year in January and July. Twenty-one issues of the *Newsletter* have now appeared since the Society was first mooted and established in 2000/2001. The accumulated published record is therefore considerable and growing.

Membership support for this change was forthcoming for a variety of reasons, including not only greater effectiveness and indeed cost-efficiency, but also an acceptance of the essential inter-relationship between the fundamental roles of the Society through its members, working (often literally) 'on the ground', and the wider opportunities for background research and more detailed recording and analysis of milestones and waymarkers in all their various forms. Stories, typically a campaign to recover and restore a particular stone or milepost to the roadside, grow over time and updates, via the *On the Ground* pages in particular, will continue to provide an accumulating record.

Your feedback and contributions for future volumes is always welcomed.

Front cover photo: *Non-turnpike milestone to Heligan House, Cornwall on the B3273. Grid reference SX 008 479. (Ian Thompson)*

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Editorial: the road we travel

David Viner

Some debate has centred around how narrow or indeed how broad the Society's remit should be. After ten years of effort, such a review is both timely and welcome. The core Aim, supported by our six Objectives, remains very firm: 'to identify, record, research, conserve and interpret for public benefit the milestones and other waymarkers of the British Isles'. In fact our stated Objects for charitable purposes, drawn up when the Society successfully sought charitable status some years ago, provides further definition of what is and what may be included in our work.

Here, especially in this first edition of our integrated journal, this is worth reproducing in full, as it provides a very useful guide, viz: 'To identify, record, protect, preserve, trace the history of and raise public awareness of milestones for the benefit of the public and the community, the term milestones to be interpreted as including indications of distances and places, whether provided in stone, metal or wood, waymarks, fingerposts, boundary posts, crosses or inscriptions, and wherever situated.'

Thus our remit can and does include the various forms of waymarkers as listed here. As one of our founding members shrewdly observed, "I would strongly support retaining these [various] interests within our remit. *Direction is just as important as distance* [editor's italics] and we would do our Society a disservice were we to divorce such cousins whether or not they have so many friends." Amen to that.

Such reflection on remit and purpose at this time fits in well with the stage the Society itself has reached, as it indulged in what turned out to be a most rewarding and memorably-retrospective tenth anniversary meeting in October 2010, held at the very same venue as its early formations meetings back in 2000 and 2001, the Black Country Museum at Dudley.

Retrospective it may have been but also looking forward to present and future challenges. Reports were given on progress and continuing development of the Society's admired database, and a whole new dimension introduced in how data can be recorded and made available, in the form of a Repository of information, growing to become UK-wide and accessible via Google Earth.

Reports via the *Newsletter* are keeping the membership up to date on progress here, which could only have been achieved via many hours of dedicated and freely-given technical effort and advice from a number of committed members. They are to be thanked for their efforts in launching what will surely become a basic tool of information dissemination within a very short time as it is progressively 'rolled-out'.

Various 'layers' of data-gathering and sharing within this process have been identified, including layers for 1: milestones and guide stones; 2: boundary and commemorative markers; 3: stone waymarkers (crosses and unin-

scribed monoliths); 4: fingerposts; and 5: canal mileposts. See page 58 for full details. A broad church indeed, but well integrated.

As part of this effort, the Society's database is being restructured to map more easily the layers of data being placed on Google Earth. As of March 2011, for England alone, the database held just over ten thousand unique waymarkers accumulated since Society records began. Of these, 8,797 were milestones, 675 boundary markers and 449 guide stones. Equally important is the fact that 8,055 of this total had been surveyed, which reflects some considerable activity in on-site checking and recording.

That primary part our Aim to 'identify and record' seems to be well within sight. Thereafter, although it has long been happening alongside of course, the parallel challenge to 'research, conserve and interpret' will take centre stage. Evidence in this publication and its predecessors shows that to be a well established core activity, not without its trials and tribulations but also successes too. Best Practice Guidance Notes are available to underpin this effort.

It is essential that the Society holds its membership level around the 500 mark in order to sustain all this activity; indeed it really needs to increase it and this must remain a cause of concern for the future. However, the Society's much improved and expanded website (www.milestonesociety.co.uk) helps greatly in sharing our message and our work, and is winning new friends and members.



A mile to Buckingham. See Fig 1 on page 12.
(Photo Askins Collection)

It is hoped that the detailed studies as well as the progress reports published in these pages properly reflect all the activities noted above. The initiative on non-Turnpike milestones, for example, is an expression of a shared desire by various members to pull together evidence from around the country, and such member-led initiatives are always welcome, to be reported both as on-going activity and then as a final record in the pages of the Society's publications.

One of the Society's prized archives is the photo collection of the late Mr W. Askin of Leeds, taken during the late 1970s and early 80s on his travels around the country. Here are two more examples, invaluable now some 30 years or more later as a record in their own right.



Non-Turnpike milestones – a popular topic

Ian Thompson's short article on this topic in *On the Ground* No 6 (September 2009) and his talk at the Wells AGM a month later, set the ball rolling for an interesting exchange of thoughts on the degree to which our milestone heritage is dominated (or not) by the installation of stones or markers by or at the behest of turnpike trusts. Other influences were at work, both earlier, during and indeed after the turnpike period.

In pre-turnpike days, there are lots of examples of guide posts and other markers, usually made from local materials and often also quite well studied. In the North Midlands and northern counties, especially perhaps in Derbyshire and Yorkshire, guide posts or 'stoops' are quite well known, well recorded and much admired; many are pre-turnpike.



Fig 1. Tramway milestone on the Templar Way on Dartmoor. Photo Tim Jenkinson

The granite guide posts on Dartmoor are one group, as Tim Jenkinson noted, with simple inscriptions pre-dating the 1750s. He also noted the marker on the Templar Way between the quarries of Haytor and Ventiford Bridge at the start of Stover Canal. [Fig 1] Standing at 5 miles from the bridge it can be found in Yarner Wood and is as you can see a fascinating artifact with

tare and feather marks on the right hand side where the stone has been split away from a larger block. This stone and four others that survive date from c1820, the time of the laying of the granite rails by employees of George Templer who built the tramway to facilitate the transportation of granite down to the canal and then by barge to Teignmouth Docks.

In the Forest of Dean in Gloucestershire, Keith Walk-

er noted one good example of the late use of milestones. The road from English Bicknor via Millway Grove to Stowfield was completed in 1855 at the same time as the road linking Eastbach with Stowfield and Lower Lydbrook. These roads were constructed by unemployed farm labourers under the direction of the rector of English Bicknor, John Burdon. The milestone at English Bicknor survives, reading *ROSS 8 MILES*. [Fig 2]

Newsletter 19 carried a short summary, including some Welsh examples. In Essex alone, *John V Nicholls* has found 19 examples which are non-turnpike (16 stones and three mileposts) plus two, perhaps three, further stone examples in museums. This accounts for around 15% of the total recorded in the county. In the Society's database as a whole, *Alan Rosevear* estimates that some 20-25% of the total entries are accounted for by non-turnpike trust activity, given that most of the mileposts in Cheshire, Staffs and Yorkshire are post-turnpike installations.

Ian Thompson's more detailed article on this topic in Cornwall (published in this volume) shows how many variants there are, with over half the milestones there not being erected by turnpike trusts. Peter Gulland also contributes material from Buckinghamshire to this volume.



Fig 2. Non-turnpike milestone at English Bicknor in the Forest of Dean. Photo Keith Walker

Non-Turnpike Milestones in Cornwall

Ian Thompson

Cornwall has nearly 700 milestones and guide stones. It has the best collection of stone milestones in the world, but who put them up and when? This article will demonstrate that milestones in Cornwall fall into five categories:

- Turnpike Trust milestones
- Post-turnpike milestones
- Pre-turnpike milestones
- Milestones for the gentry
- Parish and Highway Board milestones

It is clear that very many milestones were erected in the later C18 and early C19, when turnpike trusts were empowered by Acts of Parliament to charge tolls to maintain and improve the roads.

The first turnpike trust in Cornwall was the Truro Trust, established in 1754. By 1765 two of the main east-west routes across the county were controlled by turnpike trusts. By 1870 the turnpike network was complete. The county was criss-crossed with turnpike roads linking the main towns. A dozen years later, no turnpike trusts remained in Cornwall. Their roads were taken over as "Main Roads" by the county's administrators, the Justices of the Peace, and controlled by the Highways Committee.

However, the majority of Cornwall's roads were never turnpiked. So, how did so many of these non-turnpike roads gain their milestones?

Analysing data on the Milestone Society database for Cornwall shows that, in round figures, 280 surviving milestones were erected by turnpike trusts, while the total for non-turnpike milestones and guide stones is 380.¹

To see the overall pattern more clearly this article will look at several examples, first in the east of the county and then in the west.

In the east the Launceston Trust adopted a simple design of milestone in the mid 19th century as described below. It will be shown that this same design was used on non-turnpike roads in the area when the administration of these roads was taken over by the newly created Cornwall County Council from 1889.

Turnpike Trust Milestones

Launceston Turnpike Trust controlled the main inland route into Cornwall from Devon. This ran from west of Okehampton at Coombe Bow Bridge to the outskirts of Camelford, skirting round the northern edge of Bodmin Moor. It also controlled a number of other roads radiating from Launceston itself. Comparing milestones on several of these roads shows that there was a standard design used by the Trust in the middle of the C19.

Travelling towards Tavistock on the modern A388, a milestone two miles south of Launceston gives distances to Launceston, Tavistock and Callington. [Fig.2] Just

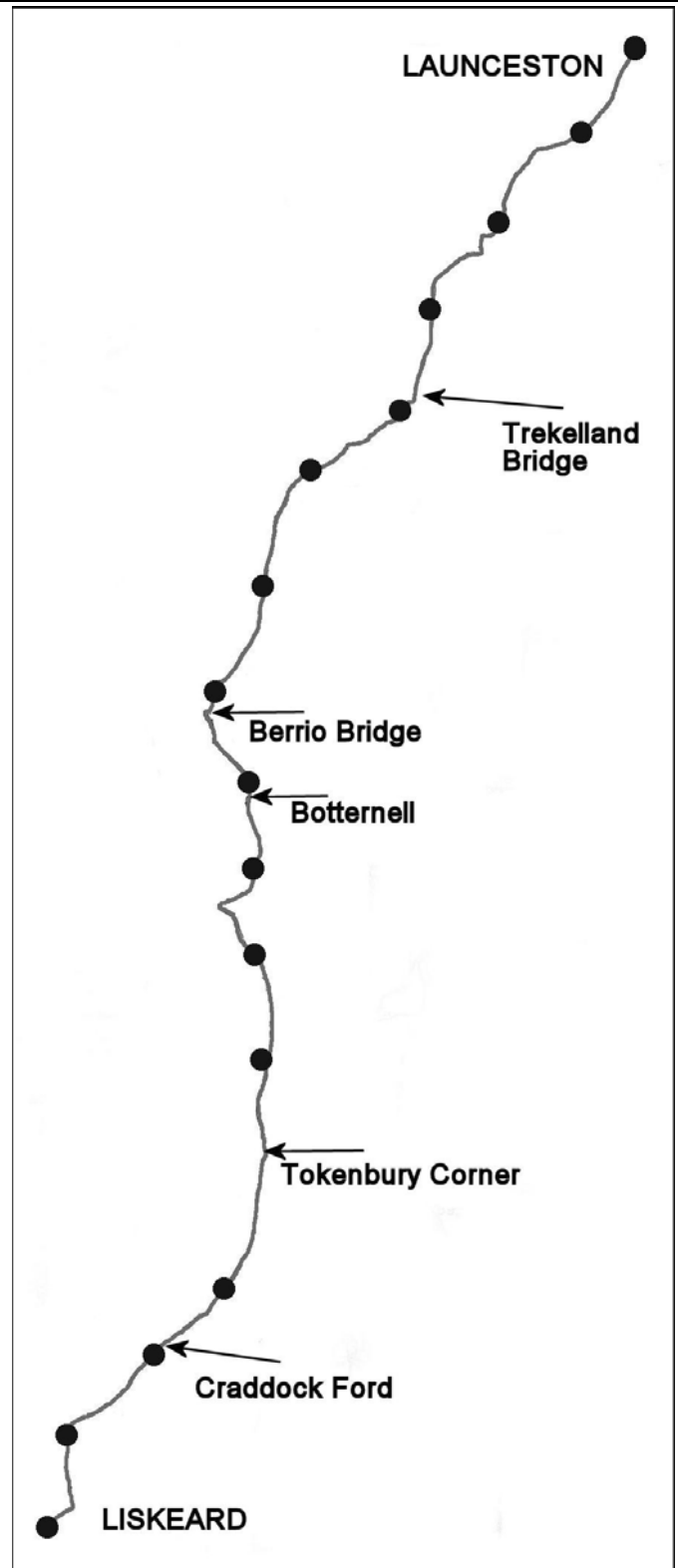


Fig. 1 Sketch map of the Launceston Turnpike Trust

south of this milestone, the A384 to Tavistock branches off the A388. The A388 continues south to Callington. Following the A384, there are two more milestones, exactly one mile apart, the same design as the two mile stone but with just two places named, Launceston and Tavistock. [Figs.3 & 4]

The survival of several volumes of the Launceston Trust Minute Book provides valuable clues to milestones.² An

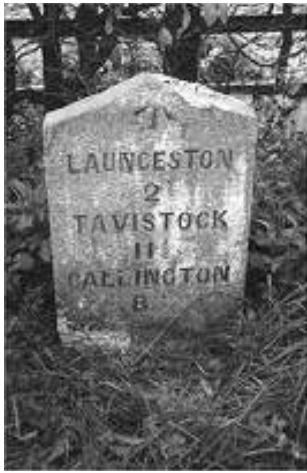


Fig.2 Launceston Turnpike Trust milestone on A388 north of Sheers Barton SX345823



Fig.3 Launceston Turnpike Trust milestone on A384 at Dewcombe SX358817



Fig.4 Launceston Turnpike Trust milestones on A384 at Greystone Bridge SX368804



Fig.5 Launceston Turnpike Trust milestone near Polson Farm in Devon SX358848

entry in 1858 gives details of payment to a Mr Deacon for two milestones with distances to Launceston, Tavistock and Callington at £1-8-0 each and two milestones with distances to just Launceston and Tavistock at £1-3-0 each.

The one mile stone has disappeared. It would have stood just south of the A30(T) Launceston by-pass where there is a modern housing estate. But the two mile stone on the A388, and the three and four mile stones on the A384 match the description in the Minute Book, suggesting that these are Launceston Turnpike milestones erected in 1858.

The milestones look like gravestones approximately 20 inches wide and 6 inches thick, with a gable top. The inscription is neatly carved in sans-serif capitals with letters 2 inches high. This is the standard design used by Launceston Trust as will be shown by the next example.

Going east from Launceston towards Okehampton on the old pre-dual carriageway A30 road over Polson Bridge, the road crosses the River Tamar and enters Devon. On a bend above the bridge, set into the undergrowth on the east side of the road is a milestone inscribed 'Launceston 2, Okehampton 16½'. This milestone is the same shape as the ones purchased from Mr Deacon in 1858. [Fig.5]

In 1839 the Minute Book records "Milestones on the Okehampton road to be arranged at the end of each mile". In 1848, following some correspondence about the accuracy of milestones on this road, the entry reads '£11-5-0 allowed for fixing milestones to Coombe Bow Bridge'.³ The Launceston Trust controlled the road for nearly ten miles into Devon. Six of these milestones survive and all are the same as the design described above.

It might be argued that this design of milestone was a later replacement for the original turnpike trust milestones, but only the turnpike trusts crossed county boundaries. The Cornwall Highways Committee and the subsequent Cornwall County Council had no jurisdiction in Devon. Furthermore this design of milestone exists in Devon only on this stretch of road controlled by the Launceston Turnpike Trust.

Having established that this design of milestone was used by the Launceston Turnpike Trust, it will now be shown that the same design was used on stretches of roads which were never controlled by the Trust.

Post-turnpike Milestones

Following the B3254 south from Launceston to Liskeard, all the way there are milestones on this road but they are not all the same date or design. The sketch map (Fig.1) shows each milestone as a black dot.

The first milestone from Launceston is at the road edge in a steep sided cutting. It is 12 inches wide and 7 inches thick with a rounded top. It is inscribed 'L J' in large serif letters 5 inches high. [Fig.6] L stands for Launceston and J is a number one. This is an original Launceston Turnpike milestone, probably dating from the Act of 1760 when the Trust was set up. The original Act does not give details of routes, but the renewal Act of 1815 includes the "Road or Highway leading from... a certain Place called Pennygillam Pool, in the Parish of Saint Mary Magdalen ... to a certain place called Trekellearn Bridge, in the Parish of South Petherwin in the County of Cornwall."⁴



Fig.6 B3254 Launceston Turnpike Trust milestone c.1760 at SX322834



Fig.7 B3254 Launceston Turnpike Trust milestone c.1760 Trecrogo turn SX303811

Continuing south along the B3254 are the ‘L 2’ and ‘L 3’ [Fig.7] milestones, in the same style and so probably of the same date as the ‘L J’ milestone.

Just south of Trekelland (Trekellearn) Bridge, the fourth milestone, beyond the limit of the Launceston Turnpike Trust, is a very different design to the first three milestones. It reads ‘Launceston 4 Liskeard 11iii’ – four miles from Launceston and eleven and three quarter miles from Liskeard. [Fig.8] This milestone looks very similar to those bought from Mr Deacon.

The same design of milestone is seen each mile on the next four milestones:

Launceston 5 Liskeard 10iii

Launceston 6 Liskeard 9iii

Launceston 7 Liskeard 8iii [Fig.9]



Fig.8 B3254 Post-turnpike milestone, south of Trekelland Bridge. SX298797



Fig.9 B3254 Post-turnpike milestone, East Berriow. SX273759

Berrio Bridge over the River Lynher carries a date stone for 1640 on one parapet and a stone inscribed ‘Widened 1890’ on the opposite parapet. It will be shown that the date 1890 and the widening of this bridge are key factors in establishing a date and origin for the non-turnpike milestones on this road. [Figs. 10 & 11]



Figs 10 & 11 Berrio Bridge at SX273756 and the bridge widening commemorative stone. Recent traffic damage missed the date stone by inches

The next milestone, in the hamlet of Botternell, is still the same design. It reads:

Launceston 8 Liskeard 7iii

The pattern changes after this point. Three-quarters of a mile further south, the next milestone still has the same shape, but the inscription reads “Liskeard 7”. There is no trace of Launceston on the stone. [Fig.12]

Another mile further on is ‘Liskeard 6’ which matches ‘Liskeard 7’. One mile beyond this milestone is ‘Liskeard 5’.



Fig. 12 B3254 Post-turnpike milestone, North Darley. SX278734



Fig 13 B3254 Mineral railway milestone, Tokenbury Corner. SX280699

At Tokenbury Corner there is a different style of milestone, inscribed ‘15 M’. [Fig.13] This is a red herring! It is not a road milestone but a railway milestone. It matches the milestones which follow the snaking path of the mineral railway from the quarries around Caradon Hill to Looe on the south coast 15 miles away. It was extended to Tokenbury Corner in 1861.⁵

Sadly, the four mile stone, ‘Liskeard 4’, is missing. The three mile stone is the same style again – ‘Liskeard 3’.

The two mile stone is completely different. It has a worn, rounded top and sits low in the long grass, opposite a place called Rosecraddoc Manor Lodge, just south of a Liskeard parish boundary stone and a stream. It carries the inscription ‘L 2’ in an elaborate script. [Fig.14] The Liskeard Turnpike Trust controlled this road from 1770 – ‘Lux Street to Crattick (or Craddoc) Ford’ in the Act.⁶This is an original Liskeard Turnpike Trust milestone, two miles from Liskeard.



Fig.14 B3254 Liskeard Turnpike Trust milestone, Crattick Ford. SX265671

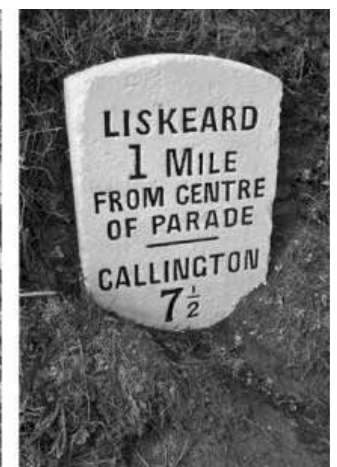


Fig.15 A390 Liskeard Turnpike Trust milestone, Tremblaze turn. SX263655, similar to the last, missing milestone on B3254

The last milestone, one mile from Liskeard, is missing. It was Grade II listed number 382240. The listing details call it ‘Early 19th century’ and give the inscription as ‘Liskeard, 1 Mile from centre of Parade’.⁷ This is similar to three other milestones on turnpike roads radiating from Liskeard.

To summarise the evidence found on the journey from Launceston to Liskeard along the B3254: Launceston Turnpike Trust erected the first three milestones on this road, as far as Trekelland Bridge, and Liskeard Turnpike Trust put up the last two milestones, as far as Crattick or Craddock Ford. (Look at the sketch map, Fig 1.) Who put up the rest?

The answer to this question is linked to a report in the *Royal Cornwall Gazette* dated 6 November 1890.⁸ The *Royal Cornwall Gazette* was the paper of record for Cornwall throughout the later 19th century. Under the heading ‘Roads recommended by the Road Committee of Cornwall County Council to be made main and adopted’ can be picked out the following three relevant entries:

- ‘Liskeard Highway Board – Tokenbury Corner to Craddock Ford’
- ‘Launceston Highway Board – Trekelland Bridge to Botternell’
- ‘Callington Highway Board – Tokenbury Corner to Botternell’

This information would explain why the milestones north of Botternell had the distance to Launceston on them. It was because they were erected by the Launceston Highway Board. The Liskeard Highway Board and the Callington Highway Board seem to have used identical stones, giving just the distance to Liskeard.

The First Series Ordnance Survey 6-inch map published in 1880 shows no milestones between Trekelland Bridge and Craddock Ford. It shows three milestones north of Trekelland Bridge and gives distances to Launceston. These correspond to the Launceston Turnpike milestones described above. The map shows two milestones south of Craddock Ford and gives distances to Liskeard. These would be milestones erected by the Liskeard Turnpike Trust.

The Second Series Ordnance Survey 6-inch map published in 1907 shows a milestone every mile. This map evidence supports the idea that the roads put forward to be ‘made main and adopted’ in November 1890 were given their milestones at this time, since they do not appear on the 1880 map but are on the 1907 map. Other road improvements would have been carried out at the same time to bring the road up to the standard required of a ‘main road’. The bridge at Berrio Bridge was ‘Widened in 1890’ according to the plaque, because this was necessary for the road to be adopted.

When Cornwall County Council was established in 1889 it took over the Highways Committee directly from the Quarter Sessions. The Council had the responsibility for maintaining the most important routes in the county, termed “main” roads. All public roads other than main

roads remained the responsibility of the various District or Parish authorities – the Highway Boards.⁹

Cornwall was divided into two Highway Divisions, the respective Surveyors appointed being Sylvanus W.Jenkin at Liskeard and T.J.Hicks at Truro. Throughout the Eastern Division there are milestones of a design similar to that of Mr Deacon. In other words Sylvanus W.Jenkin used the Launceston Turnpike Trust design as his standard pattern. In the Western Division, T.J.Hicks used a completely different, triangular design. A search of the Milestone Society database showed that the design adopted by Cornwall’s Eastern Division was very rare indeed in the rest of Britain.

These very late C19 milestones, erected as part of the handover procedure for main roads appear to be special to Cornwall. Other counties had replacement milestones or cast iron mileposts on turnpike roads taken over as main roads, but the erection of new mile markers on non-turnpike roads occurred almost nowhere else.

Pre-turnpike milestones

Some milestones on Cornish non-turnpike roads look very old. There is evidence to show that some of these were erected before the turnpikes came to the county.

Moving now to the far west of Cornwall, the Land’s End. In his book ‘*Rambles Beyond Railways*’, written in 1850, Wilkie Collins describes ‘The First Milestone’.¹⁰

“I have already said”, he writes, “that the stranger must ask his way before he can find out the particular mass of rocks geographically entitled to the appellation of the ‘Land’s End’. He may however easily discover when he has reached the district of the ‘Land’s End’....He will observe, at some distance from the coast, an old milestone marked ‘1’, and will be informed that this is the real original first mile in England, as if all measurement of distance began strictly from the West!”



Fig.16 “The First Milestone” at Trevesca, Land’s End, SW355248, identified in September 2009. The top is broken and the number “1” is only partly visible.

The design of this milestone [Fig.16] and its neighbours on the road to Land’s End is most unusual. They are roughly 12 inches square in cross section with a square pyramid top, but the really special feature is the

way that the number stands proud of a recessed rectangular field on the front face of the milestone. This is a time consuming and expensive way to carve a simple number. It would be much easier to cut the number into the smooth face of the stone, rather than cut the stone away and leave the number.

The 1, 2, 4, 5, 6 and 8 mile stones from Land's End survive. All have the same design of a raised number on a recessed rectangular field. [Figs. 17 & 18]



Fig. 17 The Eighth Milestone near Buryas Bridge, A30, SW443288



Fig. 18 Pre-turnpike milestone, Pool, with raised inscription '16 P, 26 L', SW672416

There was never a turnpike road to Land's End, but another, earlier visitor mentions these milestones in passing and may give a clue to their early origin. In 'A Visit to Cornwall in 1755', William Wynne recounts the experiences of his family's journey by coach from London to Land's End.

"Next day we set out from pensance for the Lands End. 'Tis 10 miles the horse way and miles stones Lately set up, but the Coachway is at least 12 miles to Senan." .¹¹

Wynne and his family in their cumbersome coach were forced to take the longer route through St Buryan – the Coachway or as we would say the carriageway. The more direct "horse way" is now the A30 from Penzance to Land's End, but was unsuitable for a coach in 1755, despite its milestones. Would we call a horse way a road (or rode) because you rode on it?

It seems likely that the surviving six of the original ten milestones set up have been there since before 1755. Remember that the first turnpike trust in Cornwall, the Truro Trust, was established in 1754. These are pre-turnpike milestones.

The oldest milestones in Cornwall may well be the ones running down the spine of the western part of the county from Mitchell to Hayle, following more or less the route of the A30 trunk road.

In Lysons' 'Magna Britannica', published in 1814, the author remarks that "the old road from the north of Cornwall to the Land's End branched off at Mitchell; this road, which has long been disused for carriages, though its mile-stones remain, and it still keeps its place in the road-books, passed through Zealla, Redruth and Crowless to Penzance." .¹²

In 1814 the road from the north of Cornwall was the Haleworthy Trust's turnpike road with its distinctive milestones giving distances to St Columb. The Trust's control ended in Mitchell, because here it met the road from Truro controlled by the Truro Turnpike Trust, the modern A39. The 'old road' to the Land's End was long disused by carriages in 1814, because since 1754 there had been a much better carriage way via Truro. Note that the 'old road' is now the A30 trunk road carrying the majority of all traffic through Cornwall.

These milestones on the 'old road' are similar to the Land's End milestones in design. They are square in cross-section with a square pyramid top and once again the information for the traveller stands proud of a recessed rectangular field. On these milestones the information is carried on two adjacent faces. A number above the letter 'L' gives the distance to Land's End on one face, while a number above either a 'P' for Penzance or an 'R' for Redruth is on the other face. Their design suggests that they are of a similar date to the Land's End milestones described by William Wynne in 1755.

Seventeen of these pre-turnpike milestones survive between Mitchell and Hayle.

Milestones to private houses

One special group of non-turnpike milestones is linked to houses of the gentry. The Vyvians of Trelowarren probably have the oldest set of milestones. Lord Falmouth has four milestones leading to Tregothnan. Other houses with their own milestones are Heligan, Penrose near Helston and Penrice near St Austell. Rather than set up milestones to the nearby Cremyll Ferry across the Hamoaze to Plymouth along the route of the Liskeard Trust's turnpike, the Earl of Mount Edgcumbe has milestones to Mount Edgcumbe House. [Fig.19]

In 1832, Sir Richard Vyvyan constructed a new drive from the village of Gweek to his family seat at Trelowarren. The drive snaked along the side of the Helston River and then turned inland to a new entrance to the

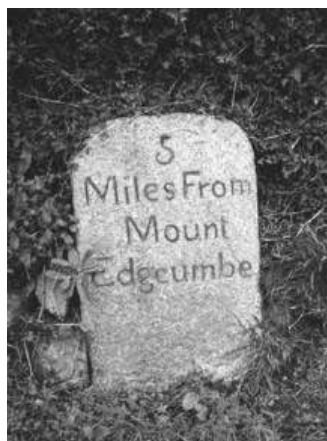


Fig. 19 Milestone to Mount Edgcumbe House, B3247, at Higher Tregantle. NGR SX392529



Fig. 20 Milestone to Trelowarren House, Butteriss Gate, SW718328

house, avoiding the steep climbs of the older route. Two new milestones were erected. [Fig.20] There is a plaque in the bus shelter on the roundabout near Mawgan vil-

lage commemorating further work by the Vyvyans on the Drive in 1921.¹³

A further five milestones to Trelowarren survive on the road north of Gweek. Their design suggests they are much older than those erected by Sir Richard Vyvyan.

On the B3273 three miles south of St Austell is a triangular milestone giving the distance to Heligan House. [Cover picture] Heligan gardens are now a popular tourist attraction. John Hearle Tremayne was squire at Heligan from 1829 to 1851. He was responsible for the creation of the long drive which comes up from Pentewan. This was supposedly built to bring in coal from St Austell as the incline on Pentewan hill was far too steep. The Drive was lined with ornamental trees and a magnificent avenue of *Cornus capitata* planted from seedlings in 1832.¹⁴ It seems likely that the Heligan milestone is from the same date.

On the road to Penrice House from St Austell stand two milestones. F.W.L.Stockdale wrote in 1824, "Penrice which is two miles from St Austell, is an antient mansion, but has lately undergone a complete modernization by its worthy proprietor, Joseph Sawle, Esq."¹⁵ It would seem likely that the road improvements and house improvements were of the same date. [Fig.21]

Three guide stones at road junctions between Penrose House and Sithney churchtown are of a similar date, judging by their style. They too are linked to house improvements as the following extracts suggest.

Penrose House is a large property with grounds overlooking Loe Pool, a fresh water lagoon separated from the sea by Loe Bar, a bank of sand and shingle. "The property belonged for ages to a family named Penrose, the name of the estate, which becoming extinct, it was sold to Mr. Hugh Rogers, whose son is the present owner."¹⁶ [Fig.22]



Fig. 21 Milestone to Penrice House, 'PENRICE 1 MILE, ST AUSTLE 1³/₄' SX029511



Fig. 22 Guide stone to Penrose House, A394, Sithney, SW639283

"About two miles south-westward from Helston, is PENROSE, which is reputed to have been the seat of a family so named, from a period antecedent to the Conquest until the year 1744, when the elder branch becoming extinct by the death of John Penrose, Esq., the manor descended, under his will, to his niece, Mrs. Cuming;

who, in 1770, sold the whole to Hugh Rogers, Esq., father of John Rogers, Esq., the present owner. This gentleman has made considerable additions to the old manor house, which is embosomed in woods, and delightfully situated near the sloping margin of a little creek on the western side of the LOOE POOL."¹⁷

Parishes and Highway Boards

In 1555, in the reign of Philip and Mary, an 'Act for the Mending of Highways'¹⁸ was passed that placed responsibility for roads within a parish on the parishioners. This was the rule for all non-turnpike roads until County Councils were created at the end of the C19 by the Local Government Act of 1888. Parishes were required to appoint a Surveyor, and a Highway Rate was levied to pay for road maintenance within the parish.¹⁹ Parishes were allowed to group together to form Highway Districts where, it was thought, an economy of scale would make road maintenance better.²⁰ In some places the Urban Sanitary Authority (Public Health Act 1875) was the power which appointed the Highway Surveyor and maintained the local roads.²¹

In Cornwall, groups of milestones can be linked to individual parishes or to Highway Districts on roads which were not Main Roads. Examples of this are the "Finger Stones" in Penwith²² and stones in the parishes of St Ewe, Wendron, Newquay and Pelynt. These milestones appear on the 1880 Ordnance Survey map and so must predate the County Council which began its work in 1889. [Figs.23 & 24]



Fig. 23 West of Pengrugla, St Ewe Parish, SW991471



Fig. 24 North of Polmarth, Wendron Parish, SW704364

However, sets of milestones can be found to overlap the boundaries between Highway Districts, and no Highway District has a uniform set of milestones for all its parishes. Further research needs to be done to understand the origin of this body of milestones.

To sum up, Cornwall has a wonderful collection of milestones and guide stones. A large number of these were not erected by the turnpike trusts. Some are older, some newer and some contemporary with the turnpike trusts. Knowing about this diversity of origin makes Cornwall's milestones even more special. The evidence presented here should encourage more work to be done in other counties to find out who put up their milestones and when.

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2012 Meetings

Why not begin planning a Spring Visit to the Yorkshire Dales or to the Lake District, or both?

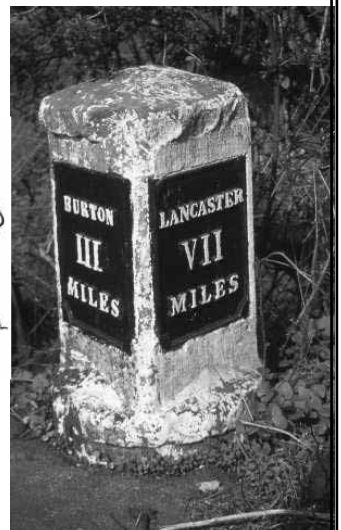
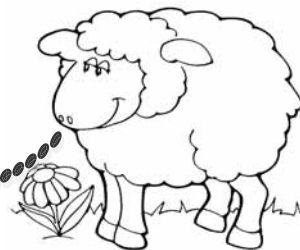


Sunday 15th April 2012 is the usual Northern Spring Meeting at Hebden, near Grassington. Everyone is welcome! Our guest speaker is Chris Evans (no, not the ginger one) on "Trods - paved ways in NE Yorkshire", as used by the panniermen. David Garside's illustrated talk on Boundary Stones will be followed by the usual lively, informal question and answer sessions. Lots of displays and laughter - as well as cuppas and cake, all for £2 admission fee.

Saturday 12th May 2012: the National Spring Meeting heads to the Memorial Hall, Burton in Kendal, close to the M6 and Carnforth station. Colin Smith will share his extensive restoration and research activities, followed by Paul Hindle on 'Turnpikes and Maps in the North West'. Andrew Gill will present an authentic Victorian Magic Lantern Show with a travel theme and Mike Lea's local medley will round off an action-packed day. Free to members, guests very welcome.



We'll see you there...



Non-Turnpike Milestones in Buckinghamshire

Peter Gulland

Ian Thompson observed (Newsletter 19 p20) that over half the milestones in Cornwall were not erected by turnpike trusts. In contrast, (unless members can add to the examples below), only about 10% of Buckinghamshire's milemarkers were not the work of the trusts. This county originally had some 235 milemarkers on turnpike roads. Another six were probably put up by local titled gentlemen during the turnpike age on roads which were not turnpiked, while twenty more were put up after the turnpike era, probably in the C20. Nearly two-thirds of the non-turnpike milemarkers have gone.

The most elusive stones are the six which linked the Wendover & Buckingham Turnpike Trust's road with the Duke of Buckingham's seat at Stowe, just north of Buckingham, and the Earl of Chesterfield's house at Eythrope, 2½ miles west of Aylesbury (the latter was demolished in 1810). In both cases the "private" milestones continued the London mileage sequence from the Wendover & Buckingham road on which many visitors would have arrived.

Buckingham to Stowe

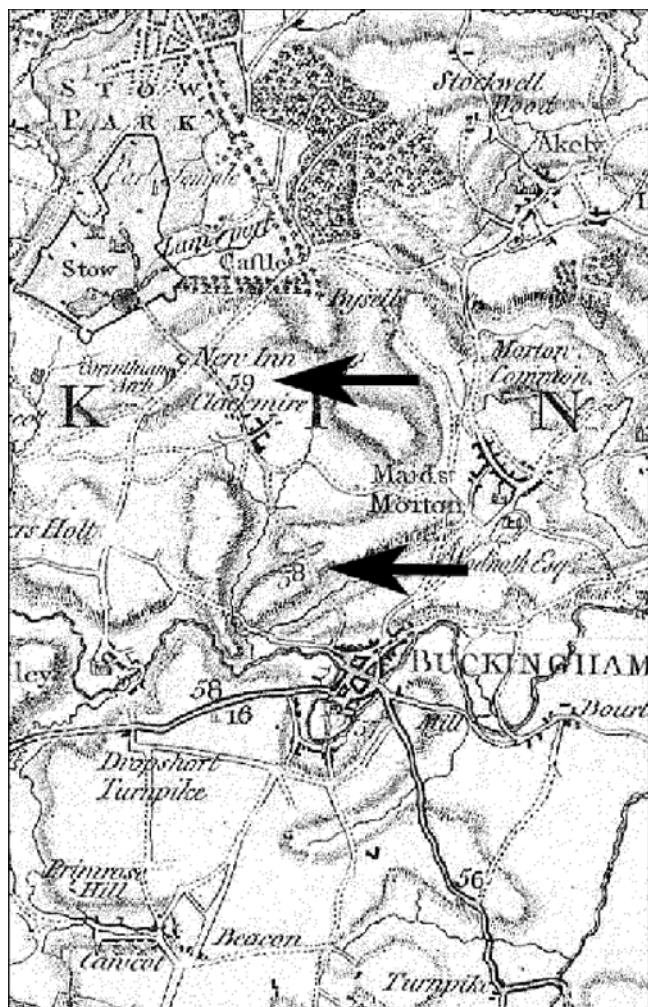


Fig 1. An extract from Thomas Jeffereys' 1766 map of Buckinghamshire with stones 58 and 59 arrowed.

The Wendover & Buckingham Trust (part of the future A413) obtained its first Act of Parliament in 1719 for part of an important route between London and the west Midlands via Banbury. Mileposts along the trust's road ran from 'London 36' at Wendover through 40 at Aylesbury, to 57 at Buckingham. However, Jeffereys' map of Buckinghamshire, surveyed in 1766, reveals milemarker 58 between Buckingham and the village of Chackmore, and 59 between Chackmore and Stowe. (Fig 1) This pair were beside a minor road from Buckingham which terminated at the mansion of Stowe; the road was swept away in the 1773 enclosure of the open fields of Radcliffe-cum-Chackmore and replaced nearby in 1774 by the broad tree-lined avenue from Buckingham to Stowe's Corinthian Arch which we know today. We can safely assume that, while taking in the grandeur of the new avenue, visitors would scarcely have noticed a couple of transplanted milestones, so the latter were presumably discarded.

Aylesbury to Eythrope

Nearly twenty miles to the south the Earls of Chesterfield appear to have done the same thing at roughly the same time. In their case they took the Wendover & Buckingham Trust's 'London 40' milestone at Aylesbury as their start and apparently erected milestones 41 to 43 westwards along the Aylesbury - Thame road (now A418) and placed no.44 beside the lane (Eythrope Road) leading from the main road to Eythrope House. The Aylesbury - Thame part of the A418 was turnpiked by the Aylesbury & Shillingford Trust in 1770 and the Earl's milestones 41 - 43 were probably removed from it when the trust installed its own more modern stones between 1791 and 1813.

Today the '44' stone remains as a local curiosity beside Eythrope Road at grid ref. SP 774 129 (Figs 2 & 3) and



Fig 2. From Jeffereys map with the 44 north of Stone. The Thame to Aylesbury road shown before it had milestones.

the '43', having been found in 2006, buried in a private garden near the junction of Eythrope Road with the A418, is now preserved in that garden. Milestones 43 and 44 both had Roman numerals which had been altered to 41 and 42 respectively, presumably to reflect the 1762 turnpiking of the future A41 between Watford and Aylesbury. This reduced the London - Aylesbury distance by two miles compared with that of the Wendover & Buckingham Trust's route.

Brill to Buckingham

Brill and Buckingham are somewhat tenuously linked via Grendon Underwood by a 15½ mile chain of 'C' class roads. The route was not credited with milemarkers by any C19 edition of the Ordnance Survey map, nor even the 1926 edition of the OS 1" scale map (which does record milemarkers on main roads crossing it). Today, however, thirteen mileposts are recorded on the current (1998) OS Explorer map, although only about seven survive on the ground.

I have not found any records of a proposal to turnpike this route and it is difficult to imagine any traffic flow needing a Brill - Buckingham link except for that of the Dukes of Buckingham, whose principal estates in the county were at Wotton Underwood (near Brill) and Stowe (near Buckingham). In view of one Duke's apparent interest in erecting milestones (see above) it would be tempting to credit the family with embellishment of the Brill - Buckingham route. However the surviving mileposts are in the 'Bucks. Pressing' style from the late C19 or early C20 and the Buckingham family was in serious financial difficulties from 1848 onwards. Their problems culminated in the sale of Stowe to become a school in 1923, so expenditure by the family on mileposts is unlikely. We are thus left with the more mundane probability that C20 councils erected them, possibly prompted by faint memories of the unusual amount of traffic which used to move between the two estates.

Fenny Stratford to Newport Pagnell

The 6½ mile road from Fenny Stratford via the Woolstones to Newport Pagnell was formerly the B488

but has been reduced to several disconnected sections by post-1970 developments in Milton Keynes. No mileposts were recorded along it by the Ordnance Survey's 25" scale map of 1881 but five were marked on the OS 7th edition 1" of 1950. The 1998 OS Explorer map only marks one milepost (just south of Newport); perversely this is not the current sole survivor, which is a 'Bucks Pressing' style post nicely incorporated into a garden wall in Little Woolstone at grid ref. SP 873 393. (Fig 4) In November 1841 a group of local gentlemen deposited plans for the turnpiking of two roads radiating from Bletchley station on the London & Birmingham Railway, presumably to support feeder stage coach services to the station. The shorter one of their two routes would have gone from Bletchley to Fenny Stratford and would then have followed the future B488 to Newport Pagnell. However, with several railway lines being promoted in the locality, 1841 was a bad time to raise money for a turnpike road and no more was heard of this scheme. The B488's late C19 / early C20 'Bucks Pressing' style mileposts were thus presumably erected by two of the councils formed in 1894.



Fig 3. The '44' in Eythrope Road, Stone. It has the ID BU_ZSTO44.



Fig 4 The 'Bucks Pressing' at Little Woolstone with the ID BU_NPFS03.

[Photos via Alan Rosevear]

Deadline for Contributions for *Milestones & Waymarkers* 2012.

Contributions for M&W5 can be received until 28 July. Full length or specialised articles should be forwarded to David Viner, M&W editor at any time up to the deadline. All other material including shorter articles and features should be sent to John V Nicholls, the Production and OTG editor. Contact details on page 2.

Newsletter Contributions

Contributions for inclusion in the January *Newsletter* will be very welcome and should reach the editor Mike Hallett by Friday 2 December 2011. Please e-mail newsletter@milestonesociety.co.uk or call Mike Hallett on 01763 246521 for further information.

ON THE GROUND

Around the Counties

BEDFORDSHIRE (Michael Knight, Beds rep)

A milestone standing in Wardown Park, Luton was lime-washed at the end of July 2011. The stone was originally on the London Road (the A6). The 'S^T ALBANS 9' legend had suffered some erosion and only the surviving letters were highlighted in black.



DEVON (Tim Jenkinson - Devon rep)

Bittaford Mileposts

In August 2010 County Representative Tim Jenkinson and National Database Manager Alan Rosevear, who now lives in Devon, were invited by Devon County



Tim Jenkinson and Alan Rosevear, the restoration team, pose by the Bittaford milestone after its unveiling. [photo courtesy of Mark Fenlon]

Council (DCC) to view an old cast iron milepost that had been discovered in storage at a depot in Kingsteignton near Newton Abbot. The post showing distances of 13 miles to/from Plymouth was one of fifteen such markers set up by the Plymouth Eastern Turnpike Trust in c1830 on a stretch of road running from what was then the town to South Brent, along the old A38. During the building of the present day dual carriageway in the 1970s many of these markers were deemed redundant and taken down.

The milepost in the depot had come from the village of Bittaford on South Dartmoor and DCC agreed for Tim and Alan to renovate it with the view to returning to its rightful place at the roadside. After several visits of careful cleaning and preparation the post had its raised legend picked out in black on a white background. DCC agreed to reinstate the post on 19 October 2010 and the event was attended by members of the Milestone Society and dignitaries from DCC and Ugborough Parish Council (UPC).

A few weeks after the return of the post Tim was contacted by Alan Yates of UPC who stated that he was now in possession of the next post in sequence going towards Ivybridge at the 12 mile point that had been returned to him by a local person. Unfortunately the post was broken but the legend remained intact. Tim contacted DCC



The '12' milepost before [photo by TJ] and after some tender loving care by Alan Rosevear [photo AR].

regarding the find and they agreed to reinstate this post as well once it had been renovated. This was duly undertaken by AR and negotiations are currently underway to identify a site and return it in the very near future.

This means that five of the original markers on this route will now be in evidence; one wonders how long

will it take for the others to reappear?

South Hams Milestone

Whilst renovating the milepost in the comfort and dry of the depot in Kingsteignton another, albeit broken, milestone was identified in the store, this being a granite marker having come from the A379 between Modbury and Kingsbridge in the South Hams, two miles from the former and five from the latter. The opportunity to repaint proved too great for Tim and Alan and soon this milestone was replenished and now awaits return to the roadside by DCC having come it seems from a place known as Dreamhill. Both of these instances illustrate the goodwill that continues to exist between DCC and the MSSoc in Devon and shows how an interest in milestones can grow and develop.

A Milestone Restored on the A381

In late 2010 a milestone was restored near the village of Malborough on the A381 between Salcombe and Kingsbridge. Although it is not known who carried out the work, the quality was to a high standard. However, Alan Rosevear commented in an email *'I think this demonstrates that repainting letters rather than re-cutting and painting is a better policy. The re-cut engraving does not use the same font as the old engraving. I am sure it was possible to replicate this in black paint in 2010. Stabilising the surface with masonry paint and then picking out the old inscription in black paint would have been a more appropriate (and cheaper) option than getting a stone mason to recut letters in modern font (and I lay money they will be eroded back in 20 years time).'*



Mervyn Benford's photo shows the Salcombe stone in 2008 and Tim Jenkinson's photo taken in 2011.

Milestones and the Chudleigh Local History Group

It's always good to see local groups getting interested in their milestones and in early 2011 Tim was contacted by Steve Coombes of Chudleigh who was seeking advice about surviving milestones along the old A38 between Exeter and Ashburton. Tim was able to supply him with a list of those known to be still extant and Steve contributed with two 'new' finds at Harcombe and Drumbridges that had somehow escaped earlier surveys. Just a few days later Alan Rosevear discovered another marker on this road, this time at the old garage at Haldon Thatch five miles from the city. This was a most significant

find as the stone could have been the one often quoted in the report by Civil Engineer James Green in 1819 on the repairs and improvements to the road between Plymouth and Exeter.

Unfortunately the stone was listing badly to one side and was in danger of being damaged by passing vehicles. A quick dialogue with DCC regarding the importance of the stone led to prompt attention and within a matter of days the stone was rescued from the bank and reset on a grass verge a little closer to the city. At the same time a fallen Parish Boundary stone at the top of Haldon Hill near the racecourse between Chudleigh and Kenn was reset at the roadside. [See *Marking the Bounds* section] A talk by Tim and Geoffrey Harding at the Local History Group gathering in early May 2011 gave an opportunity to explain the work of the Society in Devon and reiterate the importance of protecting the stones in this area.

Maristow Estate Milestones, West Devon

There are not that many private milestones in Devon but in August 2010 Mark Fenlon and Tim Jenkinson surveyed four such stones in and around Lord Roborough's Maristow Estate in West Devon between Plymouth and Yelverton on Roborough Down. Mark had previously known about these stones from his travels in the area and took Tim on an unusual guided tour with the extra bonus of discovering the elusive ½ milestone. Each of the markers shows a distance to the main house and are thought to date from c1860. Two of the stones are of unusual design, tall and sturdy with pyramidal tops and a legend that is inscribed on a raised panel spelling out the distance to the house for example 'TWO/MILES'. To date Mark and Tim have found the ½, 1, 2 and 2½ markers. It feels like there should be a 1½ one too but that has yet to be found. All details of this survey have



Maristow Estate. The ½ MILE and the TWO MILES stones. [photos Tim Jenkinson]

since been passed into the National Database for future reference.

Another Milestone Discovery

A milestone which for at least 8 years had evaded successive searches and was feared lost along a stretch of the A382 in South Devon between Newton Abbot and Moretonhampstead has at last been discovered by Alan Rosevear. Armed with an old photograph of the stone

Alan was able to find it hidden inside a hedge just off the main road at the start of Forder Lane at Kings Cross just outside Bovey Tracey. The stone appears to have been moved at some point as it is now mounted on a



Kings Cross stone [photo TJ]

concrete base on the opposite side of the road to many of the others on this route. Clearing away branches and undergrowth Alan has now made the stone visible for passers by to enjoy once more. Marking distances in miles, furlongs and poles the stone is in remarkably good condition. Information on the discovery has since been passed to Devon County Council and Dartmoor National Park Authority the latter with a view to micro-chipping the artefact as it lies just within the Park .

ESSEX (John V Nicholls—Essex rep)

The discovery of the ‘Chelmsford 11’ milestone aside the A1245 at Rawreth was reported in *Newsletter 21* (July 2011). Further studies of old OS maps have shown that the stone was formerly on the west of the road and set at 45 degrees, hence distances to Chelmsford and Rayleigh on separate faces. Early in the C20 the stone was moved to the east side of the road and the legends re-cut on a single face. That face is now away from the road that suggests it was incorrectly re-erected when that section of the former A130 was dualled. The South-east Essex group intend to rotate the stone by 180 degrees before painting.



Mike Davies, John V Nicholls and Terry Joyce admire their handiwork after clearing and cleaning the Rawreth stone.

Late in 2010 John Nicholls and Mike Davies decided to start a restoration of the 'LONDON XXXIV (34)' milestone in Rayleigh. The grade II listed stone had a significant forwards lean so the first job was to put it

back into the vertical. It proved to be a simple task as very little of the stone remained below the surface. The stone had previously been painted so this was stripped using Nitromors paint stripper. Unfortunately the previous restorer had used filler to create an even surface on which to paint the legends. The paint stripper reacted with the filler turning into a thick, sticky goo. The worst of it was cleaned off and after the application of a weak bleach solution the stone was washed down and painted white. The cold weather and rain meant that the paint refused to dry, so with the winter fast approaching further work was suspended until Spring 2011.



'LONDON 34' after straightening and first painting

John has now trained up his south-east Essex team (Mike Davies and Terry Joyce). All the basics have been passed on such as straightening up, cleaning and painting milestones. Responsibility for looking after the stones in the Rayleigh area has now been delegated to the south-east team and the first stone to be tidied up was the 34 miles from London in Hockley Road, Rayleigh. The work was completed in the late spring of 2011 but a new issue has arisen. The stone is set back behind a fence from the public footpath and the site is due for re-development subject to planning consent. The owners of the land, the developers and the district council



The 'LONDON 34' after having a well-deserved restoration.

have all been made aware of the importance of the grade II listed stone and it will be taken into safe keeping before work starts. The Roman numerals are interesting because all the other remaining stones with visible legends on the Rochford Hundred Trust have Arabic numerals. The visible face seems to be the back of the stone and the later legends may have been erased in 1940.

LEICESTERSHIRE

Steve Ellis had cycled along the A6 to and from work for many years but it was only late in 2010 that, held up by traffic on the northern outskirts of Leicester, that he noticed a 'gravestone' at the back of the verge. After consulting old maps he realised that he had discovered the 'LONDON 100' milestone that had not been previously recorded. The stone, probably made from Swithland slate like many other milestones and boundary stones in the Leicester area, is not in the best of condition. It is possible that it was deliberately defaced in World War Two because slate is not so prone to erosion like softer limestone. Steve has completed a recording sheet and submitted for inclusion to the database. He became addicted and has become a member of the Milestone Society.



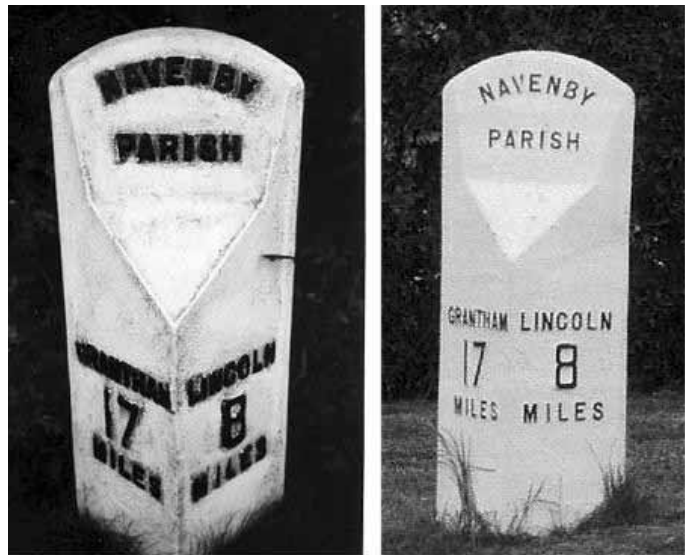
LINCOLNSHIRE

Michael Knight reports that a milestone and lower part of a milepost from alongside the B1081 (Great North Road - formerly the A1), just south of Burghley House is reputedly in the care of the Highways Agency while roadworks take place. The milepost is broken and the top part with most of the hip is currently housed in Michael's garage in Riseley, Beds. The roadside location of the marker is slightly confusing due to boundary changes. It is either just in Lincolnshire or Peterborough Unitary Authority. The legends are LONDON 88 / Stamford 1 / WANSFORD 4.



'London 88' while still at the roadside and the top of the milepost now safely in the hands of Michael Knight

At the top of page 16 in *On the Ground* 7 (2010) Michael commented on three restorations noted in the Kesteven C.C. area but images were not available at the time. The illustrations below bring Mike's comments up to date.



On the A607 at Navenby. Although the condition was not too bad there were signs of rusting around the lettering. The after picture shows an excellent restoration.



Left: Alongside the A151 at Corby Glen. This restoration appears to have been carried out by a very amateur hand. [photo Joyce Stevenson] Right: In Quarrington parish on the A153. This milestone, made by Hornsby Foundry, has been restored to a very high standard, maybe professionally.

Wanted!

Contributions for 'Around the Counties' are always welcomed. Share your local knowledge of restorations, etc. with your fellow Milestone Society members.

NORFOLK (Carol Haines—Norfolk rep)

Restoration of the Norwich 5/Watton 16 stone on the B1108 at Bawburgh was mentioned in *Newsletter* 21 with school children pictured painting it. The stone was re-instated beside the road with parish councillors from Bawburgh in attendance.

The B1108, the Norwich-Watton road, saw another Norfolk milestone unveiled on 22 August 2011 at Carbrooke by Richard Jewson, Lord Lieutenant of Norfolk. The stone had been found in a ditch, broken at the base.



The Bawburgh milestone reinstated beside the B1108



Nigel Ford, with tamper in hand, sees the completion of the Braconash milestone restoration.



The 'Norwich 18' at Carbrooke after unveiling

Nigel Ford repaired and painted it and arranged the ceremony. About 30 people watched including two representatives from the County Archaeology team (a grant had been given by NCC), local people and children who had helped with the painting, and press.



A Teleporter makes light work of the Braconash stone

Another of Nigel Ford's restorations involved the Norwich 6/New Buckenham 9 stone at Braconash on the B1113. It had sunk, obscuring lower lettering, and was becoming overgrown by trees. With the aid of a contact with a Teleporter, it was lifted into a prepared hole a few yards further forward. The moving task was completed by tamping in the ground around the stone with the help of some local residents.

OXFORDSHIRE (Derek Turner—Oxon rep)

The Great DTCN05 Mystery

During 2010, in the course of compiling his on-line map of Oxfordshire milestones, lost and surviving, from old OS maps, Peter Nelson came across what the astronomers call 'an anomaly'. DTCN05, from its database coordinates was not 5 miles from either Deddington (DT) or Chipping Norton (CN); or indeed from anywhere. Furthermore it was not on the turnpike road, the present day B4031. No-one in the Oxon group could throw any light on this mystery so Peter determined to see for himself. What he found, more or less at the recorded coordinates was an upright, four-sided stone in good condition, clearly marking the miles to Chipping Norton as 7, 3½ to Deddington – also 12 to Brackley and 18 to Buckingham. It was some 600 yards east of where it should have been and off the turnpike road so had obviously been moved at some time. So Peter, for obvious reasons, rechristened it DTCN07. So the mystery was solved...



The tapered milestone found by Peter Nelson. Now DTCN07

Well not really, because according to the database the stone seen and recorded by Alan Rosevear in 2005 was leaning, moss covered and lacking any readable legend. Alan in the database did speculate that it might not have been a milestone as there was no clinching evidence to prove it but it certainly looked like one. So the mystery deepened. What happened to the stone present in 2005? Where did the stone now present in just about the same spot come from? Why no signs of being defaced at the start of World War Two? Why were both stones placed



DTCN05 as photographed by Alan Rosevear in 2005. But what was it and where is it now?

in the same place but away from their original site?

A year on and some of the questions can be answered. Alan Rosevear conceded that the DTCN05 ID was based on an estimate of distances to Deddington, which was not quite right and where that stone disappeared to remains a mystery. Neither Oxon

Highways nor the local parish council knew anything about it. As to the stone that replaced it we do know more. While Robert Caldicott and I were recording the stone's details for the database, a man in a Landrover stopped and showed interest in what we were doing. He told us that the stone had been recently discovered in scrubland off the main road by a worker from the Great Tew estate, which borders the road. This was not far away and close to where, according to old OS maps, it should have been. It had been re-erected a little off the main road, on the verge of a lane leading to the estate to keep it safe from passing traffic. How long it had lain in the undergrowth is unknown. Possibly it had been thrown there in 1940. It was probably found and re-erected around 2008. At all events it proved to be in good condition, dating probably from the C19, a considerable improvement on the preceding milestone – if milestone it was.

The Shillingford Milepost

This Grade II milepost (OX_LG49 on the database) was rescued from alongside the A4074 and is now housed in an Oxfordshire Highways depot for safe keeping. The post has a large section of its left side missing so the part



The Shillingford milepost [Oxon Highways photo]

of the legend indicating Abingdon has gone. The damage is unlikely to have been a recent occurrence because in the 1986 listing the self same part of the legend is not included although the damage is not recorded. The intention is to clean and paint the milepost without a repair before re-setting it back in place by the roadside.

SOMERSET (*Janet Dowding - Somerset rep*)

Details of Somerset 2011 restorations were described on page 12 in *Newsletter 21* (July 2011). The four are illustrated below in 'before and after' layout. It is Janet's belief that because so many milestones around Shepton Mallet, Wells and Glastonbury have been painted by the Somerset Group, it is the reason why so many people are now noticing mile markers and want to see them restored. There have been instances where other people, knowing members of the Somerset Group, have been of great assistance helping to move and repaint them.



At Prestleigh Hill, Doulling. National ID SO_SMCC02.



Pomparles Bridge, Glastonbury. National ID SO_BWWL13



Park Hill, Pilton. National ID SO_SMGB03



Lambert's Hill, Shepton Mallet. ID SO_SMTA01



And finally another restoration job completed after NL21 went to press. This one is at Whatley crossroads, due east of Frome on the old Frome to Wells road. This is the first instance of an incised plate found in Somerset. Located at ST 7317 4742. National ID is SO_FRWL03

WORCESTERSHIRE (Terry Keegan—Worcs rep)
Twelve Months to June 2011 with the Worcestershire Group.

The Worcestershire Local History Forum gave two awards to the Worcestershire group for their work on the preservation of the county's milestones. The judges' comments were- "The project has drawn attention to an aspect of transport history that had been largely forgotten. A practical project with good working partnership with local landowners, Worcester City Council and the parishes on the route."... "Very unusual project with a very tangible outcome — long term awareness through milestones in the landscape. Very good liaison with professionals—highways agencies and parish councils" The £50 prize money has helped the group continue with its conservation work on the milestones.

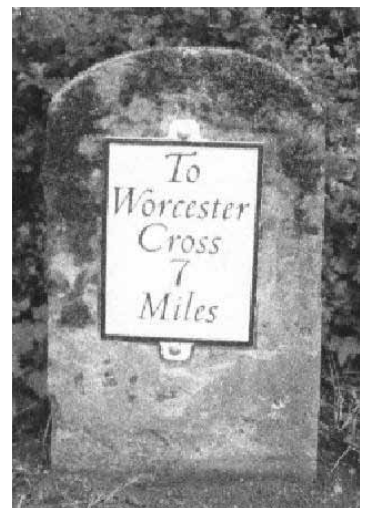
The project to renovate the eighteen milestones between Worcester and the Gloucestershire border at Eldersfield hit a snag when we realised that eight of the stones were grade II listed and that planning permission would be required before any work could be carried out on those stones. Although the original information on the schedules gave details of the information on the plates attached to the stones many of the plates were

now missing and two of the stones had disappeared. Five replacement plates were cast to get the project off the ground and the one mile plate was attached to a pillar outside the house where the original stone once stood. The two mile plate was fixed to the surviving stone close to Powick bridge, over the river Teme, as this one was not listed. On the advice of the local conservation officer, we are cooperating with the appropriate parishes to put in a joint application for permission to repair, re-plate and where necessary replace the remaining stones.

Three plates have recently been illegally removed from milestones. Two of those were plates of recent origin supplied by the group within the past three years. The 10-mile plate on the route to Bradley Green was attached to the stone by the local parish. Unfortunately, they had used wooden plugs to fill the old bolt holes and then attached the plate using ordinary wood screws. The lesson learnt was to provide those local parishes which have purchased replacement plates with instructions on how to fix them to the stones using methods designed to foil any attempts to remove them. Our latest method of fixing involves the use of a quick-setting resin which is inserted into the bolt holes immediately before the coach bolts are driven home to hold the plate securely in place. The third plate stolen was on a listed stone outside Upton on Severn. (See Lost, Missing, Stolen and Found on page 55)

One new original stone has been added to our database. The eleven mile Bradley stone from Worcester on the A38 to Birmingham suddenly appeared by the roadside after an absence of over fifteen years. It had been hidden in a garden for all that time and the owner decided that it was about time it re-appeared.

Using our most recent method of fixing new plates to stones we have re-plated the stone in Martley village, seven miles from Worcester on the B4204. Three miles further towards Clifton on Teme a team from the group assembled early on a Sunday morning to help raise the badly sunken stone at Ham Bridge prior to our local member re-plating the stone with a plate he manufactured from aluminium in his own workshop.



The stone in Martley village after re-plating

The group continues to fund our own projects with the help of the local parishes. In order to keep our funds topped up we have not only continued to give talks to local history groups, WIs, etc., but also by selling our two publications. We have also re-ordered 1,000 of the Worcestershire post card, which sell well at the talks we give. The first edition of 'Finding Worcestershire's



7.30 am on a Sunday morning. Members of the Worcestershire Group meet with local parish councillor Bert Bradley and prepare to raise the sunken Ham Bridge milestone in preparation for the attachment of a new plate made by local member, Martin Horwood. Photo by Peter Willis

Milestones' has now sold out and we are updating our records in preparation for a second edition.

We continue to issue a quarterly newsletter and to hold quarterly meetings with average attendances of 10 to 12 members.

YORKSHIRE (Christine Minto's annual round-up)

The Mattison milepost that Sheila Gordon spotted in a garden has now been restored and reset on the minor road out of Askrigg albeit on the wrong side as it is one of those with the hands pointed the wrong way. Jeremy Howat has referred another 'garden' milestone to the appropriate authorities. It was on the A64 York to Malton road.

Having a few days in Earby prior to the Northern Milestone meeting at Hebden in April we saw that two WRCC stones in Earby had been expertly painted. We found out who might have done the work just a few days before. Lo and behold the restorer came to the meeting! We also found that a fallen stone between Gisburn and Settle that was covered in soil, grass and moss had been cleaned and set up when a wall had been rebuilt. These three are in the old county of Yorkshire but on roads that have been



Fig 1. ID is YO_GNSE02

the responsibility of Lancashire since 1971. [Fig1]

A fallen Brayshaw & Booth post from the Wakefield to Denby Dale road was rescued earlier this year and put into store. Dave Williams has cleaned it up and repainted it in the salt store, a good dry atmosphere. It will be reset shortly. The last of seven stones in Harewood is finished with one in the neighbouring parish of East

Keswick being painted by someone unknown. Also thanks to Dave & Jeremy all the stones from Tadcaster to Ferrybridge and the first three on the Leeds road all look smart now. Some of the stepstones on the York to Driffild road have also had their makeover. A different technique was required because the legend is inscribed into the metal plate rather than being raised as on most they have painted. [Fig 2] The one near Stamford Bridge in this series has been dug up. A piece that bears the inscription had broken off and was at the nearby Garden Centre where there may also be the inscribed plate that was added later. The stonemason who repaired

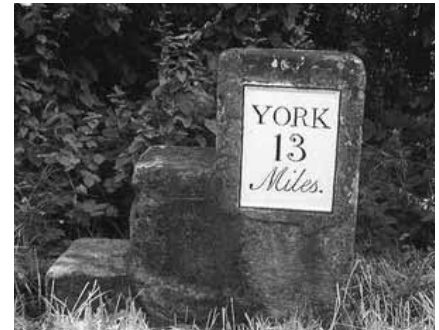


Fig 2. YO_YODF13 restored

those on the Malton to Scarborough B road will join these two pieces. Jeremy and the keen Conservation Officers in Ryedale also found funding for several more posts to be professionally painted and for some new ones cast to replace recent casualties. They are not all in place yet. A slightly damaged, rusty Mattison rose casting has been found on a minor road south of the A170 near Pickering and that will be repainted.

Bradfield Parish in South Yorks has eleven stone guideposts mostly erected in 1860. Recently one was struck by a vehicle but was quickly straightened. These are substantial chunks of stone and although some were defaced in 1940 and others pushed over and hidden the Parish did restore them and take pride in them. [Fig 3]



Fig 3. YO_XBRA09

In 2003 a 1737 guide stoop was removed from a track in Cudworth near Barnsley because of a proposed by-pass. That has been open for over a year and hopefully the stone will be put back where it came from in September. This is probably not its original site but that cannot be determined. Another stone near where a new school is being built in Barnsley is reasonably safe as the contractors have been made aware of it. At a recent meeting discussion took place about restoration of other milestones in Barnsley. Money and risk assessment probably mean nothing will be done.

Originally the Leeds to Harrogate Turnpike went up what is now Old Harrogate Road. There is a stone in the pavement in front of St Gemma's Hospice. The inscription is readable but not very clear and the local historical society is keen to restore it. Funding and expertise is being sought.

North of Huddersfield on the Denholme Gate road a wall was being rebuilt and the nearby milestone had disappeared. A search found it on the ground ready to be reset. This has now been done although not quite where it was. Another wall rebuilding further up the road not noticed until it was done resulted in the loss of the remaining backing stone.

A listed stone 1 mile from Todmorden which is sited next to a now derelict building was obviously in great danger. [Fig 4] The adjoining building was already being demolished and the whole site looked as if it would be cleared. Even on Sunday morning in the pouring rain men were at work! Calderdale council officers were notified and I have made contact with the Chairman of the local Civic Society. Hopefully it will be uplifted, stored safely and reset when the site is developed. Also the



Fig 4. YO_TOHA01



Fig 5. YO_XOAK

Chairman is interested in restoring the other painted stones in Todmorden that are looking very tatty.

During this weekend away I was able to seek out a stone in a garden that I had been told about a few years ago. The access to the property is quite difficult on this busy road but being on the bike I found it. The present owner of the house was happy to show me where it was, said to be on the line of the old road, under the bushes. I was able to photograph the two inscribed faces, H (for Halifax) 5 and B (Burnley) 16. Another stone visited on this trip is a flat Brayshaw & Booth on the old road out of Elland. Since I last saw it it has been raised up so that

now about 15cm of stone shows below the casting. Strange.

A new stone for the records was found by Liz Hayes at Oakwell Hall near Birstall. It had been lying near the door of this old house associated with the Brontes. Liz arranged for it to be set up outside the garden wall. It is dated 1733 and indicates the way to Leeds, Halifax, Elland and Wakefield. It is not known where it was sited originally. [Fig 5]

From one of the oldest to the newest milestone in Yorkshire, one was set up this year on the A629 near Penistone where the Trans Pennine Trail crosses the road. [Fig 6]



Fig 6. YO_XTPTBN

The Tadcaster 5 Leeds milestone (MSSoc ID TCLE05) just within the Leeds boundary is laying, separate from its stone, in the ditch. [Fig 7] That is the next stone to make enquiries about before it is lost.



Fig 6. YO_TCLE05 awaits re-erection, hopefully...

So some success this year, some on going problems and still more new finds.

What happened next...?

In the News & Events pages of the August 2011 issue of *The Classic Motor Cycle* magazine was a short item headed '1911'. It drew attention to the Road Improvements Association of Caxton House, Westminster. In 1911 the Association erected five warning triangles on posts painted in differing colours at Tibbets Corner, Wandsworth. Two of the posts were painted black and white, two red and white and the fifth all red. Road users were asked to give their opinions with regard to comparative visibility by day or night.

But what happened next? Did the outbreak of the First World War stop progress? What or who was the Road Improvements Association? The Association and the AA was allegedly in conflict with the Royal Commission on London Traffic that was set up in 1903 and reported in 1905.

SCOTLAND

A Scottish Year

Christine Minto

Thanks to contributions from members as well as our three holidays in Scotland in the last twelve months the record of Scottish milestones is building up.

Jenny Hills from Surrey sent details of new and suspected stones in Argyll & Bute on Kintyre and around Knapdale. She went the last mile down to Ardtalla on Islay and found a rock painted as a milestone. She had also visited Jura. Her photos show that they have been painted since Alan and Ruth Thompson's visit and the painted legends are now slightly different.

Studying the photos Terry Keegan has loaned me has also added to the records.

Northumberland's Iain Davison visits Perthshire each year and always has 'new' stones to report. He also pops over into the Borders and usually finds something there. And Nigel Bishop who lives in Doune keeps me informed of stones in Stirlingshire.

Adrian Sumner has sent photographs of stones he has found over the years in the Lothians, Edinburgh and the Borders. And Carol and Alan Haines on their visits to family in Edinburgh keep adding to the log.

A new and enthusiastic member Alverie Weighill who lives near Dumfries is finding new stones in that part of Dumfries & Galloway that hasn't many records. [Fig 1]



Fig 1. A new find in D & G and now on the Scottish database with ID DFCD01.

There is an Old Military Road built about 1780 from Dumfries to Castle Douglas. It is now classed as a C road, part of Route 7 of the National Cycle Network, and Alverie has found a blank stone along there. I have some 30 year old photos of stones on the Old Military Road

between Gatehouse of Fleet and Newton Stewart which is a continuation of NCN7. It is difficult to tell whether they are the same shape as the one Alverie found.

I'm waiting for a photo from my cycling friend on Shetland who has just found a 1 mile to the lighthouse stone at Grutness which was the base for building the light on Sumbrugh Head. Paula Martin in Fife has provided some photos to add to the details of the stones in The Kingdom taken from her book 'The Milestones of Fife'. On her CD were also two of the Patterson posts on the track between Drimnin and Dorlin on Morvern.

Last October we went up to Skye collecting stones on the way including a nicely painted one in North Lanarkshire which only has three records. [Fig 2]

In February we went into Moray, Aberdeenshire and Angus finding quite a number of stones. Some of them north of Aberdeen are unusual in that the opposite faces give the mileage to Aberdeen and Inverurie when both places are in the same direction. [Fig 3]

I know some of you visit Scotland on coach trips, in classic cars, in someone else's car and by train so it is not always possible to stop at the stones you see but please send me information and photos if you can. I spotted one from the train between Mallaig and Fort



Fig 2 (Left) GWKK10 is one of only three stones so far recorded in North Lanarkshire. Fig 3 (right) One of the unusual stones north of Aberdeen. Its ID is ADIU26.

William and that is one road, single track on my first visit in 1968, that warrants a survey.

Contact Christine Minto via frankminto@talktalk.net if you can add your knowledge of the Scottish scene.

The Western Isles in Spring

More from Christine Minto's Scottish Diaries

Train to Oban with two quick changes in Edinburgh & Glasgow accomplished successfully. An afternoon's ride to Seil abandoned when the rain started. Next morning a short ride south of Oban only to find a previously upright stone laid on the verge. Then the afternoon ferry to Barra.

"This is your Captain, we will be late arriving due to the stormy seas out in The Minch". How true.

The decision to cycle from south to north proved a wise one with a very strong south-westerly all week.

No stones are marked on the perimeter road of Barra so up the east side to the new ferry terminal across to Eriskay, over the island and along the new causeway onto South Uist. No sign of the first stone marked on my 35 year old map but then, quite near to the leaking modern church featured on 'An Island Parish', a rounded stone with a 6 on it peeping out of the verge on the east side of the road. [Fig 1] Back a mile into the wind but no sign of 7. Showing at various heights were 5, 4 and 3 but no sign of 2 and 1 on the road to Lochboisdale ferry terminal. Nothing northwards until 11 standing tall with Hecla and Beinn Mhor in the distance. Then a surprise -



Fig 1. The '6' stone on South Uist. It is SULBS06 on the Society's Scottish database.

12 on the west side of the road. Recorded and photographed, a broken stone, the original, is then spotted almost opposite. At the hostel the reason for the rattle I've had all day, a broken bracket of my carrier. But, hadn't I seen a 'Bicycles for Hire and Repairs' sign somewhere? Half a mile back up the road and an hour later a new part.

Next morning, weatherworn 14, 15 and 16 found and that's all there are on South Uist. Across the causeway with a warning to look out for otters, Benbecula had five milestones on my old map but road widening to cater for the military meant none showed themselves. More causeways across Grimsay onto North Uist. Still no sign of otters but a gannet seen struggling to fly forwards.

There is a road across the island to Lochmaddy ferry

terminal but a lovely road goes clockwise, in places along the coast. The Lochmaddy road was checked but it had been vastly improved and the line changed. So after 2 miles of bowling along and no sign of a stone it was a struggle back to check the coast road. Not knowing what style of stone I might find it was only after 4 miles dodging into bus shelters to avoid the showers that I spotted an uneven, eroded stone narrow side to the road just where it said on the map. With no sign of an inscription, it looked too rough to be painted. Before finding 5 near the top of a rise I was assailed by horizontal hail and no bus shelter in sight. The stones at 6, 9, 10, 12, 13, 14 and 15 were all very similar to 4, some upright, some leaning or sunken. [Fig 2] There was even a road sign with a C designation on it, more hail, a drying wind and a bus shelter to eat my picnic in. The B893



Fig 2. Around the coast road in North Uist. This is the '12' mile stone recorded as NUCW12 on the database.

now leads to a causeway to Berneray. One milestone was still in situ with an unrecorded one a mile further on. On our last visit in 1997 the ferry was still in operation. With the last boat at 6pm the residents had their island to themselves each evening. Apparently a favourite retreat of Prince Charles in those days. Rain all evening meant chatting indoors rather than a walk along the beautiful sandy beaches stretching, on this spring tide, far into the Sound of Harris.

All was calm if wet for the early boat from Stone to Leverburgh but soon it was cape on in an attempt to keep dry. No milestones are marked on the roads of Harris which was just as well as I didn't want to keep stopping. In spite of the gloom the sea around Taransay and Luskentyre still showed some colours. But then a big climb through 'road improvements' and with the road turning south-eastwards it was even tough walking. Wet and bedraggled it was onwards from Tarbert, at least six of that name in Scotland, before being blown over four times walking up the steep hill the locals call Clisham after the nearby mountain. But I was picked up and transported to my night's hostel by a kind couple

from East Yorkshire. Now I was on Lewis, dry once more and set to ride over 60 miles to the Butt. Some rain, some bus shelters, some sunshine and lots of wind, mostly helping. However no time to be the tourist at Callanish or anywhere else. Just four stones were found on Lewis two of which were not marked on the map although there should have been several more. [Fig 3] But the last seven miles to the lighthouse defeated me. It was the thought of the return into the wind that did it. There may just be a stone near South Dell so if you go to the top of Lewis keep a look out for it. Then back to Tarbert for the ferry, using local buses, looking out for but not seeing the two possible stones on the road through the boggy landscape to Stornoway and the first traffic lights I had seen



Fig 3. *LSYPN12, one of the four milestones found on Lewis.*

since landing on Barra.

The wind had eased slightly for the sail across to Uig. Next morning it had turned to the north so helped me have a relaxed if cool two-day ride with detours down to Armadale. All the stones on the roads of Skye may now be recorded thanks to help from Terry Keegan, Carol Haines and Martin Pearson. They are nearly all the ubiquitous lumps of anonymous granite like this relocated stone in Broadford. [Fig 4] But please keep a look out if you are there. I know there is at least one on the track from Luib to Strollamus to record and I need photos of some of those on Raasay. Likewise on the Western Isles I could have missed some stones.



Fig 4. *The plain SKBFPO00 relocated in Broadford.*

WALES

Montgomeryshire

David Viner reports on a milepost which has recently re-surfaced and is now on display, albeit some long way from its original position alongside the A490 in Montgomeryshire. Additional display space at the Cotswold Motoring Museum at Bourton on the Water in Gloucestershire brought this post into the limelight, just one item from the collections built up over a number of years when the museum was being assembled by its founder and then owner Michael Cavanagh.

It comes from the Llansaintffraid area between Welshpool and Oswestry and reads *Llansaintffraid 3M* (top), *Oswestry 11M* (left hand) and *Llanfair 8½/Meifod 3M* (right hand). It is assumed to come from close by the junction of the A495 road with A490 coming down from Llanfyllin. But, as Mike Faherty has pointed out, this route has a number of missing posts and now that this post can at last be studied, its original provenance should be checked out.

How Mike Cavanagh obtained this post is something of a mystery, except that he was known to have been a great frequenter of auction sales and it presumably turned up from somebody else's collection and came to Gloucestershire in that way. The museum in the Old Mill is now owned and run by CSMA, the Civic Service Motorists Association, as part to its leisure portfolio and is well worth a visit following considerable refurbishment in recent years (www.csmclubretreats.co.uk/museum).



Llansaintffraid milepost (photo Rupert Marlow)

The Ynysmaengwyn Mile/Sundial Stone

Jeremy Milln

Mile markers survive on the road going north-east out of Tywyn, a small tourist town at the mouth of the Dysynni river on the coast of Gwynedd (formerly Merioneth). For the first couple of miles the road is the present day A493, but from Bryncreg the markers follow the B4405 towards Dolgellau. It would seem there were two series, one of the C18 in stone and a C19 replacement in cast iron.

The first of these, a splendid pillar of hard dolorite or basalt rock, is inscribed simply *From Towyn 1 Mile*. It belongs to the earlier series and has recently been set up in the church of St Cadfan on Tywyn's College Green.

The story of the milestone is an intriguing one and while noted by Derek Renn in our *Newsletter* in 2004 merits a fuller account.¹ Measuring 2.60 by 0.34 by 0.23 metres this colossal stone had been rescued from the site of Ynysmaengwyn Hall. The Hall, rebuilt by Anne Corbet in 1758 around an ancient core had, from 1878, been a seat of the salt baron John Corbett (no relation) also of Castle Impney, a glorious Victorian chateau in the French Renaissance style near Droitwich in Worcestershire. While Impney is now a posh hotel, Ynysmaengwyn is but a demolition site having been used for refugees during the 1914-18 war and the Royal Marines during the 1939-45 war. It was left in such poor state that the local Council had it torched as an exercise for the fire brigade and finally pulled it down in 1986. The site is now a caravan park.

For a while the stone languished outside at an unpromising Council site close to the public swimming pool and the tourist office in Tywyn's High Street, but concern expressed by the Sundial Society increased awareness locally, so that in 2010 it was given its present secure location in St Cadfan's church.²

The interest in the monument is that it is a palimpsest stone and one of two great standing longstones now in the church which share the distinction of having marked the way in different ways during their lives. It is necessary to understand the story to make exception for the milestone to our normal principle that it should be restored to the roadside.

According to the Book of Llandaf, Cadfan, a Breton nobleman, accompanied by twelve brothers, arrived at the site of Tywyn in about 560 and founded a School or Clas (monastic community) close to a spring of fresh water. Sometime around 800 a sundial had been set up to keep time for the order. Cadfan himself later moved to Bardsey, but by the mid C10, so we learn from Hywel

Dda, his Clas had spread its mission widely, becoming the Mother Church of the Comote of Meirionnydd. Surviving Viking raids, including destruction of a wooden church in 963, St Cadfan's later adopted the rule of Augustine and became absorbed into the Western Church with the brothers living in a College, and by the C12 they had built their first substantial church of stone.³

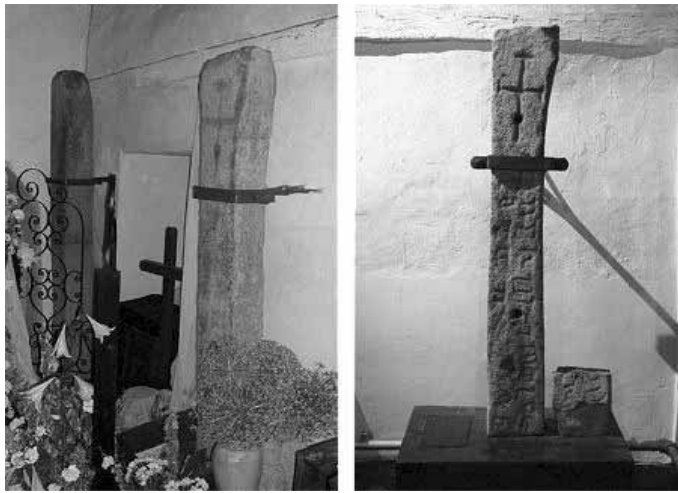
After the Reformation and Civil War St Cadfan's fell into decline. Its tower collapsed in 1692, and was not replaced until 1736, but built so poorly it had to be taken down and rebuilt in 1881/2. The archaeology of the fabric shows much evidence of alteration and repair and the history books record that the Corbets, as the local gentry family, were big sponsors. It would seem that during this period the ancient sundial was recruited for the road and travelled a mile out of town to be re-erected with a new inscription close to the drive entrance to their Hall at Ynysmaengwyn. 'A New Map of England and Wales, adapted to Cary's New Itinerary' shows that the Dolgellau road had been turnpiked by 1828.⁴ Later the stone, perhaps when the iron series arrived, became built into an outbuilding of the Hall itself for it was rescued from the rubble after its demolition although sadly the top had suffered damage in the process.

So the Ynysmaengwyn milestone is in origin a sundial very probably over 1200 years old which served the Clas of Cadfan at Tywyn. It is a type of mass or scratch dial found in Ireland, but extremely rare in Britain. Patterns of trade and settlement across the Irish Sea during the Early Christian period as suggested, for example, by the distribution of ogham stones, might lead to an expectation that more Irish-style dials have yet to be recognised in and around early church sites of Dumnonia and Dalraida. However, as yet just two are known in Wales (the other being at Clynog Fawr) and one on the Isle of Man.⁵

The dial is divided into six almost equal sections and



Ynysmaengwyn (Towyn 1 Mile) stone in 2009 before relocation to St. Cadfan's church (photo courtesy Mike Cowham)



Left: Ynysymaengwyn and St Cadfan stones in August 2010 set up in the church (photo Jeremy Milln). Right: Detail of St Cadfan's Stone showing the earliest known Welsh inscription (photo courtesy Mike Cowham)

traces of forked ends where the lines meet the outer circle, typical of early Irish dials, may be seen. Below the dial are two circles which perhaps contained small crosses or paintings of venerated saints. The gnomon hole has become enlarged and there is a later hole filled with lead at the noon point, both suggesting an intermediate use as a gatepost.

The other ancient standing stone, which is to be found in the NW corner of the church next to that from Ynysymaengwyn, is the so-called Cadfan Stone. Also reused, it too had latterly been a humble gatepost with holes drilled through for iron pintles, now removed. It is four-sided and stands about two metres tall. It bears the earliest recorded example of Welsh as a written language, earlier probably than that found as added to the margin of the Lichfield Gospel book. Translated, it records 'Cun, wife of Celen, loss and grief remain' and 'Tengrui legal wife of Adgan, between Budd and Marci- au', demonstrating that by the early eighth century Latin

had given way to the native tongue for memorials.

What does this say for the Milestone Society as it enters its second decade? I'd like to think it shows that we go forward ready to record, research and care for all types of stone or structure which served to guide the way, religious or secular, political or purely practical. Further that we do so with other specialist groups and societies who share an interest in the immensely varied 'furniture' of our historic environment..



Towyn 3 / Dolgelly 17 milepost of the later series (photo Jeremy Milln)

REFERENCES

- 1: 'Notes and Queries', Milestone Society Newsletter 7 (July 2004), page 13.
- 2: Mike Edwards, church-warden at St Cadfan's, on the advice of the British Sundial Society, was very largely instrumental in securing the stone to the church, and I am grateful to him for allowing me access to study the stone.
- 3: Gwyn-Thomas, W., 'An Early Sundial from the Towyn Area', *Archaeologia Cambrensis*, 138 (1989), pages 111-3.
- 4: Reader, W.J. Macadam: *The Macadam Family and the Turnpike Roads 1798-1861*.
- 5: Cowham, Mike and Linnard, Bill, 'The Recently Discovered Irish-Style Dial at Tywyn', *Bulletin of the British Sundial Society* vol 21 (iii) (Sept 2009). I am most grateful to Mike Cowham for allowing me to reproduce his photographs of the two stones.

From the Archives - To Fool the Enemy

From somewhere in Essex 1940. Or more precisely somewhere in South Essex. On the original image many of the legends can be clearly read: Bulphan, Aveley and South Ockendon. Many of the arms had already had locations painted out. One legend that has remained is at the top of the tallest post. It can be discerned as TU/DC for Thurrock Urban District Council.

Have you any old pictures to contribute? They must be either copyright free or otherwise of permitted use.

[Photo via Colleen Morrison]



IRELAND

Ballybunion gets a new mile marker!

David Viner reports on a recent project in north Kerry on the Irish west coast:

Mick Murphy of Doorkraft, a timber products company based in Lixnaw, Co Kerry (www.doorkraft.ie) has been telling me of a project he recently completed with his work colleague Tom who is involved with the Ballybunion Tidy Towns promotion.

Acting on their own initiative, they created a new mile-maker for the town, in the triangular-shaped, gabled-top style which they well knew to be a fairly common shape for milestones in general.

“We realised that there was no predecessor to this, although Tom was aware of a similar shaped one in Rathkeale, Co Limerick which was done by locals and so we based it on that”, reported Mick, “and we’re pleased with the result”.

The marker was cast in concrete, and then left outside for about a month to weather. There followed the long task of using a cold chisel to chisel out the letters which are in a gael font. It reads *Limerick 51/ Listowel 9/ Aste 5*. This reflects the local road system, the R553 to North Kerry’s principal town at Listowel and the R551 to Aste and onwards to Limerick, the regional centre.

Asked about cost, Mick thought that using 60kg of plastering sand, a few shovels of gravel and one bag 25kg of cement, plus some old melamine faced MDF as the mould, and the painting, the whole coming to around €70.00. About 60 man hours were required for the engraving and painting.

The post was put in place on 16 May. It’s worth saying that the measurements are shown in good old-fashioned miles 'in keeping with tradition', and not the metric system

which is in widespread and officially-adopted use in Ireland. No doubt others will ask about that in the future whilst admiring Ballybunion’s new ‘heritage asset’, added to those it already boasts.

Mick also sends a very welcome message to the Society. “Your website is brilliant”, he says; “keep up the good work”. Thanks Mick!



Irish miles or Irish kilometres?

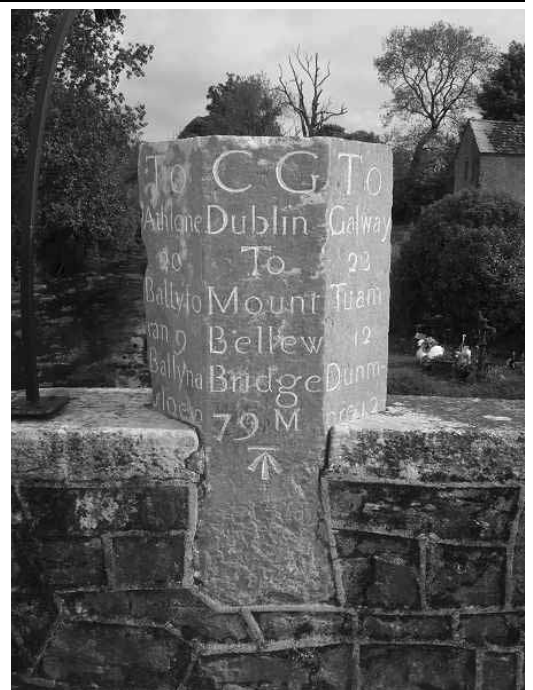
Mervyn Benford shares some thoughts on this debate, stimulated by the new Ballybunion mile-marker (which definitely isn’t metric!)

“I have seen only one extant milestone in my travels in Ireland that have now taken in large and small roads in almost all counties north of the M6 Dublin-Galway motorway and an area south of that near Galway.

This one is in Mountbellew, Co Galway and is indeed in miles but miles bigger than the statute mile. It reads 12 to the next town to which we were driving although the modern road sign gave 27 km. 12 miles is 20km. We measured and it was indeed 27km. so the 12 miles must have been old Irish miles whatever they were.

There are a few in the North I have seen, but I suspect the link to old British days plus the conversion to new kilometres and the intense EU-funded road building programme have all meant a possible deliberate policy of removing them all except where this one, on a bridge and clearly of monument and heritage character, may have been preserved.

There are still the occasional fingerposts that have distances in miles though often with other signs on the same post in km. The mile plates look older and some have the old road numbers starting T which also indicates mileage era. Modern roads are now all M N R or L”.



Re-instatement Project of a Gaslight-style Milepost on the Stratford-on-Avon to Long Compton Hill Turnpike in Warwickshire

Mike Buxton

Arthur Cossons' *Warwickshire Turnpikes* records that the route from the Shipston Toll Gate, Stratford-on-Avon, to the top of Long Compton Hill was the subject of a first Turnpike Act granted in 1729. The last renewing Act expired 1 November 1877.

During the Turnpike's history a series of decorative fluted cast iron mileposts topped with arms representing inter-twining branches and leaves were erected at mile intervals. A large, believed to be wooden, destination board with a centre distance to London and other local distances either side was mounted in a special groove within the 'branches'. It has not yet been precisely determined when these mileposts were erected. They are believed to be unique mileposts as no others are known to exist in the country. There is no casting mark on the posts so tracing them back to a manufacturer and its records has been elusive so far as well. Four mileposts remain in place with another two proposed to be erected at some point in the future [Fig 1].

Research by Robert Caldicott and myself in the Warwickshire Records Office has so far revealed some limited information which gives clues if nothing else. The Minutes of the Stratford to Long Compton Turnpike Trust dated 31 March 1842, state: "Ordered that the Surveyor get the Mile Posts put in proper repair". In the Minutes for the 1 August Meeting of the Trust it is stated "...that the stone opposite Miss Laws(?) House in Shipston be forthwith removedand also the stone at Tidmington by Mrs Misters House...." It is a bit of a leap, but on the assumption that the reference to the removal of 'stones' means milestones and reference to "Mile Posts" are to those currently *in situ*, then it could be surmised that the decorative mileposts had been in place some time before 1842 (if they needed putting in 'proper repair' at that time) and that, as far as the Turnpike Trust was concerned, the older milestones had been made redundant by the cast iron mileposts and therefore those still remaining in 1844 should be removed.

Reference is made to the mileposts in the book *From Track to By-Pass – a history of the English Road* by T. W. Wilkinson (1934). In the book he states:

"Though coach travellers constantly complained of the illegibility of milestones, no new type of distanced indicators was provided for them anywhere except on the Stratford-on-Avon and Warwick Road, along which were placed supplementary mile-markers in the form of posts bearing arms parallel with the highway, and each showing the distances from a town or village. These novelties are on one side of the road, the milestones on the other, and nowhere do they agree as to distances. The first of the posts, or, as they are called locally, 'mile-irons', is at Long Compton, and thence on to Warwick there is one at every mile; and the whole series repre-

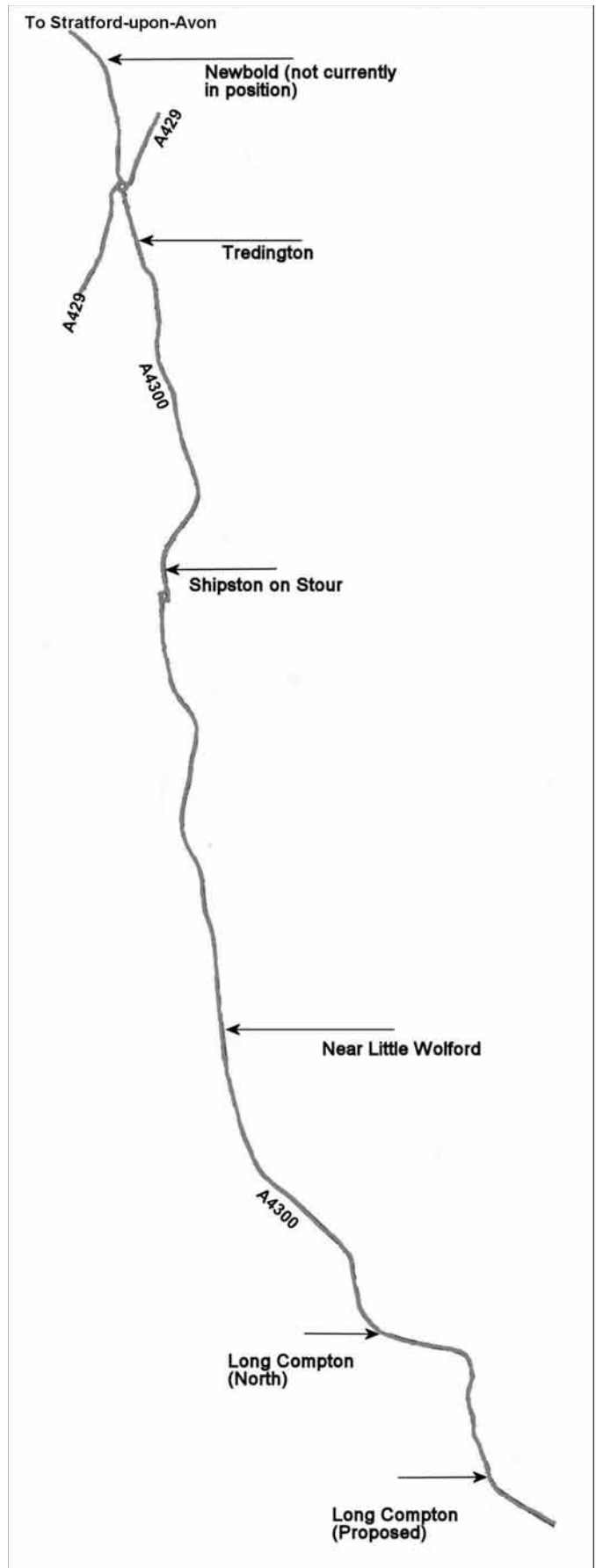


Fig 1. Route showing survivors and proposals

sents a tardy concession to travellers, because it was not put on the road till nearly the end of the coaching era."

A further reference to the mileposts is made in *Soliloquies of Old Shipston* by Peter Drinkwater (1979). In the publication he states:

"Nineteenth century alterations to the route of the 'London Road' threw out the computation of the old milestones. All of those situated north of the *South Warwickshire* boundary (except for the one solitary specimen at the head of the *Fosseway* crossing down to *Halford*) were taken up and replaced by a new series of cast-iron mile-markers. Computed (along the new route) from the 73rd milestone at *Chapel House* corner, northwards to *Newbold*. These markers consist of tall cast-iron pillars topped with a pair of "gas brackets", which originally supported a like number of wooden finger-posts. By the time they reach *Shipston* they are half a mile in advance of the original system of milestones, and the 83rd marker (from London) stands opposite my study window – it ought to be restored!"

In 1984 the Shipston and District Local History Society surveyed and photographed the then remaining five mileposts along the turnpike route.

John Calladine, Milestone Society member and member of the Midland (GB) Postal History Society said that the Postal History Society has had an interest in the 'Shipston' mileposts for some years. He and his friend, Martin Scroggs, produced an article on the subject which was included in *Midland Mail*, the Society's journal in 2003. At the same time, Carol Haines put a piece in the Milestone Society's Newsletter for him. In their article they question whether they are mileposts and if so why is there no indication of the distance to Stratford or Chipping Norton. They tell of an anecdotal story where it was said that tour guides of 'Shakespeare's Country', on coaches from Stratford, made mention of the posts when passing them and claimed they were placed here for mailcoaches to suspend bags of letters. After investigation they concluded that was all nonsense. They thought that the most likely answer must be that, at one time, an indicator hung from each of the cross arms, perhaps in the form of a wooden board. The shape of the arm hardly appears ideal for that purpose, they thought, but without knowing the form of the suspended board or plate they said they could hardly speculate. They went on to say that even without an apparent mailcoach connection, few would disagree that the posts need to be protected against further damage or removal. They drew the Milestone Society's attention to their plight and hoped that they may eventually be listed for preservation and, perhaps, restored to their original condition.

In 2007 the milepost just to the south of Newbold on Stour was, it is believed, hit by a mowing contractor. The post was broken, felled and left in the verge. A local Milestone Society member and friends rescued it and it remains safeguarded in his yard pending funding for repair and re-erection. Initially the removal prompted a local press report that the milepost had been stolen, but

thankfully this was not the case. The article in the newspaper did have the beneficial result of a local resident contacting the Shipston and District Historical Society. The resident advised the Society that he had another milepost from the series in his garden. He said it had been there at the time he bought the property and he now wanted it removed as it stood in the way of a planned extension to the dwelling. The Historical Society purchased the milepost and it is currently stored in Shipston [Fig 2]. It is not known on which site the rescued post originally stood or how it came to be sited in the garden of the house prior to its purchase by the Historical Society.



Fig 2. The ornate board holder on the top of the posts that was purchased by Shipston and District Historical Society.

Shipston on Stour still has its milepost in place. The Shipston and District Local History Society therefore thought that the acquired milepost should go back somewhere along the turnpike route where there would be sufficient natural surveillance and interest to hopefully ensure it did not suffer theft or vandalism. They chose Long Compton, at the end of the turnpike, close to the Warwickshire border with Oxfordshire. The Long Compton Parish Council and the Long Compton History Society are both keen to see a milepost of the same series re-instated in the village and back in a position where one was recorded on the 1922 6-inch OS map.

Two members of the Milestone Society Committee have met members of the two local historical societies and Long Compton Parish Council at a meeting last year. The Milestone Society Committee has considered the project and feel it is such a worthwhile scheme that there should be some financial contribution made available to pump prime the venture. As part of the initiative the Milestone Society has suggested that the project should include the re-creation of the wooden board with destinations and distances on top of the milepost if details of what this looked like could be found. If this can be achieved it would be the first milepost of the unique series fully restored and hopefully will be a catalyst to encourage other parishes along the route and the highway authority to fully restore the remaining mileposts.

Shipston Museum kindly let us digitally photograph a

picture they have of the Shipston Picture House when it was newly erected in the early twentieth century. This picture luckily includes, on the right hand side of the photograph, the Shipston milepost with its destination board in place. The Picture House has long since disappeared but the milepost remains (although it was moved about 10 metres further north in the mid C20 apparently). This valuable evidence gives us enough detail to establish how the boards were attached to the mileposts and also some detail as to the legend on the boards. Robert Caldicott and I later visited the Stratford Centre and found the same photographs which the Centre then offered to copy for us in high resolution. The results have enabled us to see, for the first time, the details of the destination board [Figs 3 and 3a].



Fig 3. 1913 postcard view of The Picture House in Shipston-on-Stour. [Courtesy of The Stratford Centre]



Fig 3a. Enhanced section from the postcard showing how the direction board fitted into the slot in the top of the casting. The semi-circular top appears to be a separate board and the whole assembly held together by a metal surround.

Subsequently John Nicholls has seen the enhanced version and has done a bit of delving. He thinks that both of the pictures were probably taken on the same day in (very likely but certainly not before) 1913. That would account for the sequential card numbers he says. The advertised films, 'On the Track of the Spider League' and 'Calamity Anne Takes a Trip' both date from 1913. The ads are the same on both images, he states. So just prior to the First World War the Shipston milepost, at least, was still intact even though the Turnpike Trust which

had erected them was wound up in 1877.

Now that we are armed with more information about these unique mileposts it was anticipated that the scene was set for the Long Compton project to commence. However, as reported in my presentation about the gas-light-style mileposts at the Wroxton Regional Meeting of the Milestone Society in March 2011, regrettably matters are not that straightforward. The Shipston and District Historical Society, purchasers of the milepost currently stored at Shipston, have said that they do not want the milepost to be sited within the highway verge at Long Compton as they are concerned about the milepost's vulnerability to damage, neglect and theft and will only agree to it going to the village if it is positioned adjacent to, but not on, the highway. The Historical Society want to see it sited in the grounds of the Long Compton Village Hall where they consider it would be better safeguarded but still highly visible to public view. However the Long Compton Parish Council want to see it positioned in the highway verge. The Historical Society has therefore decided to deal with the Long Compton Village Hall Committee (as the body responsible for the grounds of the Village Hall).

The temporary loss of the Newbold milepost and the apparent disappearance of the milepost by the Little Wolford turn had, we thought, reduced the number of standing mileposts to three. Thankfully, however, Robert Caldicott and I rediscovered the Little Wolford turn milepost, still standing and largely intact (minus distances board) but camouflaged by heavy hedgerow vegetation [Fig 4]. Robert has subsequently requested that the Department of Culture, Media and Sport (DCMS) list the milepost in order to protect it. It is hoped that the remaining four standing can be increased to at least five and hopefully six in the not too distant future.

Mention is made in the quoted extracts above of mileposts on the Warwick route too. This would have included the old Warwick Road through Ettington. Interestingly a surveyor employed by Warwickshire County Council photographed a number of mileposts in the county in the mid 1980's. One such milepost was of the same Long Compton-Stratford series photographed, half concealed, in a thick hedgerow on the old Warwick Road, Ettington. I have examined the area where such a



Fig 4.

milepost is marked on the 6-inch OS Map but unfortunately there is no longer any evidence of its existence. Further research at the Stratford Centre or Warwick Records Office may shed more light on this route and its mile-markers.

An Incision Decision

Lionel Joseph

We are all familiar with incised engraving on milestones countrywide but incision lettering on the metal plates attached to stones is unusual to say the least. Such plates have however, turned up on milestones in the Havant – Portsmouth area and may therefore be unique. This observation came about when it was found that, two formerly plated stones on the A259 between Chichester and Havant, might be restored through a request from a committee member of the Society for information. A perusal of *Pigots County Atlas* (1840), where turnpike roads are delineated, made it seem probable that the Havant – Portsmouth section could provide the necessary information. A plated stone was located on the OS Landranger map at Drayton on the Portsmouth Road two miles west of Havant [Fig 1]. Close inspection showed the lettering to be incised, rather than when pattern makers' letters are used and where the lettering is produced in relief on the finished casting.

Being of a practical mind, this intrigued me as to how this incised lettering might have been done and so open a



Fig 1. An original incised plate at Drayton.

way for replacement plates for the A259 stones. A special formulated wax is used in the lost wax slush casting process for cast silver objects. In this process the mould is made around the wax pattern which is still in the mould when the metal is poured in, thus melting the wax which disperses into the sand mould. Such patterns can only be used once for obvious reasons. Another use of wax is for fillets which are commonly used by pattern makers to round out corners, which facilitates easy pattern withdrawal. It therefore occurred to me that the incised plates may have been cast using a wax filled tray

as a pattern. This would have had a production advantage in the past, as the mileage figures could be easily changed simply by melting wax into the former incision, scraping smooth and re cutting.

I therefore decided to experiment. Two small shallow boxes on a piece of plywood were made by tacking quarter round beading to the surface and filling one with wax from an odd piece of hard beeswax and the other by melting a piece of left over candle, which was actually in use for lubricating drawer runners. Whilst the beeswax was harder by nature, the softer paraffin wax of the candle, which incidentally, cut beautifully as if it were cheese, would also probably resist the impact of ramming the sand better when making the mould. Candle wax therefore became the choice.

The shallow tray had to be perfectly level when being filled to overflowing. This was achieved on the bench by the use of four short 25mm diameter bolts with large nuts being used as miniature jacks, so allowing the tray to be levelled. An engineer's spirit block level, placed on the tray and checked in all cardinal compass directions served that purpose. The kitchen cupboard was then raided for the bag of candles kept for emergency use – justified to management that this being a Bank Holiday an emergency existed! The volume of wax required to fill the tray was calculated and the requisite candles melted into a small enamel jug, heating being carefully accomplished by using a small propane gas torch applied to the jug. When hot enough to prevent prior chill setting, the fluid wax was poured into the tray until it overflowed at the edges, whence it was left to set cold. That, surprisingly, was quite a long time, about six to eight hours at room temperature.

A paper layout was made up replicating all aspects of the former plate style of lettering and spacing plus contractions such as Chich^r. Transferring that information to the wax pattern was done by placing the layout paper over the wax filled tray and pricking the wax through the paper with a sewing needle stuck into a wine bottle cork. The incised lettering could now be cut, using wood carvers' gouges, to a depth of about 3mm to 4mm (approximately 1/8 inch). [Fig 2]

The first plate was successfully cast from this pattern in a greensand mould. [Fig 3] The second plate with the mileage altered was cast likewise. Alteration was a simple matter of melting an excess of wax into the numerals, scraping the surface smooth by the use of a cabinetmaker's scraper, normally used to remove surface plane marks, and re-cutting the new numerals as required.

In the past this would have been economical for a series of plates along a turnpike, as only one pattern would be needed instead of a separate one for each stone if the numerals could not be easily changed. This would be the case if incision lettering was in an end grain wood pattern. Wood engraving for printing blocks used for some book illustrations of the past were always engraved into



Fig 2. The wax pattern and the layout paper template.

the end grain of the wood when close grained hard woods such as holly, white beech or sycamore were used.

Hence the plates on two stones have been restored, which in the present day would have been totally uneconomical commercially; this leads me to the point that, through academic excess in present day education, we have today a generation who do not know how to make things. Hence restoration of items like that illustrated above and which are outside the commercial field, will become increasingly more difficult to carry out.

[Editor's note. Incised plates have also been located in Somerset and Yorkshire. Examples are mentioned in the *Around the Counties* section.]



Fig 3. The first casting as removed from the sand mould.



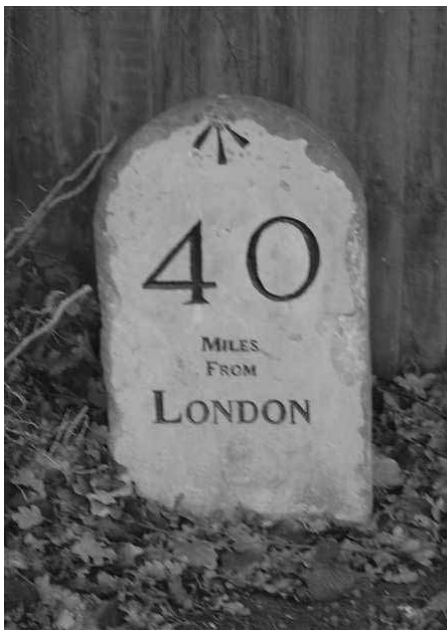
Fig 4. The new plates completed in white and black finish..

Southwater Milestone Project

Lionel Joseph

Lionel has shown his skills in metal working (see above) and previously to the challenge of producing incised plates he created several replacement relief mile plates. He has also gone on to learn the art of stone carving.

Having completed restoration of the missing two tablet stones in the unique Petworth Cottage stones series, word tended to get around the History Societies, who are always interested in such restorations. It was perhaps not any great surprise that I received a phone call from the Parish Council of Southwater, in West Sussex, about the possibility of restoring the engraving on the 40th milestone from London, which was at the southern end of the village. Very little of what was on the stone was discernable but it looked to be '40' followed by "from London" the latter being beneath many initials scraped in the stone and which in restoration were removed. Jumping ahead, it was later discovered that



The 40th after restoration

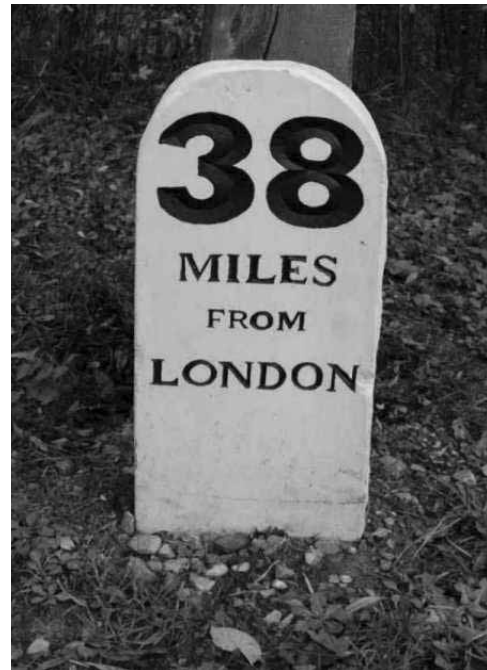
the original 37th of this Horsham to Worthing series, formed a seat in the garden of Horsham Museum along with three more from the Horsham to Crawley Road and presented to the Museum by the Highways Department during road widening in the 1960s. All that appeared on the 37th was a large '37', nothing more. Hence adding 'from London' is now an historical error, but at least it does signify the purpose of the stone and as such, may add to its future well being; but note what happened later!

Back from the transgression, my response was "If you can dig it up and bring it to me I will do a restoration". Having completed the restoration, the inevitable suggestion came, "Can the other three missing stones which are within the Parish, along the former A24, be restored?". Hence, as suitable lumps of stone were found in garden centres and the likes of 'Stonescapes', all have been replaced.

In the quest for suitable stone for replacements, I investigated the possi-

bility of using an old gravestone, completely devoid of any inscription and discovered in a local churchyard. It would have been ideal and perhaps a far better 'living' memorial for the deceased than sitting uncared for against the C14 chapel wall! The problem is one cannot knock on the stone and ask permission! Hence, a curt refusal by the Parochial Church Council was received.

The 39th was put in outside the old school which is now a private residence. It has not gone unnoticed that the owner has connections with the History Society! The 38th resides quietly beside the village sign at the northern end of the village just south of the roundabout on the Horsham Bypass. The 37th, when completed, was put in by a railway bridge at the Parish boundary and disappeared within days. Being engraved with just "37 miles from London" as its inscription, it could serve any point ten miles outside the diameter of the M25! If another is requested I will add "Horsham ½ mile" and maybe glue a visible electronic chip into a small recess on the top! Not quite what one would like but as a preventive measure it may work.



The 38th in all its glory

FROM THE ARCHIVES

Postcard Album.

Society chairman David Viner's growing collection of historic postcards and photographs specialises in various social history subjects including of course roadside heritage. To start off what we hope may be a regular feature in this publication, with contributions from members and other readers, here, from recent acquisitions on the theme of road signs, are a couple reflecting the way the national boundary between England and Scotland was signposted in previous times, with signs much smaller than they are today!



Left: A fine wooden post marks the spot, celebrated with 'a kiss across the border' in the 'Border Series' of cards. Was this sign permanent and if so, how long did it last? Or, as we might suspect, was it perhaps a temporary set-up for the purposes of creating this image, staged anywhere and with no background reference points? Does anybody know?

Right: RAC and AA signs provide an old-fashioned welcome to England at Carter Bar in the Cheviot Hills (photographer unknown, courtesy David McDougall collection)



RESTORATION CASE STUDY

Resurrecting a 'Bucks Pressing' Milepost

John V Nicholls

Without doubt the majority of the 'Bucks Pressings' mileposts in Buckinghamshire are amongst the saddest examples of roadside markers in the country. They are unusual that instead of being cast iron they are steel pressings without raised or impressed legends. The date of manufacture is not known but maybe from the 1920s. The steel would be painted and have hand painted legends. Years of neglect has left most as rusting relics and in some cases rusting to perforation.

There are three main areas where Bucks Pressings survive in number plus a couple of remote examples. The best 'clutch' is in the north east of the county around Newport Pagnell. A few are in very good order although some that had been maintained until recent years are now starting to suffer the ravages of the weather and beginning to decay. A second series runs through the county from near Brill onwards to Buckingham. Four of these are capable of restoration while a further two are not. One has been crushed after a vehicle strike and the other completely rusted through at ground level and the top abandoned in a ditch. A further one has gone missing since the Milestone Society Survey. The third series is aligned along the B4011 road that runs through west Bucks from Thame to Bicester. Five were recorded on the Society survey but one has since been lost. However, the 'THAME 2' was discovered in Long Crendon in 2010 and that one is in fairly good condition. 'THAME 3' survives but much rusted; 'THAME 4' is bent horizontal and crushed into the ground and beyond repair; 'THAME 5' (BU_THBC05 on the Milestone Society database) is the subject of this study; 'THAME 6' in Oakley is in bad condition with as much daylight as metal; and 'THAME 7' is now missing..

Restoring the 'THAME 5' milepost.

In February 2010 Mr. Stewart Sloan of Haddenham discovered the 'THAME 5' milepost on its back in a ditch and reported it to the Milestone Society. It had evidently lain there for some considerable time. On 21 March 2010 I went over to Buckinghamshire and retrieved the milepost. It was taken back to Essex to evaluate the possibility of restoring it back to some sort of presentable condition.

The initial appraisal showed that at least a partial restoration would be possible. Although heavily rusted the entire structure was fairly sound with no major deep-seated corrosion. The curved



Photo Stewart Sloan

top rim on the top left side had been flattened and the front point of the hip had been damaged, possibly by a flail, and there was a hole at that point. There was also extensive minor flail and mower strike damage along the sides plus several deep dents on the left face. The whole body had about a three inch twist down its length.

It was April 2011 before the restoration got underway. The brittle nature of the steel suggested that it was



Left. After the application of extreme heat and a hammer the top curve was put back almost to its original profile.



Right. Derek March in action with the MIG welder filling in the hole at the peak of the hip.

originally cold pressed so hammering cold could have led to cracking. High temperature heat was applied to the top rim and this was carefully hammered back to as close as the original shape as possible. The same process was used to remove a major dent in the left face. Scarred areas around the front of the hip were ground down with the deep cuts flood filled with weld. The hole at that point of the hip was also flood filled using a TIG welder. No attempt was made to remove the twist. Finally any sharp burrs and similar imperfections were ground and filed out. I am indebted to Derek March, my next door neighbour, for carrying out many of the metalworking tasks for me.

The entire milepost was gently hammered to remove the remaining rust flakes before it received some heavy work with a wire brush. There were traces of sound paint on the back surfaces but the front was completely devoid of paint. Once all the loose paint and rust had been removed Kurust was painted all over and allowed to dry, leaving a black phosphate finish ready for priming. The front and back were then given two coats of Hammerite Red Oxide paint with a third coat to the front

top half. Following this both the front and back received two coats of Hammerite smooth white.



De-rusted, primed and ready for painting top coats.

The way legends should be applied was open to my own interpretation as existing legends elsewhere were all of differing styles. I took the easy option and made up sets of stencils based on the Llewellyn-Smith alphabet as shown in the 1933 Maybury Report. The top OAKLEY PARISH lettering is 1½ inches high. The BICESTER and THAME are just over 2 inches and the numerals a little over 2½ inches. For simplicity the word MILES



The stencils cut out and ready for use.

was omitted. The completed stencils were stuck to the milepost using a spray movable adhesive. The lettering was then 'flashed' over with an aerosol primer and allowed to dry. The job was completed on 26 April by

hand painting over the primer lettering with black Japlac enamel paint.



The restoration completed and ready for re-erection.

On 27 April I persuaded my other neighbour, Simon Gay, to accompany me to Buckinghamshire to put the milepost back where it belonged beside the B4011. The verge where the milepost belongs is narrow and on a bend so I decided to relocate it some 15 yards towards Thame. Here the wider verge permitted us to position the milepost about two yards from the edge of the road. The intention was to set the post eighteen inches deep but the ground was bone dry and rock hard so the hole terminated at twelve inches. The post was levelled, the soil back filled and compacted. A weed depressant sheet was laid and covered with pea shingle before a final touch up of the paintwork finished the project.



Simon and John admire a job well done. The decision to alter the position of the milepost ultimately turned out to be correct one. In August a serious road traffic accident between a car and a coach occurred adjacent to the post. The seriously damaged car finished up at the original location of the post.

The Brampton (Suffolk) milepost. The prequel. And a sequel?

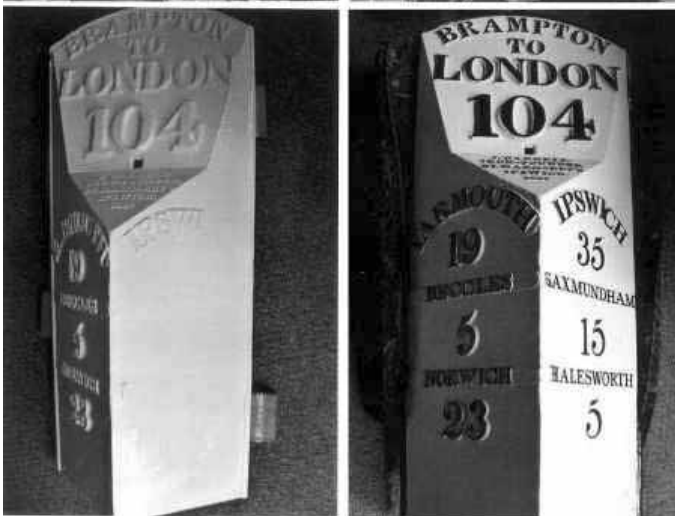
The prequel... The unveiling of the Brampton milepost on 1 November 2010 was reported in *Newsletter 20* (January 2011) but the restoration 'prequel' needs telling. Gary Eves of Brampton found the remnant of the 'LONDON 104' milepost at a local farm and decided it would be a worthwhile restoration project. Most of the right hand side of the marker was missing so the void was filled with steel plate neatly welded in place. Once

suitably rust treated and primed the marker was painted white before a sign writer was given the task of painting in the missing parts of the legends. The milepost was formerly situated about half a mile to the north of Brampton crossroads but it would have been impractical to return to that location. As the bottom half of the milepost was missing it would need supporting so a 'dummy' milestone was cast in concrete on the green by the cross-

roads and the milepost attached to it by means of a through bolt welded into the back of the post.



The Brampton milepost being unveiled by Lord (Jim) Pryor in front of the local schoolchildren. [Photo: Carol Haines]



The restoration sequence from the finding of the 'remnant' to the completed milepost ready for re-erection. [Gary Eves]



The lower half of the 'LONDON 103' milepost, possibly to be the next restoration project for Gary Eves [Photo: J Nicholls]

And the sequel? There is a sequel as Gary has now retrieved the smashed remains of the 'LONDON 103' milepost. If that one is to be restored it will prove a bigger challenge because unlike the 'LONDON 104', only the lower half and some fragments of the top survives.

Of note is the shape of the bottom of the milepost; it has a back sloping face. Bearing in mind that many of these posts still have milestones behind them, was the ground excavated under the stones to accommodate the posts or the stones replaced behind the posts afterwards?

Rebuilding the BAKEWELL 15

The 'Bakewell 15' alongside the B5056, adjacent to Woodeaves Cottage, Fenny Bentley, Derbyshire. It was practically destroyed in 1990 and then totally rebuilt by D A Robson. The project was undertaken between 29 September and 26 October 2009.

The entire restoration process can be seen on the Society's website. Go to the Conservation Guidance page and then select 'Milestone DE BKAB15 Rebuild' to open the PDF file.



Restoration News from Westmorland

Mike & Kate Lea

Two pump priming grants from the Milestone Society have recently been used to restore eight fingerposts, four iron mileposts, an iron parish boundary post and a guidestone.

1. Five iron posts, all of similar design have been repainted near Kendal.

1.1 An iron parish boundary marker, at Barrows Green (WE_KDBN03pb at SD 52634 88354) on the Kendal-Burton road (B6254) was cleaned and repainted. This is dated 1825, labeled 'PH OF HEVERSHAM' and 'PH OF KENDAL', with a 'T.WINDER FOUNDRY GATEBECK' foundry mark.

1.2 An iron milepost, of similar design was also restored at Barrows Green (WE_KDBN03 at SD 52668 88389) and is dated 1826 with the same foundry mark.

1.3 Three similar mileposts were restored on the Kendal-Brigsteer road (WE_KDBS01at SD 50197 917204; WE_KDBS02 at SD 49701 90261; WE_KDBS03 at SD 48411 89417). These are all dated 1900 with a foundry mark of 'DAY KENDAL'.

Financial support was also received from Natland and Helsington Parish Councils and the restoration was arranged through the Kendal Civic Society.

These posts were all made by the same foundry, though it changed its name and site between 1826 and 1900. This firm was first established as Winder and Heaton near Lancaster in 1703; moved to Crooklands (1750), to Gatebeck as T.Winder in 1818; to Low Mills, Kendal (1826) and then to Lound Foundry, Kendal (1850). In 1851 Thomas Winder's son Joseph, employed 11 men and 5 boys. Joseph's gravestone in Preston Patrick proudly states he was an Iron Founder. The foundry finally moved to the Castle Foundry, Kendal in 1893 as H.H. Day. This foundry last appeared in a trade directory in 1934. Iron posts from the foundry of T.Winder (1825 and 1826) and H.H.Day (1900).

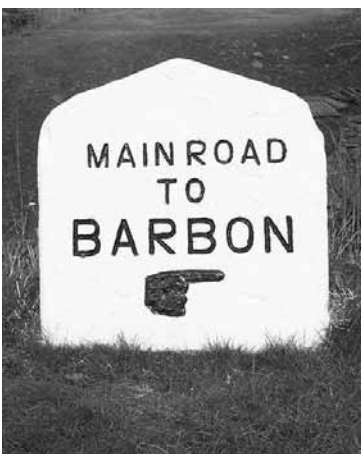


Fig. 1. Barbon

2. A guidestone was restored at Barbon, just off the A683 at SD 62275 82536. [Fig. 1]

3. Eight fingerposts were repainted and restored as follows:

3.1 Barbon, on the A683 (SD 6227 8253). This is an iron fingerpost post and was also made by HH DAY, CASTLE FOUNDRY KENDAL, probably in the 1930s (see notes on the Mileposts above). It has COUNTY OF WESTMORLAND and BARBON on the disk finial. [Fig. 2] It was restored (two restored arms, a new finial,

and one new arm) by David Gosling of Signpost Restoration, Lanercost. It is an unusual survivor on an A road! The only two other remaining fingerposts of this style in Westmorland with finials have also been recently restored at CASTERTON and at KILLINGTON.



Fig. 2. Barbon

3.2 and 3.3 Casterton (SD 6253 7874 and SD 6260 7915). Two iron fingerposts were restored, foundry unknown. [Figs 5 and 6]

3.4 Kirkby Lonsdale at Biggins (SD 6047 7810). This is an iron post, made by the Victoria Foundry of Joseph Bowerbank in Penrith for Westmorland County Council. It probably dates from 1896 and has an embossed number "30" on the iron collar.

3.5 Hutton Roof, near Newbiggin (SD 5595 7975). This is an iron post, also made by Joseph Bowerbank. It has an embossed number "4" on the iron collar and probably dates from 1898 (in August 1898, Joseph Bowerbank was paid £11/16/8 for four iron fingerposts in Hutton Roof).

3.6 Mansergh at Rigmaden (SD 6103 8529). This has a single embossed metal arm.

3.7 Mansergh at Kitmere (SD 5981 8639). This has three metal arms (one replaced) on an iron collar, made by an unknown foundry. [Figs. 3 and 4]



Figs. 3 and 4. Mansergh at Kitmere - before and after

(Continued at bottom of page 39)

POINTING THE WAYS

The Fingerpost Column

Another find in Oxfordshire. When journeying around Oxfordshire researching his ancestors Peter Nelson (of Newbury) called in at the museum in Chipping Norton. While there he took a look through a file devoted to Hub Ironworks in which there were a number of photos of four Oxfordshire fingerposts. He took copies of the photos and emailed them to John V Nicholls for possible identification. John immediately recognised three of them and they are already on the Oxfordshire fingerpost database. The fourth one was unfamiliar but as the arms had both mileages and road numbers it was a simple matter to check out if the post was a survivor by looking



Finstock post [Photo J V Nicholls]

at Google Street View. At the earliest opportunity John headed out to get details and photos on 11 June. The post is located beside the B4022 at Finstock. One of the three arms is a recent replacement and probably part of a complete restoration. Its NGR is SP 36114 16694.

Gloss and loss in Bucks. Unlike neighbouring Oxfordshire the fingerposts of Bucks are mainly in poor condition. Occasionally the odd one gets tidied up. Helen

Hyre noticed that the Preston Bissett fingerpost had been given a nice gloss paint makeover. The Royal Label Factory post retains two of its original arms. The third arm pointing towards Cowley Farm is new and replaces a rather poor earlier replacement. Unfortunately the narrow annulus finial remains broken.

While heading to the Chiltern Open Air Museum (COAM) meeting John V Nicholls noted that the rusty remains of the 'BUCKS COUNTY' fingerpost on the back road from Chorleywood and Little Chalfont had been replaced with a new 'traditional' style post. No doubt the old post ended up in the scrap bin. If so then it would have been a sad loss because even though armless it could have been salvaged as an exhibit at COAM.



Left: The newly painted fingerpost at Preston Bissett [Photo Helen Hyre] and right: The lost Bucks post in 2003 before it lost its last arm [Photo John Higgins]

Restoration News from Westmorland (continued)

3.8 Kirkby Lonsdale at Kearsrick (SD 6058 8003). This has three wooden arms, mounted on a metal post.

Other recently recently restored fingerposts are near Biggins at Kirkby Lonsdale, Barbon and Kearsrick.

Financial support was also received from Casterton Parish Council, Cumbria County Council Highways Department, Kirkby Lonsdale Town Council, Sedbergh & Kirkby Lonsdale Neighbourhood Forum, and the Worshipful Company of Ironmongers. The restoration was arranged by Mike Kingsbury, the secretary of the Kirkby Lonsdale & District Civic Society.

These fingerposts (and others) can be seen on the 'Old Fingerposts in Westmorland' hyperlink on the 'Links' page of the Milestone Society website. They are in the process of being transferred to the Milestone Society Repository.



Figs. 5 and 6. One of the Casterton before and after. As well as painting this post also received a new arm and finial.

Re-Pointing the Ways in Lancashire

by *Duncan Armstrong GRA*

In my days at primary school I was interested in old things – steam locos and gas lamps! Large express locomotives did not interest me as much as ancient Victorian goods and shunting engines. Later, buses, post boxes and signposts became of interest; generally anything which for years had been attractive features but were being replaced by standardised, utilitarian replacements that were generally inferior in both quality and appearance.

I would regularly voice my disapproval at the design of new footpath fingerpost signs, totally alien to the rural landscape of Lancashire. They are almost identical in style to those used on major ‘A’ roads even down to the dreaded chevron. A countryside warden that I knew gave me the chance to make a sign of my own design. Only the arm was involved which was to be of Iroko (sometimes referred to as African teak). The end would be a full radius rather than the almost obligatory chevron pointer. The wood was routed out to leave a raised border and lettering, and also includes a ‘hand’ pointer. The completed sign featured in a BBC1 ‘Countryfile’ programme whilst I was being interviewed regarding a map I had produced. [Fig. 1]



Fig.1. Duncan's first fingerpost arm created from Iroko timber. The picture illustrates Duncan's outstanding artistic talent. He is a member of the Guild of Railway Artists.

The first road sign I was involved with was less than two miles away from my home. Over the years I had noticed it gradually deteriorating. The county council no longer maintained these older signs and eventually it

would have been replaced with a modern ‘Worboys’ utility example. The sign is one of three known to exist and it is unique in that the cast iron arms employ 6½-inch tall heavy condensed letters. Avoiding bureaucracy wherever possible, I approached the parish council who voted unanimously for its restoration on learning of its uniqueness. Once stripped of paint I did contact the county council surveyor at an area depot. He couldn't really refuse permission bearing in mind the present state of preparation. The area surveyor was quite sympathetic but still mindful of legislation did mention on my departure that he had totally forgotten that I had ever been in.

It is surprising who sees you when working on signs and soon I received an enquiry from the countryside warden mentioned earlier. He wanted a quote to restore a standard Lancs CC fingerpost employing wooden arms with embossed aluminium plates attached. Although the most common of the traditional fingerposts to survive in the area, I believe the arrangement is unique to Lancs. Unlike the previous restoration which was merely a paint job, this project involved making a new arm and destination plate. A firm was approached regarding the manufacture of a new embossed plate. However, they stated that the plate would be slightly larger due to the lettering employed. The original style was no longer available though they stated that it wouldn't be noticeable; it would be to me! I made the plates myself; letters were drawn, copied and then glued to an aluminium back plate. These were cut out with a hacksaw/tile saw and then filed smooth to size. Castings were made and again filed smooth before being drilled and countersunk. The letters were then placed on the back plate and correctly spaced out. The back plate was then marked out through the holes in the letters after which holes were drilled to receive small brass BA screws. The plate did not require tapping, the screws being harder than the aluminium.

Some of these fingerposts require full restoration as the pillar is the only original feature. Together with new arms and plates, a finial was required. A finial pattern has been made and a batch of aluminium castings produced. As for the arm brackets (or carriers) these originally were of cast iron but any that remain are generally cracked or broken due to past over-tightening, though they need to be tight to prevent the arms from swivelling around. New brackets were made in galvanised steel though a ring was welded around the top to replicate the

rib on the cast version; a minor point but it makes a big difference both visually and aesthetically. New wooden arms made of mahogany are protected with four coats of Sikkens paint. As for the metalwork I use Rustoleum which is similar to Hammerite but it appears to flow better and it can also be mixed. Their primer for galvanised, aluminium and stainless appears, so far, to be satisfactory although I have started to use an etching primer for galvanised steel.

In addition to the restored fingerposts I have made six new examples. I'm saying 'I' when in fact several people were involved: a pattern maker (Hebden Bridge Patterns); castings by Keith Prosser of Accrington; fabricated steelwork by John Conlan, blacksmith of Padiham; and the initial wood planning by Andrew Fishwick of Great Harwood.

Three of the new signs are replicas of the 6½-inch letter variety mentioned earlier. The arms, finial, collar and base are exactly replicated apart from being aluminium whilst the post is of galvanised steel tubing; fortunately the original post of cast iron is almost parallel. The fourth sign is a replica of West Riding fingerpost and again a galvanised steel tube was used in place of cast iron although in this case the original post was parallel. Due to the cost the arms are of fabricated steel rather than cast aluminium with the letters being made to the correct Llwellyn-Smith form. The 'London Transport' (annulus with cross bar) finial was cast in aluminium after a pattern was made. [Fig. 2]



Fig.2. The post to which this finial was to be attached ideally would have had three arms, the third to face a footpath on the opposite side of the road. Due to severely restricted space a third arm would overhang the road on an inside bend and would soon

be damaged. Duncan's answer was to incorporate into the finial's cross bar.

The final two fingerposts are made up to my own design and are located in Barley, about six miles from my home in Padiham. The first utilises a rather neat cast iron lamp post without the arms. They appeared to be in use around Hampshire at the turn of the C19/C20 and are still made today! This example was a reject with a broken base with the stem having several cracks and bits missing. The defect was rectified by inserting a galvanised steel tube down inside the cast iron post. This would have been required anyway as the 'spigot' on top

of the cast iron lamp post was only about 2¼ inches high and therefore incapable of supporting three arms and a finial. The arms themselves are of mahogany but have been machined to leave a rim all round which creates the impression of them being cast iron. The cast letters are screwed in place and then the screw heads filled and filed smooth. The pointers were based on a sign at Colne (now gone) and the only example I knew of employing 'hands' within a large area. The arm brackets being of steel allowed the 'plates' to be only ¼ inch thick and enabled them to be slotted in the middle of the arms creating a neater appearance. The new finial was supplied by Hoyles Foundry in London who specialise in fittings for gates and railings. The second of these 'specials' employs a square galvanised steel post to replicate a wooden example. The foundry had an ideal finial that just fitted. Because the lane being signposted is private (but a public bridleway) I didn't want the sign to appear as a normal public highway fingerpost. Due to the amount of wording two arms of mahogany are employed. Like the previous sign, the ¼ inch plates, in this case welded to the post, are slotted in



Fig. 3.

the centre of the arms. This creates the appearance that the arms are let into the post as would be the case if the post was of wood. The post was erected between Barley and Roughlee. [Fig. 3]

Most work has been commissioned by parish or town councils with one by a Rotary Club and another by a county council contractor. However a few have been undertaken for Lancs County Council which is unbelievable considering my 'interview' technique. For example... Three traditional fingerposts in Barrowford were in a sorry state and continued to deteriorate. On contacting the county surveyors' department I was told that the Colne office deals with that area so I spoke to a surveyor there by telephone. The conversion continued thus:-

Me: 'I am enquiring about the three old fingerposts in Barrowford which appear to have been deteriorating for some time. Is anything going to happen to them?'

Surveyor: "Oh yes, we have had a lot of complaints but we have the job in hand."

I left it at this and shortly afterwards noticed work

had started and I contacted the county council again.

Me: "Regarding t' Barrowford fingerposts; I see they've started."

Surveyor: "Yes, I believe so."

Me: "I hope that funny white colour they've painted t' posts is primer."

Surveyor: "Oh – er... Yes, it probably will be. No doubt they will be painted black."

Me: "I hope not!"

Surveyor: "Oh yes, all ironwork is painted black."

Me: "Well these aren't going to be."

Surveyor: "Oh really?" (This is a recommendation but I didn't tell him that.)

Me: "No. Department for Transport regs require pre 'Worboys' fingerposts when restored are to be painted in a traditional livery which in this case there is a choice. Black and white bands or all white with black base, collar and finial, the latter being the colour scheme from 1921 until 1933."

Surveyor: "Oh! I didn't know that. You seem to know a lot about the job."

Me: "Aye, I restore old and make new signs."

Surveyor: "What sort of signs?"

Me: "Mainly fingerposts."

Surveyor: "On highways?"

Me: "Aye."

Surveyor: "County signs?"

Me: "Aye, I suppose they are."

Surveyor: "Who's your contact at County?"

Me: "Nobody. I don't think they know yet. My policy is do it first and ask after. I avoid your lot like t' plague. Risk assessments, feasibility studies and method statements. It'll cost more to do that than to do t' job!"

Surveyor: "Oh dear. All work for the county council must be undertaken by registered contractors and of course there are insurance and health and safety considerations."

Me: "There's only one major safety concern as I can think of and that's falling of t' ladder. But I'm 'old school'; if I fall off it's my own silly fault though I do tie it t' post wi' me belt."

Surveyor: (Continued to prattle on about various sections, sub-sections and paragraphs of legislation that soon lost me.)

Me: "I tell thee what I'll do, I'll send you photos of jobs I've done – before, in-between and after."

Surveyor: "Righto then..."

A few days later I received a phone call from the surveyor... "Got your photos... I want you to do the

Barrowford signs and I have some more to do if you're interested." One of these was not a fingerpost and is technically an 'illegal' direction sign which I pointed out to the surveyor. "Yes, but it's worth saving!!" I have now completed its restoration and should soon be going back.

Type	New	Re-stored	Paint-ed	Modified
Fingerpost	7 (1)	11 (1)	5	
Junction direction sign		1		
Guide stone				1
Milestone			1 *	
Milepost			2	
Boundary plaques	10 (9)			
Boundary post			1	
Boundary stone			2	
Guide plate	1			
Street plate			4 (1)	
Hazard disc		1		
Bollard			2	

Table 1. Signs completed by Duncan Armstrong. (Quantity in brackets indicate work in progress as at July 2011)
* Also resited. ** Modern



Fig. 4. Restored Lancs CC late cast iron type fingerpost at Higham. Wooden arms and aluminium plates with cast letters screwed on. The 'Worboys' sign on the right was cut down a few minutes after this photograph was taken.

Mystery boundary markers in a Staffordshire field

David Viner

Responding to enquiries for information from within local government, especially from officers responsible for historic environment records [HERS] or historic landscapes, is a growing and important part of our function as a national and special-interest society. It is also a reflection on the availability of our increasingly-sophisticated databases of milestones and other way-markers.



Fig 1. Part of the line of mysterious boundary stones at Kingsley.

However, not all enquiries are easily explained and the pursuit of a ‘mystery’ is always fascinating, even if it turns out to be rather peripheral to the Society’s core interests! A couple of years ago one such enquiry came from Debbie Langley, landscape archaeologist at Staffordshire county council, and still remains something of a ‘mystery item’.

Debbie told us about a field boundary in the parish of Kingsley in the Churnet valley of the Staffordshire Moorlands (Grid ref SK 032455). Unusually, this consists of a row of some 28 stones, mostly standing but some fallen, strung out along a hedge line in what is now and very likely has long been pasture land. Indentations in the stones indicate the use of removable, horizontal wooden poles forming the fence, a familiar traditional practice in upland areas. [Fig 1]

One stone in particular provides some clues. [Fig 2] It has the indentations, but also boasts the letter *W* carved into one of the two main facing sides i.e. where one might expect to find a marker indicating either direction, location or perhaps personal or estate ownership. To what might the *W* refer, Debbie wondered?

It is intriguing to think how one might have viewed this stone and its enigmatic *W* differently had it turned up by the roadside and not in the middle of a field. Would the *W* have suggested some other form of division, of parishes maybe or a destination name?

As it is, this is perhaps a property boundary of some kind, maybe demarcating an essentially local use of the

se fields such as dividing up into sections, given that this row of stones, although an unusual field boundary, does not stand upon a parish boundary. But how old is it?

Eavesford Farm where this row is located benefits from a Higher Level Stewardship [HLS] grant administered by Natural England with the aim of sustaining an environmentally significant landscape. It is good to

know that a Management Plan has since been funded with conservation as the aim. This is definitely an example of a different form of standing stones!

But mystery still surrounds this unusual landscape feature with its enigmatic *W* – a reference to the nearby parish of Whiston maybe, or the now-vanished Whiston Hall? Does anybody fancy some fascinating research in

the Staffordshire archives?

Thanks for input to this short study from Jeremy Milln, Debbie Langley and Jez Bretherton and Jennifer Thorp of Natural England, including the use of the photographs.

REFERENCE

Imogen Sambrook 2010. *Management Plan for Stone Post Fenceline/ Boundary at Eavesford Farm, Whiston, Staffordshire*, Albion Historic Environment, Telford



Fig 2. Detail showing indentations and letter *W*

Clyst Honiton Boundary Stone in Devon

In October 2010 Tim Jenkinson was invited to view an out of context boundary stone that had been discovered on private land in the ruins of Carrow Mill near to the village of Clyst Honiton just off the old A30 in East Devon. Accompanied by local historians Tony Southern and Arthur Broom, Tim assessed the state of the stone and discovered that it had been used as part of a series of steps leading into the mill but had now become dislodged. Of particular interest is that the stone is inscribed with the old parish spellings of 'Clist' and 'Pinho' which enabled Tony to date the stone to about 1760. The landowner agreed to take the stone in for safe keeping to guard against theft and following negotiations with DCC and consulting early C19 Ordnance Survey maps the stone was eventually reinstated at a point on the old A30 near to Clyst Bridge. So impressed was he by the liaison between the MSSoc and DCC that Tony later joined the Society!!



*Clyst Honiton boundary stone before and after re-erection.
[photos Tim Jenkinson]*



Tim Jenkinson also reports: Marking the boundary of Chudleigh and Kenn this stone on Haldon Hill at the turn to the Haldon Forest Diner was repositioned in May 2011 by Devon County Council following negotiation with the Milestone Society. It had been lying prone in the hedge here for many years. It is marked with CP on the rear. Good to see it upright again. NGR is SX 8956 8316.

Granite marker in County Wexford, Ireland

Maurice Barrett (Dublin) reports a cut-granite marker with a chamfered face inscribed (first line) P and (second line) C.P. It is set on a concrete footpath at Bullawn, New Ross in County Wexford. The marker also has a benchmark likely from the preparation of maps by the Ordnance Survey in the mid C19. It may or may not

have some connection with the time when Ireland was part of the UK, and may be related to military barracks. It is described in the national Inventory of Architectural Heritage, although no other information is known. Presumably it is a parish or civil boundary stone (C.P. = civil parish?). Does anybody have any further details or know of similar examples elsewhere?



An unusual marker in Wiltshire

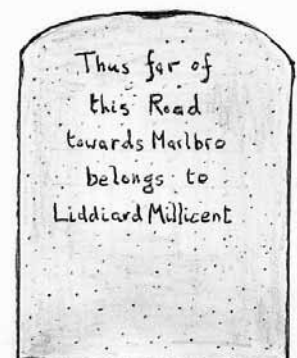
Rod Smith of Swindon read an article in his local paper about Lydiard Millicent, a village a little over three miles west of central Swindon. The article included several photos one of which showed what was described as a milestone. A fascinated Rod went out to look for it and after much searching on the ground without any luck he looked upwards and found the stone. It was bricked into a parapet of a new road bridge and faced down on the footpath/cycleway running under the new road. The assumption is that the stone was salvaged when the road was improved and thought worth saving. But it was not a milestone. OS maps show a boundary stone at that location on what is still the eastern parish boundary of Lydiard Millicent. Rod deduced it was no ordinary parish boundary stone as the legend read 'Thus far of / this Road / towards Marlbro / belongs to / Liddiard Millicent'. This makes it a rare surviving example of a marker showing the end of parish responsibility for repairing the road. The NGR for the stone is SU 107 852.

Rod was intrigued by the location of the stone as he felt that the best route to Marlborough from Lydiard Millicent would probably have been via Wootton Bassett rather than Swindon. However, the first OS one-inch maps show that the old road, before the spread of the Swindon suburbs, can be traced in a southerly direction where it joins the Wootton Bassett to Marlborough road at Broad Hinton.



Above: Looking upwards to the stone set in the parapet.

Right: Rod Smith's sketch of the stone highlighting the all important legend



Public or private

A Quidhampton milepost preserved in a Wiltshire garden – and a test of Society policy

David Viner

The Salisbury via Warminster to Bath mile-posts are large and distinguished examples of the Classical Roman pediment type of design, forming a well-known set of which a number survive along the route of today's A36. This article reports on an example of a recovered mile-post from near Salisbury which although now out of position and no longer by the roadside has thankfully not strayed far from its roots.

The type is classified as of “classic casting” design in the Society's database, where it is noted that 26 examples survive in situ, albeit in many cases in poor condition.

These markers are the work of Carson & Miller of Warminster, whose similar products can be seen on other roads in this part of Wiltshire and into north Dorset (particularly around Sherborne) with a few in east Somerset. This foundry also made parish boundary T-posts for this route, and, perhaps surprisingly, a few in Hampshire¹. Between Bath and Warminster, the Bath 3 mile to Bath 12 mile posts inclusive survive as a series except for no 5 which is missing. Between Warminster and Salisbury the series stands from Salisbury 5 to Salisbury 20 inclusive with nos 10, 12 and 13 missing. The 2 Miles



Lurking in the antiques centre awaiting a purchaser
[Photo courtesy Jan Scrine]

to Salisbury marker (*SALISBURY 2 WARMINSTER 19*), the subject of this report, is the last survivor at this end of the series, which adds to its interest locally.

In the autumn of 2002 this post turned up for sale in an antique shop in Hungerford², originally for an asking price of £500. On offer, it was in bare metal but otherwise good condition and not too rusty. It thereby presented the Society in its very early years with one of its first challenges on the whole business of acquisition by purchase of what was once, albeit perhaps no longer, already a piece of public property. What was the Society's view? Should it intervene, or what should be its role? Should it become in effect a ‘guardian’, pre-supposed to assume the worst i.e. that the post might simply disappear? If it did become involved, would that also have the consequence of inflating a market it was basically seeking to discourage? (Not without relevance is the fact that the asking price rose to £575 once some interest had been shown!)

The answers to these questions were worked out on this and one or two other examples of objects offered for sale. Since then of course our policies have been sharpened considerably, and published, and readers are now referred to the Society's *Theft & Loss of Milestones* (etc) Policy Guidance Note of August 2010, which was circulated to all members.

A sharp distinction is drawn between roadside features, especially milestones and posts, which may have been stolen or otherwise unlawfully acquired (about which we are very clear and for which our database can increasingly provide the crucial evidence), and those which were otherwise removed from the roadside and disposed of in those relaxed, neglectful days when such objects were no longer appreciated or wanted by the highway authorities.

The trick, indeed the obligation, is to separate the two. In the process, one bitter pill to swallow is a realisation that this process of indifference and neglect is not confined to the post-war years or even the bad old days of the 1950s and 60s but, as in this case, could occur in more recent times. This makes the issue even more significant when it does occur; there must be a presumption that publicly-owned objects remain in the public domain unless they can legitimately be shown otherwise.

That said, for this second, latter group, it is accepted that legitimate subsequent ownership in private rather than public hands may well prove the saving of an object from destruction. Consequently, seeing milestones and mileposts, especially one as attractive as this, offered for sale at often inflated auction or antique dealers' prices remains another hard pill to be swallowed from time to time.

The Society *has* acquired one or two mile-plates directly elsewhere, as the only realistic option, but more recently its focus has been in supporting other legitimate bodies, such as local parish councils or other community

groups, in the acquisition of an item destined to be re-displayed whence it originally came. This is achieved via the Pump Priming Grant scheme which has proved itself a successful tool.

History

So it's all a question as to which category of 'loss' a particular object fits into, and why. This particular example came from Fugglestone St Peter, the parish name which is also shown as a raised inscription on the base of the marker. Most of these posts have this feature (albeit many are sunk out of sight). The design was used on several trusts (Black Dog nearer Bath, Warminster Roads around Warminster and similarly around Salisbury, including the Wilton (Fisherton) Trust). An example of an older stone survives in Somerset so it is assumed that these metal posts were erected in the 1820s to replace a series of worn stones on each of the trusts – the three trusts must have cooperated in this replacement project.

This SALISBURY 2 WARMINSTER 19 post was located on the south side of the A30 at the acute-angled junction with Skew Road (SU 118 310). The date when it was removed from its original position remains unknown, although research by the Society's Wiltshire representative Doug Roseaman into the extensive county archive held at the museum in Devizes³ showed that it was found during road works in November 1981. That record, which is part of the late Robert Haynes' archive⁴ also includes a photograph of the mile-marker in situ but buried almost to the bottom mileage level (i.e. to 19) and surrounded by undergrowth.

Interestingly, it may well not have been in place when the sequence of markers nos 5 through to 18 were listed, date unknown. Had it done so, it would presumably have been included. Salisbury 7 and 16 were not listed either, although both survive in situ, though rather sunken.

As it is, its unlisted status is relevant to this whole story. It also reveals an illogicality which arises where in-situ examples may be listed but a removed example of same design and type may have escaped that level of protection. It is the *object-in-position* which matters, not the object *of itself*. An unlisted marker, as was shown here, is always that much more difficult to negotiate back into position, especially where local conservation officer(s) may adopt a hands-off approach to an unlisted object.

Local research also revealed at least three other mile-stones or markers which have been preserved in private gardens in Wiltshire, usually rescued by local people during road works; so this is another example to be added to that total.

Finding a new home

Later in 2003, the mile-marker was acquired from Hungerford by a private individual, Graham Heeley, for his home at Albion House, Quidhampton, Salisbury SP2

9AS, an address which the purchaser noted was 'within half a mile' of its original location, an area to which he thought it should be returned. It was also a birthday present for his wife! Graham made contact with the Society and a fruitful exchange of information followed.

The object was re-located into the garden at Albion House, where Mr Heeley reported his intention to leave it as it was; indeed this remains the case. It is sited outside the back door, from where it is visible from the drive but not from the road.

The milepost as it is preserved today
[Photo courtesy Graham Heeley]



Conclusion

Clearly the Society's core policy is that the artefacts of our roadside heritage should continue to be preserved in situ and therefore remain available for interpretation and enjoyment; but it also recognises that this is not always achievable, nor in some cases desirable. Its approach therefore also encompasses other forms of preservation, whether (historically) in museum collections for example, or – as here – via the good offices of a private individual. Whatever the option, the Society seeks always to argue for some form of public access as an essential part of its community role.

Acknowledgments

This write-up has benefitted greatly from the original research done at the time and subsequently by Alan Rosevear, Doug Roseaman and Mike Faherty. Mervyn Benford exercised our collective thoughts most effectively on ways and means of dealing with lost or 'missing' stones and posts, and continues to do so. Graham Heeley was and remains supportive of the Society's wish to promote the survival of the mile-marker in the public interest and is thanked for his public-spirited approach.

Access and respecting privacy

SALISBURY 2/ WARMINSTER 19 remains on private property and this should be respected. It can however be viewed on request from the property owner Graham Heeley [email: gheeley@aol.com].

REFERENCES

1. Carol Haines, *Marking the Miles- a history of English milestones*, 2000 p.90
2. Below Stairs, 103 High Street, Hungerford, Berks.
3. Wiltshire Archaeological & Natural History Society, 41 Long Street, Devizes, Wiltshire
4. Haynes archive deposited in the Society's Library and available for consultation by appointment (tel. 01380 727369)

The Life and Work of a Norfolk Road Surveyor

Carol Haines

The people who did the day-to-day work for the turnpike trusts – the clerks, treasurers and surveyors – are seldom heard of. However surviving documents have shed light on the life and work of a road surveyor employed on turnpikes in the Norwich area in the nineteenth century and made it possible to learn from his reports and comments about some of the work that was undertaken and the problems that could occur.

William Thorold 1798-1878

‘In 1821, while attending the opening of the Eau Brink Cut I determined to become a civil engineer, and acting on advice received through a friend, from Mr Telford, I entered on the trade of a millwright and engineer.’¹ William Thorold was born in Northwold in south-west Norfolk, the son of a farmer. His father died in 1815 leaving William to take over the running of the farm. He married in 1820 and in the birth records of the first four of his seven children he is described as a farmer at Great Melton, west of Norwich.

No evidence has been found of any training or apprenticeship undertaken by Thorold, indeed he seems to have progressed directly from being a farmer to a civil engineer. Many engineers and architects at this time were self-taught and various surviving documents make it clear that he was familiar with the work of leading engineers of the day such as Brunel, Telford, Rennie, Watt and Cubitt. Thomas Telford seems to have been a particular hero of Thorold’s; he exhibited his own plans of Telford’s Menai suspension bridge at the Norwich Society of Artists in 1823. His three sons were named after prominent civil engineers (John Smeaton, Thomas Telford and William Hazeldine). He became an Associate of the Institution of Civil Engineers (ICE) in 1827 and a Member in 1830, and a large collection of technical books and journals was listed in Thorold’s house after his death.²

Once embarked on his new career he seems to have solicited work with great energy and became involved with many varied projects. He became an ironfounder, taking over a foundry in Norwich in 1827 and moving to a larger site in 1839. He retired from this business in 1851. He was a millwright, working on both wind and water mills, and on drainage on the Broads and Fens. Thorold also worked as a contractor and a consultant on various road, waterway and railway projects in Norfolk. Among his architectural work he designed five Union workhouses in the county. He was an inventor and produced improvements to agricultural machinery, and in 1848 was granted a patent for an improvement to railway turntables, all of which were made at his foundry.³ However, for over 40 years he acted as road surveyor for turnpikes in the Norwich area.

Road Surveyors

In the early days of the turnpikes surveyors had no special qualifications and little expertise, but as the trustees generally knew even less, the surveyor assumed a major responsibility for the upkeep of the road and for much of the expenditure. Until the mid eighteenth century the surveyor could be a local farmer paid a lump sum annually to make repairs on a particular section of highway. This was inefficient and could lead to dishonesty but gradually regulation of surveyors was tightened and by the early nineteenth century it became incumbent upon trustees to take greater care with the appointment of such a significant employee. The post eventually became a permanent one and surveyors then had the opportunity to experiment with road-making methods and the best of these methods were gradually adopted across the country. Surveyors themselves were also becoming more skilled and professional, and it was not unusual for one surveyor to work for several trusts.⁴

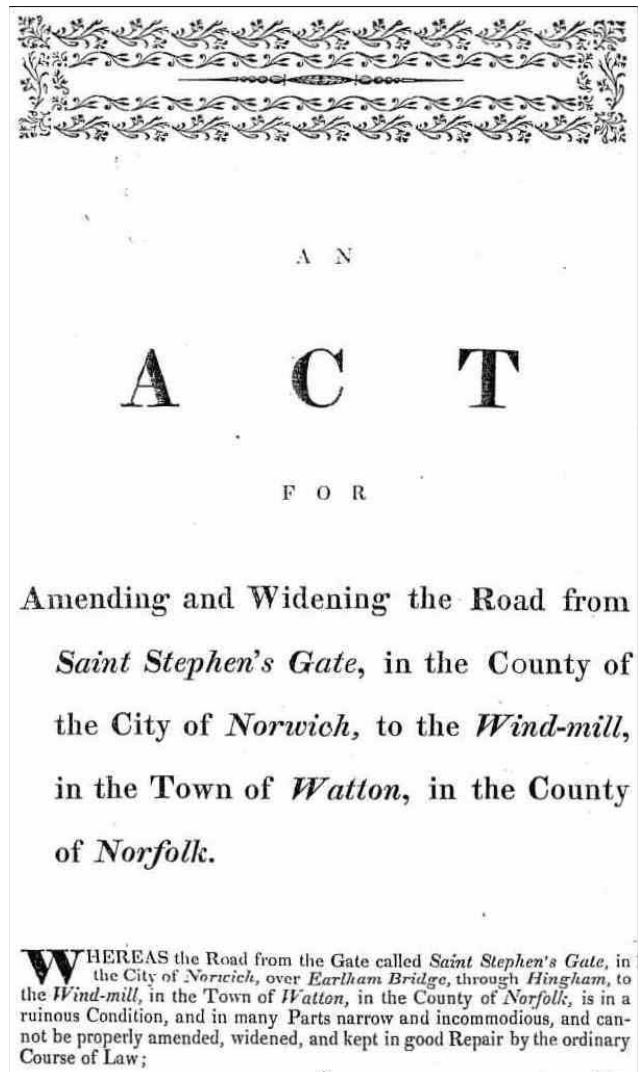


Fig 1: Opening page of the Norwich to Watton Turnpike Act 1770.

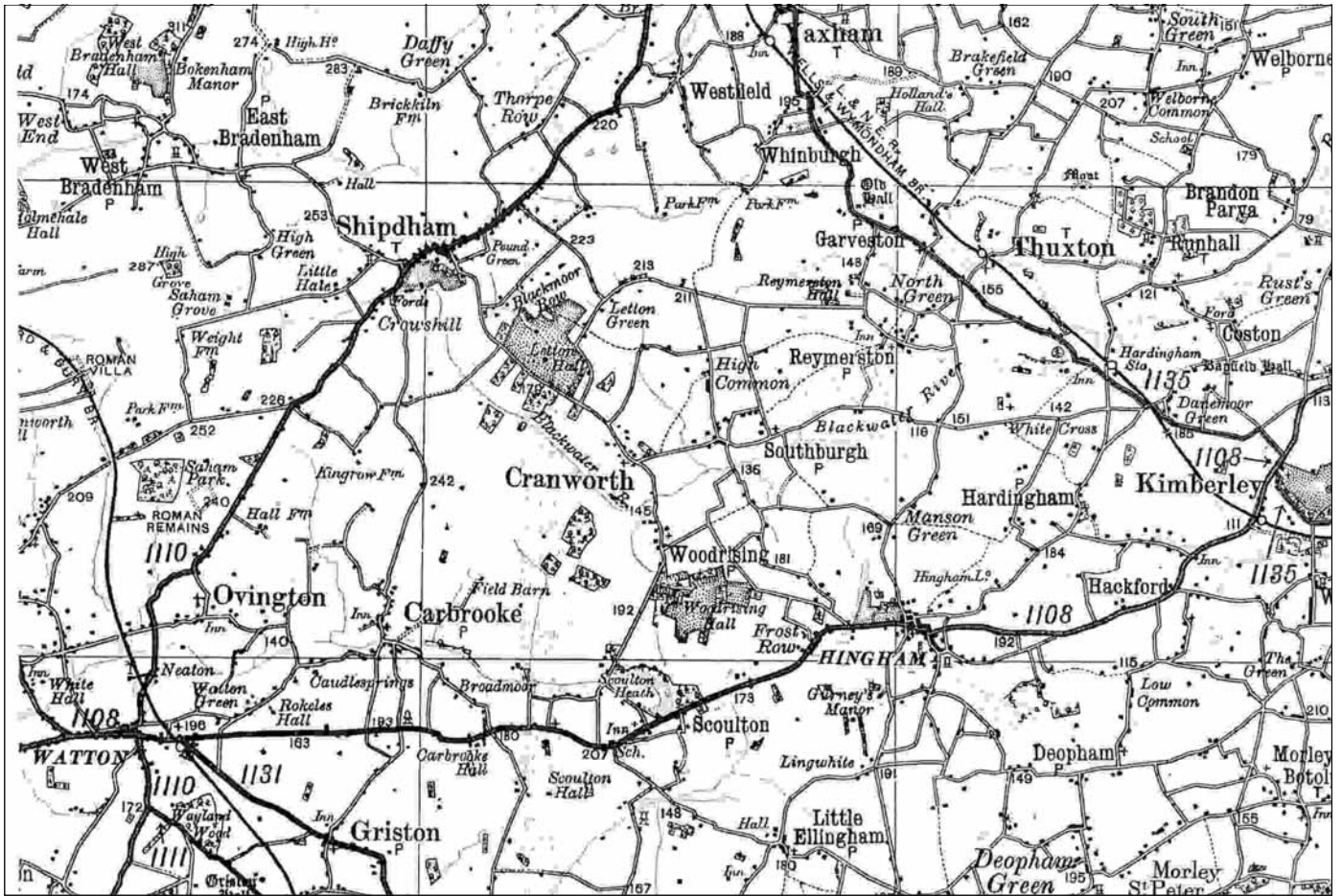


Fig. 2. Route of the Norwich to Watton Turnpike through Barford, Kimberley and Hingham. Reduced scale from OS half-inch map (Norwich & Gt Yarmouth). [Reproduced from 1927 Ordnance Survey© map]

The Norwich to Watton Turnpike

The road between St Stephen's Gate in Norwich and the windmill in Watton had become a turnpike in 1770 [Fig. 1]. The road originally followed the outside of the city walls, running north from St Stephen's Gate before turning west at St Giles's Gate to Earlham and thence to Watton, a total distance of about 21 miles. William Thorold commented that the original turnpike was 'simply the appropriation of the most convenient droveways and lanes the county afforded, and as the traffic improved, some slight alterations were made in widening and cutting off bends etc.' [Fig. 2].

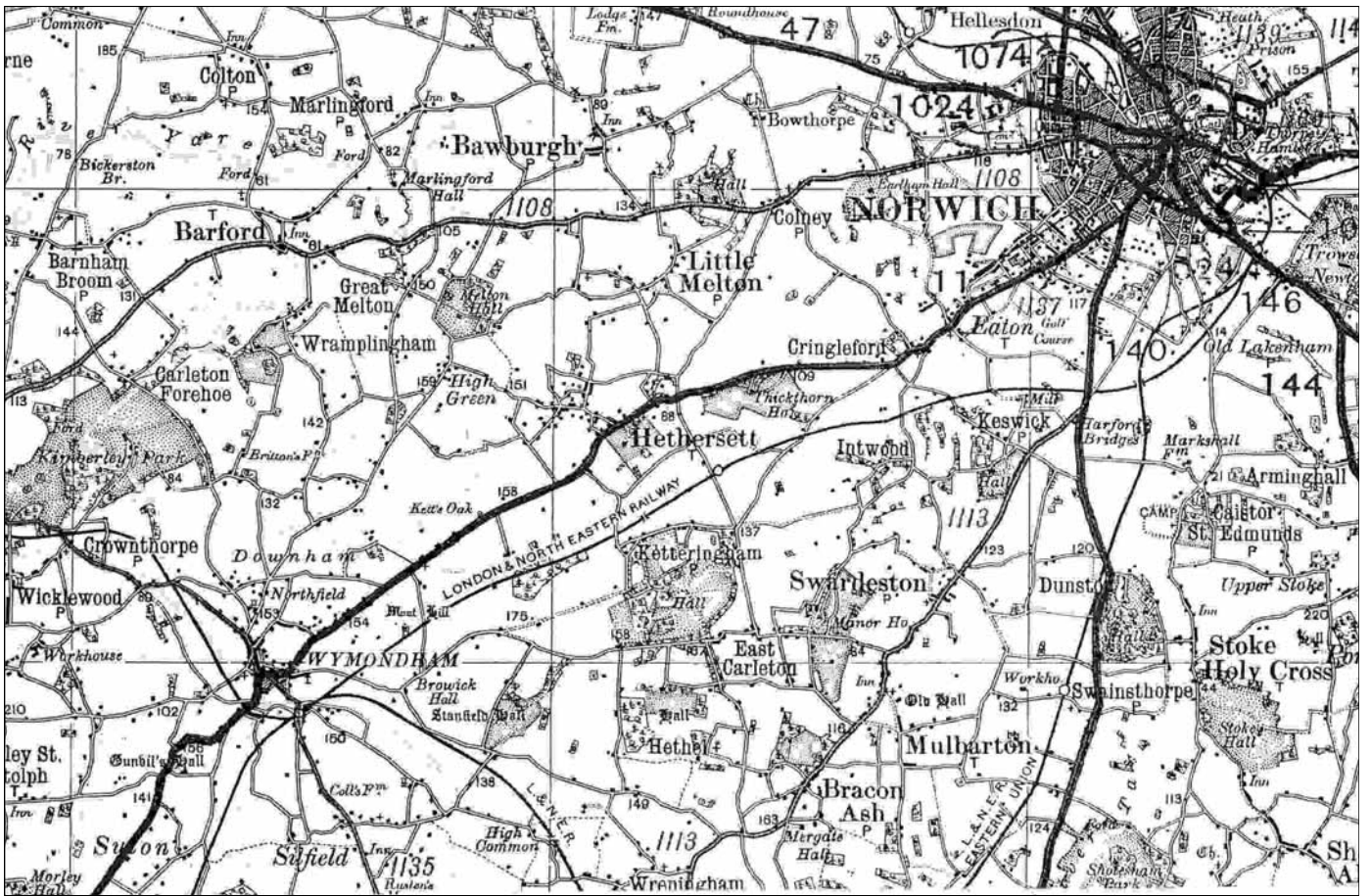
Thorold took up his appointment as surveyor in the autumn of 1831 at a salary of £30 per annum. In December 1831 he produced a long report for the Watton Turnpike trustees, beginning: 'In obedience with your directions I beg to hand you the following as my opinion of the state of your road when it came under my management and the improvements necessary to be adopted to fulfil the powers of the General Turnpike Act, and by so doing make it applicable to the convenience of the public, in the present mode of travelling.'⁵ He also sent comments on his work to the ICE in 1832 and 1833.^{6,7} 'Here then was a bad road and sufficient funds to make it considerably better', he reported in 1832.

He wrote rather disparagingly of his predecessor that he was 'a good honest countryman, who had as McAdam says been a baker, or an alehouse-keeper, and

to complete his qualifications, was frequently obliged to keep his bed inasmuch as the Trustees began to see better roads than theirs, and thought it time to have a new Surveyor'. Although he had had no formal training Thorold's reports indicate that he was familiar with the work of Thomas Telford, in particular his reports on the improvements to the Holyhead road, which Telford was involved with between 1811 and 1826. John Loudon McAdam had also published several books and reports on roadmaking in the early 1800s.

Road making

In the earlier days of the turnpikes one of the main types of foundations was faggots. They were used extensively by John Metcalf of Knaresborough in the latter half of the eighteenth century.⁸ The road bed was dug out to a depth of about 16 ins. Heather and gorse roots were tied into bundles and placed in rows on the road bed, with another row on top at right angles to the first. Above this were layers of stones of decreasing size. George Stephenson used a raft of heather and brushwood when building the Liverpool to Manchester railway over Chat Moss in 1829, and Thorold used faggots for the Acle New Road in 1831 when he was contractor for this project (see below). It was written into the Norwich-Watton Turnpike Act, as with most other Acts, that the surveyor had authority to take materials such as 'furze, heath, stones, gravel, chalk, lime-stones, sand, flints, or other materials proper for repairing the said



road' from any waste or common ground or river in the vicinity of the turnpike without charge, as long as any pits created were filled in or fenced off for safety.⁹ When necessary materials were also bought from nearby land-owners and any damage had to be made good. Contracting for and carting of materials was one of the greatest expenses.

Until the early nineteenth century it was assumed that vehicles were mainly responsible for bad roads and for a time weight limits were imposed. Carts and waggons with wide fellies (wheel treads) were encouraged by toll reductions; it was thought that the wider fellies would roll the surface flat. The initial Norwich-Watton Turnpike Act of 1770 states that the toll for a cart or waggon with fellies 9 ins wide should be 4d while those with narrower fellies would pay 1s. Carriage construction, wheel widths and weights were the subject of many parliamentary reports into the early nineteenth century. Attempts were made to restrict weights, but weighing engines (usually cumbersome steelyards) were difficult to operate and the procedure was open to bribery.

John Loudon McAdam (1756-1836) claimed that roads should have a smooth, elastic surface on a dry sub-soil. A layer of small, uniform-sized stones should be laid on the road and consolidated, and then a second layer laid on top. Only a slight convex surface was necessary for drainage. Telford favoured a road surface built on stone foundations, but his methods were much more costly, and were only used on government-financed roads such as London to Holyhead and Glasgow to Carlisle.

Where possible, sources of stones were obtained close to the road. For the first four miles of the Watton road a

gravel pit at Heigham, just west of Norwich, was used and as Thorold thought the gravel not hard enough he proposed mixing it with broken flints. He also proposed opening a new pit at Heigham. Another pit is mentioned at Carbrooke, east of Watton. Previously stones from the fields had also been used, but Thorold thought these contributed to the bad condition of the road when he took over. Gravel was sieved to get the correct size. He also reported that lowering the height of trees and bushes at the side of the road in certain places allowed the surface to be dried by sun and wind, although 'it required some perseverance to effect this object, and in one instance the owner of the hedge defeated our object by planting fir trees nearly as high as the fence cut down'. Easing gradients at St Giles's Gates, at Earlham Hill and at Colney were tackled by utilising the soil removed when widening the road near these sites. Traffic was kept moving by working on half the width at a time. The light soil was compressed by using carts with cylindrical wheels 6 ins broad.

Water

It had been suggested as early as 1607 that an efficient means of draining water off the road would bring a great improvement, especially if neighbouring ditches were cleared and the road surface was raised in the centre.¹⁰ William Thorold found the Watton road 'so filthy and wet that [he] thought it prudent to set on additional hands scraping and top draining that further deterioration might be prevented'. In his 1831 report he noted particular problems through Colney with water coming off the adjoining hill and collecting on the road. He therefore proposed a new ditch between the third milestone and

the Melton turn. At Carbrooke Mr Dewing wanted to fill in a ditch on condition that the Trust laid gutter bricks across the road. The citizens of Hingham and Watton wanted better drainage through the towns and Thorold recommended the improvements as long as the parishes contributed towards the cost.

For centuries bridges had been built mainly by religious foundations, by private bequests, by town authorities or by public subscription. Once built it was in the public interest to maintain those on main highways and the Statute of Bridges (22 Henry VIII c.5, 1531) stipulated that the cost should be borne by the county. This arrangement continued until the creation of County Councils in 1889. County surveyors oversaw bridge maintenance and their authority covered the road for 100 yards either side of the bridge.¹¹ Because of the cost, counties would only take on the most essential bridges, and by 1840, when Francis Stone, the Norfolk County Surveyor's picturesque views of the county's bridges were published, Norfolk had 84 county bridges. The only county bridge on the Watton Turnpike was at Earlham over the river Yare [Fig 3].¹²



Fig 3. Earlham Bridge. (From Francis Stone: *Picturesque Views of all the Bridges belonging to the County of Norfolk* (1840).) A copy of this book was listed in Thorold's possessions after his death.

Thorold emphasises the narrowness of Earlham bridge. He had obtained consent to cut down bushes which were impeding the view over the bridge and hoped the trustees would 'see the necessity of Harfordizing this bridge'. It has not been possible to find out what he meant by this, but presumably Harford bridge, the main access point to Norwich from the south since the thirteenth century and another county bridge, had recently been widened. The trustees would have had to deal with the County Surveyor and his committees if they wanted improvements to Earlham bridge.

Road widening

In his 1831 report, Thorold was particularly concerned about the width of the road and found places where it was 'impossible for two carriages to pass at seven miles

an hour'. He wrote: 'I do not advise the whole line to be widened to the standard of 30 feet in mercy of the funds.' He recommended a width of 30 feet from Norwich to the 'Skipping Block' (probably in Kimberley) and 24 feet for the remainder of the road to Watton.

He had obviously spoken to many of the landowners along the road and some had been very helpful in cutting down hedges and trees. One, with 'patriotic and characteristic liberality' offered land as a free gift in order to increase the width of the road. Others were not so obliging and Thorold advised the trustees that 'a friendly remonstrance from you will produce the proper effect'. At the end of the report he writes, somewhat presciently, '... should any proprietors imagine themselves entitled to extravagant terms on account of damage, recourse to a jury will certainly be the most expeditious and in all probability the most economical'.

In the 1831 report he writes: 'The approach to the City is extremely contracted, and but little additional width can be obtained, within a reasonable expense unless it can be proved, that the new buildings have encroached

upon the road'. He complained in 1833 that his predecessor 'was so careless as to suffer encroachments to be made, inasmuch as the trustees have been obliged in more than one instance to repurchase their own land, preferring that mode to litigation, surely this alone is a strong and sufficient reason for employing competent persons as surveyors'. A particular obstruction seems to have been two properties abutting the west side of the city wall by St Giles's Gate.

The land was owned by Norwich City Corporation and leased to two widows, Elizabeth Strickland of Reydon, Suffolk, and Sarah Rogerson of Norwich. One building was described as a plasterer's shop, workshop, shed, stable and yard, the other a stone mason's shop and yard. In November 1832 an application, signed by Thorold, was delivered to the Clerk of the Peace in Norwich to appropriate the properties under the authority of the Norwich-Watton Turnpike Act for 'more effectually improving the course and repairing the road ...'¹³ This proved to be the start of six years of litigation.

The Norwich-Watton Turnpike Act of 1770 makes clear that the trustees can divert or widen the road without recompense if 'moor or waste grounds' are involved, but must agree a purchase price where private land or dwellings were concerned. If an owner or tenant did not

respond to a notice within ten days or refused to negotiate, then the compensation or damages had to be decided by a jury. The Act did not cover any buildings erected before 1 January 1770, but the lease on the widows' properties seems to have been taken out in 1785.

In October 1834 Mrs Strickland and Mrs Rogerson were offered £78 15s in compensation by the turnpike trustees for the land and premises to be demolished to widen the road. If the offer was refused then the case would have to go before a jury. Another letter was sent by the Clerk of the turnpike trust in May 1835 offering Mrs Strickland £80 and again saying that if she did not agree, the case would be assessed by a jury.

Thorold took an oath before the Queen's Bench that in October 1834 he was asked by the trustees to pull down the plasterer's shop and shed, which he did with the help of two bricklayers. The scene then shifts to London where he is summoned by writ to appear at the 'Court of Exchequer of Pleas at Westminster in an Action of Trespass at the Suit of Elizabeth Strickland ...'. The case stated that on 10 October 1834, and on later occasions, Thorold 'with force of arms ... broke and entered' the plaintiff's property in Norwich 'and then made a great noise and disturbance ... broke to pieces ... ten gates and ten doors ... ten locks ten staples and ten hinges ... of the value of twenty pounds ... and then broke down pulled down prostrated demolished and destroyed the said Buildings and ... ten Perches of the Walls ... to wit one hundred tons of Stones one hundred tons of Bricks fifty tons of Timber ten tons of Iron ten tons of Slates ten tons of other materials and one hundred tiles of the Plaintiff ... of the value of one hundred pounds.' Thorold is accused of taking all these away for his own use and Strickland claims total damages of £300. Thorold pleaded not guilty to all charges. The court in Norwich in June 1838 decided that £85 should be paid to Elizabeth Strickland and others in recompense for their property.

It is implied that the Turnpike Act for improving the road took precedence, and as the turnpike trustees had given Thorold instructions to take his workmen to demolish the property, he could not be accused of trespass. It was proposed that each party pay their own costs. It is probable that Mrs Strickland was trying to obtain as much as she could from the trustees, especially as there is evidence that the widows had already tried to extract favours from the City authorities. In 1831 they had a memorial drawn up and presented to the City Committee of the Corporation of Norwich.¹⁴ This shows that the widows leased a strip of land 17 yds at its widest along the outside of the city wall from St Giles's Gate running about 300 yds towards St Stephen's Gate (the gates themselves were demolished in about 1792). The widows' lease had 35 years still to run. There had been plans to widen the road in the 1820s but they had come to nothing, but the widows now suggested that they would give up some of their land and double their annual rent to the City if their lease could be extended to 70 years. An independent assessor reported that only a small part of the land was needed to improve the road,

and yet the widows wanted to extend the lease on all of it. The premises were let to many different people in small parcels, producing a considerable rental. Moreover the buildings were mostly 'in the last stage of dilapidation' and, if the Corporation eventually wanted to improve the area, it would cost them less in remuneration to let the present leases run their course and not to extend them.

Another bottleneck occurred just west of St Giles's Gates where the turnpike roads from Fakenham and Swaffham also converged: 'the whole of the immense traffic on market days consisting of cattle, sheep and vehicles of all descriptions, had to pass through a gorge only 27 feet wide, including the footpath' Thorold noted in his 1833 report. Thorold raised the road surface considerably to overcome a low, swampy area, and widened the road to 34 feet. He also removed a bank alongside the gaol wall (now the site of the Roman Catholic cathedral) which had 'formed a most convenient landing place for a prison break'.

Labour

The turnpike surveyor had responsibility for the entire length of the road but also relied on parish surveyors and statute labour until 1835, when it was abolished.¹⁵ For centuries each parish had been responsible for maintaining the public highways running through it. Following a parliamentary statute of 1555 (2&3 Philip & Mary, c.8) parishioners had to give four days' labour a year repairing public highways; this was increased to six days in 1563. An unpaid parish surveyor was appointed to oversee the work, and tools, carts etc. also had to be provided free by the inhabitants. Money could be paid in lieu of labour and a proportion of this, to be decided by Justices, could be passed to the turnpike trust. The trust could negotiate to use some of the parish labour, but would also hire labour either permanently or temporarily at a standard wage. The 1770 Norwich-Watton Act required all parishes along the road to give the trustees a list of people obliged to do statute labour for a particular year – but not at haytime or harvest. The turnpike could demand up to three days' labour out of the six legally required. In his 1831 report Thorold writes that he has 'made some alterations in the men employed so that every man resides as near his work as possible'. Presumably these were permanent employees.

Conclusion

Thorold's estimate of the cost of the improvements came to £536 3s, roughly £26,500 today. By the late eighteenth century money to set up a turnpike trust came from subscriptions. Large landowners were particularly keen to loan money as improved roads increased rental value. Other income came from tolls, which were often mortgaged to provide additional funds, with the toll income acting as security. If additional money was needed to complete improvements further loans were sought, and after 1817 financial assistance was available from the Government, although stringent conditions had to be met.

No minute books have been found for the Norwich-Watton Turnpike but Thorold says in his 1832 report to the ICE that 'no sooner was the report presented than the works were ordered to be commenced forthwith'. His improvements seem to have been successful; the final paragraph of his 1833 report to the ICE reads: 'Works executed last year have completely answered and I am proceeding gradually in the restoration of this much neglected road, receiving every necessary support from the trustees.'

Thorold was still the road surveyor in 1867, by which time he was working for several more turnpike trusts around Norwich. The Norwich to Watton road was dis-
turnpiked at the end of June 1870.¹⁶ When he died in December 1878, at the age of 80, William Thorold was buried in Earlham Cemetery within earshot of the former turnpike on which he had worked for nearly 40 years. [Today this road is the B1108.]

Thorold's other turnpike work

When applying for the post of surveyor to the Norwich and Thetford Turnpike in 1867, Thorold drew up a testimonial of other roads he worked on (Fig 4). This shows that he had been surveyor to the Norwich, Swaffham and Mattishall Turnpike for nearly thirty years, and of the Norwich to North Walsham and Norwich to Scole Turnpikes since 1865. His obituary also mentions the Nor-

wich to New Buckenham Road. He also acted as the contractor for the building of the Acle New Road in 1831. Only records of the first two turnpikes detailed below have survived.

Norwich, Swaffham and Mattishall Turnpike

In 1831 William Chambers, the turnpike surveyor for seven years, died, and Hugh Chambers took over the post. In July 1832 'in consequence of the decease of the late Mr Hugh Chambers, his brother Mr William Chambers [was] appointed surveyor until the next meeting'.¹⁷ The minutes for 27 October 1832 record that William Thorold was appointed surveyor, but in December the appointment was rescinded and William Chambers was back in the post. In his 1833 report to the ICE Thorold wrote that 'at a late election of surveyors for the Dereham Road the Mayor and Recorder of the City, as ex-officio trustees, voted against me and in favor of a Gentms Butler so little has a good Road the chance of introducing its surveyor to another when it is requisite for any Trustee to provide for a cast off Butler'.

The minutes for 31 July 1835 note that William Chambers would only be employed until Michaelmas, the reason possibly being deduced from a later entry: 'Resolved

that no money for the future shall pass through the hands of the Surveyor.' In September William Thorold was again elected surveyor and he kept that position until the Trust expired on 1 November 1872.

Thorold was responsible for ordering a new set of milestones for the road in 1868. In July of that year he produced three tenders for milestones and iron plates. The Trustees chose that of Joseph Stanley of Norwich who quoted



Fig 5. 1868 milestone at Honingham (TG 1006 1185) on the Norwich, Swaffham & Mattishall Turnpike. East Dereham was the half-way point.

£128 with an allowance of 44/- per ton for old metal. Cast iron posts had been made in 1823. Twenty-four of the 31 milestones survive [Fig 5], although three of them have lost their metal plates.

[The road became the A47, but much of it has now been bypassed.]

Norwich to Thetford Turnpike

At the age of 69 William Thorold took over as surveyor to the Norwich-Thetford Turnpike in January 1868 after the death of the previous incumbent. Pinned to his print-

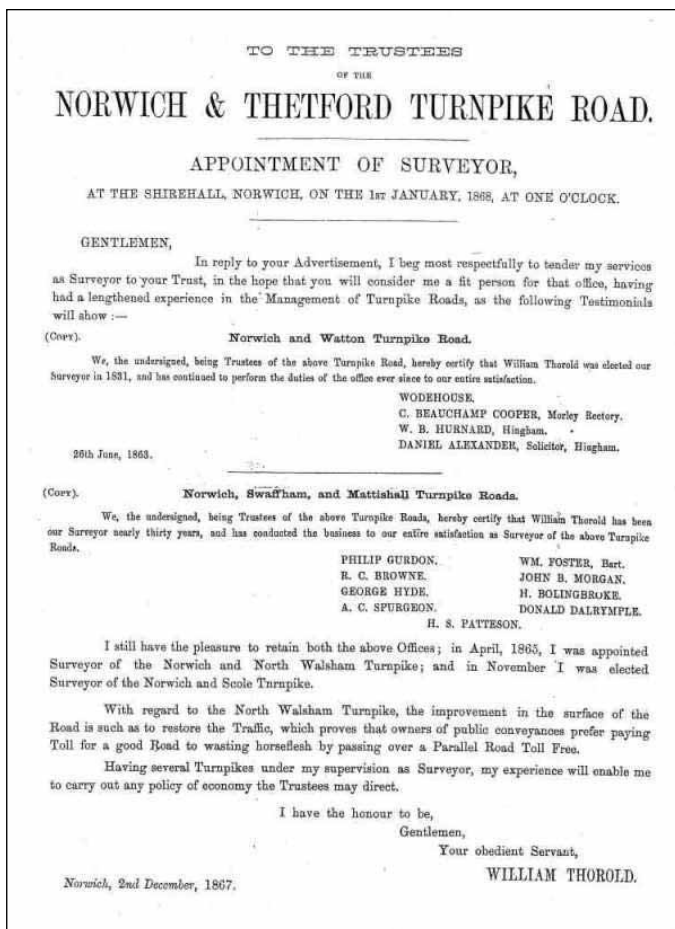


Fig 4. Testimonials for Thorold's application for the post of road surveyor to the Norwich to Thetford Turnpike (December 1867). (NRO: Pomeroy archives — see * in Notes.)

ed testimonial, shown in Figure 4, was a list of ‘acting Trustees those marked X are those most needed to be spoken to by my kind friends’, showing that he had lobbied hard for the post. His salary was £40 per annum.¹⁸ Despite his efforts to become Surveyor of the road, the post was shortlived. Again he oversaw the dissolution of the turnpike, selling the tollhouses, and two watercarts for £5 10s each. The pumps installed in 1835 between Cringleford and Wymondham for watering the road¹⁹ were left to the parishes, and any remaining funds were distributed among the parishes when their length of road had been ascertained. The turnpike ceased in 1870.

[The road became the A11 but the section between Norwich and Attleborough is now bypassed, along with some smaller sections further south.]

Acle New Road

A new turnpike from Acle to Great Yarmouth was proposed in 1828. Rival plans were put forward by Robert Cory (a Yarmouth businessman) and William Rackham, and there was much dispute between them and Sir Edmund Lacon who owned the tolls on the Stokesby ferry over the river Bure. Eventually Robert Cory’s plan was chosen because it cost considerably less than William Rackham’s route, which required a substantial bridge. The new road was to go across the marshes south of the 1768 Norwich-Acle-Gt Yarmouth Turnpike via Filby (the present



Figure 6. Mileage pillar on Monument Green, Acle showing distance to Yarmouth by the new road (8 miles) and by the old turnpike (11 miles). The milestone was put up in 1887 for Queen Victoria’s Golden Jubilee. (NGR: TG 4015 1054)

A1064) and would be ‘highly advantageous to Yarmouth, Acle, Halvergate and the adjacent places, and materially shorten the distance between Yarmouth and Norwich, and that the marshes through which it will pass will be greatly increased in value’.²⁰ An Act was passed on 3 May 1830 for making a turnpike road ‘from the bridge belonging to Robert Cory the younger over the River Bure at Gt Yarmouth to terminate at the present turnpike road leading from Acle to Gt Yarmouth together with a branch commencing at or near the Seven Mile House in the parish of Tunstall to the village of Halvergate, and another branch from such road commencing at or near the northwest side of Tunstall boatdike to the River Bure opposite Stokesby Ferry’.²¹ William Thorold was appointed contractor for the project.

From its inception money was a problem. Cory’s estimated cost in 1829 was £8,000 (Rackham’s estimate had been over £1,500 more). By the end of 1830 the cost had risen to £9,000 and there were constant pleas for more subscribers to take £50 shares.²²

At the end of May 1830 it was ordered that the road be staked out. Ditches were to be made on each side 37 ft apart and a gravelled road at least 21 ft wide made between them.²³ On the road bed was placed ‘a mattress of

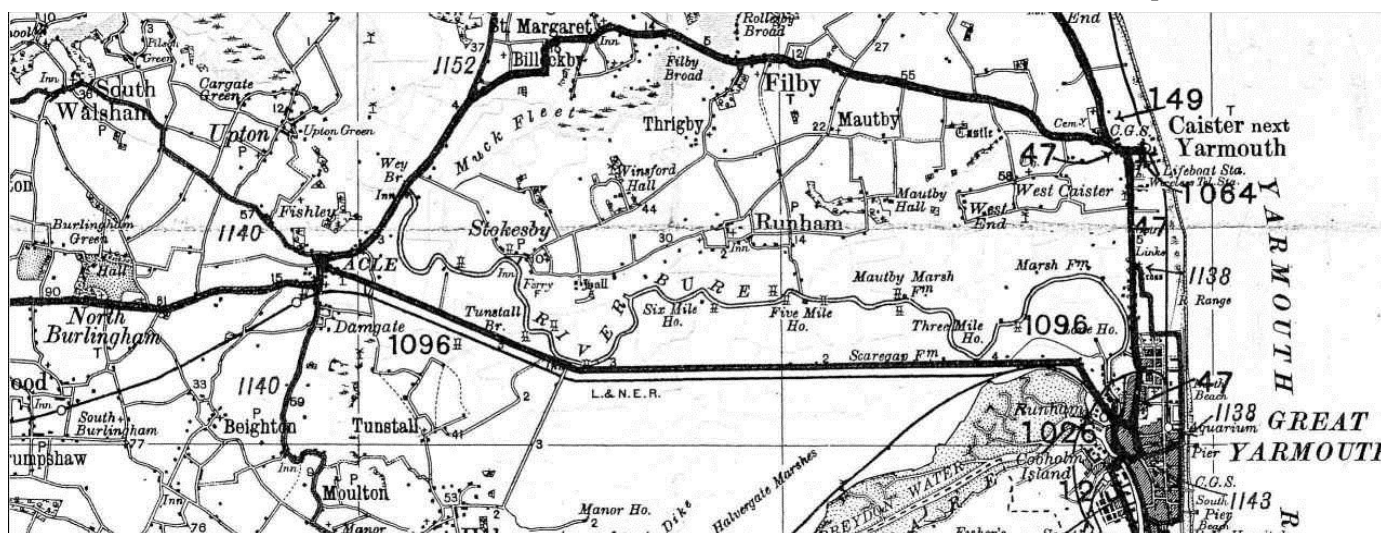


Fig 7. Map showing Acle New Road (now A47) with the route of the Norwich-Acle-Gt Yarmouth Turnpike of 1768 through Filby to the north (now A1064). Reduced from OS half-inch map (Norwich & Gt Yarmouth). [Reproduced from 1927 Ordnance Survey © map]

willow brushwood, then soil from the ditches, another layer of brushwood, then gravel. Willows were planted either side and their roots gradually grew into the faggots and consolidated them'.²⁴ By the time the principal trustees, the surveyor, and the contractor William Thorold met to view the progress of the road in April 1831, it was complete apart from the laying of broken stones and shingles. The stones had been prepared and were awaiting carriage by boat down the dykes to where they were needed,²⁵ water transport being used to save money.

The Acle New Road was opened later that year [Fig 6]. There seems to have been a dispute the following year between the trustees and the contractor, but they were 'amicably adjusted and the works are immediately to be resumed and completed under Mr Thorold's superintendance. This useful work will shorten the distance between Yarmouth and this city [Norwich] three miles and five furlongs'.²⁶ Later the railway closely followed the line of the road. The road is now the A47. Known as the Acle Straight it has one bend in over seven miles. Although there have been many proposals to make it a dual carriageway, the road still follows its original course [Figs 7 & 8].

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3. A more detailed account of his life and work can be found in: Haines, Carol: 'William Thorold Civil Engineer', *Journal of the Norfolk Industrial Archaeology Society*, Vol.8 No.3 (2008) pp.23-44. Some of the present article is taken from: Haines, Carol: 'The Turnpike Surveyor. William Thorold and the Watton Road', *Journal of the Norfolk Industrial Archaeology Society*, Vol.8 No.4 (2009) pp.14-29
4. Albert, William, (1972) *The Turnpike Road System in England 1663-1840* (Cambridge, repr. 2006), p.79.
5. NRO: Pomeroy:* Norwich to Watton Turnpike report, 5 December 1831.
6. ICE: Original Communication O.C/81, 1832 (Report on Watton Road).
7. ICE: Original Communication O.C/142, 1833 (Report on Watton Road).
8. Kellett, Arnold, (2008) *Blind Jack of Knaresborough*, (Stroud).
9. NRO: Pomeroy:* Norwich to Watton Turnpike Acts: 10 Geo.3 c.77 (1770); 30 Geo.3 c.104 (1790); 52 Geo.3 c.iii (1812).
10. Albert, op. cit. p.135.
11. Webb, Sidney & Beatrice, (1913) *English Local Government. Vol.5: The Story of the King's Highway*

(London), pp.85-91.

12. Earham bridge, built in 1744, was replaced in 1964, a new one being built alongside. The old bridge was eventually demolished in 1971. Francis Stone had died in 1835 and it was decided to split some of the duties of the County Surveyor. Thorold applied, unsuccessfully, for the post of Bridge Master.

13. NRO: Pomeroy:* Strickland v. Thorold papers 1832-1838.

14. NRO: NCR Case 16e 12/1. Memorial address of Elizabeth Strickland, 1831.

15. Albert, op. cit. p.166.

16. Cossons, Arthur: 'The Turnpike Roads of Norfolk', *Norfolk Archaeology*, vol.30 (1952) pp.189-212.

17. NRO: Norwich, Swaffham & Mattishall Turnpike – NCC T2/4, Minute Book 1811-1841; T2/5, Minute Book 1842-1869; T2/6, Minute Book 1869-1872. The relationship between the two William Chambers is unknown but the three names caused confusion to the Clerk to the Trust who had to amend them in the minutes.

18. NRO: Norwich to Thetford Turnpike – NCC T3/5, Minute Book 1868-1870.

19. Haines, Carol: 'William Shalders and the Turnpike Waterpumps', *Journal of the Norfolk Industrial Archaeology Society*, Vol.7 No.1 (2001) pp.29-43.

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21. NRO: MCC 1682/13-21 (Acle and Yarmouth Turnpike Act, 11 Geo.IV Sers 1830).

22. *Norfolk Chronicle*, 26 June 1830, 3 July 1830, 23 January 1831.

23. *Ibid.* 5 June 1830.

24. *Eastern Daily Press*, 25 October 2003.

25. *Norfolk Chronicle*, 23 April 1831.

26. *Ibid.* 7 July 1832.

* The author was shown these documents (courtesy of Wymondham Town Archives) from the collection of Pomeroy & Son, solicitors of Wymondham, before they were deposited in the NRO. Because of the extensive nature of Pomeroy papers much of the material has still to be catalogued.



Fig 8. View along the Acle New Road, 2009.

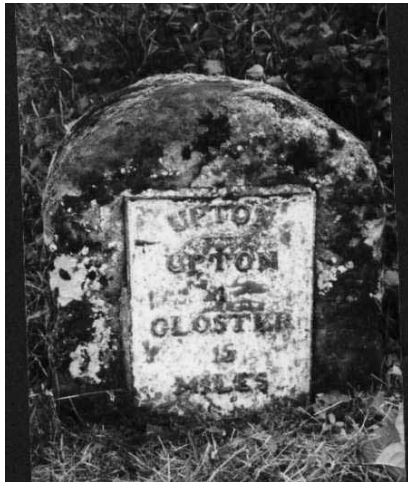
LOST, MISSING, STOLEN and FOUND

2010-2011 has been another year of good news and bad. Two milestones were intercepted on eBay after being seen by MSSoc members. The final outcome was not known at the time of writing but it seems probable that they have both been secured.

Devonshire. An AA sign that had long adorned a wall in Wiggaton, East Devon disappeared in late 2005. The villagers were evidently upset by the loss and a replica was set up shortly thereafter. The image [left] was taken by Tim Jenkinson just prior to its loss.



Worcestershire. The ten mile stone on the Worcester to Bradley Green route, re-plated by the local parish with the help of the Worcestershire group three years ago, has had its plate stolen.



The one mile from Upton stone that has now lost its plate. Photo via Terry Keegan

Gloucester road. The details on the plate read- UPTON / UPTON / 1 / GLOSTER / 15 / MILES. Upton Civic Society have advertised its loss and are desperate to see its return. Sadly, the police have also had reports of a number of the roadside drain covers stolen from the same area and they suspect that the milestone plate has been stolen for its scrap value.

Huntingdonshire. The 'LONDON 43' from Ermine Street, Alconbury, reported as missing in *On the Ground* in 2010, has been found close by its original location. A photo of it had been posted on Flickr and was noticed by John Nicholls who passed on the details to Grainne Farrington, the Cambs rep. Michael Knight then went out to investigate. It is likely that the stone had been toppled into a nearby dyke and then retrieved during works on the dyke. The stone was effectively hidden

amongst ditch debris, broken tree roots and mud piles some distance back on the wide verge. The bottom part of the stone may be missing but it could have been so long before the stones disappearance from the side of the road. It is now safely housed in a roadworks depot in Huntingdon.



Photo: Michael Knight

Essex. A brief mention was made in *Newsletter 21* (July 2011 p11) about the loss and recovery of a milepost on the A137 in Lawford.

The loss was first reported to Lawford parish council early in March 2011. On 10 March the clerk to the parish council sent an email to Derek Turner (as county representatives coordinator) asking if the Society had any knowledge of the loss. The communication was passed on to John V Nicholls, the Essex rep who then advised the parish clerk how to progress; contact the owners (Highways) and report the theft to the Police. Once a Police incident number was obtained then the Society would be able to place an image on the SALVO website.

Nothing further was heard so John contacted the clerk again on 18 April. No progress had been made as the Highways had decided that the milepost had no monetary value but on the other hand the Police did want to know how much it would cost to provide a replacement. John contacted Jeremy Howat in Yorkshire who had knowledge of such matters who in turn came up with a realistic costing. Now that the milepost had a value the Police issued an incident number.

John was then contacted by a reporter from local newspaper, *The Harwich and Manningtree Standard* who wanted some background information on the theft and about the Milestone Society. The next issue of the paper then ran a short article including a link to the Milestone Society website. Within a few days the article had an unexpected result. A person came forward and admitted to purchasing the milepost at a car boot fair in Suffolk. This was duly reported in the next issue of the paper including another mention of the Milestone Society's involvement.

The milepost is now back in the hands of the Lawford parish council. A full restoration is going to take place before the milepost is returned back to the roadside.

Feedback

Surveying milestones around Basingstoke

Colin Williams of Basingstoke has rightly been on the editor's tail to correct, or at least update some information in Keith Lawrence's extensive survey and article on the London to Exeter Road through Hampshire in *Milestones & Waymarkers Vol Two* (2006).

We're happy to do so, in order to make the record as complete as possible. In *Newsletter 5* in July 2003 Colin reported on the survey undertaken by Basingstoke Heritage Society of milestone sites within the borough of Basingstoke & Deane.

Colin writes: The information below is a post-script to Keith Lawrence's comprehensive history and in particular supplements and updates Table 8 of that article in respect of the Basingstoke to Whitchurch section [B3400].

Not the least significant outcome from the Society's 2001 survey was an English Heritage listing of over twenty stones, including three on the route between Basingstoke and Whitchurch, plus two Local Listings on this route by the borough council viz. 598 517 above and 615 517.

Against these additions must be offset some losses: the stone at Deane SU 541 498 (MSSoc ID BAAN06) lost



The 'LONDON 52 at Deane (BAAN06) 'LONDON 53 at Overton (BAAN07) before the loss of their plates. [Photos Keith Lawrence]

its single surviving plate in 2009, and in 2008 that at Overton at SU 525 496 (MSSoc ID BAAN07) lost its single surviving plate and was split into two. Both stones are listed by English Heritage.

Keith Lawrence's update on work in Hampshire in *On the Ground Vol 3*, pp.4-5 is another useful summary of work done and achievements made in that county.

NGR SU	Location	Condition	Additional information
598 517	431 Old Worting Rd. Basingstoke	Stone; no plates	Local Listing by Basingstoke & Deane Council
569 510	Adj. site of former Oakley Station	Stone barely visible	Investigation very difficult - edge of busy road
554 502	Footpath to Oakley Hall estate	Nothing found (but still visible in 2001)	Site affected by road widening, etc.
496 487	Laverstoke	Stone barely visible	Investigation very difficult - edge of busy road

When your *f* is an *s*

David Viner reports: the article on the 'Peace' Stones at Burley in Hampshire in *Milestones & Waymarkers Vol Three* (2009) referred to 'the old spelling', using '*f*' instead of '*s*' as in 'Restored' on each of the 1802 inscriptions (Fig. 1, p.21). Margaret Panikkar of Clayton-le-Dale, Blackburn in Lancashire puts us right, noting that this is not the old spelling but rather the old writing of the long '*s*' as '*f*', in lower case and not used at the end of words but only at the beginning or in the middle.

These 1802 examples provide further evidence of this C18 and early C19 usage. Mike Faherty noted that inter-

estingly, the long *s* for *f* is also paralleled in German, also only in medial and not initial or final positions, within the same period.

There are doubtless many other examples. Margaret kindly sent us evidence of just two - *Huddersfield* on the Farnley Tyas stoop of 1738, and on the *Frome 1 Westbury 6* plated stone. Photos kindly supplied by members back both these up - thanks to Jan Scrine and especially Liz Hayes, and Janet Dowding respectively.

Other West Yorkshire examples are known from the

Huddersfield area at Lindley Moor and Lower Royal George, Outlane. It would be interesting to know when this practice might have faded from use, presumably as the C19 wore on. Does anybody have any other *dated* examples, we wonder?

Meanwhile Mike Faherty draws attention to at least one amusing and more-modern example at Woodstock in Oxfordshire where the orthographically challenged seem to have produced a cheerful misspelling (or two).

Presumably this *was* done in error, but perhaps on the other hand this restored plate of relatively recent date is simply trying to mimic its predecessor inscription?

Stop Press: See for yourself! Visit the Highways Heritage Walks pages on the Society's website at www.milestonesociety.co.uk for the Five Guide Stoops Walk from Thurstonland in West Yorkshire which includes the Farnley Tyas example.



Two photos of the Farnley Tyas stoop dated 1738. The photo left shows 'Huddersfield / 3 Miels' and 'Joⁿ Hoyle / Conftable / Tho^s Bothomley / Suruyor / 1738'. The photo right reads 'Pennyftone / 6 Miles'. The top of the stone has a sundial although its gnomon is now missing. Milestone Society national ID is YW_XKIRe (Photos Liz Hayes)



Left: The 'Frome 1 Westbury 6' plated stone on the A3098 west of Frome. It's ID on the database is SO_FRWY01. Photo Janet Dowding.

Right: The milestone on Grove Road (A4095), Bladon, Oxon. The iron plate is a modern replica, that gives the distance to 'WOODFLOCK' [sic]. Presumably the maker was not able to decipher the legends on other plates in this series, which use the obsolete form of 'f' for 's'. The stone was erected by the Barrington to Campsfield Trust, late C18 or early C19. Its identity is OX_WSWT01. Photo and text from Mike Faherty's Flickr Photostream.



Google Earth Layers—What’s in the Pipeline?

Lots of people are becoming accustomed to using the Google Earth files to view our splendid collection of Repository photos or links to photos on other websites; we have around 5000 displayed now, downloadable by English region. But the Milestone Society is a very broad church! While our focus is on milestones/mileposts, we try to accommodate members’ interests in other types of waymarker.

So our technical gurus have been devising ways to show other types of marker as an option, rather than cluttering up the existing layout. Each type of marker is shown in a separate layer, so you may download and display in Google Earth as many or as few layers as you wish.

Which ones will you find most interesting? Each layer has its own coloured pin or paddle icon, so that you can see at a glance which is which, when you display more than one layer at a time.

No	NAME OF LAYER	COLOUR, Icons	NOTES	Maintained by	Ready?
1.	MILESTONES and inscribed guideposts	YELLOW Pin and Paddle	Split into English Regions, Wales to follow	A Rosevear M Faherty C Minto	Now
2.	BOUNDARY MARKERS and pre-1939 commemorative waymarkers	ORANGE Pin and Paddle	Relating to highways, with distances/directions	Mike Faherty	Autumn 2011
3.	Stone CROSSES and un-inscribed waymarkers	RED Cross and paddle	Includes wayside monoliths	Alan Rosevear	Now
4.	NEW milestones and waymarkers, not in existence before 1939. Excludes replacements	PINK Pin	Includes Millennium markers etc showing distances / directions	Alan Rosevear	2012
5.	MS no longer by the roadside, having gone MISSING since 1939.	LIGHT GREY Pin	Includes stolen MS. Pin shows original location	Alan Rosevear	Now
6.	MS Out of Place, in museums, private gardens etc.	DARK BLUE Pin	Pin shows original location, current shown in the pop-up box.	Alan Rosevear	Now
7.	CANAL mileposts	LIGHT BLUE Pin		Mike Hallett	Dec 2011
8.	FINGERPOSTS	BROWN Paddle ‘F’		Mike Lea	Now
9.	AA SIGNS	GREEN Pin	Includes both those in place and out of place	Christine Minto	Spring 2012?



To download a layer, just go to the Repository in the Databases page on our website, www.MilestoneSociety.co.uk and you will see the list. Pick and Mix as much as you wish!

Of course, our energetic team will always be pleased to receive new photos or revised information...

The 2011 CBA Walks

The CBA (Council for British Archaeology) is a charity promoting the appreciation and care of the historic environment for the benefit of present and future generations – and so is the Milestone Society! They organise a Festival every July for two weeks, co-ordinating hundreds of events across the UK. It's an excellent opportunity for us to get some free national publicity, in their smart programme booklets and on their website, as well as making a contribution to their festival. So this year we organised events in South Gloucestershire, Bolton and Slaithwaite, W Yorks....

The Bitton Walk *(Mike Faherty)*

On Thursday, 21 July, eleven people, including members of the Society, met in a railway carriage at Bitton Station; perhaps ironically, as railways brought about the demise of turnpikes, and Bitton Station is now part of the preserved Avon Valley Railway. The line closed in 1971, as a result of C20 social change.

Tollkeeper Meg, in full 'Victorian' garb with clay pipe, gave a well-illustrated presentation on Highways and Waymarkers, starting with the Romans and progressing through packhorse routes to turnpikes. Meg (whose south-western accent was abandoned when explaining our website!) described her work as a tollkeeper, showing us her home at the nearby tollhouse and the use of the fellie gauge.

An hour later, we were ready to start the walk, albeit with reduced numbers. We walked along Bath Road, admiring the superb guidestone at the junction of Cherry Garden Road, past Meg's tollhouse and on to Oldland Common, passing "Bath 7" to pause at the pair of guidestones on a cottage wall. The cottage inhabitants came out to see what the fuss was and told us about the modern history of the stones, defaced and then re-instated.

Cutting across the countryside along footpaths and lanes, we reached Bitton village. On the way, the weather was less than kind to us. We stopped at "Bristol 6 /Bath 6", and at a modern stone wallplate with perhaps less than accurate distances. I alone seemed to appreciate a handsome Victorian cast-iron stenchpipe on the way. Another

well-maintained guidestone (with cuffed hand) at the Upton Cheney turn, and on to the Somerset boundary at Swineford, with Bristol Turnpike Trust iron parish boundary post, modern millennium marker, tin church, and finally, "Bristol 7" just over the BANES (Bath And North East Somerset) border.

We had just enough time to quench our thirst at The Swan before catching the bus back. All in all, it was an excellent walk, seeing a variety of wayside markers and some attractive scenery. Two of the participants were from local rambling groups, and said they would pass on the route to their colleagues. Tollhouse Meg (otherwise known to us as Jan Scrine) put in huge amount of time in planning and publicising the events, and deserves our congratulations.



Meet some Canal Milestones! On the Manchester Bolton & Bury Canal, 27 July *(Jan Scrine)*

Of the 46 people who joined Paul Hindle and John Armstrong for the walk in Bolton, over half had come after reading an article in the local paper; there were half a dozen other Milestoners, too. So we set off in two groups along the track beside the river Croal towards the MBB Canal's Salford arm. It is hard to believe that this tranquil area with purple orchids in bloom was a polluting chemical works in the C19! Paul explained the various features along the canal, the magnificent rise of

locks – six in two flights – which connects the Bury and Bolton arms of the canal with the lower Salford section. The Canal Society had been busy clearing vegetation in winter but a summer forest of Himalayan balsam had covered their work today.

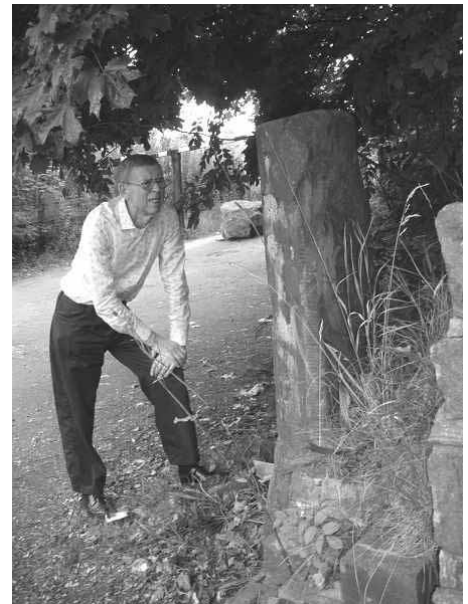
Having crossed a packhorse bridge over the Irwell on the old route from Manchester to Bolton, the walkers split into those who preferred a shorter stroll, returning along the Bolton arm, and those who wanted to do the

full 6 miles circuit. The latter group passed a number of canal milestones and eventually reached the historic village of Ringley, complete with stocks, a splendid packhorse bridge and an unusual parish boundary stone, pointed out by John. The big attraction however was the Horseshoe pub, where they were expected! A surprise awaited – the landlord’s son revealed the missing 6¾ canal milestone beneath undergrowth in the garden, to Paul’s amazement and delight.

Returning refreshed to the canal towpath, the walkers inspected the steam crane, sadly in need of tender loving care (it is the logo of the canal society), as well as enjoying hearing more anecdotes about clearing the canal and learning more of its history.

Walkers shared their local knowledge and one described an old stone nearby. After the walk, John located this stone, a guide stoop with pointing hands, not recorded in the database. A most satisfactory day for all involved !!

John Armstrong studies the previously unrecorded guide stoop after the walks end.



The Bilberry Walk (*Jeremy Howat*)

It was a roller-coaster of a walk. Saturday 30 July saw 28 of us assembling at Slaithwaite in West Yorkshire under the leadership of Jan Scrine. Quickly out of the town, having viewed a possible ‘Roman’ milestone, we enjoyed an amble alongside a reservoir and then on up the green valley above it. In the summer sunshine, amid unspoilt countryside, we enjoyed ourselves, little realising what lay ahead.

We reached an old packhorse track, still paved in stone setts, and heard about the ‘jaggers’ and their packhorse trains with warning bells. Then we plunged downhill to the valley bottom, climbing up stone slabs on the other side and pressing on to reach a pub at the top of the hill. The car park meant a welcome break, a low wall to sit on, and refreshment for those in greatest need.

Then on we went downhill, with superb views, at first following a country lane that for the foolhardy among us turned into an old, but rewarding overgrown track. We reached the Huddersfield Narrow Canal and a large dilapidated mill building, occupied by bats.

So we started on the return leg. Deviating at first to note an unpainted C19 milestone on the A62, we cut

back to the canal towpath and to the slog back to Slaithwaite, inspecting a canal milestone on the way to the ice cream parlour.

In all, it was a warm, sunny day giving an opportunity to walk through countryside full of interest and history. For some of us, at least, it was the chance to pick bilberries that crowned our enjoyment.



Walk leader Jan Scrine addresses her followers on the Bilberry Walk

We’ve set up our “Walks on the Web” section to enthuse rambling, U3A and local history groups about milestones. If you know of a heritage walk, cycle ride or bus trip that includes at least one milestone, please tell Jan Scrine. We can write it up from scratch with illustrations or make a link to another website, as appropriate. And for those who are walkers, why not consider putting a milestone walk in your group’s programme or in next year’s Festival of British Archaeology to help spread the word?! For further details of the 2011 and previous years walks click on ‘Heritage Walks’ on the Milestone Society’s website.

What's in Print

edited by David Viner

This section provides a point of reference for material published on subjects within the interests of the Society, developing over time into a growing bibliography of published work on road history – see *Milestones & Waymarkers* vols 1 to 3 (2004-2009) for earlier issues. Much relevant material is published in small circulation magazines or local journals and other regional publications which may not be easy to locate.

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

This edition is updated to 01 June 2011. Material is listed alphabetically by author. Publication reviews in the Milestone Society's *Newsletter* (nos 18 to 20) and annual publication *On The Ground* (nos 6 and 7, 2009-10) are referenced here. The section editor would be pleased to have further references, suggestions or copies for inclusion and can be contacted at:

8 Tower Street, Cirencester, Glos GL7 1EF, and e-mail dv@milestonesociety.co.uk

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With particular thanks to Colin Woodward (Middlesex) and to Derek Renn (Surrey) for contributions to this section.

THE MILESTONE SOCIETY

AIM

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

OBJECTIVES

- To publicise and promote public awareness of milestones and other waymarkers and the need for identification, recording, research and conservation, for the general benefit and education of the community at large
- To enhance public awareness and enjoyment of milestones and other waymarkers and to inform and inspire the community at large of their distinctive contribution to both the local scene and to the historic landscape in general
- To represent the historical significance and national importance of milestones and waymarkers in appropriate forums and through relevant national organisations
- To organise and co-ordinate relevant practical projects at both national and regional/local levels, thereby enhancing public access
- To protect, preserve and restore milestones and other waymarkers through the planning process, representing their significance to appropriate authorities locally and nationally
- To manage the Society's affairs in ways which maintain effective administration and appropriate activity, including the establishment of regional groupings through which to delegate and devolve the Society's business.

NOTES FOR AUTHORS

The Journal is the permanent record of the work of the Society, its members and other supporters and specialists, working within its key Aim and Objectives.

Submissions of material are welcomed and should be sent in the first instance to the appropriate Editor as shown on page 2.

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

Submission of articles in electronic form is preferred but paper copy is acceptable. If possible, please use Microsoft Word (*.doc, *.docx or *.rtf) with pictures in JPEG format (*.jpegs). Please also send a print-out of the article (including tables etc) in case characters such as fractions fail to convert. Please label all discs with your name and contact details (phone number, postal

and/or e-mail address) in case of query. The editor may add such contact details to your published article, usually postal and/or email address, but only with permission.

Do not use excessive layout stylings, or options such as automatic word breaking or automatic reference and footnote numbering, as footnote numbering once 'lost' can be difficult to replicate, in a complex paper. However, do use bold face, italic, superscript etc.

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

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



Sharing a joke over a mis-numbered milestone.

Following the July 4th 2011 meeting of the Ryburn Valley History Society by Jan Scrine about waymarkers she was contacted by Alan Watson. He was enthusiastic about getting milestones in the Ripponden, Yorks area restored and one in the centre of the village is having lettering re-cut having been partly disfigured in 1940. He said there was another out of position stone (OOPS) in the village, and when Jan, accompanied with Christine Minto went to look at it, he spotted another - or maybe the other half. Above can be seen Christine (centre) having a laugh over the mis-numbered milestone with Alan and his daughter Alice. The stone is clearly engraved 5 miles to Halifax but a restorer in the past decided on a 3 instead.

(Photo Jan Scrine)



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