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# THE MILESTONE SOCIETY

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Newsletter 20

January 2011

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### MILESTONE SOCIETY COMMITTEE 2010/2011

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| Chairman                                   | David Viner   | <a href="mailto:dv@milestonesociety.co.uk">dv@milestonesociety.co.uk</a>           |
| Vice-Chairman                              | Terry Keegan  |  |
| Hon Secretary                              | John Atkinson   | <a href="mailto:honsec@milestonesociety.co.uk">honsec@milestonesociety.co.uk</a>   |
| Hon Treasurer &<br>Minutes Sec.            | Jan Scrine  | <a href="mailto:jhs@milestonesociety.co.uk">jhs@milestonesociety.co.uk</a>         |
| Membership Secretary                       | Brian Barrow  | <a href="mailto:members@milestonesociety.co.uk">members@milestonesociety.co.uk</a> |
| County & Representatives                   |   |  |
| Co-ordination                              | Rob Caldicott, Derek Turner   |  |
| Reps Annual Meeting,<br>Insurance          | Mike Buxton   |  |
| Database Managers &<br>Recording Standards | Alan Rosevear, Mike Faherty   |  |
| Editorial Panel                            | John Nicholls, David Viner, Mike Hallett,<br>Terry Keegan, Carol Haines |  |
| Canal Liaison                              | David Blackburn   |  |
| Constitution &<br>Charitable Status        | Laurence Dopson   |  |

### AN AWARD FOR TERRY KEEGAN

At the October meeting of the Worcestershire Group of the Society, a bemused Terry Keegan was presented with two certificates from the Worcestershire Local History Forum. He wasn't confused about the first: *Highly Commended - For Promoting the History of Worcestershire 2010* awarded to *The Worcestershire Group of the Milestone Society for Replacing the Milestones on the Worcester to Bradley Green Turnpike Road*. Terry had submitted the Group's nomination for this award. However, he thought there must be some mistake about the second award: *The winner of the Individual Prize for promoting the history of Worcestershire 2010 - Terry Keegan of The Worcestershire Group of the Milestone Society for refurbishment and restoration of the County's milestones*.

No mistake: Connie Swann, a very active member of the Worcestershire Group, had nominated Terry for the award.

*John Atkinson*

### Cover picture

Ailsa Craig, known locally as Paddy's Milestone, drawn by Terry Keegan from a photo by Alan Keegan. In the foreground is one of the surviving old milestones on the A77.

## CHAIRMAN'S WELCOME – TEN GOOD YEARS!

Successfully completing our first decade as a Society deserves an accolade and I'm grateful to Mike Hallett, our interim Newsletter editor, for space in this issue to do just that.

The Tenth Anniversary meeting on 02 October was a great success, I thought, and you can read Derek Turner's review of it elsewhere in this issue. As they say, it did exactly what was said on the tin and was well received by a very full audience of around seventy. Interesting how many hands went up when responding to the chairman's question as to how many present had also been present at the inaugural meeting way back in Millennium Year!

Either that suggests continuity and an ability to play the long game, or we are all simply just getting older together! See the current issue of *On The Ground* (OTG7) for a wider background to those early years and early players.

I tried as part of the chairman's annual report to take an overview, but a far better way on that is simply to revisit the considerable body of material we have now amassed in our publications: nineteen Newsletters, seven issues of *On The Ground* and three *Milestones & Waymarkers* journals. Add to this over that ten-year period no less than 21 national meetings held around the country from Dewsbury to Dorchester – plus the various regional and local meetings which are also part of our framework.

It adds up to a considerable activity, a firm basis on which the real 'casework' of documentation, conservation and interpretation of our surviving roadside heritage has been built. Mervyn Benford, Alan Rosevear and Mike Faherty gave us a clear view of the progress made since our formation ten years ago. I caught a particularly useful phrase of Alan's, that we are 'a network of individuals, sharing information and best practice - making milestones a national issue but acting locally'. That sums up our role and our methodology very well, I feel.

A little bit of occasional self-congratulation doesn't do any harm and at Dudley we were able to indulge, shared in full part by our member Sir Neil Cossons as our keynote speaker. But Neil also gave us some clear pointers and opportunities for future activity, some of it quite challenging in a period of inevitable economic stringency. We are taking all those ideas on board.

A key task ahead of us is a review of our range of publications, which is discussed elsewhere in this issue. This is borne out of a need to ensure that we are hitting all the right buttons and serving our members' needs as well as providing vehicles both for campaigning and recording, and so creating a permanent record. The consultation welcomes your input so do please make a contribution and let us know your thoughts.

Finally, a warm welcome to Mike, who has kindly agreed to edit and steer the Newsletter through the period when we are undertaking our publications review; and also – not least - to Chris Woodard, who very kindly acted as Editor for the previous three issues, NL17 to NL19. Thanks, Chris, for all your hard work too.

*David Viner, Society Chairman*

### **TOOL KITS FOR ALL !!**

We need to grow our membership and to influence the Highways and Conservation Officers, Parish Councillors, Contractors, so we have developed various tools for you to use.

Our '**10th Anniversary**' leaflet has been well received; please distribute it to your local library, information centre, schools, history and civic societies, councillors etc to spread the word. If you need supplies, contact Jan Scrine.

We have more items in the **Postcards** series; please consider using these for correspondence with friends and with organisations.

We ran several walks for the Festival of British Archaeology in 2010 and we are building up a series of **Highways Heritage walks** that you can promote to your local walking groups, history societies and friends. More examples welcomed! They will shortly be available on the Society's website.

But if you don't have computer skills, ask a grandchild or at your Library – if they follow some very simple instructions, you will be able to view details of all your local milestones and waymarkers...

The Society has built up a great deal of knowledge over the past 10 years about the remaining milestones and waymarkers in the UK, from members and many other sources such as English Heritage's Images of England.

While the information has been listed in a comprehensive Excel spreadsheet, the photographic record is scattered in many places, including in members' albums and on various internet sites such as Flickr and Geograph.

We have now developed our own repository for photographs where we can safely store pictures supplied by members and others. These photos are linked to the Excel spreadsheet; each waymarker has a unique ID number, which includes an approximate 'old county' reference.

This information can now be viewed by anyone, superimposed on **Google Earth mapping**.

Although it was very complicated to set up, it's very easy to use, even for those who have no computer knowledge!

Go onto the [www.milestonesociety.co.uk](http://www.milestonesociety.co.uk) website, and click the left hand navigation bar on 'Database', which will take you to the page describing our recording activities. In the middle of the text, you will find the hyperlink to the Repository; click on that.

The Repository website will then be revealed! There is a navigation bar ('Main Menu') on the left hand side of the repository homepage. This is an overview of what you will find by clicking on those links; detailed information is given about each section on the website itself.

By clicking on the Google Earth link in the navigation bar, you can find clear instructions about how to download the Google Earth files from the web (two clicks on most computers) and then how to download the information from the repository into Google Earth, a \*.kml file. If you are already a Google Earth user (not Maps or Streetview), make sure you are using the most recent version.

The database information is broken down into 9 English regions (the other parts of the British Isles to follow) for ease of locating a specific county or town; download as few or many as you wish. The information will be updated approximately quarterly; just down-load a fresh region information file occasionally to ensure that you have up to date details.

Then you can zoom into Google Earth on any location – you can type the name in the box at the top left - and spot the milestones there. Click on the coloured pin (at the point of the pin if you are not using a mouse) and you will be able to view the details about the milestone or other waymarker, with a link to a photograph if one has been supplied.

If there is no photo for a record, you can help by organising one! There is a form to upload a digital picture, by browsing from your computer, and you can find the link to this on the left-hand navigation bar.

If you are uploading a photograph from a digital camera, it would be helpful if you would ensure that the 'size' of your photograph is less than 400kb. Most modern digital cameras yield around 2Mb per photo. You don't need to fiddle with your camera settings because there are plenty of free websites that will do this for you, re-sizing the photo. PhotoRazor is one of these and we have provided a link on the navigation bar.

If the details shown on the map are not correct or a waymarker is not recorded, there is a recording form for you to amend or add these, also on the left-hand navigation bar. If you are using a SatNav to record the location, the co-ordinates may be given in longitude and latitude, whereas the Excel database records them in standard Grid References. You will find a link to a website that provides conversion to OS Grid References on the navigation bar, too.

Finally, if you would like to view or download the information as a spreadsheet instead of viewing on Google Earth, the link is shown as 'Spreadsheet' on the navigation bar.

You can open the files in Streetview and sometimes see the milestone in place, although the accuracy of the grid references supplied by members may not be exact.

We hope you will enjoy spotting your local waymarkers and that you will use this site as a tool to inform your local Conservation and Highways Officers, parish councils, local enthusiasts – to spread the word, to educate and to aid conservation and restoration – or for planning Highways Heritage Walks. Feedback is always welcomed; you can contact us through the website, or e-mail [John2@milestonesociety.co.uk](mailto:John2@milestonesociety.co.uk)

And if you would like to join in a general discussion about any milestone-related topic, or report an unusual find, we have started a group on **Facebook** 'The Milestone Society'. See you there!

*Jan Scrine*

[jhs@milestonesociety.co.uk](mailto:jhs@milestonesociety.co.uk)

Farwood Lodge, Bradford Road, Huddersfield, HD2 2QZ

### **MILESTONE SOCIETY PUBLICATIONS – A NEW PATTERN?**

Our publications provide vital lines of communication for the membership of the Society and so your views are important as to how successful or otherwise our existing arrangements have been. As we celebrate our first ten years, now is a good time to undertake a review.

Over that period, the Society has developed three core publications, which are centrally funded and are provided for the membership as a whole. To these can be added a number of local and regional newsletters which are produced by local groups around the country, and which are also a very welcome part of the overall mix.

These core publications are:

- o *Newsletter* (twice a year in January and July, with twenty issues so far)
- o *On the Ground* (annually in the autumn, with seven issues so far)
- o *Milestones & Waymarkers*: the Journal of the Milestone Society (every other year, with three issues so far, in 2004, 2006 and 2009)

Each has a separate editor and the Society's Editorial Panel's remit covers all titles.

Why consider change?

Essentially, there is an increasing problem of duplication of content between all three titles, plus an awareness that the flow of material is probably insufficient to sustain all three titles in the long term. After ten years we are in a much better position to

make that judgement and to propose some options for change, which the national committee has been considering. There was also a very useful discussion at the Leamington meeting in November.

We want to continue to offer the full range of information, from the general news and information-sharing of the *Newsletter* keeping everybody in the loop, right through to the detailed and analytical reports for which the Journal was set up and for which it has been commended by others. In between, *On the Ground* was established to meet a specific need to report what the Society has been doing – literally 'on the ground' - to all members, passive as well as active, and to the many highway, conservation and other officers whose support is critical for our success.

So this review is not about failure, more about perceived over-lapping, and about achieving overall effectiveness and the best use of resources as we move into our second decade. Other benefits being considered include economy of scale in printing, publication and postage costs, and in voluntary editorial effort (not to be underestimated here). Although cost reduction is not the primary aim, it has of course to be a factor and it seems clear that some re-alignment would generate additional funds, either to be used on other Society activities or perhaps to be ploughed back into improving what we do publish in future.

Having considered our options in discussion, the national committee now seeks your views in the form of a consultation between now and the end of February, so that at its meeting early in March 2011 a clear way forward may be identified.

The timetable for any change is always difficult and it is important not to upset the current flow of information to members whilst any changes are being implemented. It must be remembered that editorial preparatory work on all three existing titles requires a considerable lead-in time, so that reaching a firm decision by the end of the consultation period is essential if we are to sustain an even output going forward.

Included amongst the aims and objectives of the Society's publications are:

- o To present the Society and its activities in a co-ordinated way
- o To encourage as full a range of submissions by members and others as possible, from news and shorter notes to longer articles
- o To seek to raise and maintain publication standards by the best application of resources and shared skills
- o For authors and contributors, to offer as short a turn-around of material as possible and the avoidance of backlogs
- o To create a growing and integrated archive of Society work
- o To offer economy of scale, and potentially therefore of overall costs
- o To rationalise mailing procedures and postage costs, and offer a timetable around which all other Society communications can be integrated.

So what are the main options?

### OPTION ONE

Keep all three publications as they are, with the same timetable for publication i.e. the *Newsletter* twice a year, *On the Ground* annually and the *Journal Milestones & Waymarkers* every other year

### OPTION TWO

Retain the *Newsletter* as a twice-a-year publication, but absorb *On the Ground* and the *Journal* into a new single publication, published annually

### OPTION THREE

Retain the *Newsletter* as a twice-a-year publication, but absorb *On the Ground* and the *Journal* into a new single publication, published twice a year

### OPTION FOUR

Publish a new single publication twice a year (spring and autumn), which combines material previously included in *all three* publications

### OPTION FIVE

Publish a new single publication as Option Four above, but four times a year i.e. quarterly

There are of course other variations but those offered above are considered the main options, so that members' overall sense of direction can be identified. In each option as above, achieving an equivalent volume length to the sum total as existing would be the general aim, depending of course on format (A5 or A4). In addressing this, the Editorial Panel will also be taking the opportunity to review layout, flexibility and other presentational details for each of the 'new' publication(s), whilst retaining the best of what we have achieved so far.

Please note that only a general assessment of opinion is being sought here, as guidance. This is not a cost/benefit analysis of the various options, nor is any steer being offered on the editorial workload which may result from any one option, although regularity of publication as well as volume of available material are both key considerations here.

What do you think? Do please let us have your views as soon as you can. Please give one option as your preferred favourite, although feel free to add additional thoughts and suggestions. You can do this either by photocopying the options box and returning by post or by email as convenient. The Options Box is also available for downloading and return from the Society's website at

[www.milestonesociety.co.uk](http://www.milestonesociety.co.uk). By whichever method you return, could we ask you to sign and date your comments, please?

Return address for all responses (by the end of February 2011 please) : John Atkinson, Hon Secretary, The Milestone Society, Hollywell House, Hollywell Lane, Clows Top, Kidderminster, DY14 9NR.

Tel: 01299 832338 and E-mail: [honsec@milestonesociety.co.uk](mailto:honsec@milestonesociety.co.uk)

*David Viner, Society Chairman*

## **PUMP PRIMING GRANTS**

This scheme offers access to Society funds to assist with projects directly related to the objectives of the Society, in partnership with other bodies. It was launched at the 2005 AGM at Avoncroft and since then has attracted a number of successful bids.

At this review stage, five years on, a more detailed report is in preparation but in brief the scheme has £2,000 of Society funds set aside in a ring-fenced (and annually replenished) budget. A maximum grant of £500 is allowed per application. Recently the national committee re-affirmed this arrangement whilst confirming three more bids and also appealed for further applications from around the UK.

A key criterion, as its name implies, is that the scheme is intended to 'pump prime' funds from elsewhere. In that regard it fits well with current funding philosophies for the multi-sourcing of project funding, in which partners come together to provide support. Lottery funding is largely based upon this principle. Sometimes this takes the form of 'matching' funds in equal shares (although our scheme doesn't guarantee to necessarily match other funds equally).

The Society continues to encourage local groups to engage with funding bodies (including local and parish councils, civic societies and other agencies as well as the lottery bodies) to access money for restoration or conservation projects. This remains a very good way of drawing down funds whilst at the same time getting things done and proving our worth as a community body, active both at the micro as well as the macro level.

It is also a good way of translating our volunteer efforts into cash, as funding bodies will often factor voluntary time and effort into a total grant, in addition to the usual materials costs etc. The Lottery indeed welcomes this approach.

So, what would we support? Sharing in any project which enhances the conservation and interpretation of our roadside heritage of milestones and waymarkers, bearing in mind that our charitable objects as determined by the Charity Commission define '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.' That's a pretty good coverage!

The idea is to help make the difference between project failure and success, and applications are welcomed from groups rather than individuals acting alone. Direct grant applications without funding partners are unlikely to be successful. Whilst it is not intended merely to provide a funding replacement for cash strapped local authorities facing their own legal responsibilities to care for objects in their ownership, it is recognised that partnership funding can be a most useful tool here in getting things moving.

Nor is it only all about physical restoration or conservation of roadside features; grants can support the wider educational value of our work e.g. supporting with English Heritage the setting up of a dedicated Yorkshire Milestones website [www.yorkshire-milestones.co.uk](http://www.yorkshire-milestones.co.uk), which has set the trend for other sites elsewhere.

Some other examples of successful and now completed projects make the point: the rehabilitation and restoration of 'the Stafford two', a milepost from that county and – surprisingly – a stone from Cornwall, long removed from their original homes; and support for the project along the Keswick to Penrith Turnpike in Cumbria, now the A66, which was so well written up in booklet form (see the review in *Milestones & Waymarkers* vol. three, 2009 pp.44-7). More recent projects are in Cornwall and Norfolk and a fingerpost restoration project around Kirkby Lonsdale in Cumbria.

There are no application forms or annual deadlines but all enquiries and applications should be made in the first instance to Jan Scrine, Hon Treasurer or via John Atkinson, Hon Secretary.

*David Viner, Society Chairman*

### USE OF SOCIETY'S LOGO - A POLICY

This policy is intended to ensure best use is made of our Society's logo and to protect its image in the Society's best interests.

- o The Society's adopted 'two hands pointing' logo is reserved for the Society's use, in its literature, notepaper and publications, including the literature, notepaper and publications of its county and regionally-based groups.
- o The Editorial Panel acts on the Society's behalf as the consultee for any matter relating to the use of the logo, and determines its use for Society publications generally. This includes some agreed form of quality assurance.
- o Copy images of the logo in various formats and sizes are available on request from the Officers and/or the Editorial Panel; a good quality image should always be used.



- o The Society's charity number (Registered Charity no 1105688) should be included on all of its own publications and literature, as required by the Charity Commission.
- o Grant recipients (e.g. under the Pump Priming Grant scheme) may be asked to include the logo as an indication of the Society's funding or other support, usually alongside logos of other similar bodies also providing support. An example is the booklet by Colin Smith, *The Hutton Moor Road: a brief history of the Keswick to Penrith Turnpike* (2007), which was supported by a number of agencies.
- o The words The Milestone Society should always be used in some proximity or relationship to the use of the logo, in any publication, e.g. 'Published by the Milestone Society', or 'Published with funding support from the Milestone Society'
- o A version of the text in Welsh is available.
- o The preferred colour option for both logo and accompanying text is black on white or dark green on white; both formats have been successfully used already.
- o The Society also asks that its website address should also be included, as a primary means of communication for the reader, viz. [www.milestonesociety.co.uk](http://www.milestonesociety.co.uk)
- o A disclaimer modelled on that used as part of the masthead of *On The Ground* is recommended for use as appropriate. In the Society's view it should form part of anything published in its name.
- o Other publications, produced by others including companies which or individuals who may or may not be members of the Society, and which are not endorsed under any of the above, may not use the Society's logo. This approach allows for clarification between the work of the Society and the work of others, however much it may be in support of the subject of milestones and waymarkers, etc.
- o Where, for example, an individual member may be producing his or her own work, it is suggested that the phrase 'published in support of the work of the Milestone Society' may be appropriate, or 'published to raise funds in support of the Milestone Society' – in either case used without the logo.

*David Viner, Society Chairman*

## **NOTE FROM THE TREASURER**

We will be continuing to offer the option of paying your membership subscription on-line, through our website, but have changed from using JustGiving to PayPal. You do not need to have a PayPal account to use this; you can pay by credit or debit card as you wish. Almost a quarter of our members paid on-line last year and new subscribers seem to welcome the facility! Just go to the 'Join Us' page of our stylish website, [www.milestonesociety.co.uk](http://www.milestonesociety.co.uk)

## County News

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Cornwall Ian Thompson relates how eagle-eyed Camelford resident, John Pearce, spotted a carved granite stone set into the end of a garden wall near his home and reported it. Cornwall's milestones are well documented by the Milestone Society, so the discovery of a previously unknown milestone was cause for excitement.

Ian recognised the style of the milestone as being similar to milestones erected by the Haleworthy Turnpike Trust on either side of St Columb Major. The Haleworthy Trust was established by Act of Parliament in 1760 to control and improve the road from Haleworthy (Hallworthy) near Davidstow through Camelford to Wadebridge, and from Wadebridge through St Columb Major to Mitchell – what is now the A39. In 1760 this was the Main Road through Cornwall – the road across Bodmin Moor, now the A30, had not yet been built.



The odd thing about John's milestone discovery was that it was not on the A39 through Camelford, but in Trefrew Road, a side road leading to Slaughterbridge. Another odd thing was that the inscription, elegantly carved on the milestone, said that it was 'I Mile To Camelford', which the milestone in its current location was not. It seemed pretty clear that it had been moved, but from where and when?

The really exciting thing about John's milestone was the date carved on it, 1752, which made it older than the Haleworthy Turnpike Trust of 1760. This makes it one of the oldest milestones in Cornwall, and its excellent condition makes it an exceptional find.

A milestone of this quality must surely have been made for the main road. One mile north of Camelford along the A39 brings you to what is now a lay-by, halfway between Redgates and Collan's Cross. Is this where the milestone once stood? Map evidence provided by Camelford Museum shows that by 1820 the milestones north of the town gave distances not to Camelford, but to Launceston. The 'L 16' milestone opposite the turn to Roughtor in Camelford is shown and described on the museum's map. So had the 'I Mile To Camelford' milestone been removed by this date?

The landowner who built the bungalow in the 1960s, where the milestone now stands, in Trefrew Road, had made his living as a monumental mason. Did he find the milestone, perhaps in the lay-by and decide to give it a new home? Careful inspection of the carved face of the milestone shows very neat repair work to two large holes, probably where the hinges for a farm gate had once been fitted.

Detective work continues to try to find out more about this beautifully carved milestone.

There was a milestone just north of Callington in East Cornwall that had been leaning at an odd angle for at least the last ten years. Risk assessment showed that it was well back from the road edge, with good visibility in both directions. It was on a wide verge, beside the entrance to a woodland estate, so there was safe off-road parking. Pete Goodchild and Ian Thompson met at the milestone one morning in October, determined to set the milestone straight. The milestone was leaning backwards, so they dug away the soil and stones in front of it. They dug deep enough, nearly two feet, to reach the bottom of the stone. Then a good shove pushed it upright. The soil and stones, carefully sorted and saved from the digging, were used to fill in the new gap which opened up behind the milestone. A scrub up with some clean water to remove the road dirt, a lick of black acrylic to pick out the lettering which was painted, not carved, on the granite surface, and the job was done. Two hours well spent.

Ian Thompson started preparing listing applications in 2006 for over 200 milestones and guidestones. Progress had been slow with milestone listings being given a low priority by English Heritage, and the appeal procedure for rejected applications being at a standstill. However, following Sir Neil's speech at the Conference, and with the active intervention of Ian's Member of Parliament, there has been a noticeable improvement. By November 2010, 84 listing applications for Cornwall had been successful and the turn-round time for some applications had dropped to less than twelve months.

Devon *Tim Jenkinson* reports that the early C19 cast iron milepost from the village of Bittaford in South Devon has now been successfully renovated by Alan Rosevear and Tim and has been returned to the roadside by Devon County Council (DCC) 13 miles from Plymouth. An unveiling ceremony took place on 19 October 2010 with local councillors in attendance. The post is now one of just four surviving markers of this style on the 15 mile stretch of road between Plymouth and South Brent, the old A38. Alan and Tim painstakingly undertook the restoration at a depot in Kings-teignton and thanks goes to Chris Henley of DCC for facilitating the reinstatement, where it is now hoped that Ugborough Parish Council will seek Grade II listed status for the post to assist with its on-going protection.

Another milestone from the same depot has been restored by Alan. This one has come from the A379 in the South Hams at a point near to Spicerscombe and shows 5 miles to Kingsbridge and 2 to Modbury on its faces. Unfortunately the stone is only half its normal height due to damage, but it is hoped that DCC will be able to mount the stone on to a base to assist with its visibility when it is returned to the roadside. Both this and the repainting of the milepost from Bittaford illustrate the continuing good relationship that exists between the Society and the County Council in Devon.

One of the last routes to be surveyed in Devon, the road between Morchard Road and

Great Torrington in North Devon (A3124), has revealed that there are just four of a possible twenty milestones surviving. The extant stones show mileage to 'Torrington' and 'Exon' on their faces but are all concentrated towards the Great Torrington end of the route. Tim feels that given the length of the road and the fact that all twenty are marked on old maps that others must still be surviving, but may be lost in overgrown verges and banks. DCC have been alerted to the findings and the disappointing number of survivors in the hope that more may come to light.

Tim has been in dialogue with local historian Steve Coombes from the Chudleigh History Group in South Devon regarding various milestones around the town. Chudleigh was once an important point on the Exeter to Plymouth road and milestones seem to have been placed on two routes passing into the town from the city. The various e-mail discussions that have taken place have led to the inclusion of a 'new' milestone that was previously unrecorded in the database. It stands close to south bound carriageway of the A38 near Harcombe Garage and is inscribed with 'VIII/Miles/From/Exon' on one side and 'II/Miles/From/Chudleigh/' on the rear. The discovery confirms that the Exeter Trust used a mixture of Roman and Arabic numerals on this route as far as Chudleigh Bridge where responsibility for the road passed to the Ashburton Trust.



Essex The restoration of the LONDON 39 milestone in Rochford (see *On The Ground* vol7 p13) was completed on 9 September. *John V Nicholls*, the Essex rep scrubbed down the stone with soapy water and removed residue of old gloss paint with Nitromors. A single coat of masonry paint was applied and the job finished off with the legend highlighted with black acrylic paint.

Gwynedd (Caernarfon) *Chris Woodard* reports finding a milestone that is said to have been lost from the road between Beddgelert and Capel Curig for 27 years. He and his wife turned off the A498 towards the Sugun Fawr Country Park looking for accommodation but it was only on their way back down again that they saw the stone with its legend 'TREMADOG 6 / BEDDGELEERT ½ / CAPEL CURIG 12 / CRICCIETH 10½'. The stone is at SF 5961 4841 about 100 yds before the cottage on the left hand side of the track. It is interesting that this track was part of the original road from Beddgelert to Capel Curig before the turnpike era.



Huntingdonshire Milestone Society member *Bridget Flanagan* reports on the favourable reception accorded by the relevant conservation agency upon the brickwork carried out by Cambridge masons Rattee & Kett, on five arches of the New Bridges causeway crossing the Great Ouse river into St.Ives. This structure was originally constructed in 1822 by the Bury to Stratton Turnpike Trust. It was through the publication of her book - *The New Bridges* - in 2005 that Cambridgeshire County Council was urged to have this unique Brick Bridge listed Grade 2\*. Her book, reviewed in *Milestones & Waymarkers* vol 2 p51 but perhaps not known to newer members of our Society, has ISBN 0-9540824-2-7 and is a good read. Having repaired five arches during 2010 the County Council plans to continue the restoration on a time-scale of 5 per year, which if kept to this schedule should see the project completed by 2020 !

Kent *Colin Woodward* notes that Kent County Council has restored the milestone at North Hill, Goudhurst, on the way to Marden. This stone has featured in the last two issues of *On the Ground* and in a drawing on the front cover of NL15 in July 2008. It will be recalled that Lionel Joseph revisited the scene of his drawing and found that the milestone had been demolished by a flail. He found the remnants of the plate in the undergrowth, and using these, and from a photograph he had taken of the stone in 1988, constructed a new aluminium plate. KCC agreed to restore the stone and Lionel sent his plate to them in February.

The base of the old stone has been used in the restoration, resulting in the flat top you can see in the photograph. KCC has also taken Lionel's advice and resited the stone in a safer location nearly opposite on a traffic island at the junction of the road to Horsmonden. The stone, as restored, looks fine although, as might be expected, the major reconstruction work is evident on close examination. This milestone is from the Goudhurst, Gore and Stilebridge Turnpike Trust (1765) and others from this series can be seen around Marden.

Confusingly, this turnpike intersected with another, the Kipping's Cross and Willesley Green Trust (1765), and a milestone from this series can be seen only 100 yards further south. Stones from this turnpike are smaller, with rounded tops and the only inscription on them are Roman figures giving the distance from London. This milestone is XXXX/III. Unfortunately this stone has now been damaged, with a very



large chip taken off by a passing vehicle or flail, and to add insult to injury some artist has drawn a face on the newly exposed cut!

Colin also writes about another recently restored milestone at King Hill, West Malling. The cast iron milepost reads 'TO / TONBRIDGE / 9 / West Malling' on the centre face. The north face shows 'MEREWORTH / 2' and the south face shows 'WEST MALLING / 1'. Restoration has uncovered the maker's name 'RANSOMES / IPSWICH'. There are another 8 mileposts in Kent which from their style are probably by this maker. They are mostly along the route between Footscray and Maidstone. This follows the route of two C18 turnpikes, the Wrotham and Maidstone Trust of 1752 and the Rochester and Maidstone Trust of 1728. The mileposts are thought to be early to mid C19 with the older milestones often adapted to form backing stones. There may have been amalgamation of these trusts or cooperation between them to account for the continuity of milepost design along the route. Ransomes are known to have designed similar surviving mileposts in Essex although, curiously, none have so far been reported from Suffolk.

Lancashire *John Higgins* reports completing his survey of both traditional and modern varieties in the county. A CD of the scans made by the County Council (for the present county) has been made available to us. Thanks are due to the LCC Conservation Officer for that. Sadly John B. Taylor of Rossendale has passed away. He helped John Higgins find milestones there—what he didn't know about carved stones in Rossendale wasn't worth knowing. He had plotted all milestones, boundary stones, prehistoric stones, tympana, carved lintels and anything and everything that loosely falls into these categories. He was well known at the Rossendale Museum and will be sadly missed. John Higgins is still looking for a co-ordinator for the county now that his work is complete.

Monmouthshire *Caroline Woodard* writes that early in 2010 a list was compiled by the Monmouthshire Group of all known milestones, mileposts, finger posts with finials, boundary stones and old road signs within the jurisdiction of the AONB's Wye Valley area. This covers about two miles on either side of the river from Chepstow to near Hereford including parts of the Forest of Dean in Gloucestershire. The AONB management were so impressed by the compilation and the initiative and enthusiasm to collaborate with them that they requested a meeting in early September. Their budget is stretched over a wide range of projects so they decided to notify all fifty parishes within their area to ask if they would be willing to restore and maintain their own roadside furniture. It was then suggested that the Society might provide an article with photos for the AONB's May 2011 publication which has a circulation of 6,500.

Norfolk *Carol Haines* reports that the Norwich-Watton road has been getting close attention from Nigel Ford who has now painted many of the milestones to make

them more visible to verge mowers. He has also located two which were thought lost. Both are broken and buried but it is hoped they can be restored. Nigel has also painted several stones on the northern part of the old Norwich-Thetford turnpike, and has been making contacts with local societies, parish councils, mayors etc. who have all been interested and helpful. He has obtained a written authorisation from Breckland DC to paint milestones (in case the police question him!), and has acquired some useful road signs, and an offer of help with lifting stones from someone with a crane lorry. He has proved very adept at attracting donations for paint and equipment, and has also been interviewed for an article in the *Eastern Daily Press*. Alan Haines and Carol have an appointment to meet the Norfolk HER Officer to discuss how the milestone records can best be used by them.

Northamptonshire Society member *Helen Crabtree* has observed a milepost taken from the A47 and sold at auction by Batemans of Stamford (see *On the Ground* vol 4 p8) in a garden on Main Street, Wansford. Helen also reports finding a milestone on a wide verge in the A4300 Stamford Road, Kettering close to the junction with Ivy Road.

Northumberland *Iain Davison* has found three milestones in Northumberland this year, two of which he has been seeking for years on the Military Road which is a World Heritage Site. The first to be found is on the B6318 west of Harlow Hill at NZ 072 682 and is number 11 on the route from Newcastle to Carlisle. Unfortunately it is extremely badly damaged and in several pieces; it may not be repairable. Iain visited the site with the Area Roads Supervisor who will try to effect a repair if approval is given by English Heritage. The base will have to be removed from site and the remaining fragments put together with epoxy resin to restore it to some semblance of a milestone.

The second milestone to be found on the Military Road is on an abandoned section of the B6528 at Heddon-on-the-Wall at NZ 135 670 and has been built into a high stone faced retaining wall, projecting just 6cm from the face of the wall. The third find uncovered is on an unclassified road between Walwick and Simonburn at NY 891 713. The incised figure of 23 is just discernible and is the distance from Newcastle on the road to Bellingham.

Staffordshire *John Higgins* notes that repainting of mileposts in Lichfield and Tamworth districts was completed last summer and in 2011 work focuses on East Staffordshire (Burton, Uttoxeter and Needwood Forest areas). The contract with the County Council runs out in 2012 with the completion of Staffordshire Moorlands. By that time around 400 mileposts will have been re-set and/or repainted. Another new find is from the Tamworth to Pinwall turnpike: a weather stone lying in a ditch spotted by a local non-Society member. However it is, and always was, in Warwickshire albeit very close to the boundary.

## County News

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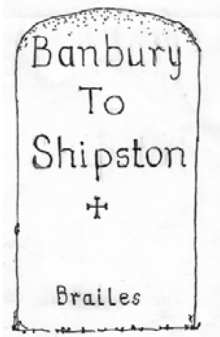
Suffolk Several members have reported the restoration of a cast iron milepost and it being put back on the village green in London Road, Brampton. The milepost was manufactured by J Garrett of St. Margaret's Ipswich in 1822 showing 104 miles from London, 19 miles from Gt. Yarmouth and 35 miles from Ipswich. It was found rusting in a farmyard and restored by Gary Eves, a former trustee of the Saxmundham Museum. The unveiling ceremony, attended by children from Brampton School, was the subject of a feature in the *Beccles and Bungay Journal* and Essex County Representative John Nicholls was interviewed on BBC Radio Suffolk.



Surrey *Colin Woodward* writes that a milestone at Brixton in the London Borough of Lambeth is back in view following the completion in February this year of a project to carry out refurbishment works at Windrush Square, on the east side of Brixton Oval (A23), grid reference TQ 310 752. The newly paved and landscaped square is intended to be a social focal point for Brixton Town Centre, and celebrates Caribbean culture, being named Windrush after the ship that carried West Indian settlers to Brixton back in 1948. The early 19th century milestone, now a prominent feature in the paved area, is a relic from a much earlier time. It reads 'ROYAL/EXCHANGE/4/MILES' (on two faces) and 'WHITEHALL/3½/MILES' and was formerly located next to the old Brixton Town Hall before being transferred to the opposite side of Brixton Oval many years ago following road

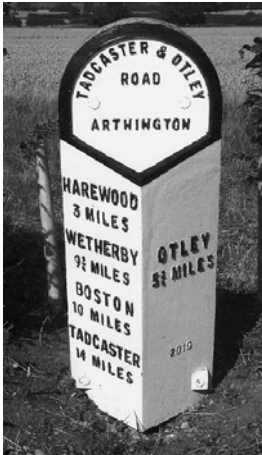
widening. It is one of only 3 remaining milestones (originally 19 in number) that once could be found every half mile along the route between London (Royal Exchange) and Croydon. The works were carried out by a partnership between Lambeth Borough Council, Transport for London, London Design and the London Development Agency.

Warwickshire *Michael Knight* describes a simple milestone without mileages standing on the north side of the main road B4035 at Lower Brailes, upright against a brick wall and protected by iron railings. It can be located near to the triangular garden surrounding the War Memorial, which stands in front of the parish church. This milestone was renovated in 2000 as a Millennium Project and precedes the later metal plates which



line the turnpike route between Banbury and Shipston-on-Stour. Nearby there is on the southern side of this main road one example of the milepost series, mounted on a wooden board and here noting 'BANBURY 10/SHIPSTON 4'.

Yorkshire *Christine Minto* writes that the Tadcaster to Otley road was one of the routes to have new milestones erected by the West Riding CC in 1893/4. The initial survey found the first nine from Tadcaster, 10 was missing, 11 in Harewood never existed because a Leeds to Harrogate stone coincided with its site. 12, 13, 15 and 17 were still there.



During a local litter pick in 2006 the remnants of Tadcaster 14 at the east end of Arthington were found under the hedge. Society member and Chairman of the Parish Council, Basil Thompson, put in motion the repair or replacement of this village artefact. The backing stone was broken off at ground level and only the top and part of the bevel remained of the casting. Final result in summer 2010 - a new casting with the stone attached to a new base. The farmer cleared the hedge and the repaired milestone was set slightly further back from the road to protect it. In the meantime 10 in Harewood Parish was found lying in the undergrowth undamaged. That has been reerected and painted by Dave Williams who has also painted 12 and 13.

Brian Ellis had painted some of the earlier ones and Dave and Jeremy Howat refurbished the one in Harewood. This is the best run of these 116 year old posts with only one in Pool and the last one near Otley having been lost.

Another refurbishment too late to be detailed in *On The Ground* was the metal post from the Bawtry to Selby road. This was turnpiked in 1793 but the posts may not be from that era. The remaining posts found along the South Yorkshire section in the early 90s were made of three metal plates held together by a slightly pyramidal top. Two had an arched 'flag' on the top with THORNE cast on it and one in the centre of the town was a flat plate against the wall. By 2002 when I surveyed the whole route there was only one intact post and the remains of two others in South Yorkshire. Two near



Snaithe, ex Humberside, are triangular but more robust and had been painted on the direction of John Harland. Nothing was found north of there until April 2004 when I spotted a broken one on the canal bridge in Selby full of rubbish and minus its top. In August 2009 Dave and Jeremy searched and found this hidden in willow saplings. By persistence the post is now refurbished and set a few metres from its original site. Dave and Jeremy dug the 150cm long pieces out of the ground, repairs to the metal sides were done at the Highways depot, the top is from the smashed Bawtry 8 that I rescued from the ditch and Dave did the painting.

The Wakefield to Denby Dale road was another route where the WRCC milestones were set up. The first three miles to the M1 junction are devoid of stones except for an original plaque from the 1825 turnpike set into a modern wall giving mileages as far as Manchester. The problem with the 5 mile stone was noted in *On The Ground* and that will be reset after repainting. Stephen Skellern and Dave Ware are keeping their eyes on it at the Highways depot. The 6 mile stone in West Bretton Parish was reported lost in October. A search on the long straight road revealed the stone on its side covered in brambles with just small pieces of the metal attachment around it. The Parish Council may wish to have it repaired but, knowing how much the one in Arthington cost, over £2000, that may be a pipe dream. 7, 8, 9, 10 & 11 are all in or near the local villages so hopefully reasonably safe.

Following a talk by Jan Scrine one of the audience told her of a stone near the Wakefield to Huddersfield road. This has proved to be a well preserved early Wakefield to Austerlands (Oldham) turnpike stone now used as a feature at the end of a wall on a lane near to its original site. Just two others, both in Saddleworth, remain *in situ*. Gain some, lose some. Two recent casualties are one stolen from the Whitby to Pickering road that had been painted by Brian Bradley-Smith and another that may have disappeared in Harrogate on the Leeds road.



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*Please note the Northern Spring Meeting at Hebden on Saturday 17 April — details are to be found on the back page!*

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Scotland *Christine Minto* reports that Iain Davison has been to Perthshire and Frank & Christine have been to Skye. A number of 'new' milestones have been put into the database and records for others updated. An interesting stone on Skye north of the hamlet of Ose reported by Carol Haines is one of the ubiquitous quadrant hard granite stones found all over the Highlands. This one has been 'rescued', smoothed and inscribed with distances to Dunvegan and Struan. But on the bevel is 7/OSE, so it is used as a number for the house hidden down the hillside. Alan Thompson, on Arran, has sent me details of all the stones on Jura. There's just one road but a complete run of 17 stones from



Feolin Ferry to Lagg and there's not much tarmac north of there. Alan plus Ian Thompson (Cornwall) also added to the tally on Raasay, four has become eight. Following *On The Ground* three members have sent me photos and details of two of the unusual Bonnybridge posts on the road to the island of Seil that is across 'The Bridge over the Atlantic' south of Oban. I have made contact with a fellow cyclist who lives on Mainland, Shetland. Three MSs are marked south of Lerwick on the



A970 road to Sumburgh. She has already sent pictures of two of them but with her husband they have found more of which I eagerly await details. Alan Sutton has given me a huge collection of photos taken by a friend in 1983/4. These include stones already known but others are images of stones that may no longer exist. Unfortunately most have no inscription and nothing written on the back to help identify where they are. So, a reminder to label all your photos as soon as you have them printed. Terry Keegan has loaned me his Scottish photos so I shall have an interesting time this winter looking through those and sifting more details for the database. There are already over 1600 entries, most

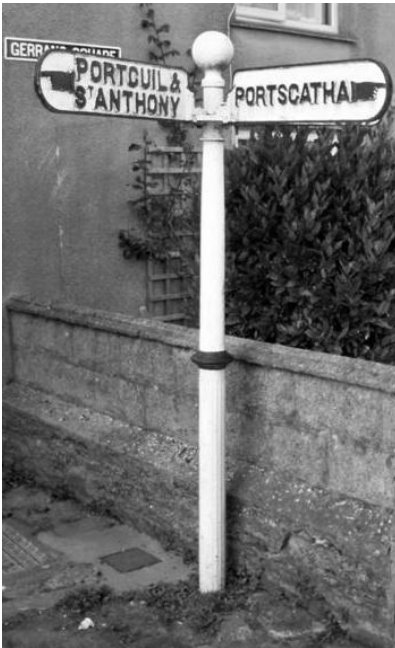
with photos in the albums. There is just one old, unconfirmed record for Renfrew and only Inverclyde and the Western Isles of the current administrative districts have no entries.

### **1964 ROAD SIGN SURVEY**

Do you remember the flaming torch school sign? Can you picture the 'Halt at Major Road Ahead' sign?

In 1963, the Traffic Signs Committee under the chairmanship of Sir Walter Warboys presented its report recommending the introduction of entirely new traffic signs. Not only the warning signs, but also the direction signs were to be changed. The 'fingerposts', for so long a feature of British roads, were to be replaced with large reflective aluminium boards, more suited to the speed of modern traffic.

Highway authorities around the country would respond in different ways. We are now grateful for those which managed to hold on to at least some of their old fingerposts. One thing seems likely – that the first thing a highway authority needed to do, in order to plan what new signs it would need, was to find out what road signs it had.



In Cornwall, thanks to the alertness of County Councillor Bob Egerton, Ian Thompson tracked down the Road Sign Survey undertaken in 1964 for one area in the heart of the county. The survey was filled in on standard pre-printed folio sheets giving location, dimensions, detail of inscriptions, materials and condition. This is just the sort of information needed if a surviving but broken fingerpost is in need of restoration.

Ian transferred information from the survey sheets to a standard Milestone Society database, adding in grid reference locations. The survey sheets were then passed to the County's Historic Environment Service who would scan them electronically. The documents will then go to the Cornwall Record Office in Truro, where they can be stored safely and made available for future research.

In Cornwall, a highway engineer kept the survey on top of a filing cabinet, because it was interesting and he did not want it thrown out. Is there a survey like this for your county? Have you asked at the County Record Office? Surely every county must have done a survey in about 1964?

*Ian Thompson*

### SHROPSHIRE TOLL HOUSE FOR SALE

Autumn wanderings in Shropshire took us past an isolated building standing close by a minor crossroads in the south west of Shropshire, at Edgton (SO 385 856).

Tipped off by Terry Keegan's local knowledge, we were following the old road between Bishop's Castle and Craven Arms as an alternative to the B4385 which itself wanders around quite a bit through Lydbury North and Aston on Clun down towards Ludlow. The 'old route' can be picked out clearly on OS maps, first as Stank Lane from where it leaves the B-road a mile out of Bishop's Castle (with a stone on the roadside to prove it), and later as Long Lane as it comes down into Craven Arms, joining the A49 just north of the town.

There are surviving toll houses at either end of this enjoyable run, and at least one other – the subject of this note - along the way. The sign-board was up and the property was for sale. A couple of months later, as this Newsletter closed for press, it still was, so maybe it remains available now for an interested buyer with an eye to its turnpike history?

The key features remain, despite fairly drastic modernisation over the years; the rectangular building has two side extensions, and the position of its former front door to the road remains apparent too. Otherwise the best clue remains its position, standing alone just off the crossroads and commanding a good view. Internally, all is modernised.

A few yards further east is the 'TO LONDON 154 MILES/ B' CASTLE 5' stone, just before the road down to Hopesay and Aston on Clun turns off to the south.

Turnpike Cottage at Edgton is on the market at a guide price of £245,000; see [www.samuelwood.co.uk](http://www.samuelwood.co.uk).



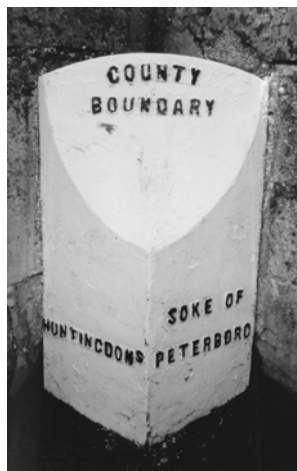
*David Viner*

## **Boundary Markers**

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Devon In October *Tim Jenkinson* was invited to meet with local historians Tony Southern and Arthur Broom in the village of Clyst Honiton in East Devon to inspect an old parish boundary stone that had been discovered in the ruins of Carrow Mill on private land near the village. The stone that was lying prone in the ruin had been used as part of a series of steps leading up to the mill and had recently become dislodged revealing its inscription. Showing the old spellings of 'Pinho/P/' and 'Clist/Honi/ton/P/' on its faces Tony was able to date the stone to the mid C18. The parish of Pinhoe no longer exists and it was agreed that the stone with its unique inscription, should if possible be returned to the roadside at a point near to Clyst Bridge on the old A30 as shown on OS maps of the late C19. Landowner Henry Gent agreed to take the stone in for safe keeping whilst negotiations got underway with DCC, who agreed in principle to reposition it, free of charge at the aforementioned point in the Spring of 2011 and we all look forward to seeing it back where it belongs. At the same time Tony encouraged the Parish Council to care for a Grade II listed milestone in the village by cutting back vegetation.

Northamptonshire *Michael Knight* has discovered three dated cast-iron boundary posts related to a 1932 eastward expansion of Northampton town. All line a village road within ¼ mile of each other, commencing at the parish church of Weston Flavell. Two castings record 'NORTHAMPTON BOROUGH/NORTHAMPTON COUNTY'; the third has been snapped off halfway down, leaving only a stump in the pavement. The old village has long been incorporated into suburban development of Northampton Expanded Town during recent years.



In NL19 John Higgins raises the issue of Peterborough's status. *Michael Knight* notes that the diocese of its cathedral is wholly the County of Northampton. The Soke geographical district was created around 870 AD but has been dismembered in recent years. The borders of the new Unitary Authority and the former Soke differ considerably.

Yorkshire Amongst many other interesting snippets of information on tollhouses, boundary stones and bridges, Yorkshire member *Brian Burrows* notes an interesting boundary stone at Lindley Wood Reservoir where the B6541 crosses on a bridge 2¾ miles NE of Otley at SE 210 499. The stone carved CWN (*for Clifton with Norwood*) and F (*for Farnley*) is usually under several feet of water but can be accessed from a public footpath to its NE at low water level.



Nottinghamshire

Milestones often turn up in museums and in private gardens but some have been found in more unusual places, too.

*David Blackburn* found this canal milepost on a visit to Wheelgate Country Park in Nottinghamshire with his family. The milepost has the maker's mark GNRV on the back and

appears to be authentic. The original location of the milepost is uncertain. Mileposts of a fairly similar design were used on both the Grantham Canal and the Nottingham Canal but the white lettering on a black background suggests that this milepost is more likely to have come from the Nottingham Canal. To add to the confusion, some mileposts on the Grantham Canal were placed in different positions after restoration, the numbers being altered accordingly. So even the '10½' may not be a reliable indicator of the original location. David plans to contact the park owner to ensure that the milepost is looked after.

**TOFFEES WIN AWAY AT ANFIELD**



L'POOL 2 - EVERTON 3  
Spotted by John Higgins on the  
Leeds and Liverpool Canal

Hampshire

*Polly Whyte* of the Hampshire and Isle of Wight Wildlife Trust reports the installation of new milestones on the Itchen Navigation between Southampton and Winchester.

Monmouthshire

Collection of information on canal mileposts continues. *Mike Hallett* spent several days in the autumn of 2010 walking the towpaths and surveying mileposts on the Monmouth, Brecon and Abergavenny Canal near Pontypool and Newport.

## ***Meeting Reports***

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### **THE TENTH ANNIVERSARY MEETING BLACK COUNTRY MUSEUM, DUDLEY—2 OCTOBER 2010 A PERSONAL VIEW**

I remember very little of the detail of the first meeting in the autumn of 2000 but I do recall an overwhelming feeling of determination that 'something must be done' and lashings of pioneer spirit. The rest is history.

Ten years on, was the determination to get things done still there? Yes, in spades, but there was also a justifiable pride in the enormous amount that has been achieved. These achievements were elegantly and persuasively summarised by David Viner in his chairman's report at the AGM, by a mile – what else (?) - more interesting than the many AGM chairman's reports that I have dozed through on other occasions. Alan Rosevear and Mike Faherty comprehensively laid out the visual evidence of our collective achievements in a technically accomplished and highly visual collage by means of a wide-ranging PowerPoint presentation.

But, as David reminded us, we are not complacent. We are all too aware of all the things that still wait to be achieved and frontiers into new territory that need to be crossed.

This was the main theme of Sir Neil Cossons's, for me, outstanding talk, which opened the conference proper. As someone whose interest in turnpikes stretched back to his childhood and with a highly distinguished career in the world of museums and conservation, his messages were always going to be worth listening to; what I had not guessed was how inspirational they would be. After paying handsome tribute to the Society's achievement so far, he sketched out the ways in which he thought we should move forward. He challenged us to add to our current 'core business' related areas such as tollhouses, tollboards, road transport history bibliography and the like. Of course, ahead-of-the-game members have already ventured into these territories but maybe the more faint-hearted, like me, have lagged behind. Sir Neil's other key message was the importance of stepping up our risk assessment of key milestones and waymarkers in partnership with English Heritage which in 2011 is highlighting its risk assessments for our Industrial Revolution heritage.

Whether by accident or design - great minds etc. - Mervyn managed to do justice to both the past and the future in his, as always, copiously illustrated history of milestones in the last two, going on three hundred years. At one level the talk illuminated the range of both the waymarkers and the society members' activities. Interesting as always but not a new theme. What was new, or more strongly argued than I have heard before, was the way in which waymarkers, sometimes uniquely, can illuminate broader aspects of transport history and history even more broadly than that. Salt roads, drovers' roads, mounting blocks are now on our map. I particularly took from this talk the importance of moving from antiquarianism to history, from searching

out and recording to looking for patterns, making analyses and attempting explanations. (I hasten to add that nothing negative should be construed by antiquarianism, an essential foundation stage in any study and dependent on the indefatigable efforts of many skilled and dedicated enthusiasts.)

Which brings me to my one regret: too little on the database. Sir Neil singled it out as one of our greatest achievements. 'Our'? Largely the work of one individual a point duly made in – I think – an unscripted interjection by Mike Faherty. Alan Rosevear's extreme modesty perhaps made it impossible for him to enlarge on the database's wide scope, multiple uses or even to give us insight into how it has developed over the years. Perhaps Mike should have taken over this part of the talk to demonstrate its existing strengths and possible future uses and enhancements. I would have happily traded a few dozen of the hundreds of milestones on show for more about this. But this was only one small gripe in an otherwise splendid day.

So is the pioneering spirit still there in 2011? Yes indeed, but added to it is wisdom springing from the not always successful attempts to overcome obstacles. Many of us bear the scars of grappling with labyrinthine bureaucracy, 'indifferent officialdom' as Sir Neil called it and the intricacies of 'Elf 'n Safety' but the successes in overcoming these obstacles make it all worthwhile. Sir Neil inspired us all to keep up the momentum and David reinforced his messages in his final remarks.

In ten years' time will I remember the detail of this anniversary conference? Probably not, but as with the inaugural meeting, senility permitting, I will recall the continuing enthusiasm and determination to carry on the good work showed by the society members present at Dudley and all over Britain.

*Derek Turner*

## **COMMITTEE MEETING**

### **COVENTRY TRANSPORT MUSEUM—30 OCTOBER 2010**

For me personally, this was my first attendance at a Committee meeting so I was not too certain what to expect. Although modern, spacious, convenient and relatively comfortable, the room used for the meeting has no natural light and the poor internet connection made for difficulties in setting up a presentation. So I was starting to wonder how good the meeting might be and whether my journey had been worthwhile. But I need not have been concerned—we had a lively and very productive meeting.

Key areas for discussion included the approval of pump-priming projects and the promotion of the pump-priming programme, planning for future conferences, setting up milestone walks on the Society website, postcards, theft policy, the future of our Society publications and the planning for this Newsletter.

*Mike Hallett*

### **LEAMINGTON SPA CONFERENCE — 'THE NEXT TEN YEARS' 20 NOVEMBER 2010**

Since 2003 the Society has held a late autumn meeting at Banbury specifically for County Coordinators (later re-named Representatives). In this tenth anniversary year the committee decided to throw the meeting open to all members and to move it across the Oxfordshire - Warwickshire border to Leamington Spa. 35 people, approximately 8% of the membership – and one gatecrasher – attended. About half were reps and committee members but there was a welcome attendance by other members, including some newly joined, vindicating the committee's decision to make it an open meeting. The programme for the day was varied but the longest and most crucial session, led by Mike Hallett with very full contributions 'from the floor', considered the key issues for the second decade of the Society's development.

First, however, we heard from Ben Morton about the Historic Environment Records project (HER) as it operates in Warwickshire. We learnt that 76 milestones are included amongst the 12,578 archaeological sites in the county. Other counties in the project - and most are involved - have similarly immense records, managed via digital mapping. One of Ben's main points was that all the items listed, including milestones, need to be considered in their local context, not as stand-alone objects. Ben described the Historic Landscape Characterisation Project that takes a landscape and divides it into variously shaped 'polygons' showing historic use. (Turnpike polygons with milestones strung along them are necessarily long and thin.) He also mentioned the on-line Time Trail <http://timetrail.warwickshire.gov.uk/>, which gives details about mile markers, along with many other things, in Warwickshire. Analysis shows that a higher proportion of the original milemarkers survive in urban than in rural areas. Another useful website mentioned was the 'Heritage Gateway', [www.heritagegateway.org.uk](http://www.heritagegateway.org.uk), which, in the words of its leaflet handed out: "gives you online access to historic environment resources allowing you to search local records alongside national records". Most counties' HER records are already to be found there.

Mike's tour de force and tour de horizon presentation started by offering us no less than 32 possible 'indispensable priorities' for the next ten years and invited us all to vote for which of these were indeed indispensable. Topping the poll were: in no particular order (shades of Strictly): archive catalogue, conservation, links with Conservation Officers, updating the photo survey, and publications, but another ten were also considered essential. For all of the top five, except the last, along with most of the others, it was felt we should be doing more than we do at present. No resting on laurels then during the next ten years.

We were next asked who we most needed to influence. Jan listed 13 suggestions from 'the floor' on a flip chart, which bore a close resemblance to the 10 Mike then suggested. He also asked for our ideas for maintaining membership and engaging youth. We obliged with a dozen or so suggestions. Many of these are fairly obvious, for example Conservation Officers again, but the list also included the less immediately self evident, ranging from the local MP, via MSc Course projects to highways contractors and primary schools, where Key Stage 1 history includes the local environment. Such was the level of audience response that the planned schedule was running seriously late. However, before members were released for a break, Derek Turner briefly suggested all the increasing things that reps ideally could or should be doing as the Society's interests and activities expand. He put forward some suggestions for how at least the most important of these might be achieved through job sharing and how the 'gap counties' might be covered.

After the lunch break Mike tackled the last stage of his marathon presentation, firstly inviting us to consider what we most wanted to have in our publications. County News topped the poll and most of the other things that currently feature in our publications were pretty much equal second. Secondly, we were asked which of the current publications we would most like to keep if there were only to be two. (If you do not want to be influenced by the result before filling in your questionnaire about possible combinations and frequencies of publications, look away now.) The Newsletter came first by a considerable margin.

In the last session Jan Scrine and John Armstrong unpacked the 'Toolkit' that promises to make our milestone lives easier and even more interesting. (See elsewhere in the Newsletter for more about the Toolkit.) Paypal now makes it a doddle to pay our annual subscriptions. The archive catalogue as it develops will become an increasingly useful local resource. A growing number of on-line suggested walks will keep us fit. By contrast, the truly amazing Google Earth milestone maps are so addictive that they should probably have a health warning. Not only 'map pins' for all Britain's surviving milestones and other waymarkers but summary information from the Society's database and 'Street View' pictures of the stones in position. All this and photographs too; not many as yet, but we were shown how easy it is to upload digital photographs via the Society's website, using the software available to down-size them if necessary. Now it is down to all of us to check out our photo collection and get uploading.

All in all, a full, inter-active and information-packed day. Now, what would you like us to organise for 2011?

*Derek Turner*

### MILESTONE AS A VACCINATION CENTRE—OFFICIAL!

An unusual variation on the 'use' made of at least one Gloucestershire milestone has emerged from some local history research undertaken entirely for other purposes.

Hidden away in the *Memoirs of Frederick Charles Gladstone 1889-1966* (edited by Anne Stevens, 2006, see [www.boundbiographies.com](http://www.boundbiographies.com), but no ISBN) is a reference to Dr Gladstone's predecessor, one Dr. Larke, at the small village practice at Rendcomb, which is in the Churn valley a few miles north of Cirencester. Gladstone was doctor there from 1922 to 1962, but it was Dr Larke who had started the practice at Rendcomb in 1861. He retired in the early 1890s and died at Ashton Keynes in north Wiltshire in 1900.

On page 119 of the *Memoirs* Gladstone recalls that Larke was the local Public Vaccinator. "Vaccination against smallpox was compulsory. Babies had to be vaccinated before they reached the age of four months. To begin with, arm-to-arm vaccination was practised. A healthy baby was first vaccinated and when the typical pustule had formed, matter was taken from it and used to vaccinate other babies. This method was most unhygienic as all sorts of diseases could be transmitted from one child to another.

"Dr Larke would vaccinate a baby, then put a notice in the *Wilts and Glos Standard* [the local weekly paper, still going!] to say that he would be at a certain milestone on the Gloucester Road on a stated time and date so that the mothers could bring their babies to be vaccinated. One woman told me that she brought her baby sister all the way from Edgeworth. As she was late starting, she came straight across country, humping the baby over hedges and walls."

Leaving aside the medical methods in use here, the logistics are daunting enough – dragging a no doubt reluctant youngster to an out of the way place high on the Cotswold hills (where the sun doesn't always shine) would be challenging enough.

The location today is very different; the A417 has been dualled through this section and now forms a main M4-M5 link. The stone in question was probably Ciren.r 6 Gloster 11 just south east of Beechpike and close to where country lanes (including one coming up from Rendcomb) crossed the highway. That stone – or at least the plate - is still there (at SO 971 102), secured to a house garden wall.

But it may instead refer to the next one towards Cirencester, Ciren.r 5 Gloster 12 (at SO 979 088) close to the Five Mile Inn, still a place of pilgrimage from miles around (good value lunches!). Both these sections of road are off the main dual carriageway; follow signs for Services and the inn and turn north or south. But best now to go elsewhere for those vaccinations!

Thanks to Linda Viner for her eagle eye in spotting this item.

*David Viner*

## **SOURCE FOR 100% FUNDING FOR MILESTONE REFURBISHMENT AND REPLACEMENT**

Has anyone else discovered the LEADER grants as a source for funding milestone repairs and replacements? Here in Ryedale District, Yorkshire, a total of ten are, in late 2010, being cast. Three are for recreating broken mileposts and seven are replacements of Grade II milestones that, over the years, have been swept away by road improvements.

The LEADER programme, largely funded by the EU, is part of the Rural Development Programme for England, aimed at supporting rural community based projects. It is running from 2007 to 2013.

The official website is <http://www.defra.gov.uk/rural/rdpe/index.htm> and a map of the 62 LEADER areas can be found at <http://www.defra.gov.uk/rural/rdpe/leader-maps/index.htm>. Have a look at this map as it covers a surprisingly large part of rural England.

The section under which milestone upkeep can be granted is that concerned with conserving and upgrading the quality of the rural heritage and enhancing the potential for increased tourism.

In Ryedale, I applied successfully, in the name of the Milestone Society, for a Small Scale Enhancements Scheme for the recreation of three milestones severely damaged by vehicle impact. The value of the work has been approximately £3,000, totally funded by the LEADER scheme.

Although, the future of the LEADER scheme for the remaining three years may be in the balance, Society members should still pursue this possible source of funding for their local rural area.

If any Society member wants to get in touch with me for encouragement with this scheme, please do so through the Yorkshire co-ordinator, Christine Minto.

*Jeremy Howat*

## **GUNTER'S CHAIN**

One July day in 1725, William Warren set off to measure the first five miles along the Cambridge to Barkway road. He took with him two labourers, Henry Bridges, Thomas Milton, and 'a chain of 66 feet in length'.

It is recorded that William Warren paid the men a total of 'three shillings' for the work.

This was probably no simple single link chain of roughly 66 feet, but a precise measure, as designed by Edmund Gunter (1581 – 1626), Professor of Astronomy at Gresham College London, Clergyman and Mathematician.

First was the specially shaped handle. Each link, actually 'o--o' was 7.92 inches long. Every 10 links there was a tag or marker. After 10 links the tag had one

## Features

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prong, after 20 links 2 prongs, after 30 links, 3 prongs and after 40 links, 4 prongs, and the the centre was marked by a roundel. Then 4,3,2,1 to the other handle. The handles and tags were usually made of brass, and sometimes marked by the maker.

One handle was pinned to the ground to hold it fast and Henry would stay with it. Thomas would then walk the distance, letting out the chain as he went. He would fix his handle in the ground. Henry would then unpin his handle and walk to Thomas, gathering up the chain as he went. He would then pass Henry and walk on the next distance. One can imagine William Warren counting off the 80 chain lengths needed to mark the mile.

I had often wondered about the origin of the 'chain', and what it looked like. I was fortunate to see one of these Gunter chains after a talk that Michael Knight gave to the Landbeach Historical Society. I asked if anyone knew what sort of chain was used for measuring. A retired farmer, Mr Wyatt whose chain is pictured, still had one in his Barn and offered to show it to me.

The chain length is the exact measure between the stumps on a cricket pitch. I wonder does any Cricket Club still use a Gunter chain to measure out the 'run'?

*Grainne Farrington*

## THE MYSTERY STONE OF CARDIGANSHIRE

Early in August 2010, a resident from the Aberporth area—David Short—contacted the Society. Whilst renovating his cottage, which dates back to the early C18, he had made an exciting discovery. He was removing the old limewash on an outer wall when he uncovered a broken milestone embedded upside down with the inscription:



TO  
CARD VI  
TO  
LAMP XXII

It measured 53cm high by 61cm wide and 5cm deep. His impression was that it was of Roman origin and he appealed to the Society for their expertise in the matter.

In September I visited the site which is located in the hamlet of Blaennant (SN 4132 4906). It is a typical Cardiganshire cottage with no damp course and was probably built some time after 1720, with an extension added in 1860. The stone itself was found in the oldest part of the abode. In those bygone days anything that could be moved had a tendency to be used as building material. One's first thought is the possibility that the milestone came from the B4570, the present Cardigan—Lampeter Road, which is exactly 28 miles long as stated on the embedded stone.



But this is unlikely as it would have had to be hauled from 4 miles away. Its size and weight would more likely have determined its use more locally. The cottage and hamlet stand on a Y-junction on an ancient road that led from Aberporth to Lampeter via Beulah. Much of this road can be traced along ancient footpaths and ditches. Some of these tracks are now closed to the public. To add to the mystery surrounding this find—close to the cottage and Y-junction stands a fine rock with an inscription of a map on it.

History tells us that during the C18 the landed gentry were permitted to divert roads that ran close to their residences to ensure their peace and privacy. Thus new roads were created, albeit at the landowner's expense. A good example of this is the present Aberporth—Beulah road, the B4333, which brought the closure of the ancient trackway through Blaennant. Further development of the changing road system can be found on the A487. This road was turnpiked in 1790 and at about this time parts of it near Blaennant were straightened.

Returning to our milestone and its inscription, even though it has Roman numerals, the abbreviated place names of Card. and Lamp. did not originate in Roman times. Also it is possible that the milestone may have been attached to the nearby rock in some way but this is purely supposition. To add further confusion, just over 1000 yards from the cottage there is a further milestone on the main coast road (SN 4653 4856) erected by the local turnpike trust. It also bears the inscription Car-

## Features

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digan 6 miles. A possible explanation is that the Cardigan Trust used the standard pole of 5½ yards whilst our stone was measured with a 6 yard pole (1,920 yards to a mile). To validate this theory, the 'XXII' miles to Lampeter Bridge actually measures 24 miles by today's scale. This may be the only example of a non-standard road measurement in Wales. Finally, this milestone could be the oldest post-Roman, pre-turnpike milestone in Cardiganshire. It also may be just as old, if not older, than the set of stones near Harlech (Merionethshire) and those near Llandrindod Wells (Radnorshire) - both dated 1765.

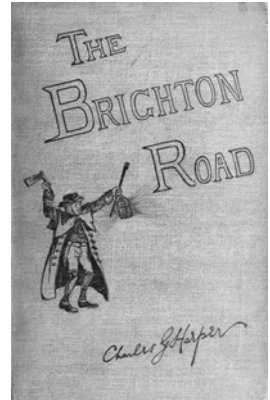
Thank you, David, for your fascinating find and hopefully the Society has helped to throw some light on the mystery stone of Cardiganshire.

Chris Woodard

## LONDON TO BRIGHTON MILESTONES 100 YEARS AGO

Milestones are rarely mentioned in literature. It is therefore refreshing to know that somebody took the trouble to survey milestones in Surrey on the London to Brighton route just over 100 years ago. The exact date of the survey is unknown, but the information was used to embellish a book called *The Brighton Road*, by Charles G. Harper (1906). A copy of this book can be read on the internet, and comparison with today's Milestone Society data base records makes fascinating reading.

Charles G. Harper (1863 - 1943) was a prolific travel writer who illustrated his own books, specialising in travel along highways in England in an age when few people took foreign holidays. The book on the Brighton Road is a treasure-trove of information covering all aspects of the route, or rather routes (for there are several variations). Subjects covered include turnpikes and toll gates, coaching memories, early descriptions of the London to Brighton car rally, cycling and walking races and the many interesting places that could be visited on the way.



But back to milestones. The first one mentioned still survives today in Purley, giving 'XIII Miles from the Standard in Cornhill, London, 1743' and 'XII Miles from Westminster Bridge'. The book recalls the *London Evening Post* of September 10th 1743, which told of surveyors measuring the London/Croydon route and staking out the positions of milestones, which were to be supplied by gentlemen from Sussex. The inhabitants of Croydon had generously subscribed for 13 milestones. But where were the others? By 1906 the eighteenth century milestones north of Purley had disappeared, although they could still be seen beyond, stretching through to Godstone, East Grinstead, Uckfield and Lewes. Some of these, nearly all of them in Sur-

rey, can still be seen today. For the first 10 miles from Westminster the older milestones had been replaced by early 19th Century stones giving distances to Royal Exchange and Whitehall, spaced every half mile.

By 1906 even the 'Royal Exchange' milestones had begun to disappear. The book notes that 5 of them had gone, leaving 14 of the 19 milestones remaining within 10 miles of Westminster. Today, only 3 can be found, at Brixton, Streatham and Park Hill Recreation Ground in Croydon. Curiously, the one in Croydon is recorded as missing in 1906. Back then, milestones still survived on the route within 1 mile of Westminster, but the nearest one was already on its way out. The book recalls: "It stands on the kerb at Kennington Road, between Nos. 230 and 232, just short of Lower Kennington Lane, and is a poor old battered relic, set anglewise and with the top broken away, bearing the legend in what was once bold lettering: 'MILE/HORSEGUARDS/WHITEHALL'. (Notes the 1871 OS records the distance as 1½ miles). About 40 yards south of the 'Horseguards' milestone, there was another stone reading '1/MILE/FROM/WESTMINSTER/ BRIDGE', the other 3 sides being blank. There is no sign of this milestone today, although in 1906 it was described as 'a tall upstanding affair'.

The book notes that Westminster Bridge was not opened until 1750, but that the milestones bearing the inscription are often dated 1743 or 1744. It therefore advances a theory that the milestones were thus inscribed in anticipation of the bridge and ignores the possibility that the 'Westminster' inscriptions could have been added to the 'Cornhill' milestones later. It goes on to mention the stones still surviving around Coulsdon which are the first milestones to refer to Brighton as well as Westminster, including an odd half mile. Further along the route are cast iron milestones, starting at Merstham and on through Redhill. Again, some of these can still be seen. However, they drop the additional half mile to Brighton shown on the Coulsdon milestones. The author is scathing about this, recalling a confectioner who refused to deal in halfpennies. Thus, the distance from the south side of Westminster Bridge to Brighton Aquarium is generally reckoned to be 51 miles rather than 51½. "But where is he who has chained it in a proper surveyorly manner?" asks the author.

The book has virtually nothing to say about Sussex milestones. This is a great pity, as nearly all the stones in Sussex with a reference to Brighton have been removed, sacrificed to assist those who wish to travel at breakneck speed. It seems a great shame, given the continuing popularity of the London to Brighton car rally and other sporting challenges, that this historic series of milestones now has such huge gaps.

*Colin Woodward*

*(Editor's note: The Brighton Road may be read on the internet at <http://www.archive.org/details/brightonroadoldt00harp>)*

**NOT ON THE GROUND BUT IN THE AIR!**

As the coachman's horn sounded and the team of horses started to pull away out of the courtyard, this sign above the archway at The Bell Inn at Stilton in Huntingdonshire would be a reminder of how far one still had to travel. Only 14 miles to Stamford but a long drive of 74 miles to London.



*The English Inn Past and Present* by A E Richardson FSA and H Donaldson Eberlain BA. (1925), is a fascinating read about the coaching era, a time probably still remembered by some of those reading it in 1925. It is 'lavishly' illustrated, though obviously only in black and white. Some of the famous coaching inns mentioned have gone but of the

many that remain, one or two will have their distance directions like this one carved above the exit archway. So this could be something else to be looking for, whilst enjoying a pie and a pint.

*Grainne Farrington*

**A PUZZLE SOLVED**

In one of the earliest editions of *Worcestershire Miles* we investigated the milestones lost to other counties through rationalization of parish boundaries at the end of the 19th century. 14 were in an enclave in and around Shipston on Stour on the old A34 and the A429. We later published a picture of the remains of one of these markers designated as an MP on the OS map. At the time we were puzzled as to how these cast iron lamp post like structures could be used as way markers and we appealed, without success, for further information and, if possible, a photograph which would help solve the mystery.

The Warwickshire group have come up trumps and solved the problem by locating an old photograph of one complete with an elaborate wooden board fixed to the top of the post with the destinations and mileages painted on to the board. There are plans for the local council, in conjunction with the local history society and the Milestone Society, to restore at least one of these unique posts to its former glory.

*Worcestershire Miles*

## TO THE LIGHTHOUSE—IN SHETLAND

In June 2009 I was wildlife watching on Shetland. I visited Sumburgh Head and, whilst looking for puffins, came across this stone gate post, with a most specific distance: 1 mile and 1033 yards to the Lighthouse.

I searched the gate post at the top for a similar inscription, but there was nothing to be found. Perhaps the stonemason had considered it an easier trip downhill.



*Grainne Farrington*

## THE 'TELFORD' DESIGN OF MILESTONE



In the British Parliamentary Papers ( BPP 1830 X. 131 ) Report of the Select Committee on the Holyhead road, 20 May 1830, Telford is quoted as saying..."I never saw a proper milestone that I could copy. I looked for three years all over England trying to find one as a pattern and after all I could not find one that looked like a decent milestone". The Holyhead road was completed in the early 1820s complete with the Telford 'decent' design of milestone. Could it be that Telford found and copied his pattern of milestone from the ones erected on the Dublin – Belfast road? Certainly, Telford had visited that part of Ireland when involved in projects connected with both roads and canals in the early part of the 19th century.

When the milestones on the Dublin – Belfast road were erected the old Irish mile was still in use and appeared on the milestones. Parliament did not agree to change from the 2240 yards of the old Irish mile, introduced by Cromwell, to the statute mile of 1760 yards until 1825. So it is more than likely that Telford had seen these milestones and could have based his design for the Holyhead road milestones on them.

*Terry Keegan*

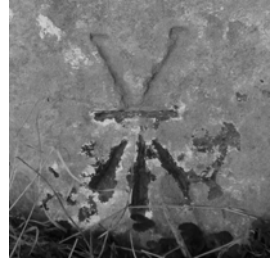
**ROMAN MILESTONES**

An Ordnance Survey map of Roman Britain published in 1957 lists 63 sites where Roman milestones have been discovered although most of course have found their way into museums. John Higgins wonders whether he can plot all the Roman milestones currently in museums and allocate their respective discovery places using this map. He is aware of Roman milestones in The British Museum, Buxton, Caton, Dorchester, Carlisle, Hadrian's Wall, Lancaster, Leicester, Temple Sowerby and Wall museums. Any details of other museums housing Roman milestones would be welcomed by John at The Old Furnace, Greendale, Oakamoor, Staffs. ST10 3AP.

*John Higgins*

**CANCELLED BENCH MARKS**

Martin Pearson of Castleton, North Yorkshire sent me a cutting from the *Darlington Northern Echo*. One item featured a benchmark with two lines forming a not quite joined V above the horizontal one. I learnt from the article that this was a cancelled benchmark and one is on the Darlington 7 and Barnard Castle 9 milestone on the A67 at Gainford. Later, near Wetherby, I spotted one of the Yorkshire WRCC milestones that had been knocked sideways. Taking a photograph I noticed that it too has this cancelled mark. Both stones must have been moved, if only slightly, from their original positions. Since then more of these cancellations have been seen.



*Christine Minto*

**CHURCHYARD MILESTONES**

In NL19 p17 the editor asked whether there are milestones in churchyards in other parts of the country.

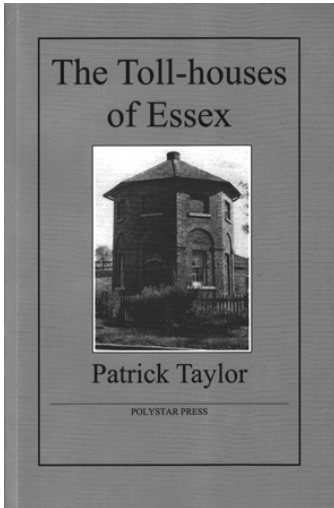
The stone at St Marys in Wyke had been for some time in one of the Bradford museums before being returned near to its original site. Three of the faces are inscribed: 'Bradford/Road/4 miles', 'Leedes/Road/9 miles' and 'Halli/fax/Road/4 miles'. The fourth is the most informative: 'John/Hanson/William/Rush/worth/overse/ars of the highway/1733'.

The church at Measham in Leicestershire also has a milestone. It is inscribed 'ATHERSTONE/ 7 MILES/BURTON/13 MILES'. It would have been sited 3 miles south of Measham. Five more of the stones from this route are at Measham House (*Marking the Miles*, Carol Haines P128) and two more in a garden on Atherstone Road, Measham.

*Christine Minto*

## **THE TOLL-HOUSES OF ESSEX**

Following on from his successful publications on toll-houses in Cornwall, Devon, Norfolk and Suffolk, Patrick Taylor's most recent book is a study of the toll-houses of Essex.



The first pages take the reader through a brief but interesting history of highways, Justice Trusts and Turnpike Trusts before Patrick tells us about collecting tolls, toll gates and turnpikes and toll-houses.

Turning to Essex, we learn that the lack of good local building stone and the availability of both timber and clay for brick-making led to many toll-houses being constructed with timber frames and weatherboarding, often with a thatched roof, or alternatively in brick.

Essex was at the forefront of turnpike activity with a Justices Trust being formed for the London to Harwich road in 1695. However the majority of the toll-houses on this route have been swept away by road widening and improvements. The later Epping and

Ongar Trust with its rendered brick toll-houses appears to have fared somewhat better. The Middlesex and Essex Trust adopted a standard design of octagonal brick toll-houses but elsewhere in the county timber construction is predominant.

Patrick provides an illustrated gazetteer of Essex toll-houses and their associated trusts before concluding with an appendix of impostors—lodges and similar buildings, that were never toll-houses but are often mistaken for them.

Taylor, P, 2010. *The Toll-houses of Essex* (Polystar) 80pp ISBN 978 1 907154 04 1

*Mike Hallett*

## **GOLDEN MILESTONE: 50 YEARS OF THE AA**

Essentially of the post-turnpike era, this publication tells a delightful story of C20 roads across Britain. Copiously illustrated with sketches, cartoons and photographs of road signs, vehicles and personalities, it is a useful supplement to any review of highway development across the nation. AA good practice and regulatory Acts are recorded in an age before the advent of motorways.. It was published by the Automobile Association to celebrate the Association's half-century—a good read.

Kier & Morgan (ed.), 1955. *Golden Milestone: 50 Years of the AA* 240pp

*Michael Knight*

## **Forthcoming Events**

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### **NORTHERN SPRING MEETING**

**Sunday 17 April 2011**

At the Hebden Village Institute, Hebden, Grassington, BD23 5DE. Doors open 10am for 10.30 start, meeting ends around 3.30. Everyone welcome !

Our speakers include Mike Lea on Cumbria Fingerposts and (by special request!) Janet Niepokojczycka's latest talk 'The Packhorse in Art and Literature'. Scottish milestone updates and local news from Christine Minto and the Ryedale Project from Jeremy Howat plus lots of displays. Admission £2, includes refreshments and cake; bring a packed lunch or patronise the local shop or pub. Roadside parking. Why not make a weekend visit to those northern relatives or stay at one of the hospitable B&B's in the area?

Contact Jan Scrine for information.

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### **NATIONAL SPRING MEETING**

**Saturday 14 May 2011**

at Ludlow Conference Centre SY8 1RZ.

### **ANNUAL CONFERENCE & AGM**

**Saturday 1 October 2011**

venue to be confirmed.

### **DEADLINE FOR THE NEXT NEWSLETTER FOR JULY 2011**

Contributions for inclusion in the July 2011 Newsletter should reach the editor Mike Hallett by Friday 10 June 2011. Contributions are very welcome but are accepted on the understanding that the editor reserves the right to modify received copies to achieve a suitable length or style consistent with the overall size, aims and content of the publication. Submission of articles in electronic form using Microsoft Word (\*.doc, \*.docx or \*.rtf) and pictures in JPEG format (\*.jpg) is particularly convenient but paper copy is also accepted.

E-mail the editor at [newsletter@milestonesociety.co.uk](mailto:newsletter@milestonesociety.co.uk) or call Mike Hallett on 01763 246521 for further information.

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