

The Milestone Society

On the Ground



'On the Ground' editor spruces up Stansted Mountfitchet milepost. See page 12.

No. 7 September 2010

Compiled and Edited by John V Nicholls



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THE ANNUAL REVIEW



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'On the Ground' is produced annually for members of the Milestone Society. Opinions and statements expressed in this publication are those of the editor and contributing individuals and are not necessarily those of the Milestone Society, its executive committee or general membership.

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Editorial

The Milestone Society has flourished and has reached its first milestone. Never was a pun more apt. Ten years have passed since the inaugural 'Milestones 2000' meeting where the foundations for the Society were laid down. Much credit must go to the founders who believed that our organisation would go forward and thrive. And not to forget our loyal membership without whom the Society could not exist.

Volunteering is the essence of the Milestone Society, with an example set by the members of the Committee, most of whom have remained at the helm since day one. And unlike all those political shenanigans over MP's expenses, no member of the Committee or the Supporting Advisory Team claims any personal expenses. In part of this is due to the technology of the 21st century and the magic of e-mails rather than phone calls and postage. Using Skype for video conferencing when a member cannot get to one of the three committee meetings held each year has also been trialled and worked. The faces of the Committee will be familiar to those of you who have attended the Society's spring and autumn meetings but I am taking the liberty of including some mini biographies of them in this tenth anniversary issue for those of you who have not been able to come along.

Little did I imagine back in 2006 when I was 'volunteered' to edit 'On the Ground No. 3' that I would still be fretting over the annual deadlines four years later. I trust our efforts still meet with your approval; feedback is always welcomed. Let us know what you want or like (or dislike?) about the all Society's publications; the publications programme will be reviewed by the Committee and Editorial Panel over the coming months. Our aim is to deliver what you, the membership, want.

PLEASE TELL US!!

The Next Ten Years...

We will be meeting at the Old Library, Leamington Spa on Saturday 20th November 2011 to determine the ways forward for the next ten years. There will be discussion, debate, demonstrations and displays

All are welcome – come along and contribute your views or tell your County Representative in advance!

MEET THE COMMITTEE

David Viner – Chairman.



Difficult to believe that it is over forty years now since my interest in roads and road history first developed into a firm piece of work. As a post-graduate student at Southampton University and secretary of the local Industrial Archaeology group (SUIAG as it now is – say it quickly!), I volunteered to edit the group's latest project, a survey of Hampshire's roads, which duly appeared in the county archaeological transactions for 1969. My

professional life as a museum curator over the subsequent thirty or more years provided other similar opportunities, particularly in my home county of Gloucestershire, but also in Dorset (see *Roads, Tracks and Turnpikes* in the Dovecote Press *Discover Dorset* series published in 2007), and happily this continues in my freelance curator's role all over the UK.

My links with the Society date from day one, becoming chairman of the steering group set up at the Milestones 2000 launch meeting at Dudley in October of that year, and thereafter Society founder chairman the following year. It has been a fascinating ten years since then! Apart from all the usual structural developments which any new society demands, I look back on some key achievements the membership as a whole has made during that time, which I believe set a firm foundation for whatever direction the Society takes in future.

We have assembled a professional-quality database of surviving evidence, which no other public or private body possessed, to underpin all our future campaigns nationally as well as locally. We have a workable network of contacts round the country, inevitably good in parts and full of ebbs and flows, which harnesses local commitment and local knowledge. We have published an impressive quantity of evidence in an increasingly professional way during our ten years and are now reviewing how best to develop that further.

We have too, I feel, begun to arrest that apparently inevitable decline in care and conservation of surviving milestones and waymarkers which was the great spur for our foundation in the Millennium Year. It is a process with its fair share of setbacks and disappointments but, as we reach the ten year mark, now is a very good time to take some credit for what has been achieved. Any drive around the country will produce evidence of conservation at work and a raised level of interest in our roadside heritage and as a Society we can take some considerable credit for that.

If community activity and local interest are the buzz-words for the next stage in our national political life, then we are well placed to take full advantage of that. Funding seems always to be a problem ('there isn't any money' is the usual first riposte in any campaign!) but we have also showed how even that assumption can be successfully challenged. Now that we have pretty much achieved our first objective of assembling the evidence, the real challenge begins to ensure the survival – and enhancement - of that evidence, and further arrest the continuing decay. If we can sustain – and grow - the support of our 500-plus members around the country and keep our core membership activities growing too, then there are real opportunities still ahead!

Terry Keegan – Vice Chairman.
See 'In the Beginning' on Page 4.

John Atkinson – Hon. Secretary.

Concerned that I might fritter away my retirement in idleness, Terry Keegan suggested I join the Milestone Society. A few years later, I am still not a knowledgeable enthusiast but I now know many who are and I'm pleased to be able to support their good work. I'm also less idle. I took over the role of secretary from Terry Keegan at Armley, Oct 2007.



Jan Scrine – Hon. Treasurer and Minutes Secretary.

Having moved to Yorkshire in 1998 to start a new business, I was looking for a local interest, having been Secretary of the Atherstone Archeological Society (Watling Street!). I saw the item in Current Archaeology, noticed many milestones around and attended the Black Country Museum meeting. The content was interesting and I volunteered as Yorkshire link. A few weeks later, I received a call from a persuasive Irishman, who said, 'You're female, can you type? The Steering Group secretary has resigned.' Although I've held some senior roles, mostly in HR, I can type so I went along. Then the designated Treasurer resigned. I'd been Treasurer of a major professional group before, so I volunteered to cover until someone could



be appointed at the first AGM. I'm still Treasurer and Minutes Sec ten years later; Christine Minto is the very capable Yorkshire Recorder though I still do the outreach part.

The Committee members are lovely and have become real friends. I look forward to our meetings, including teasing the Chairman occasionally. I really enjoy sharing our knowledge with the public, giving talks

which raise funds for our Yorks group activities, as do other members. I'm particularly interested in what our legacy should be, hence the survey on resources, the development of a suitable photo archive and the new website. These will help us influence the local authorities, parish councils and other bodies. I'm looking forward to the Society's next ten years, whatever that may bring...

Brian Barrow – Membership Secretary.

My interest in milestones and finger posts began when trying to find RAF stations in the 1950s. Travelling along the A1 milestones were useful in estimating journey times and



fingerposts were essential in finding airfields that were situated deep in the countryside. My interest increased and in later years when, as a family, we took holidays in various parts of the UK I was always on the lookout for different types of roadside furniture and road development. As a consequence of the article in the Daily Telegraph I attended the inaugural meeting of the Milestone

Society at the Black Country Museum and shortly after the first meeting I volunteered to be the Membership Secretary. I find this a most interesting task and have met or corresponded with many people who have varied interests within the Society. I enjoy attending Committee meetings and am pleased to have helped to establish the Society as an organization respected by many Local and Highways authorities.

Robert Caldicott – County Coordination.

My interest in milestones is part of an interest in old buildings, post-Roman archaeology and the historical environment more widely. Specifically I can recall as a child in the 1950s counting the Telford milestones from the back of Dad's Landrover on our way to holidays on Anglesey



along the old A5. Now retired from my career as a wine importer I have a little more time to pursue such interests, while attempting to fit them around other pastimes such as old vehicles, photography and researching local history.

Alan Rosevear – Database/Recording Standards Manager.

My involvement with milestones began in the 1980s when my interests in local history and industrial archaeology converged in a study of turnpike roads around Wantage. This grew to cover the Upper Thames Valley where I recorded this in a series of booklets. Until Carol and Terry enquired about my booklet on milestones and tollhouses, these were a minor part of my amateur studies but I got swept along by their enthusiasm as the idea of a society began to surface. I kept at the back in the initial meetings but started to realise that milestones satisfied both my interest in surveying of accessible monuments, practical restoration and social/industrial history. My life as a research scientist gave me some skills with handling data on outdoor sites, so I volunteered my help and, like the one-eyed man in the kingdom of the blind, picks a way through from glorious



diversity to unite the best ideas that the wider membership had.

I don't have to drive as many miles these days but I still choose to travel around the county, pursuing milestones, tollhouse and wayside crosses - looking to understand how things on the ground arose and making information available to the web-savvy researcher (see turnpikes.org.uk). Moving from Oxfordshire to Devon re-invigorated my interests in road heritage since there are so many surviving examples in the greater southwest - It's not just a place for a sunny holiday!!

Mike Faherty – Assistant Database Manager.

I was born and bred in Wolverhampton; studied German in Manchester; taught German and French for an eternity in South London comprehensives. After retirement, I moved to Bournemouth, where I run a small business to keep the wolves from the door.

I have been a collector for most of my life; last serious passions were cast-iron bottle openers and Imperial weights. Well, someone's got to.

I came to milestones late, via Carol Haines' excellent book. Looking around local counties I realized that they were all well recorded, apart from South Wilts which I (almost) did.. I now look after records for various English counties, mainly in the West, and Wales.

I also enjoy (not too strenuous) walking and contributing pictures to www.geograph.org.uk; so little gives me greater pleasure than a countryside walk recording stones, taking a few scenic pictures *en route* and having a pint somewhere along the way.

A coalition of skills – can you contribute yours?

With the Society's 2010 AGM forming part of the 10th anniversary meeting, the time is ripe to canvass members on opportunities to help the Society by contributing to its committee and undertaking some specific task for the membership as a whole. Most of our existing committee members are long-serving (one of our great strengths of course) but as they say 'time and tide wait for no man', and succession planning has to be an important part of our looking ahead towards the next ten years. Have you considered joining the national committee and/or contributing your special skills? We meet in March, July and November at a central Midlands location and our meetings are enjoyable and inclusive. If you think you can contribute and would like to seek nomination, have a word with John Atkinson, our Hon Sec., or David Viner as soon as you can.

David Viner (Chairman)

IN THE BEGINNING

A Chronology of My Part in the Birth of the Milestone Society by Terry Keegan

Terry Keegan was the Society's first Secretary and continued in that role until handing over to John Atkinson in 2007. He is now Vice Chairman. This account by Terry was first published in the 'Worcestershire Miles' newsletter No.35, April 2010.

As part of the celebration of the Milestone Society's tenth anniversary it was suggested that a record be set down as to how the Society came into being. My own record of events leading up to the formation of the



unlikely Society begins away back in 1996. It is a long and involved story but bear with me and I'll attempt to make it as brief as I possibly can. Are you sitting comfortably? Then I'll begin.

I have always been an avid collector, not only of objects to do with the countryside but also any published information on those objects and, most importantly, the oral information of those who worked and used those objects. The field was vast and covered

such subjects as harness decorations, patterns of field gates, horse troughs, farming tools and horse drawn farm implements, blacksmith's forges, cast iron implement seats and manufacturer's name plates. You name it – I've probably collected it.

So it will be no surprise to find in my diary of April 1996 that I started an interest in recording the local milestones here on the borders of Worcestershire and Shropshire. This was the start of the very slippery slope. The following month I discovered that I was not the only one taking an unhealthy interest in recording the



This is one of the Shropshire milestones that inspired Terry to delve into their histories. It is alongside the old Craven Arms to Bishop's Castle coaching road, now just a narrow by-way.

local milestones as I was introduced to the late John Clarke, who was immersed in a project to record all the features to be found on the turnpike roads of Shropshire. That county had applied for a millennium grant to publish their findings and to embark on a programme of restoration of these features – in particular, the milestones. I was delighted to be able to fill in some of the missing information on the milestones and John invited me to see their records at County Hall in Shrewsbury. There I was introduced to Harley Thomas, a conservation officer in charge of the project.

Over the next few months I searched around for others interested in the subject, hoping to find a possible society dedicated to the study and

conservation – but found none. I bounced the idea of a dedicated society off John and he showed an interest, but, sadly his rapidly failing health precluded him from actively supporting it.

In April 1997, on a holiday visit to Jersey, the museum there told me of a recently published book on Jersey's roadside heritage by John Jean. I duly paid him a visit and purchased copy number 642 of a limited edition of 750. This book included a chapter on the islands' milestones.

Great. So I was not alone. There were others out there with a healthy interest in milestones. On the final two days of my holiday, on an island with no point more than eight miles from St Helier, I madly covered over thirty miles searching for these nicely carved lumps of granite. The bug had well and truly bitten

Back home, in my spare time I recorded milestones all over the Midlands and continued to do so for the next eight months whilst nurturing the idea of a Milestone Society.

In December of 1997 I again visited Shrewsbury to compare my findings with their records. I learnt from Harley Thomas that the County had been unsuccessful in its bid for a Millennium grant and the project was on hold as John Clarke was too ill to complete it. In passing I mentioned my thoughts on a future Milestone Society making use of the valuable information so lovingly collected by John. Harley Thomas indicated that he thought this a good idea but was not then in a position to help in any way to promote the formation of a society.

In early 1999 my diary records how things began to really take off. Firstly, I met others who were recording their local milestones and in the summer of that year I was told of an elderly gent who had been photographing and recording milestones for many years. This gentleman was none other than Ken Diamond who lived on the south coast at Lymington.

When I was next in the area I arranged to meet Ken. What an amazing man and what an amazing collection of printed books, photo albums and scrap books full of interesting articles on milestones and related roadside furniture. I was flabbergasted by the quantity of material he had collected. Ken was delighted to meet someone who was as passionate about milestones as he was.

He liked my idea of a Milestone Society and encouraged me to do something about forming one as he (now in his 90s) was desperate to find someone to leave his vast collection to in the hopes that they would make use of it.



The '4' milestone on the La Grande Route St Jean on Jersey; one of nearly fifty on the island.

Things were now gathering pace and I spent many hours in County Record offices searching for any information on milestones. I even started composing imaginary letters to possible milestone enthusiasts.

The big break came in November 1999 when I received a telephone call from a man in Lancashire asking if he could have information on the Milestone Society. He told me that he had read an article in *British Archaeology* on the various wayside features which had societies to encourage their study and preservation. There was a mention of a Milestone Society and he had been given my name as the contact man. When I had recovered from the shock I ordered a copy of the article and contacted the author, Jeremy Milln. Jeremy told me that he had heard of my Milestone Society ideas from his friend Harley Thomas and was of the opinion that such a society had a good chance of being a success.

Buoyed up by Jeremy's encouraging remarks I then set out by composing a letter requesting information on local milestones and if anyone felt there was a need for a society to champion their preservation.

I sent sixty copies to local history societies throughout the country.

In January 2000 the replies started rolling in and to my amazement I discovered that many, many other folk were recording their milestones and were keen to see them recognized as an important part of our roadside heritage.

Jeremy, Harley and I agreed to meet in Harley's office and consider a way forward. At our second meeting when the flood of replies to my letter was at a peak, Jeremy came up with the idea of a one day conference on milestones with speakers on various aspects of milestone conservation. He mapped out a programme and a date in October was agreed. I approached the Black Country Museum and optimistically booked a room capable of holding 60-70 people.

As the months passed there were a number of interesting developments. From Norfolk we heard of Carol Haines who had studied and written up the history of the County's turnpikes

and milestones and was in the process of writing a book on English milestones. Alan Rosevear sent us copies of his fascinating books on turnpike features in the Upper Thames Valley. Ken Diamond sent a cheque for £100 to help get the society started. He also informed me that he had willed all his milestone information and photographs to me for use by the nascent society.

To cap it all, in April 2000, the *Daily Telegraph* published an article by Richard Segar on '... one man's plea for these often neglected historic highway markers to be rescued.' Mervyn Benford was the man in question and the paper received hundreds of letters from its readers. These were passed on to Mervyn. More than half said they were prepared to do more to save Britain's milestones.

We contacted Mervyn and invited him to join our little group attempting to form a milestone society and he was delighted to do so. Mervyn brought

with him hundreds of letters he had received and we were able to include these correspondents in our next circular, which announced the date of the meeting at the Black Country Museum. After that the applications for attending the meeting came flooding in and often included a donation to help get the society off the ground. Jeremy produced an attractive leaflet with an interesting programme of speakers. We heard from Carol Haines that her book on English milestones was ready and she agreed to have its launch at the meeting.

The final item on the programme was a discussion on whether we should form a Milestone Society and to my great delight all seventy one of those present gave a resounding 'yes' to the proposal.

The rest is history....

GENESIS OF THE MILESTONE SOCIETY

A personal comment by Jeremy Milln

Jeremy Milln has been practicing as a curatorial archaeologist in the Midlands for nearly 30 years; having a background in building and landscape survey and an interest in the application of research to conservation. His interest in wayside furniture began when compiling a database for the sites of the National Trust's Attingham Estate in 1989 and found that during the course of the job not only had a milepost disappeared, but two roadside pumps, a finger sign, a cast iron lamp post and a churn stand had all been cleared away.



Jeremy continues to serve on the Society's Supporting Advisory Team as Technical Advisor; Heritage Agencies.

For milestones, my interest has never been so intense nor my knowledge so expert as that of perhaps the majority of the our Society's members. For this reason I can claim little credit for its development, but I like to think some for its origin.

For the 1994 Institute of Field Archaeologists Annual Conference held at the University of Bradford I organised a session entitled 'Looting without digging, the 'furniture' of the historic landscape'. It was about the legacy of the dozens of types of quasi-portable fixtures which inhabit the wider historic environment, including benches, bollards, water pumps, wickets, horse troughs, service covers, phone kiosks, boundary markers and of course finger posts and milestones. The idea was to raise awareness of their historic value as a class and their special vulnerability to loss.

Sadly I had not then met many mile-stoners and failed to secure a talk about their importance and already growing problem of their disappearance. However Angus Winchester spoke on the subject with respect to boundary markers, Andrew Langdon about his research in and his concern for wayside crosses, Robert Sylvester about Sundials, Robert Whitaker about garden ornaments and Philip Davies about street furniture. Philip Saunders of Trace (now part of the Art Loss Register) spoke about the recovery of such material and antiquities generally and finally John Preston dealt with the question of planning policy and the law such as it may apply. The general conclusions were that we had a problem, it was growing, that the law was not adequate to deal with it and that greater public awareness and sense of common 'ownership' of all classes of 'landscape furniture' would be crucial to their survival.

Writing on the same subject for the November 1999 issue of the Council for British Archaeology's magazine *British Archaeology*, I was able to acknowledge that for certain types, special interest groups had begun to foment. We had a society for sundials, a fellowship for follies, a study group for pill-boxes, a trust for mausolea, a group for wells and associations for public sculpture and even village pillories and lock-ups. There was as yet no body for milestones but on the strength of a brief telephone conversation with Terry Keegan I slightly jumped the gun and suggested there was.

With gentle rebuke, we had to make good on my journalistic liberty. Terry kicked off with a sheet of A4 faxed to me on 17th November. "What is needed is a coordinated effort from a strong body of interested individuals to; firstly, make known the great damage that is being done to our heritage by the neglect of these stones; secondly to record

those stones that have escaped the ravages of the past 60 years and thirdly, to create a programme for the preservation and upkeep of the stones". With these words Terry had written our manifesto and I wrote back on 19th November to suggest that such a society has "every chance of success, especially if it publishes and produces a Newsletter". Cautiously, I went on to "expect such a society to generate 200 followers". We even began to muse about a possible name. From the start I batted for the broad church. Would it be the 'Way mark Society' so as to include all wayside furniture (fingerposts, boundary and distance markers, wayside crosses etc) or the Milestones and Merestones Society or simply the Milestone Society?

Terry and I soon arranged to meet; doing so at the offices of Harley Thomas, Shropshire County's Conservation Officer, in

Shrewsbury on the 24th February 2000. It was here we decided to organise a seminar day in October to test the waters. The idea grew quickly as we discovered just how many individuals there were who shared our passion. It was clear this was to be a proper conference and we needed a venue for 60 or 70 people, a formal agenda and speakers. Helped along by a big splash in the *Daily Telegraph* thanks to Mervyn Benford and the rash of correspondence which followed, by Carol Haines publication *Marking the Miles* (2000) and the expenditure of much of midnight oil, we seemed to be riding high by the time we finally assembled at the Black Country Museum, Dudley on 28th October 2000. Many of us met for the first time at that meeting and while it was to be another year before the Milestone Society was formally launched, this was where it began.

AROUND THE COUNTIES

A round-up of milestone finds, restoration, conservation, research and recording from around the counties

It has been a fairly quiet year on the restoration scene that was no doubt in part due to the extended winter period.

BERKSHIRE

Historic Milestones Restored in Bracknell

Parts of Bracknell Forest Borough's heritage have been preserved this summer to ensure that they are a mark on the borough's landscape for years to come.

Two milestones that had become damaged over the years have been refreshed to ensure they remain part of the borough's heritage

Bracknell Forest Council undertook the work after a resident and member of the local history society pointed out that they were in such disrepair that they may not stand the test of time and a valuable part of the borough's history could be lost.

The milestones are located near the Red Lion pub in Bracknell Town Centre and just off Lily Hill Park on the London Road. The London Road stone was subject to further damage earlier this year as it was knocked down by a vehicle.

Erosion was also present in these stones, which date back to the 1800s, as they had been previously covered in an oil-based paint, which traps moisture and wears away the stone from within.

The milestones are an important part of Bracknell Forest's past as they gave people an indication of how far they were along two of the borough's most significant turnpike roads - the main routes for carriages and coaches.

The milestone on the London Road was a marker for coaches travelling between Reading and Staines and there was a tollgate at Lily Hill Park.

[From the Bracknell Forest Council website.]

Browsing the web also fetched up an interesting item that was first published in the Berks Archaeological Journal, Vol. 67. It was entitled 'A Survey of the Milestones in Western Berkshire' by R. J. Hart. The survey was carried out between 1966 and 1968. Milestone Society member Peter Nelson of Newbury who compiled the online Berks milestone map commented to your editor in an e-mail...

"He seems pessimistic about the outlook for the 126 stones he found, saying that he tried to set down a record "while there was still time" and comments that "since this survey was

completed many stones recorded have disappeared". A quick count-up of survivors on my map, covering the same area 40 years later, gives a total of 141 stones, so we must be doing something right! Of course, I had the labours of armies of MSS members behind me and didn't have to seek out the stones for myself, so I salute him."

http://www.hungerfordvirtualmuseum.co.uk/Milestones_Survey_West_Berks_-_RJ_Hart_1966.pdf

BUCKINGHAMSHIRE

The Sad Saga of the 'Bucks Pressings' Mileposts In March 2010 the Society was informed of a 'vulnerable milepost' near Oakley by Mr. Stewart Sloan of Haddenham. After a round of e-mails between Rob Caldicott, Derek Turner, and John Nicholls, it was arranged that John Nicholls should meet Stewart and collect the milepost, 'THAME 5', from a ditch where it had fallen.

John then took the opportunity to inspect the remaining pressed steel 'Bucks Pressing' mileposts on the route (the B4011 from Thame to A41 at Blackthorn) to see how they compared with the database records. The news is mixed with one north of Oakley missing; one, 'THAME 4', totally crushed into the ground (being steel they bend rather than break) and the other remaining two severely rusted. The good news is that one not on the database, 'THAME 2' was located in the village of Long Crendon.



John Nicholls surveys the severely crushed milepost four miles from Thame and the newly located two miles from Thame in Long Crendon.

Another series of 'Bucks Pressings', running on minor roads from near Brill towards Buckingham was also checked and these had fared no better. One has been lost and another has suffered a vehicle strike that has left it bent over almost to ground level. Another is lying in a hedgerow having completely rusted through at ground level.



In the Newport Pagnell area. Top left is in Newport Pagnell and is the best example. Top right on the B526 in Stoke Goldington with a crude hand-painted legend. Bottom left at Astwood on the A422 where the underlying rust is allowing the paint to peel away. And bottom right on the B509 shows how the 'Bucks Pressings' distort rather than break after being hit by vehicles.

A quick survey was also carried out on the other major clutch of 'Bucks Pressings' around the Newport Pagnell area.



The rescued 'THAME 5' sits outside the shed of John Nicholls awaiting restoration.

Again it is a story of mixed fortunes. Several had been evidently restored and new adhesive lettering applied. However, rust has taken hold under the substantial paint layer and in a couple of cases the paint is peeling off. The only one in good condition is in Newport Pagnell town. All in the area, except for one in Milton Keynes, were checked against the database. Two further examples in the county remain unchecked but the

one at Wing is known to be OK. The last single example is near Marlow and remains to be checked out.

John Nicholls has the rescued milepost at home and intends to fully restore it prior to re-erecting it close to its original location.

CHANNEL ISLANDS [Tim Jenkinson]

Jersey and Guernsey Milestones. How is this for devotion to duty? Devon County Representative Tim Jenkinson (TJ) and his wife Ann have recently been on holiday to the Channel Islands to celebrate their 30th wedding anniversary. The visit gave Tim an opportunity to check out and clear vegetation from some of the milestones in Jersey and Guernsey. Armed with Milestone Society database records Tim and Ann were able to locate most of the recorded milestones on both islands including a few new finds on Jersey along with several parish boundary stones and direction posts.

Guernsey stones inscribed with Roman numerals indicating a distance from the Town Church in the capital of St Peter Port were located using information contained within the *Milestones & Waymarkers* Journal article on the subject by John Harland (Vol. Two 2006, pages 6-9; see also Vol. Three, p.3). All surveys on the island were undertaken on foot with all but one of the stones being discovered. As a result of working on the ground Tim has been able to add a little more detail to the exact locations of the markers he found radiating from the town.



The Jersey milestones include distances to St Helier but are

The long and the short of it. Left: Tim by the monster milestone at St Aubin, Jersey four miles from St Helier. Right: Beside the VII on Route Des Adams, Guernsey. This is the furthest recorded stone from St Peter Port.

often inscribed with letters of the Parish in which they stand e.g St/L/3 (St Lawrence). The mileage on each stone is measured from the base of the statue of King George II in the Royal Square in the town. Seven new milestones have been erected along the embankment between St Aubin and St Helier marking distances to the town for the benefit of cyclists and walkers. These stones have their inscription picked out in black and are placed at half mile intervals against the sea wall, each with a pointing hand towards the town.

Information gained from the two week visit is being passed into the National Database to help with the ongoing protection and location of these wayside markers for the future.

CHESHIRE [Mike Griffiths – Cheshire rep]
Cheshire Group Report

The division of the county into two halves, Cheshire West and Chester, and East Cheshire for administrative purposes has, for this year at least, has affected our operations as the roads administration has similarly divided. Cheshire West and Chester have for the moment disappeared from our radar as previous contacts have been lost and there has been no purpose on either side for contact at this time. However, for Cheshire East there has been a good relationship established to the point that they are now contacting us for milestone painting. The Authority has written to all the parish councils and reminded them of their responsibilities with regard to protection of their milestones and other street furniture. As a result two parish councils have asked for their milestones (mileposts) to be painted by the Cheshire Group and another, Culcheth parish on the northern borders of the old county council, has consulted us on how they can preserve their own stones. This council is one of the few in Cheshire that has two *stone* milestones unlike the majority of cast iron types found elsewhere.

Eight previously unreported milestones have been added to the database; these largely come from the old A534 through Winterley and Haslington which was by-passed during the late 1980s and continuing through Crewe.

Our greatest achievement on behalf of the Society as a whole has been to bring to a conclusion the restoration of the Toft milepost to close to its original site. As readers will recall from reports in the Newsletter and On the Ground, the milepost was spotted for sale on eBay in 2008. We informed our contacts on the then Cheshire County Roads Department who passed it to Trading Standards from whence it was

passed to the Police. In 2009 the milepost was recovered from the North East and put into storage. This return coincided with the break up of the county and the whereabouts of the post was lost. Early this year, following pressure from the Cheshire Group, a Cheshire East representative discovered the missing milepost in at depot lockup in Macclesfield. Arrangements were quickly made to return the post to its original site. However, that is now a lay-by and the post would be too close to the road for its own safety. A safer site was chosen about five metres distant and it was reset in a concrete base to ensure it doesn't go walkabout again.

CORNWALL [Ian Thompson – Cornwall rep.]

The Milestone Society – 10 Years in Cornwall I remember I had been taking more or less random photographs of milestones in Cornwall for some years, when I read about a meeting in the Midlands to discuss the idea of a society for milestone enthusiasts. Was it really ten years ago?

You think you must be the only one with such an obscure interest, so I was delighted to find a room full of people bursting with energy and ideas. I did not protest too much when someone pushed me forward to be the Cornwall representative of the new Milestone Society.

I came away from the meeting with two key ideas: photographs need to be organised and labelled; there was to be a National Database of milestones.

In due course my photograph collection was indexed, by national grid number rather than by road, and filed.

The Cornwall section of the national database was a daunting piece of software which I started to fill in.

I received guidance notes about this and that, which all looked very professional.

I booked a room and called a meeting of the Cornwall members. In such a stretched out county, it proved better to keep in touch by phone or letter, and now by e-mail.

It was not until 2005 that I felt able to become involved with Cornwall County Council. It took a few letters and phone calls before I reached a sympathetic ear but since then a working relationship has grown from strength to strength.

The only reason Cornwall has such a magnificent collection of milestones is because of the one hundred years of hard work of Cornwall County Council, looking after our milestones for us. I mentioned a handful of damaged or fallen milestones and the County's engineers responded positively, repairing them one by one, within the constraints of time and budget.

Unfortunately, the formation of the Milestone Society followed shortly after the decision to remove routine milestone maintenance from the Highways budget. There were many months of discussion and a false start or two before the Painting Partnership was established, allowing trained members of the Milestone Society to work with Cornwall Highways to paint the county's milestones on a ten year rolling programme.

Over half Cornwall's milestones are Grade II listed. There seemed no reason why some were listed and others were not listed. It was agreed with English Heritage that unlisted milestones could be submitted for listing in small batches on a monthly basis. As the process drags on with no end in sight, I am still not sure if this was a good idea. The best thing to come out of this project was the close link forged with officers of the County's Historic Environment Service who shared



Above: After being 'lost for some time the Toft milepost arrives back home to be re-erected by the roadside.



Left: Ensnared firmly in the verge and waiting for a paint job by Mike Griffiths.

their expertise and resources to make each listing application a high quality document.

Being able to add some historical detail to almost every milestone in Cornwall was one of the spin-offs from the archive research needed for listing applications.

Where are we now? I feel we are in a strong position within the county. We have a network of members who keep an eye on their areas and can provide rapid response when needed. Our milestones are mapped, photographed and recorded, with records held nationally and locally. We are looking for the next challenges: a programme to restore the small but important group of plated granite milestones; the survey and refurbishment of our collection of fingerposts? Much will depend on national and local government budgets.

Highlights of the last ten years, for me, have been:

- Giving my first milestone talk, in the council chamber at County Hall, a building so badly designed that you needed a microphone to talk to the person sitting next to you.
- The fuss we managed to create with the local television and papers when a Newquay milestone was found in Staffordshire and recovered by the Milestone Society.
- Finding funding and a foundry to make a replacement cast iron plate for a McAdam milestone in Blue Anchor.
- Discovering the “First Milestone”, one mile from Land’s End, last year.

DEVON [Tim Jenkinson – Devon rep.]

Cast Iron Milepost in South Devon Discovered. In April 2010 Chris Henley (CH) of the Highways Agency (HA) in Devon contacted County Representative Tim Jenkinson (TJ) concerning a semi pyramidal cast iron milepost that had been discovered in storage at a Council depot in Kingsteignton near Newton Abbot. According to CH the post had been taken down some years earlier and the HA was thinking of resetting it at the roadside if its original position could be located. From examining a photograph of the marker (see attached) TJ was able to identify it as one of the mileposts from a 15 mile section of the old A38 in south Devon between Plymouth and the village of South Brent. The raised lettering showing 13/Miles/to/from/Plymo/ on its two faces, placed the post at the eastern end of the village of



Bittaford a point still marked with an ‘MP’ on current Ordnance Survey Maps. Originally set up in the 1820s by the Plymouth Eastern Trust the marker was probably removed along with several others during the dual carriageway build in the area c1974.

Following a meeting between CH, TJ and Alan Rosevear (AR) on site in July to discuss the reinstatement, it was decided that the best plan of action would be to repaint the post in the safety of the depot with black lettering picked out on white and then for HA to reposition it in the village at a later date. It is provisionally planned that work on the post will begin mid August. During our discussion about milestones and the ongoing work in Devon, CH decided to join the Society this being a first for TJ actively recruiting a member at the roadside!! Once the post is back in position it will become one of just four such markers now surviving along this route. Hopefully there will be an update for the next OTG in 2011.

STOP PRESS... Tim Jenkinson and Alan Rosevear got down to restoring the milepost on 23 August. The results of their efforts can be seen in the picture below. It will hopefully soon be returned to its rightful place by the roadside.



Oh Those Devon Verges! A milestone set up by the Tavistock Turnpike Trust on Dartmoor in the early 19th Century was recently uncovered by Tim Jenkinson (TJ) and Alan Rosevear (AR) in West Devon whilst preparing for the Festival of British Archaeology (FAOB) walk on Whitchurch Down. The stone that is clearly marked as an ‘MS’ on current Ordnance Survey maps had eluded successive searches in the area until it was found by Devon member Mark Fenlon in 2007. The discovery of the stone was reported to Dartmoor National Park Authority (DNPA) for their attention. Situated at two miles from the town and eighteen miles from Moretonhampstead on the B3357 close to the minor crossroads at Moorshop, the stone had succumbed to decades of neglect with a significant down growth of vegetation.



Taking about 20 minutes to find even with a GPS fixing, the stone was eventually cleared and dug around to reveal a well preserved inscription.

However, just five months later the walking group on the FAOB event still had difficulty locating the stone as it had become hidden behind a grass verge growth to the front. Unfortunately Devon has a perennial problem with unchecked

hedges and verges that mean come cutting season from late August, markers can be seriously damaged by flails. In its favour this particular milestone is set well back from the road having possibly been moved post 1940, but it is still in danger from an overhanging hedge and is likely to be lost in years to come unless there is a commitment from someone or group to annual attention at the site, cutting back and making visible. This is the challenge in Devon.

Clearing Milestones on the old A30. The Exeter Turnpike Trust at its peak had responsibility for some 150 miles of road in the county of Devon. The Trust tended to erect large milestones on its major roads a design with two sides marking distances to/from the city and the destination town with miles to London inscribed on the base. Being the principal city in the county it was felt by some of the Devon members that where possible its milestones should be cleared and repainted.

In December 2009 after careful negotiation with Devon County Council (DCC) County Representative Tim Jenkinson (TJ) and fellow county members Alan Rosevear (AR) and Mark Fenlon (MF) embarked on a vegetation clearance programme from three such milestones along the old A30 London Road between Exeter and Honiton. The three stones had been specifically targeted following a survey that had identified them to be in a neglected state. Starting at around 10:00 hours, the first stone to be cleared was that at the three mile point from the city standing high above the present day



A30 dual carriageway close to its junction to the M5 but in a relatively easy place to access. After more than a decade of neglect the stone here had become enveloped in a large bramble bush and was no longer visible. Wearing high visibility jackets and armed with shears, a spade, secateurs, soapy water and cleaning brushes, the intrepid trio began their

work. Taking just over an hour and a half, the stone was eventually cleared and cleaned as can be seen in photo..

The second stone a mile further along the road towards Honiton stands in the village of Clyst Honiton. Grade II listed since 1987 the marker had disappeared in a swirl of brambles close to the car park of the Duke of York public house. Clearing this stone required the greatest effort taking nearly two hours to effectively uncover the marker that shows a distance of 172 miles to London. And the pub sign is now also visible too!



The third and final stone was part buried in a hedge in the village of Rockbeare seven miles from the city. The clearing of this stone took just under an hour and once cleaned revealed residues of paint cover confirming that the legend was once picked out in black on a white background. 169 miles to London is recorded on its base. It is intended that all three stones will be repainted at some point but at least the hard work of making them visible once more has been done.



DCC have been notified of the work that has been undertaken.

Cover Story - The Stansted Mountfitchet Milepost

Call it what you like; The Big One for obvious reasons or The Wanderer which is not quite so obvious. The grade II listed milepost stands at the crossroads in Stansted opposite the location of the original milestone that stood at the top of Chapel Hill. The road was named after a chapel that stood at the top of the hill and was replaced with drinking fountain, the gift of Henry and Walter Gilbey. The fountain, which was topped with a lamp and fingerpost arms was opened on 1 May 1871. The photo right shows it on the opening day and in the foreground is the original milestone.

By c.1902 the stone was in need of replacement for the then Stansted Parish Clerk had been instructed to write and ask the Surveyor of the County Council whether he would have a new milestone with particulars of distances to various towns erected at the fountain. A picture of c.1903 shows the original milestone was still there.

When the milepost arrived on the scene is unknown but although attributed to the Gilbey family in the Essex CC Heritage Conservation Record it is more likely to be a County milepost or guide post from around the turn of the C20. It was certainly there in the first decade but it was on the 'wrong' side of the road where the stone previously stood. At some time later it migrated to the correct side of the road where it was photographed by Ken Diamond. In more recent times it moved again to its current position several yards further north.

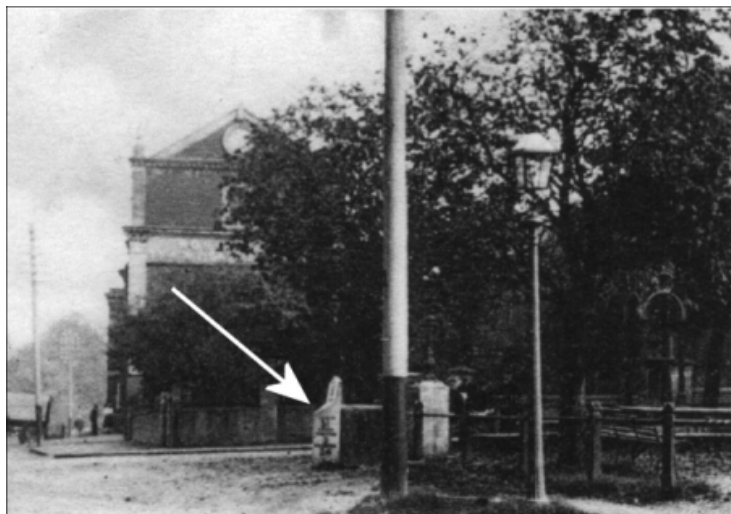
There is another mystery and that is the mileages. Three of the distances have been altered. The '3' in 'CAMBRIDGE 23' is a bolted on digit where there are signs of an original digit being ground off. The '1' in 'LONDON 31' is also a bolt on. And finally, the '1' in 'CHELMSFORD 21' has been altered from a 4. It was still a 24 when the milepost was on the other side of the road a hundred years ago.

By 2008 the post was in a heavily rust-stained state and certainly not a credit to the village. John Nicholls suggested to Society member Peter Brown of Stansted that a decent paint job would bring the post back alive. Peter spoke to the parish council and in 2009 they invited John to do the works.

The refurbishment works were carried out over a ten-hour day on 20 September. Although from a distance the marker looked rusty it was in fact mainly rust stains emanating from just a few rust spots. After a good scrub down the rust spots were treated and primed. Two coats of Hammerite smooth white were adequate as a base. Black enamel was used for the legends and red, yellow and white for the Essex shield.



Unveiling of the fountain on 1 May 1871. [via Peter Brown]



The milepost on the 'wrong' side of the road c.1910. [via Peter Brown]

ESSEX [John V Nicholls – Essex rep.]

Two Milestones Re-erected As reported in NL19, the fallen milestones on the A1017 at Baythorne End and Sturmer were re-erected by engineers from the Braintree District of the Essex Mid-Area Highways.

Mileposts Repainted Three mileposts that were on the 'to do' list have been repainted by persons unknown. In 2009 a milepost at **Hatfield Peverel**, five miles north of Chelmsford on the B1137 (former A12) was stripped and painted by person or persons unknown. The removal of many layers of paint had revealed the maker's mark, 'RANSOME / IPSWICH'. Unfortunately the restorer had probably carried

out insufficient preparation because by May 2010 there were already extensive areas of rust beginning to appear.

The other two are alongside the B1002 (former A12) in **Margaretting** and were painted in mid-August 2010 by person or persons unknown. The fortunes of the 'LONDON 25' have been rather mixed over the last eight years. It was broken just below ground level (either as vehicle strike or an aborted theft attempt) and repaired by the adjacent Lamar engineering company. Then in the spring of 2010 it was struck by a vehicle when the left edge was damaged.



Reinstating an Essex milestone [Mike Davies]

We are fortunate in my part of south east Essex to have a number of milestones and like many (all?) of us I always look out for these on my local travels. Imagine my horror when in August of 2009 while passing milestone 'LONDON 39' in Hall Road, Rochford I noticed it leaning to one side in between a number of contractor's vans that were parked on the grass verge. I returned later the same day and my worst fears were confirmed. It had been knocked completely flat. No doubt it was an accident but if left worse could have followed.

I immediately contacted our Essex rep John Nicholls who delegated me to make representations to some local listed building people and district council contacts. A couple of frustrating days of telephone calls and e-mails and it was arranged for its removal and safekeeping by Essex County Council Highways. Some locals thought it has been lost/removed/stolen but I was able to set their minds at rest.

Early in 2010 the contractors had left the site but a combination of poor weather and unavoidable delays within ECC meant that the return of the milestone was held up. Finally it was arranged that the re-erection would take place on 17 June 2010. An early start was made and the shallow hole was dug (the stone lacks its bottom part) and the base filled with shingle for drainage. When the contractors for Highways returned the milestone to Hall Road John Nicholls

and I were ready to re-erect the stone. Handyman is not a word my family or friends would use to describe me but I was more than happy to work as an apprentice to John's expertise. I was even seen at one stage to be adding some water to something called rapid setting concrete as John then weaved his magic wand.

Within a short time we had returned the milestone to its exact location, encased its lower part within a concrete base and then dressed the surround to ensure rainwater seeps away from the base as well as aiding identification to local council grass trimmers to avoid damage to the stone. Shortly we will return to the site to prepare and repaint the stone and letters, and our work will be complete.

As a relatively new member of the Milestone Society it would be hard to find a better tutor/mentor than John Nicholls our Essex rep. I am already looking forward to our next task.

[Editor's follow up... After the milestone was re-erected Mike wrote up a press release that appeared in a couple of local papers. It caught the eye of the listed buildings officer who was most concerned that listed buildings consent had not been sought before removing the stone from site and replacing it. I had a lengthy phone chat with the listed buildings man and I have learned a lot about listed buildings and he has found out a lot more about milestones. So if its listed make sure you keep the listed buildings people informed of your every move.]



The 'LONDON 39' in 2009. [M Davies] All prepared for re-erection. The completed works. Mike Davies and John

HUNTINGDONSHIRE. [Michael Knight]

Two milestones have been returned to their near-original sites; on the B1040 in Hemingford parish, the other just away from the busy A1/A14 road junction. Grainne Farrington (Cams) had discovered both, though at different times.

The 'Hilton' milestone had been safely housed in a private garden and the custodian had chiselled the name of his own village on a blank face. When acquired for restoration the original inscription of Hemingford was exposed and highlighted after the District Council had re-sited the marker. This achievement concludes a long-term aim to have all three of the parish's milestones back on site along the 1775 turnpike road across three counties between Bury and Stratton.

The Brampton Hut PH milestone on the A604, turnpiked in 1752, has been relocated entirely off the trunk roads by Cambridgeshire Highways. First discovered in 2003 in a roadworks depot, the marker was resurrected with assistance from the local Conservation Department, Brampton parish and the goodwill of the Premier Inn Group. The milestone was limewashed together with the 'Hilton' stone by Michael Knight. The milestone is double sided but only the better preserved lettering has been blacked in. It now stands in the garden of Brampton Hut Hotel, adjacent to the A1 flyover above the A14.

KENT [Colin Woodward]



Archaeologists Unearth a Kent Milestone

As outlined in Newsletter 19 (July 2010) archaeologists have found a lost milestone in Kent. The 'watching brief' was being carried out by Archaeology South-East at Kingsmead Coach Park, Kingsmead Road, Canterbury, in June to July last year, prior to the installation of a storm water detention tank. The project was funded by 4Delivery Ltd working on a Southern Water Scheme following advice from Richard Cross, Canterbury City Council Archaeological Officer.

A 'watching brief' is carried out when a low level of archaeological history is expected to be revealed. In such a brief, investigation is confined to where the ground works take place. In this case the excavations formed only a small part of the site. Because the majority of the coach park would remain undisturbed, its archaeological potential would remain undisturbed and it was therefore unnecessary to investigate the remainder of the site.

The site is centred on grid reference TQ 154 586. The watching brief was carried out by excavating six trial trenches across the main construction area to a maximum width of one metre with a depth of two to three metres. The longest trenches were extended to about 30 metres (100 feet). The excavations were undertaken by a JCB equipped with a toothless bucket and monitored by an archaeologist. Where new archaeological remains were found the contractors were instructed to stop work so that the archaeologists could carry out investigations to full archaeological standards and record the investigation according to standard University of London Centre for Applied Archaeology practice. A full detailed report of the investigation has been produced (ASDE Report No. 2009110).

As was predicted very few items of archaeological interest were recovered. The milestone was the star of the show. In fact the only other finds mentioned were two late C20 glass Pepsi-Cola bottles! But what is interesting is two of the trenches, as related in the report, included '... frequent inclusions of concrete and frogged bricks as well as roadside paraphernalia such as granite curbs, telegraph poles and a milestone ... another milestone was noted in this section and it is thought that more exist within this context inside the bounds of the site....'

The milestone, as excavated, can be seen in the accompanying photographs, together with details of the recovered mileplates. The Milestone Society wishes to thank Archaeology South-East for allowing the photographs to be reproduced in 'On the Ground'.

The milestone, probably dating from the early C19, was in fairly good condition when excavated. It might have made an interesting project to reinstate it in its former position. Unfortunately, before it could be moved to a safe location, somebody tried to steal the mileplates. These were recovered by the archaeologists but the act of removing the plates caused severe damage to the stone, making it incapable of re-use.

The milestone as excavated. [Photo - Archaeology South-East]

The recovered plates are to be deposited with Canterbury Museum.

The milestone was once located in New Dover Road (A2050), on the east side, near 'The Old Gate Inn', a C18 public house that once adjoined a turnpike gate. The stone is indicated on C19 OS maps – its grid reference being TR 165 562. One mystery remains – there is a stone nearly opposite the public house (see photograph), which has no visible inscription although it does bear an OS benchmark. Is this an earlier milestone or something else?

The plates can be seen in the photographs. One reads '57/MILES/TO/LONDON/1/MILE/TO/CANTERBURY' and the other '14/MILES/TO/LONDON'. Unlike most Kent mileplates, there are no holes for bolts. The method of attaching the plate seems to have been by bedding the plates in lead. Ribbons of lead were found around the mileplate edges. The 'Dover' plate measures ten inches wide and eighteen inches long., with the 'London' plate having the same length but an inch narrower in width. The beds for the plates in the stone have been cut a quarter of an inch wider all round to accept the lead. The stone appears to be Kentish Ragstone.



'Hilton' milestone.



The plates with the '57 MILES TO LONDON' still attached to a remnant of the milestone. [Photos – Archaeology South-East]

The route between London and Dover is one of the best preserved sequences in Kent, with 37 milestones known to survive out of 71. This milestone is the 38th. Nearly all the stones between Canterbury and Dover which survive are located on original routes that have been bypassed by the modern A2, itself now almost a motorway. There are fewer stones bearing mileplates in East Kent, so the discovery of a stone bearing mileplates is a little surprising. It is interesting to speculate how many milestones might remain buried in the coach park, but we simply don't know.

What is certain is that there must be other such dumps scattered throughout Britain containing milestones and other highway relics. It is unlikely that many will be deliberately found, but some may accidentally be stumbled upon as in the instance of the Canterbury example. So one day in the probably distant future some of these long lost treasures will perhaps be rediscovered and exhibited in our museums or, better still, returned to an honoured place beside the highway.

Tenterden Milestone Repaired and Reinstated.

The milestone at High Street, Tenterden (see OTG 2008 and 2009) has returned after a four year absence following an accident involving a dustcart back in 2006. Readers will be aware that there was a lengthy debate whether the stone was capable of viable repair, leading to it being held in a council depot whilst various stonemasons inspected the damage and considered what to do, culminating in the submission of a Listed Buildings Consent application.

The repairs were carried out very skilfully by Universal Stone Ltd as befits a Grade II listed specimen, set back on its undressed base and an additional new piece of stone inserted to hold together the jigsaw of broken stonework. The essential elements of the stone were retained including the all-important inscriptions. The milestone has been moved several yards from its original location and been set back from the edge of the kerb edge, which it is hoped will reduce the likelihood of accidents in future

Overseeing responsibility for the project was Mr. Alan Casson of Kent Highways Services as technically it was recognised as a highway 'sign'. Cllr Mike Hill paid for the repair using his Member Highway Fund and Tenterden Town Council must be credited with all the leg work.

Kent C.C. Highways deserve credit for returning this piece of heritage to the roadside for Tenterden Town Council after such a challenging repair. Thanks also to Hester Deakes, the

Tenterden Town Clerk for keeping the Milestone Society in the picture with progress reports and to Cllr. Mrs. Christine Hickmott-Arnold who has supplied pictures of the unveiling of the restored milestone.



Tenterden milestone back by the roadside. The unveiling was performed by John Link, an ex-Mayor of Tenterden and Cllr. Phillip Carley, the current deputy Mayor of Tenterden.

Other sites in Kent where parishes have indicated a wish to see restoration work on their milestones include **Langley**, south of Maidstone, where a milestone, now with no inscription, lies almost invisible in a hazel hedge on the road to Sutton Valence. At **Addington**, near Wrotham, there is a milestone on the A20 opposite Seven Mile Lane that is now without an inscription. This stone is from the former Rochester and Maidstone Turnpike Trust (1728). At the time of writing (July 2010) no work has started on these projects.

LINCOLNSHIRE [Mike Knight]

As promised in the 2009 OTG, here is Mike's fuller report on the A15 mile markers. Available space prevents inclusion of all of Mike's pictures so a selection a representative selection is illustrated overleaf.

Formerly in Kesteven County Council, the A15 was originally turnpiked by an Act in 1756 'Lincoln Heath to Peterborough'.

The suite of waymarkers commence at what is now the Queensgate Shopping Centre in Peterborough, proceeding north along the A15, crossing the River Welland which forms a border with Lincolnshire. The extant mileposts from Peterborough to Market Deeping were cast at the Stanley Foundry (Stanley Ironworks & Agricultural Machinery that opened in 1830 in Peterborough) and display identical design up to and including the post just to the north of Market Deeping, labelled 'LINCOLN 43 miles'. This milepost also marks the administrative division in maintenance of the lengthy turnpike highway. [This is a correction to the inscription details given on the milepost on page 13 (Lincs) in OTG 6, 2009. Ed.]

The suite continues northwards as milestones, each with a cast metal plate; the first of which stands to the south of Langtoft village, noting 'LONDON 91'. This style persists to at least mile 101 at Dunsby.



Fig. 1. 'Lincoln 43' at Market Deeping on former A15



Fig. 2. 'London 91' at Langtoft – newly cut Ancaster limestone

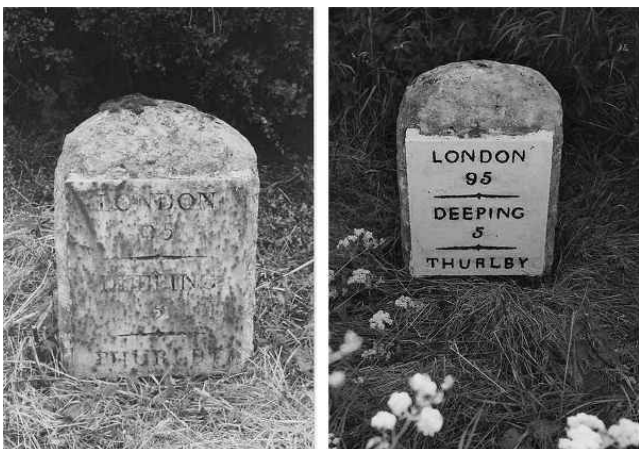


Fig. 3. 'London 95' at Thurlby



Fig. 4. 'London 110' milestone at Aswerby (now Aswarby)

Markers 102 and 103 are missing but at 'LONDON 104' iron mileposts cast at the Hornsby Foundry continue to mile 117 at Leasingham, which is the northern terminus of the 1756 Act. All these would have been in the remit of the 'Northern Division' Trust administrators.

Other restorations in Kesteven include the Navenby milepost, a sole survivor on the A607; that at Quarrington on the A153 near Sleaford; and that in the village of Corby Glen on the A151. Lincolnshire Highways and Heritage Trust of Lincolnshire based at Heckington are to be congratulated.

A Milestone Reinstated on the Louth-Bawtry Turnpike (A631) at Hemswell.

David Start, Director, Heritage Trust of Lincolnshire

The A631 running east-west across the north of Lincolnshire incorporates the Bawtry to Louth turnpike dating to 1765. It remains a busy and useful route to this day. There are several listed milestones along its route, some of which are notable for their delightfully wobbly lettering and their use of miles and furlongs (rather than fractions).

In August 2009, a resident from the Hemswell parish contacted the Traditional Roadsigns team in Lincolnshire to report that a milestone had been unearthed during recent drainage works and had been left under a nearby hedge. It was a massive triangular stone and, as found, we could read 'RASEN 11 MILES' on one visible face but the stone was too heavy to lift to see what was on its hidden face - although intriguingly it also had some lettering visible at the other end which we could not make it out at that stage. We knew from the OS map that it should read Hemswell 11 miles and Gainsborough 9.



In December 2009 we organized a Highways team with a JCB and all the necessary equipment to lift and reset the stone - but we were in for a surprise!

Once lifted we could see that it had been inscribed at both ends - clearly at some point in its history it had received severe damage to one of its original inscribed faces and had been turned the other way up with new inscriptions carved on what had been its base. On the new chamfered top the parish name Harpswell had been carved (the road forms the Hemswell/Harpswell parish boundary). This presented us with a problem; which end should we display - the original end or the re-modeled end? We decided that it must be the new end and also that as there was no visible evidence for it ever having been painted, that we would leave it unpainted.



Once it was cleaned up we repositioned the stone as close as we could to its proper location based on the old OS map (there is a road junction there now). Given that Lincolnshire has so few surviving milestones, we are delighted to welcome a new one. Thanks must go to Stewart Scott and his colleagues from Lincs County Council Technical Services Team for their time and trouble in reinstating this little bit of Lincolnshire's Heritage.

NORFOLK [Carol Haines – Norfolk rep.]

With the County Highways Dept. busy filling in potholes and trying to reduce expenditure, milestone matters are taking time. I was contacted by the clerk to Scole parish council who would like to restore an C18 milestone from the Norwich-Scole turnpike at Thelveton. The surface has become very crumbly and the inscription faint. An estimate had been received from a stonemason but the County Highways' funds were severely stretched. The parish clerk has proposed a three-way split for the cost between the parish council, County Highways and the Milestone Society. The Society has agreed match funding, and further developments are awaited.

In June 2009 a letter from Nigel Ford appeared in the Eastern Daily Press saying that he was saddened to see a recently decapitated milestone on the B1108 Norwich to Watton road. This turned out to be the Norwich 4/Watton 17 stone at Bawburgh (TG 1608 1775). The damage was almost certainly caused during verge mowing and as the top of the wedge-shaped stone had been pulverised, nothing could be salvaged. The County Highways Dept. was informed and photos of the original stone sent. The milestone now has a new top and the inscription on one side, which was slightly damaged, has been restored. Before and after below.



The on-going saga of moving the Norwich 25/Thetford 4 milestone back to its place beside the A11 surfaces a couple of times a year. First it had to be decided if a crash barrier around it would be needed. Then came a phone call from the very helpful contact at Atkins, the Highways Agency's contractors who needed a written statement that the stone was

not listed. Apparently the work comes under the "Miscellaneous Signage" budget which was very short last year but hopefully will have some available money this year. A suitable place has been earmarked for the stone but we shall obviously have to be patient.

OXFORDSHIRE [Derek Turner – Oxon rep]
Some strange goings on in Oxon.

On the ground (how's that for an original subtitle?!) Some time during the last interminable winter the stalwart 18C milestone on the A40 at Oxford's Thornhill Park and Ride, 'Oxford III', after around two-and-a-half centuries of uprightness, toppled – or was pushed – to the ground. Oxfordshire Highways, alerted in early March, responded quickly that they would take "appropriate action". March, April and May came and went with no sign of action appropriate or otherwise. By the end of June the stone remained prone and Highways were once again contacted. Their reply was "This was erected back in March and must have fallen again. Our Local Highway Rep will take another look at this." In late July there had been no further action –

At an angle. The southern neighbour of 'Oxford III', not unsurprisingly 'Oxford IIII', which had for a considerable while been leaning at a perilous angle in the lay-by, was suddenly – more or less – upright though no known request for its straightening had been made for several years. Miracle; cock-up or what? However –

STOP PRESS

Back to the Oxford III and the Oxford IIII. Thanks to the intervention of a knowledgeable and well-connected Oxford local historian, local councillors have spurred officials into explaining what has happened since March. As I suspected, though Oxfordshire CC seemed loath to admit to me, the repair to Oxford III was actually carried out to Oxford IIII.



The recumbent 'OXFORD III' still awaiting reinstatement.

This despite my providing detailed information about the location of the former together with two photographs. OCC officers, unsurprisingly in the current climate, now say that there's no money for costly repairs to stones that are not endangering traffic. (The Oxon experience is that it is the traffic that endangers the stones not vice versa.) However, at least one councillor continues to take an interest in finding funding for the restoration, which will be costly as the stone has broken off near the base, and Mervyn Benford has entered

the lists with a spirited and persuasive case for the historical importance of this series of stones. Hopefully the story might still have a happy ending.

On a pallet - Highways informed us that its contract with the depot at Deddington, north of Oxford, long the resting place of a stone believed to be 'Banbury 8 Oxford 14', was coming to an end and the stone therefore at risk. Charles Hughes mounted a rescue and moved the stone to a pallet in a friendly farmer's barn near-by. Robert Caldicott and Derek Turner visited it in darkest February but were unable to read the legend because of poor light, dirt and erosion. Nevertheless we were pretty certain, based on oral evidence from the linesman who removed it from its original position when a stretch of the Oxford/Banbury Road was dualled and from other surviving stones on this road, that it was Oxford 14. The only question in our minds was whether the legend included miles to Adderbury, as on its former southerly neighbour presently standing outside County Hall, or just to Oxford and Banbury as on the stone at Kidlington. The two of us, plus Charles and Mervyn Benford, revisited the stone recently in much stronger summer light armed with cleaning materials and cameras. As the cleaning gradually revealed what had been invisible in February, curiosity soon gave way to confusion as what we thought we saw was a good deal different from what we had expected. 'Banbury', 'Oxford' and 'Miles to' are clearly discernible but all else is conjecture. There seem to be both Roman and Arabic numerals but no mileage to/from Banbury. So far, despite considerable debate, no firm conclusion has been reached on what is actually engraved on the stone, whether there has been re-cutting at some point and whether it is possibly not Oxford 14 at all but the long-missing Oxford 18. The experts, and the rest of us, are divided. Until we can decide what is or was on the stone and what re-carving, if any, should be undertaken, our restoration project and our friendly mason will remain on standby.



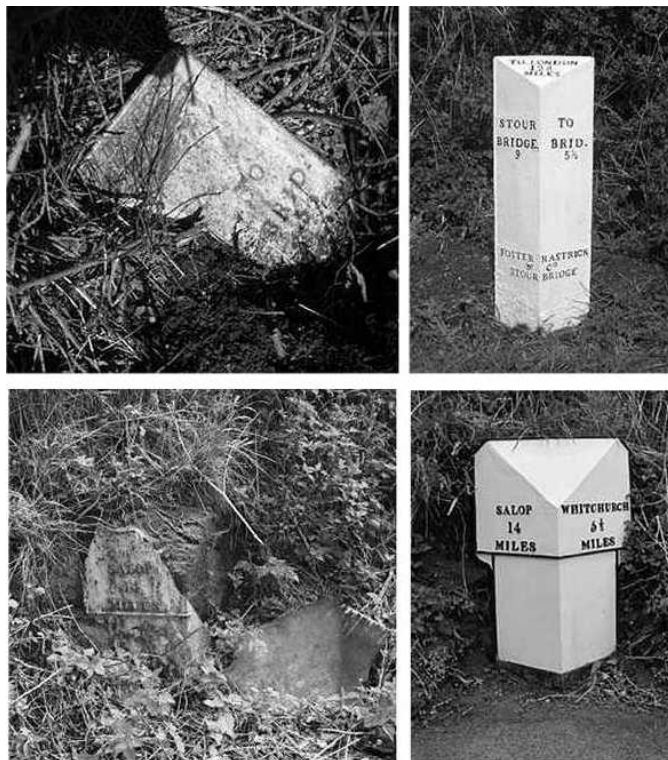
Watch this space for the eventual outcome. Meanwhile:

In the air (ether, cloud, www or what you will) - Co-operation between Berks and Oxon may not seem like a strange going on unless you are aware that many Berkshire folk still have not forgiven Oxfordshire for 'stealing' large chunks of West Berkshire in 1974, including many of its surviving milestones, generally much better preserved than those in Oxfordshire. Disregarding that bit of history, Peter Nelson of Newbury and Derek Turner have been collaborating to produce an on-line map of all recorded milestones in

modern Oxfordshire, whether surviving or not and in what condition, along with tollgates. It is still work in progress and is throwing up some interesting questions which we are still resolving. There is no firm date for completion so watch this space or rather, and if you are impatient, visit Peter's website: <http://pnelson.orpheusweb.co.uk> and see how things are progressing. The fact that the present version, v.10 at the time of writing, shows only old Oxon, does not signal any incipient return to inter-county hostilities, but simply that Peter has already completed the Berks map as is evident on his website, along with various others. In the final version, old Berks and old Oxon will be 'stitched together' – highly technical term (!) to provide the final product.

SHROPSHIRE [from the Shropshire Group Newsletter.]

Milestone Repair and Maintenance. Two examples of very fast restoration work are illustrated here. The first is on the A458 Stourbridge to Bridgnorth Road at Wootton and the other on the A49 Shrewsbury to Whitchurch Road at Prees. In both cases the local Highways Surveyors are to be congratulated. The Prees pictures courtesy of J.Haynes.

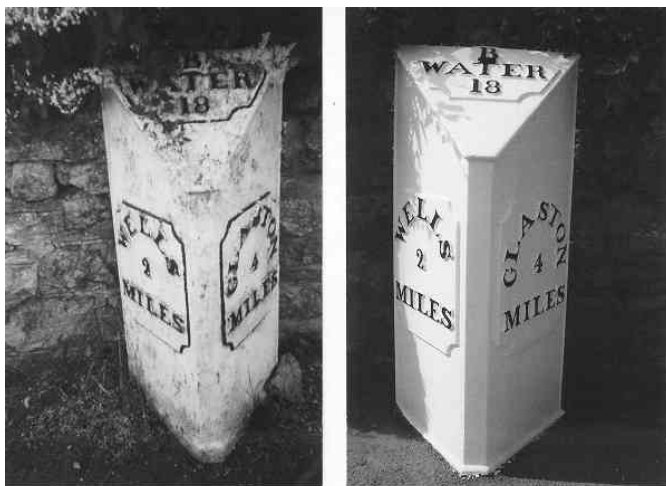


Replacement Project. The milepost at the north end of old Atcham Bridge on the old A5 south of Shrewsbury disappeared about 20 years ago. The Atcham Parish Council with the cooperation of English Heritage, The National Trust and Shropshire Highways is hoping to manufacture a replica although, the bridge being a scheduled ancient monument, it is proposed to locate the milepost a short distance to the north of its original location.

SOMERSET. [Janet Dowding – Somerset Coordinator]

Painting projects had to be put on hold, not least of all due to frequent adverse weather conditions including the extended winter period.

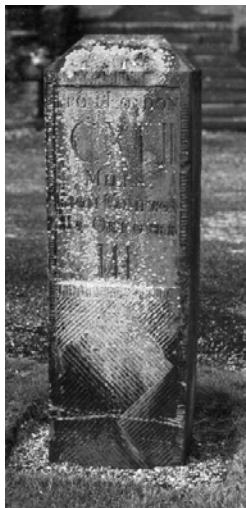
The 'B / WATER / 18' milepost of the Wells Turnpike Trust stands against a wall alongside the A39 in the village of Coxley. This had a well-deserved makeover in 2010. Its grid reference is ST 5275 4348. 'Before and after' on next page.



Painting of one of the six remaining 'Terminus Stones' (so called as they marked the extreme limits of the responsibility of the Bath Turnpike Trust) was commenced in the autumn of 2009 but could not be completed until early 2010. The stone and plate are set into the original turnpike road wall by the A367 near the White Post Inn in Chilcompton. ST 6657 5245.



STAFFORDSHIRE [John Higgins – Staffs rep.]
 In 'Peakland Roads and Trackways' by A.E. & E.M.Dodd, published in a 2nd edition in 2004 by Landmark Press, a mention is made to a milestone that 'would appear to be outside the door of Okeover Hall'. Around ten years ago, I wrote to Sir Peter Walker-Okeover, asking if he could enlighten me. He probably could but chose not to. As Okeover Hall is strictly private, there the matter rested. Anyway, back in the summer I was out walking with a friend who is nothing if not inquisitive. I had neither camera nor tape measure with me but, passing two 'private' signs, we came upon the front lawn of a house. As you all know, I can spot a milestone at a thousand paces and so it didn't take very long. A chap cutting the grass confirmed - and there it was. A Swithland slate stone similar to two others I know: one in Bradley Street, Uttoxeter, and the other near the southern end of the Tissington Trail near Ashbourne.



However, this particular stone bears a unique legend. Beneath 'FROM LONDON / CXLII' (that's 142 miles) from London it reads 'FROM COMPTON / TO OKEOVER / III'. 'Compton' refers to Compton in Ashbourne which is actually a little over two miles away. The style of the engraving, with a chased pattern of diagonal lines on the lower third seems to indicate that it was a private milestone.

I wrote to Sir Andrew Walker-Okeover, the late Sir Peter's son and I waited with baited breath. Was it a private milestone? Has it been moved and re-cut? Has it always been there? I hoped that Sir Andrew might just know.

Subsequently I was given a private showing of the stone by Sir Andrew but the history of the stone is still a mystery.

The Staffs painting continues but at least John Higgins will be working closer to home as he has reached the Staffordshire Moorlands area. John has his helpers with Peter Leigh helping out with the Staffs painting tasks. Most of the cast iron mileposts in Peter's zone of Staffs are the Charles Lathe of Tipton type. A 'before and after' example of Peter's work is shown here at Shenstone, between Sutton Coldfield and Lichfield.



WORCESTERSHIRE
12 Months to June 2010 with the Worcestershire Group.

The past twelve months provided two long spells of dry weather which enabled the group to renovate twenty milestones, mainly the concrete 'Bradley' stones. These stones are unique to Worcestershire and were introduced in 1932 as the County Highway's answer to the increasing speed of traffic. Whilst many highways departments throughout the country regarded the ageing traditional milestones as redundant, Worcestershire Highways, inspired by the deputy surveyor Mr. Brooke Bradley, re-designed their milestones to bring them into the age of the motorcar. Between 1932 and the outbreak of world war in 1939, the County replaced many of the old milestones with these 'Bradley' stones (a name coined by the Worcestershire group to honour the man who was responsible for their introduction). An estimated 100 of these roadside markers are believed to have been set up before the outbreak of hostilities brought the programme to an end. As with so many of the traditional milestones, the post war spate of road alterations saw the destruction of numerous Bradley stones and only around sixty have survived today. They were first placed by the A38 between Worcester city and the county boundary with Birmingham and marked on the OS maps as MP. However, many placed on other roads in the county are marked as MS.

It takes up to six visits to each stone to complete restoration; an initial survey to check the safety aspect of working on the stone and to clear it of vegetation before

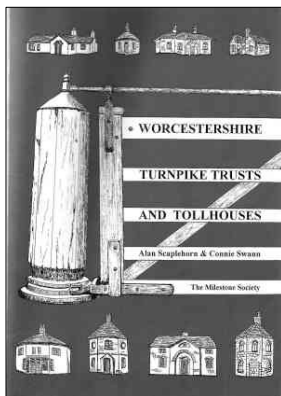
giving both the concrete and the two metal plates a thorough scrubbing with a wire brush. Two coats of masonry paint are applied to the concrete and two coats of 'Rustoleum' paint to the plates. Finally, the lettering and numbers are highlighted in black.



One of the original series of Bradley stones erected in 1932 by the side of the A38 at Catshill. It was renovated by the Worcestershire group at the request of the local parish.

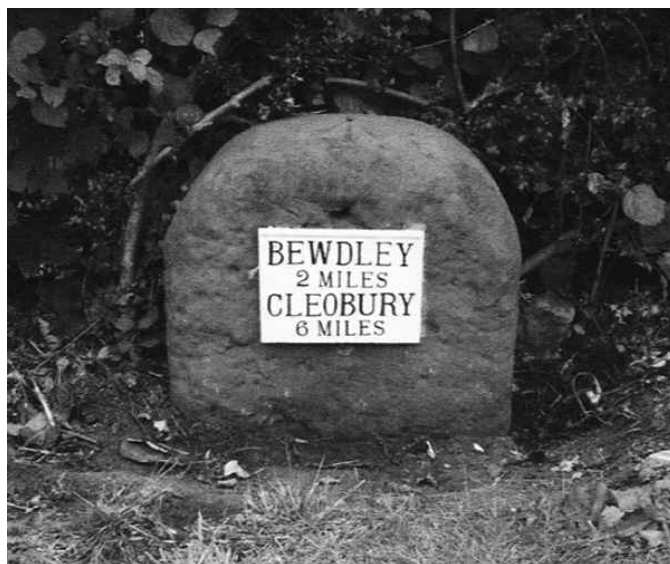
In spite of their size, these stones do fall victim to both vehicle strikes and damage from the verge cutting machines. The Worcestershire group is very fortunate in having members who have been able to cast replica Bradley stones to replace lost or badly damaged ones and also to model in wood replica plates to take to the foundry at Blists Hill in the Ironbridge Gorge museum for casting in iron. Three of these stones have been replaced in the past year

To keep our funds topped up we have given seventeen talks to local history societies and other organizations. We have also continued to raise funds by the sale of our book on Worcestershire's milestones. Added to that, two of our members have produced a detailed book on Worcestershire Turnpike Trusts and Tollhouses, copiously illustrated with old and new photographs of tollhouses and the milestones which once lined the roadside.



Two traditional milestones, which had had their plates removed in 1941, were also re-plated. The group experimented with using an industrial glue to attach these latter plates to the stones with success. However an experiment to attach plates to a newly cast Bradley stone was a failure. Both plates eventually fell off and we believe that the reason was that the concrete was too new. We will return to attaching the Bradley plates with bolts. We will continue to experiment with using glue on stones as it is so much easier than having to extricate the old bolts which are usually embedded in lead.

Our on-going project is to renovate and/or replace the eighteen stones between Worcester city and the Gloucestershire boundary at Eldersfield. Plates have been cast to replace those missing for five of the stones and await distribution to the parishes involved.



The re-plated 2mile stone from Bewdley. The plate was attached to the stone using a powerful industrial glue. So far it has stood the test of time.

YORKSHIRE. [Christine Minto – Yorks rep.] A Yorkshire Year

Amazingly milestones continue to be found in Yorkshire. An 1893 WRCC stone, 'Doncaster 19' is on the A656 3 miles north of Castleford. It is face down so I don't know if the casting is intact although one bolt is in place. Driving into Pickering from Malton in April I spotted the 1 mile post which I had missed or has been reset since cycling past. 9 miles north of Scarborough on the Whitby road there is a stone opposite where MP is marked on the map but it may be a boundary stone (BS) as AH is inscribed on it. A Scarborough RDC and a Whitby Strand HD are the only other posts to be found in 21 miles. En route for Scotland we went through Melsonby north of Richmond. There at the south end of the village was the 'Richmond 5' post. [Figure 1] I'm sure it wasn't there when we cycled past in 2004. Jeremy Howat reported another stone missed in my initial survey on the A170 near Snainton and it was photographed and recorded earlier this year. It belongs to the old Malton to Scarborough route being the same style as other stones that are within Ryedale that Jeremy had succeeded in having restored. Unfortunately it is just inside the Scarborough boundary so couldn't be included in the restoration project. [Figure 2]



Figure 1



Figure 2

The York to Helmsley route has turned up two more milemarkers. The metal 'York 3' is in a farmyard and the 'owners' are extremely reluctant to replace it by the road and they even removed the step stone 'York 3' from the roadside where Jeremy had it raised in 2006. However that has now been put back although not quite in the right place or the right way up. This stone is one of the original series set up by the turnpike trust at 3 mile intervals. Wooden posts were used at the intervening miles. After studying old maps Jeremy and Dave Williams located the 6 mile stone over a fence on the bank of a small stream. This one should be reset on the verge but again the landowner is reluctant to do so.

John Higgins on his quest to record Lancashire milestones has found several that were once in our county. There are three guidestones in the Forest of Bowland, one dated 1766, and a fourth on the A687 at Rimington that we must have cycled past. He also found another WRCC stone on the A6068 to Colne, right on the border but on the opposite side of the road to all the others so the border must have been along the middle of the road at this point. On one of her walks Jan Scrine had found another guide stoop at Stockmoor in Kirklees that I had missed so now that is now safely in the database.

Private property is a favourite refuge for 'lost' stones. Sheila Gordon has found a metal post 'Askrigg 3' in a garden and hopefully it will be put back on the roadside. Just off the A165 Bridlington to Beverley road at Beeford is the 10 mile post, a flat metal casting with as much below ground as above it. We know this from the two that are now in Hull & Bridlington museums because that part of the road has been lost to the North Sea. [Figure 3] A farm on the A166 at the top of Garrowby Hill has the 'York 15' stone complete with plate. [Figure 4] Another similar stone with plate is at the north end of Fimber village. There are also two other similar plateless stones along this stretch of road. The road from Garrowby to Bridlington was never turnpiked so it's possible that a local landowner set up the stones on the stretch to Sledmere. A WRCC stone, 'Doncaster 4' migrated from a garden near its original site to one in York. But I was sent a press cutting



Figure 3



Figure 4

about the 'owner' who had been sent to prison for other offences! At the last check the stone was still there but is obviously vulnerable. Part of another stone inscribed 'ford / miles' is used as the door post at a farm in Arthington. The Leeds Harrogate TP was first enacted in 1752 so presumably about then a bridge across the River Wharfe replaced the ford at Castley. In a private collection at Kings Meaburn in Westmorland there is the top of a WRCC stone from the Keighley to Kendal road at Coniston Cold.

The latest find is an ancient guide stoop, thought to be lost. I had searched for it in the past with no success but did eventually hear it was at a farm. Amongst 'things to be done' it had taken until May to finally make contact with anyone. But there it is safely stored behind Malt Kiln Farm house in West Bretton. It is dated 1738 making it one of our oldest. Unfortunately it is laid down on one of its inscribed faces with other bits and pieces (rubbish!) around it. Hopefully our interest shown will spur the farmer on to erect it again where he considers it safe from theft. [Figure 5]

Several markers have had a makeover. The biggest project has been 'Ryedale 1' masterminded by Jeremy. More from him in his Ryedale Milestones Refurbishment Project 2009-10 article in this issue of OTG.

Mike Sloan has repainted two of the stones from the Kirkstall, Otley, Shipley TP that are in his township. Fifteen of these turnpike era stones remain. Although they were due to be replaced by WRCC stones in 1893, this never happened. On the 3¼ miles between Easingwold and Stillington, north of York there are two metal posts. One suffered a vehicle strike and the other was leaning. Someone has repaired the broken one [Figure 6] and reset and repainted both posts.



Figure 5

Figure 6

Jeremy and Dave were commissioned by Harewood Parish Council to repaint the posts in the parish. Some were done last year but two more have been tackled. The most difficult was one on a banking hidden under bushes on the main road through the village. Large pieces of greenery had to be cut away and then the old paint proved very difficult to remove. But it looks very smart now reflecting the hours spent. [Figure 7] The flat casting of the Tadcaster and Halton Dial Turnpike Road stone in Tadcaster, and the next two that have protruding castings, have also received the J & D treatment. The first marker, a WRCC stone, on the road to Ferrybridge has also had their makeover. Whilst removing the old paint, remnants of blue were evident. This could well be the original paint specified in the 1893 contract to set up these posts. Now all the remaining WRCC stones south to Ferrybridge are smart and visible and Dave was featured in the local paper after he worked on the flat casting in Sherburn. Through Jeremy's contacts the 'York 1' mile plate, which is measured from the Minster and built into a brick gatepost on the road heading east from the city, was cleaned and repainted. After the 'Selby 5' post on the Leeds road was knocked backwards in 2007, Selby resident Cyril Pickup had it righted. Now he and Dave have repainted it. Major roadworks on the A1 near Wetherby meant that two remaining WRCC stones were in the way. Brian Ellis made sure they were stored safely together with another stone from the series

from Bramham, in danger because of property development. Roadworks complete, all three are back in place. Bramham's is a few yards from its original site and the other two are on a new section of non-motorway road. [Figure 8]

An on-going project is the repair and replacement of the last surviving complete post from the Selby to Bawtry TP, 'Selby 1'. These posts were just three separate slim plates more or less held together by the soil and the top. Jeremy and Dave dug it up and it languished in the depot awaiting repair. The top was missing but I donated one rescued from an almost destroyed post near Bawtry. In mid July Dave informed me that it has been completely repaired and repainted with Dave doing the lettering. It just remains to be reset, probably a short distance from its original site on the railway bridge banking away from the rank vegetation. Two severely damaged posts cast by Mattison of Bedale from the Malton to Helmsley road have been deemed beyond repair. Dave Whitlock is arranging for replacement castings funded by the Howardian Hills Area of Outstanding Natural Beauty (AONB). Another project for the future is 'Ryedale 2' masterminded by Jeremy and the very keen, local Conservation Officer, Emma Woodland. This will involve the recasting of two broken posts and refurbishment of others. Saddleworth, where many residents are still proud to be Yorkshiremen, has many milestones that mark the end of routes from the West Riding. Fortunately funding has been found to refurbish these. Some just require a repaint but a few need lifting and repair. East of Selby the North Duffield Parish Council are seeking funding to replat a stone in the village.

A milestone from the last Yorkshire turnpike, Doncaster to Selby 1832, was reported missing. This was one I had had set up again in 2004 after trenchworks left it in the ditch. I found

it, again in the ditch, and reported it. I couldn't find it recently so must check where it is and what is going to happen to this listed stone. Of the three surviving tollhouses along this route the Brayton one looked like being lost. However it is, thankfully, to be retained as part of the development to build a 4 bedroomed house on the site.

Other casualties include the loss of one of three plaques set into walls north of the R Wharfe, reported by Olwen Middleton. The area around Hebden Bridge has many old guideposts but one on a very awkward hilly junction has suffered another vehicle strike. Now, it has been rescued and is to be repaired and repositioned. Driving along the Denby Dale road Stephen Skellern could not see the Wakefield 5 WRCC post. A search revealed it prostrate. The Wakefield Conservation Officer has had it recovered for repainting and re-erection with a charge made to the party who dug up a hedge, put up a new fence and left the stone on the banking as can be seen in the picture on the right.. I've been told that a metal post on the road from Northallerton to Darlington has disappeared as has one of the Huddersfield 'To and From' stones in Kirklees. This authority has taken up several posts for repair and repainting but they haven't been put back yet. So members everywhere, when you travel around Yorkshire please let me know what you see and what you don't see but expect to. frankminto@talktalk.net

RYDALE MILESTONES REFURBISHMENT PROJECT 2009-10

By Jeremy Howat

Many of you reading this, especially those of you living in the North of England, will have driven along the road that leads from the A1(M) to York, Malton and Scarborough, the A64 trunk road. It is always a busy route and often congested. In past years there was, sticking in the memory, the infamous Malton bottleneck.

Despite receiving many make-overs since the 1930s, the A64 remains a frustrating and irritating experience, which is why years ago, I discovered an alternative that got me from Malton to Scarborough by a back route, the B1258. This road links the south side of the Vale of Pickering with the north side. It is much more peaceful driving and frequently gets you to your destination ahead of the rest of the crowd heading for the North Sea beaches.

When I became a member of the Milestone Society in 2006, my vague, peripheral awareness of mileposts sharpened, although my knowledge of them was still superficial. At that moment, because I had shown some interest, Christine Minto, good organizer that she is for Yorkshire members, sent me a



typed list of the road markers around York. Because greater knowledge made me increasingly curious, she later sent me a copy of the Society's database of Yorkshire milestones. I set about driving down local roads, discovering for myself what was already known, and wondering whether I could fill the gaps.

It was a year later that on a visit to the Beck Isle Museum in Pickering, that I spotted a framed 18th century map of the roads of the Vale of Pickering and for the first time became aware of a new fact. Historically the coach road between Malton and Scarborough did not follow the modern route via Sherburn and Staxton, but the side road between Scampston, Yedingham, Snainton, West Ayton and Racecourse Hill, the B1258 and the A170. The old map I had previously found showed milestones dotting along this route.

I wondered: it is an older route and a long section of it is 'unimproved'. What can I find in its verges to remind us today that in fact this road was developed by the York, Malton and Scarborough Turnpike Trust?

The Society's database list revealed that the mile markers positioned by the Trust have been termed by us as the 'Old Ryedale Plate' milestones. Quite clearly to me they formed a complete group, although found along sections of the A64, the B1258 and the A170.

It was in 2007 that I joined forces with fellow Milestone Society member Dave Williams and throughout the summer

and autumn we made weekly forays to find new milestones around York and to continue the work that Dave had already started of repainting those in need of attention.

It helped at this point to discover the 'Old Maps' website and by patient use of the late 19th century's maps worked out where on modern 1:25,000 scale maps the mileposts were located. Were they still there, but hidden in the verge or the adjacent hedge? When we applied this discovery technique to the mile markers on the old Malton to Scarborough route, we found several more examples, two felled by impact, evidently many years previously, one inserted in a pub wall, but with the details obliterated and another mystery one that appeared and disappeared at regular intervals.

The result was that we brought to light all the six mileposts on the B1258 and three out of the five that used to be on the A64, plus two survivors on the A170.

It was about this time that I was made aware the interest shown in milestones by Emma Woodland, the Ryedale District Council's Buildings Conservation Officer. When we first met her, she expressed her enthusiasm and interest in them and her keenness to see them resuscitated and renovated. As a result of the meeting, late in 2008, I received from Emma a very useful and comprehensive list of funding bodies covering the area of Ryedale that could possibly make grants for restoration.

Clearly it was not appropriate that the application should be in my name only but I quickly found out from Jan Scrine, the Society Treasurer, that I could make the approach in my name as a local member of the Milestone Society. The burning question then was: which milestones to apply for the funds to renovate them?

The group of nine 'Old Ryedale Plate' milestones that lay within Ryedale, fortunately all complete, would be an obvious and productive project, all fulfilling the required criteria. I applied to Chris Lodge, the Officer of the North Yorkshire Aggregates Grants Scheme for an outline application form, filled it in and rapidly received back by Christmas 2008 approval of the idea of the proposed project.

We then came to the first slowing up of the rate of progress. The full application form required very careful thought in working out the answers, which nearly put me off going any further on with my 'bright idea'. The months passed: the stage of analysing what would be the required work to bring the mile markers back to as nearly an original condition as possible; finding the competent people to do the work and; lastly, battling with my inertia.

Here, I will insert into this account a description of the design of this group of mileposts. Their age is uncertain but I estimate that they belong to the early C19. However, so far no documentary evidence has come to light to confirm this.

The backing stone is a large part of the design and it incorporates a cast iron plate with a raised rim and flat surfaced centre. My conclusion was that this group was made at the moment when mile *stones* were being phased out and cast iron ones taking their place. The backing stones are approximately two and a half metres tall, including about a metre below ground level. The plates are 33 by 55 centimetres.

The plates are let in to the backing stone. Many of these milestones also have had a benchmark incised on them by 19th century Ordnance Surveyors. Of the nine, six have been known to the Milestone Society and three we located, including the two lying horizontally in the verge, covered by

moss and vegetation. Only three of the total had been listed by English Heritage.



One of the 'new' finds was located set in the brick wall of part of the buildings of the Providence public house in Yedingham, consisting only of the plate. This had, over the years, been partly obscured by a hanging flower box. Despite the fact that it is marked on up-to-date 1:25,000 maps, we only first found it by dint of asking the pub landlord. The restored plate is shown here – compare to

the 'as found' picture on page 19 of OTG 6, 2009.

One of the facets that was very attractive to those considering the results of a refurbishment scheme was that these nine milestones were a consecutive group, spaced a mile apart. It was during the gestation period of the scheme, in early spring 2009, that one of the fallen milestones disappeared. We attempted to track it down by talking to people living in the locality but without result. So, sadly, the original scheme had to be slightly curtailed. Fortunately, the missing stone was the example in the poorest condition.

Of the eight remaining milestones, none of the plates had been repainted for many years, leaving only vestiges of paint, fortunately sufficient to reconstruct the style and size of lettering used. The backing stones were mainly in quite good condition, though two had been split through the expansion caused by the rusting of the cast iron fittings by which they had been affixed to the backing stones.

So the process of renovation was clearly mapped out. First - stonemason's work in reaffixing the upper pieces that had split off, plus pointing up to the cast iron plates to eliminate water traps behind the plates; then, to prepare the plates for repainting and, using the lettering style of the best preserved one as a guide, repainting the plates with the mileage details.

The hunt was now on for the right craftsmen to do the work. The terms of the Aggregates Grant Scheme required me to obtain competitive quotations. In the event and after consulting Emma, the Ryedale Buildings Conservation Officer, I narrowed the field down to obtaining prices from only two men, Sam Baxter of Harrogate, a young, very experienced conservation stonemason and Wayne Elliott, of Snainton, a young signwriter, again with a depth of experience of restoration work.

Their prices for the two parts of the work were produced; Emma wrote a letter supporting my decision to obtain only one tendered price for each phase and the application for a 75% grant towards the total cost of £3,684 was made to the NY Aggregates Grants Scheme. Meanwhile I was assured that North Yorkshire Highways would give a grant for the remaining 25% of the total cost. I had also factored in a small expenses element of £300, to be claimed against as costs were incurred.

The grant application was submitted to Chris Lodge, the Officer of the North Yorkshire Aggregates Grants Scheme in early June 2009. Then followed weeks of silence...

Then in late August, in frustration, I telephoned Chris to enquire as to the progress of the application and to everyone's embarrassment, it was discovered that my application and all its associated papers had been lost at County Hall, Northallerton following office relocation.

Thankfully, I had kept a copy of all that I had stated on the different sections of the application form and it was short work to make a renewed application for the grant. After a short space of time it was resubmitted to the NYAGS.

After two months, during which the application was considered by various committees, the offer a grant of £2,763 was made, payable to the Milestone Society against the invoices to be submitted by the contractors, Sam and Wayne. I had already been assured of the remaining 25% grant of £921 by North Yorkshire Highways.

Despite the near onset of winter, Sam Baxter (pictured left) proceeded with the masonry repairs on 26th and 28th November and I was able to accompany him and act as his 'labourer'. It was extremely fortunate that of the two backing stones where the top split off, Dave and I had months ago managed to locate the pieces nearby in the verge. We then took the precaution of loading them in the back of the car and I had stored them in my garage. So it was a straightforward task for Sam to epoxy-resin them back on again, making up with lime mortar any small gaps. As we went to each stone, his main task was to point up with the lime mortar mix immediately around the edges of each plate, a very necessary task as each backing stone has eroded around



the plate. He completed his task at each stone by giving it an all-over shelter coat, aiming to consolidate the stone surface.

I was delighted at the completion of this first phase and the excellent result achieved and was so able to claim the first tranche of the grant in order to pay Sam. Now I had to wait patiently until the onset of warm dry, warm summer weather for the painting of the mileage plates. Wayne Elliott (in the picture below) and his father began the work in late May.

As earlier, great care was taken to ensure that the work had at least ten years life before it would need freshening. First, the plates were cleaned and the rust removed. This was followed with two coats of anti-rust primer; two coats of standard primer and two coats of white gloss all over. The raised border then had two coats of black gloss added and the lettering was built up by two coats of primer and finally two coats of black gloss. The lettering was done freehand, indicating the great care taken by the signwriter and his father. Fortunately they live locally and work could proceed in various corners of time. The whole project took them a month to complete.



The results have already given rise to favourable local comments, suitable for quoting in a local press release. We are now in the final stages of claiming the grants for paying Wayne's account.

I have taken photographs of these milestones at various stages and have placed a selective group on Flickr <<http://www.flickr.com>> and search under <Ryedale milestones>.

SCOTLAND

Another Scottish Year from Christine Minto

With recent contributions from Terry Keegan, Iain Davison, Nigel Bishop, Louis Stott, John Gow, Carol Haines, Keith Benton and Hugh Gregory plus our meanderings on both two and four wheels the Scottish records are building up.

On a bargain four day break in Ayr last October over 70 stones were either newly recorded or confirmed with full details. And we enjoyed three days of cycling around that part of Ayrshire. A number of the typical Ayrshire granite milestones had been recently painted [Figure 1] but most of the older stones do need attention. [Figure 2] Also in the county are guide stones some more cared for than others. [Figure 3] The journey to the north of Inverness in May to eventually ride to Cape Wrath was done in short stages. Driving one day followed by a day's cycling with stays in Comrie, Pitlochry, Tomintoul and Drumnadrochit netted many records but also showed how many stones that are marked on our OS 50,000 maps have disappeared.

In the Borders a couple more Blaydon posts including one with only the top visible behind the safety barrier [Figure 4] were added to those already found by Iain and us. And there

are three old stones that marked a drovers' route over the Cheviots. [Figure 5 – Is that a drover's dog?].



Figure 1



Figure 2

Braving the traffic in Edinburgh four more of Adrian Sumner's stones (NL 14 & 15) were checked and

photographed. [Figure 6] Just over the Forth Bridge at the original ferry landing at North Queensferry we found the stone plaque giving the miles to Edinburgh, Perth and Kinross. Here a small lighthouse built by Robert Stevenson has been renovated. [Figure 7] It was open and we enjoyed an interesting visit and talk by a volunteer. North out of Dunfermline on the A823 only one of the unusual chunky Bonnybridge Foundry posts was found although several are still marked on the OS map. [Figure 8] I believe this style was only put up on the A823 and the B844 Kilniver to Easdale on the island of Seil but I have no records of the latter and can't recall seeing any when we rode across the Bridge over the Atlantic a few years ago.



Figure 3



Figure 4



Figure 5



Figure 6

Riding round Lochearn a mound covered with a black plastic bag revealed itself to be the Lechine Cottage stone. Iain has been working with the local authority to have the few stones left in this area repainted with the details recorded on older maps. I wonder if the house owners have had an official visit. I did replace the bag. [Figure 9] At the eastern end of the loch on the south side I spotted a familiar shaped stone in a garden. The owner was pottering about and explained that he had been a roadman when the main road along the north side was being widened and he had rescued this stone before it was disposed of.



Figure 7



Figure 8

We were now in the area of the ubiquitous quadrant shaped granite milestones. Mostly they are too hard to engrave and the painted details are now either very faint or non-existent. One exception is the inscribed stones on the old road north of the Tay from Aberfeldy to Logierait. The ½ mile stone is nicely painted although the four neglected others are still easily read. [Figure 10] North of Aberfeldy is the Appin of Dull and a modern National Cycle Network milepost appealed to us. "There's never a dull moment when you travel by bike". One of General Wade's roads which connects Dunkeld and Crieff with the route between Fort William and Inverness can still be mostly followed in this area and there are a surprising number of granite stones still surviving even along the single track unclassified roads although I don't think General Wade put them there. The A9 has been vastly 'improved' over the years. South and north of Pitlochry a few remaining stones can be found along old by-passed sections and along the cycle route over the Pass of Drumochter. Then north from Dalwhinnie, through Kingussie, Aviemore, Carrbridge and onwards Terry and I have probably found all that are left.



Figure 9



Figure 10

A ride along both sides of the Spey northeast of Granttown only resulted in one metal plaque fixed to a stake, probably dating from 1922 when the nearby bridge was built [Figure 11] and one sunken, leaning lump of granite not far from the distillery! However the 'new' bridge at Granttown has a metal plaque indicating the county boundary of Moray and Inverness [Figure 12]. Terry had found several stones along the B road from Duthill up to Nairn. Ten are left between 6 and 23 miles from Nairn but one near the Cairngorm National Park border is lying uprooted amongst the heather. In spite of searching no stones were found between Nairn and Inverness.



Figure 11



Figure 12

It seems to be 66 miles down the Great Glen between Inverness and Fort William. The first stone was spotted 3

miles from the Highland capital but we were unable to stop in the car, likewise for most of the others seen on the way to Drumnadrochit. So I went back on the bike. There is a complete set down to the south end of Urquhart Bay but some are concrete replacements. [Figure 13] Where paint remains it is old and worn and the legend has to be worked out. The remaining 50 miles will be another cycle ride, sometime. Travelling north again, the AA sign at Marybank, one of only two known to remain *in situ* in Scotland – the other is at Culroy in Ayrshire, was checked. Carol Haines had sent details of stones on the minor road between Tain and Alness and on the peninsular to Tarbat Ness lighthouse. These are refreshingly different being circular but still hard granite so would have been painted. (see NL 18) And that's one 'end of the road' lighthouse we hadn't been to before.

North of the Dornoch Firth the real Highlands begin. When the A838 turns off along Loch Shin north of Lairg the A836 becomes wonderful single track. There are a couple of stones nearing the Crask Inn and two more before Altnaharra but nine remain on the 16 miles to Tongue albeit anonymous lumps of granite but amidst some terrific scenery. No stones found between Tongue and Durness but some hard hills.



Figure 13



Figure 14

After visiting Cape Wrath we recorded just two stones between Durness and Ledmore but on the ride down the Oykeell there were 13 stones on the 25 miles to Invershin. 'Stones' is a misnomer as every one was made of concrete. [Figure 14]



Figure 15



Figure 16

The total tally for this tour has been over 130 new or now fully recorded stones. The database has nearly 1600 entries although about 270 are lost already or unconfirmed old data.

John Gow who lives in the Borders at Chirnside has sent pictures of a number of posts between Duns and the border near Berwick. [Figure 15] They are similar to Blaydon posts but obviously made at a different foundry.

Many years ago Iain Davison worked on the hydro scheme up Glen Lochay north of Killin and has reported the milestones still left on this lonely, no through road. [See 'Another Scottish Tale' below.]

Nigel from Doune and Louis from Aberfoyle have filled in a few gaps in the Stirling/ Callander/ Glasgow area [Figure 16] and one of the areas Terry has visited is Angus noting a few of the remaining posts there. Hugh Gregory has found a stone from the old A74 between Carlisle and Glasgow in his niece's garden at Kirkpatrick Fleming which could well be set up at the roadside again and there may be two more unrecorded. I'm waiting for more details. Hugh is also having a fallen plate replaced on the Lockerbie to Dumfries road.

So a number of folk are helping with Scotland. Grainne Farrington set her fellow travellers looking for stones on the Outer Isles with no luck (but see below). Scottish members are very thin on the ground so it is difficult to know who to contact when sunken, damaged or fallen stones are found like the one in the Cairngorms. So if you do go north, please look out for milestones, take photos if possible and let me know the whereabouts of the stone or post. frankminto@talktalk.net

To the Lighthouse... [Christine Minto]

In Newsletter 18 Carol Haines wrote about milestones leading to lighthouses and suggested that the only way to record those on the road to Cape Wrath, top left hand corner of the Scottish mainland, was by walking or on a mountain bike. Well, the Mintos ride road bikes with 23mm tyres! But nothing ventured, nothing gained. Our last ride there was 24 years ago when we hadn't noticed any milestones! So another visit was due. After rain the previous afternoon we awoke to glorious blue skies. We were at the ferry at 9am but it didn't go until 11am! Memories of the terrain decided Frank to go on the minibus so he was in the first load across the Kyle of Durness. The cyclists, all five of us, had to wait for the fourth crossing, the minibus passengers given commercial priority. So as we disembarked after 12am we were told, "You must be back by 4, there might not be enough water". The tide was going out. So up and down and round for just over 11 miles, stopping to record each of the stones, took me about two hours. The road surface had deteriorated considerably since our last visit which slowed me up and vindicated Frank's caution.

Carol Haines had seen an almost complete set of stones with only one missing. I found they were all there! There were also blue and white lines across the 'road' at each mile. After a quick bowl of soup at the café at the lighthouse it was a race before low tide. Even so it took 1½ hours with a few more photo stops. One



of the minibus drivers, both originally from Yorkshire, explained the coloured lines. There had been a marathon from

The humerous eighth mile stone

the ferry to the lighthouse and back, time stopped till they landed back on the 'mainland', with the final run in to the finish at the village hall in Durness. John Lennon spent several holidays in the village.

But which stone was missing? I had a complete set! Yes, number 8 had been set up just three weeks previously. So there are now four styles. 1 has the number on a bevel, 2, 3, 4, 5, 6, 7 and 9 are 'tombstones' with the number on the front

face, 10 and 11 are chunkier versions of 1, all the numbers being inscribed. But 8 is painted on an irregular piece of stone by someone with a sense of humour.

And there was enough water, just, to allow the last landing on the jetty. On my first visit in 1966 I had to clamber across slippery rocks carrying my bike; no thoughts of health and safety then.

-----oooooooooooooooo-----

ANOTHER SCOTTISH TALE

Glen Lochay (Stirlingshire) Milestones – A Then and Now Story

By Iain Davison

Over 50 years ago I was a young student engineer working for Mitchell Construction on the Breadalbane section of the North of Scotland Hydro-Electric Scheme. I was required to undertake a fourteen mile precise levelling survey from Kenknock in Glen Lochay (GR: NN 4636) via Killin finishing at Auchlyne in Glen Dochart (GR: NN 5129). The survey was required to check the levels of the tunnels being driven to and from Glen Dochart and Glen Lochay terminating at Lubreoch Dam in Glen Lyon. Backsights and foresights were to be restricted to a maximum distance of 100 feet and the staff had to be read to 1/1000th of a foot. I was also given a 5/8 inch steel ball which was to be placed on the top of certain stones between Kenknock and Killin. These stones were of course milestones but I didn't know that at the time and could be used to check the levels above Ordnance Datum, the main benchmark being on the wall of the Post Office in Killin.

I duly carried out the survey, placing the steel ball on top of the stones when I found them although not really taking too much notice of the information that was on the stones. The Ordnance Bench Mark (OBM) level of the stones had been given to me but as I found out they were not always accurate. As happens, some of the stones were leaning slightly or had sunk – one stone had sunk by three feet! The survey was duly completed and I am pleased to record that the levels tied in very accurately and the tunnels met on line and level. After Killin there were no more stones/milestones on the south side of Glen Dochart so in all I probably utilized probably five or six stones on the fourteen miles of the survey.

When I was holidaying in the Trossachs in 2009 I ventured up to Killin and recorded the milestone in the centre of the village (at NN 573 332). On my return home I contacted Lorna Main, Archaeology Officer for Stirling Council and asked her if she could give me any details of the milestone as it bore no visible information. The OS 25-inch map of 1898 gave the distance to Kenmore as 15¾ and to Tyndrum as 18 5/8 with an OBM level of 369.7 feet. I also mentioned to Lorna that I had worked in the area and she was interested to learn how I had made use of the milestones in Glen Lochay. She arranged for the archaeology unit to undertake a survey of the stones. Prior to the survey it appears that Stirling Council only had one of the milestones on their records so they were keen to check up to see if stones remained. A check on old maps showed a series of milestones terminating at Kenknock. The survey was undertaken and the unit reported as follows:

PARK COTTAGE. NN 56569 34519. Shown on current OS map, this milestone is not depicted on the First Edition OS 6-inch map of 1867 but is shown on the Second Edition 6-inch of 1900-01. Annotated KENOCK 6½ KILLIN 1. This is a small stone with a metal plate and still *in situ* in

March 2010. Note the different spelling of Kenknock as shown on current maps.

LOCHAY POWER STATION. NN 55034 34892. Shown on current OS map; depicted on Second Edition 6-inch 1900-01. Annotated KENOCK 5½ KILLIN 2. It is a small stone with plate and still *in situ* in March 2010.

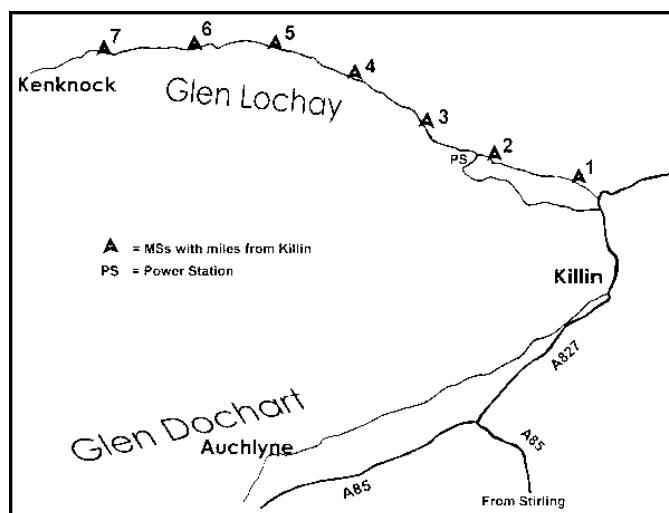
DUNCROISK. NN 53728 35558. Shown on current OS map; depicted on Second Edition 6-inch 1900-01. Annotated KENOCK 4½ KILLIN 3. No current information so presumed lost.

MUILEANN. NN 52474 36373. Shown on current OS map; depicted on Second Edition 6-inch 1900-01. Annotated KENOCK 3½ KILLIN 4. This milestone has been broken up and removed.

DALGIRDY. NN 51030 36956. Shown on current OS map; depicted on Second Edition 6-inch 1900-01. Annotated KENOCK 2½ KILLIN 5. This is a small upright rounded stone. The plate was broken in two in an attempt to remove it and has been taken to Tullich Farm for safe keeping.

LOW BOTAURNIE. NN 49543 36912. Shown on current OS map; depicted on Second Edition 6-inch 1900-01. Annotated KENOCK 1½ KILLIN 6. This stone is missing.

HIGH BOTAURNIE. NN 47948 36822. Not shown on current OS maps but is depicted on Second Edition 6-inch 1900-01. Annotated KENOCK ½ KILLIN 7. This stone is missing.



Little did I think I would be so interested in these milestones with which I had made an acquaintance over fifty years ago. Let's hope that the survivors remain there for future generations to enjoy.

I am indebted to Lorna Main and her Archaeology Unit for undertaking the research in Glen Lochay and for providing additional information throughout the Stirling Council's area.

WALES

A trip across Wales or every little helps!

By David Viner

Archaeologists have a phrase for much of the limited recording I'm able to do on my travels. It's called 'non-intensive surveying'. This usually means that there's not enough time (and usually also for them not enough funding) to do the more intensive, detailed fieldwork and recording that we all know is the ultimate and best way of making a full record of any part of our heritage.

But *all* or *any* recording is valuable, however 'non-intensive' it has to be. *On The Ground* records good examples in every issue and this contribution is intended as encouragement to all Milestone Society members to participate in at least this level of activity, to overcome constraints and still be able to get good results.

Roadside fieldwork can be influenced by various factors when forming part of any journey, including the requirements of the journey itself, the views of companions in the car, time of day, the weather, the pressures from (and speed of) other forms of traffic using the same route and not least the availability or lack of time.

A recent example from my own travelling makes the point, opening up priorities for further work and so enabling myself or more likely others to add to (rather than simply duplicate) the Society's archive. Significantly, it might also serve as a good example in arguing where scarce public resources might best be allocated on any particular route to make what survives better known, appreciated and cared for. It was, in fact, stimulated by the happenchance discovery of one particular milestone, now by-passed, forming a mini case study.

The A470 through Wales

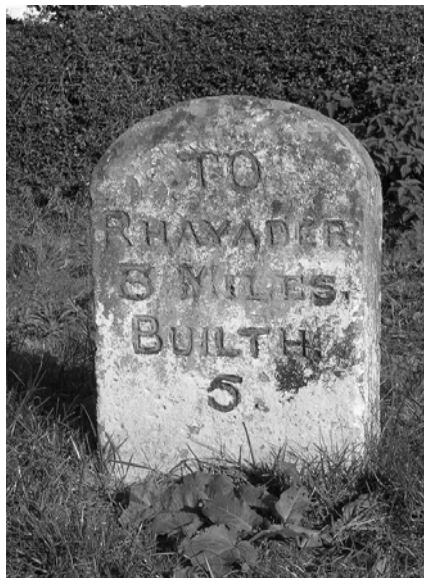


Plate One To Rhayader 8 miles Builth 5 at Newbridge on Wye (database no. RYBU08, at SO 0159 5829)

between the many towns en route. And there are plenty of them: going north from Cardiff, Merthyr, Brecon, Builth Wells, Rhayader, Llanidloes, and then Dolgellau and onwards into north Wales.

Driving any part of it now is an object lesson in the road improvements of recent years (how much of that is the result of governmental devolution to Cardiff, I wonder?) and in its own way the A470 offers an excellent example from the later 20th century of the sort of road improvement campaigns which

the turnpike trusts were struggling to achieve through the later 18th century onwards. It is, for better or worse, a good Welsh example of an important through route, which is why resources have been made available in our own day.

In so doing, the A470 has also been typical of a route serving a whole mass of local needs on the way, particularly between the various towns and along the various river valleys it follows. In turnpike days, numerous trusts would have been involved, doubtless with varying degrees of application and success.

In recent years road surfaces have been much improved, including stretches of complete resurfacing (the drive over the Black Mountains on the A479 between Cwm-du and Talgarth provides another excellent example) and by-passes come almost as standard these days (Brecon, Llanidloes, Dolgellau) but importantly not (or not yet) for Builth Wells or Rhayader. By contrast, the new Talgarth/Bronllys by-pass still seems strangely over-egging an otherwise quiet area.



Plate Two 17 New[own] 11 Machynlleth at Llanbryn-mair (database no NTMC17, at SH 8988 0284)

Llanbryn-mair). In their comparative rarity, they become representatives for the whole story of road history. Preserving and presenting them attracts a particular significance, bearing in mind how much has clearly disappeared in the road improvements which have taken place right up to recent times.

Any Society member or indeed any member of the public travelling such a route can add to the record with site checking, photographs and background knowledge as well as by spreading awareness of our common interest in preservation. Tackling bite-sized chunks rather than the whole route offers a practical approach.

Case study in Merioneth: Dinas Mawddwy to Dolgellau

The A470 crosses from Powys (old Montgomeryshire) into Merioneth (now part of Gwynedd) just south of the point where the A458 from Welshpool joins at the Brigands Inn roundabout, itself a significant spot in local road folklore (see Richard Moore-Colyer's excellent published studies). A mile or so to the north is Dinas Mawddwy, with the village street tucked down off the road and its historical road layout much altered by the creation of house and park for the now vanished Plas yn Dinas, built in the 1860s and burnt in 1917. These

alterations and all the later improvements have rendered the main road here distinctly separate from the village proper.

From here in the Dovey valley the A470 offers a widened, re-surfaced (and therefore now fast) stretch of road all the way up to the top of the delightful Bwlch Oerddrws pass, which takes it over into the Clywedog river valley and thence to Dolgellau (Merioneth's county town) and the Mawddach estuary. From Dinas to Dolgellau is nine miles, recorded on cast iron mileposts reading from *Dinas Mawddwy* to *Dolgelley*.

The following were noted in a quick en-route survey (May 2010):

Dinas Mawddwy 1 Dolgelley 9 - survives intact and in situ on a by-passed and unsignposted section of the old road at SH 848 155; north side of the road (see Plates Three and Four)

Dinas Mawddwy 2 Dolgelley 8 - not found

Dinas Mawddwy 3 Dolgelley 7 - not found

Dinas Mawddwy 4 Dolgelley 6 - not found

Dinas Mawddwy 5 Dolgelley 5 - not found

Dinas Mawddwy 6 Dolgelley 4 - survives intact on north side of road, set hard into the bank close to summit of the pass at SH 807 168; (see Plates Five and Six)

Dinas Mawddwy 7 Dolgelley 3 - not found

Dinas Mawddwy 8 Dolgelley 2 - not found

Dinas Mawddwy 9 Dolgelley 1 - not found, but interestingly the service station at the eastern approach to the Dolgellau by-pass is known as Mile End.

Observations and Conclusions

Even this quick snapshot produces some interesting results, and opens questions for further research.

The examples 'not found' are almost certainly long gone, as this section of fast modern road exhibits the full range of changes and pressures which would have militated against their preservation. The road has been widened and straightened, evidenced by short runs surviving as lay-bys; long sections up and over the pass have continuous steel barriers and drainage walls have been reinforced along many banks. On the westward descent in particular, the splaying of verges to increase sightlines is also very apparent.



Plate Three. *Dinas Mawddwy 1 Dolgelley 6* (database no. DGDM04 at SH 8073 1681)

Unless what survived at the time all this was done was safeguarded against these changes, the mileposts are likely to have fallen victim, particularly if already deteriorated or broken. Only local knowledge or photographic evidence

would verify these assumptions one way or the other, neither necessarily easy to find.

Historically, why is there is a specific group of mileposts for less than ten miles only between Dinas Mawddwy and Dolgellau, clearly the main town and focal point in this area? Why Dinas – was it because of the nearby Merioneth/Montgomeryshire county boundary? Is this indicative of a freestanding trust or perhaps more likely a specific route within a wider, Merioneth-wide trust? If the latter, that might explain the significance of ending at the historic county boundary. A Merioneth Turnpike Act was passed in 1777, a Montgomeryshire Turnpike Act in 1769; both they and their successor acts need to be researched.

The two surviving mileposts form a standard design, widely used elsewhere, and it can be assumed that this sequence of nine posts all followed that same design. They were presumably all of the same date but what date and who made them? There is no evidence of maker on the posts themselves. Might one assume a local foundry, perhaps in Dolgellau? And in the context of this Welsh location, what does the place-name spelling actually used on the posts imply as to date? Is there a date range within which the spelling of Dolgelley applied? When did it change to Dolgellau?

Reference to written studies should resolve such questions, albeit such evidence is sometimes difficult to track down in local historical journals or in unpublished work. Archives and maps are available for study in the relevant county record office, which in this case is actually in Dolgellau and just minutes off this route!

All that is to play for and not necessarily to be undertaken by the original 'non-intensive recorder'. What is clear though is that sharing even such basic listing in some published form can and should direct efforts towards the better preservation of what survives. Clearly *Dinas Mawddwy 1 Dolgelley 9* in its off-road position on the 'original' route stands out as pre-eminent, offering a safe spot for study and photography; it would make a fine example of a 'local treasure' for long-term care within a local parish or community partnership project in Dinas Mawddwy. This is currently being explored.



Plate Four. *Dinas Mawddwy 1 Dolgelley 9* (database no. DGDMO1 at SH 8484 1548)

Equally clearly, the other surviving example *Dinas Mawddwy 6 Dolgelley 4* falls firmly into a health & safety warning zone, sited on a partially blind section of road near to the summit and fast in both directions. A nearby lay-by offers some compensation and it has to be hoped that the milepost is sited

far enough up the bank to aid its preservation. To re-paint or otherwise re-fettle it would be a logistical headache and sensibly one to avoid!

Finally, it should be said that all these comments are made without any reference to the relevant Meirionnydd division of Gwynedd County Highways or its agents, and that thanks are due to whichever initiative(s) have kept these two posts in situ thus far. Long may they remain so!

In conclusion, it follows that a similar light-touch survey approach might be taken by anybody travelling any particular or 'local' section of a route such as the A470, where constraints of time or perhaps the wishes of fellow travellers dictate something other than a detailed individually recorded and systematic approach. All information gathered is useful,

especially if it is shared with the Society's database compilers and through its publications and thereby a stage on the road towards the core aims in our Society of a complete national inventory.

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Wikipedia has an interesting entry on the A470 road, including some useful links.

LOST, MISSING, STOLEN and FOUND

New Guidance Note on Thefts and Losses

Right from the beginning of its existence the Society has been concerned about the rate of loss of our milestones and waymarkers and indeed the effects of the long years of steady attrition was one of the main triggers for our formation.

Over ten years since then, we have experienced and been saddened by quite a number of further losses of one kind or another but also cheered by some remarkable successes too and we've tried to report on both the good and bad news in our publications. In future, it is planned to make this reporting even more systematic, as the permanent record builds up.

After some time in gestation, the publication at the 2010 AGM of our latest Guidance Note, with its full title of *Thefts and Losses of Milestones, Mileposts, Fingerposts and other wayside markers*, sets out our philosophy and basic principles covering all forms of loss, whether theft, other types of unauthorized removal or the many varieties of neglect. The Note takes a view on private ownership, items offered for sale (especially on the internet) and offers a practical procedure to follow when discovering a theft or loss.

Please take the time to read your copy of this Note, which is also to be made available on our website, and disseminate wherever you think it may be useful. We have found that non-Society members and other supporters welcome a clear statement of our position when they too are registering concerns about thefts or damage. This Note tries to provide that support.

David Viner (Society Chairman)

Chenies, Buckinghamshire. Firstly, some good news... In the 2009 issue of OTG the milepost on the A404 at Chenies, Buckinghamshire was reported as missing. The persistence of Derek Turner, the Oxon representative, eventually paid off and having found the right contact on Bucks CC was informed that the milepost had been rescued by Chenies parish council after it had been knocked over. Once repaired it should once again be re-erected alongside the road. The Google Street View camera car was in the area soon after the milepost was knocked over because the post can just be seen laying in the hedgerow some distance back from road.

East Sussex. Essex member Mike Davies reported in July that two mileposts were being offered for sale on eBay. The vendor was probably unaware that the markers had been taken

from beside the highway. Mike Faherty, who handles the database for East Sussex contacted East Sussex County Council who put Guy Guyton, Licensing and Enforcement Officer at ESCC on the case. He contacted the vendor direct and referred to Sec22 of the Theft Act. The plates were immediately withdrawn from sale and promptly collected by ESCC. The plates are similar in shape to the well known 'Bow Bells' series. In the Society's database they have the defined name of 'To London swirl plate' and are 'TO/LONDON/31' and 'TO/LONDON/33'. And herein lies a mystery.



The 'To / LONDON / 39' post similar to those recovered.

The results of a survey of East Sussex milestones were published in the Winter 1972-73. This included the Westerham and Edenbridge Trust, now the B2026 where the 'London swirl posts' were positioned. LONDON 24 to 30 were all in Kent with 31 to 37 on the original route as far as the junction with the B2188. The 'LONDON 33' was recorded as missing. A replacement was supplied by Foundry & Engineering of Lewes in 1974. The same company also supplied new markers for LONDON 38, 39 and 40 even though this three

were beyond the southern limit of the original trust route.

In 2002 Janet Dowding (Somerset) found and recorded LONDON 33, 36, 37 and 39. Ever curious John Nicholls ventured out of Essex on 30 July to investigate but only two of the markers appear to have survived by the East Sussex roadside – LONDON 37 and 39. But another mystery cropped up; since 2002 the 'LONDON 37' had been moved to the 'LONDON 38' location.

So the newly retrieved eBay markers... Presumably the 'LONDON 31' is an original but is the 'LONDON 33' also an original or is it the 1974 replacement mile marker?



Cornwall. It seems that various railway markers are creeping into our publications and OTG has joined in. Society member Peter Goodchild reports that a milestone from the long defunct Caradon Railway in South-East Cornwall has been removed from its site. He noticed a large banner outside the Liskeard Heritage centre reporting the theft. The milestone was stolen from alongside the old

dismantled railway at High Wood, just about 1.2 miles north-west of Liskeard town centre. It was believed stolen in mid May. The stone is inscribed 8M and was one of a series running out towards Bodmin Moor, The railway was a 'stand alone' mineral line and the whole area is part of the local mine heritage. The contact is Iain Rowe (mail@iainrowe.co.uk).

Huntingdonshire. A grade II listed milestone from the Ermine Street series (TL 19867634) is still missing. It was on a verge near a roundabout, on the B1043 in Alconbury Parish. It was first recorded and photographed by Mike Hallett in 2000. In the summer of 2006, a group of travelling people camped for the summer on the verge, when they left the site it was noticed that the milestone was no longer there. A



thorough search then and in the winter when the undergrowth had died back, failed to reveal any sign of it. The loss was noted by Huntingdon District Conservation Department, but by then it was considered too late to pursue the matter further.

POINTING THE WAYS – The Fingerposts Column

ESSEX. Since the report about the loss of the fingerposts in the Braintree District a further visit has been made to the area. The post at Liston, on the eastern end of the B1064 that was undergoing restoration has been reassembled complete with a replacement arm to replace the missing one.



But there is a bit of a mystery. The original arm pointing towards Long Melford and Sudbury has been abused by the restorer for some reason unknown. The end of the arm with the road number (B1064) has been cut off and the new arm is devoid of a road number. The arms on the Foxearth post mentioned in NL 19 are also devoid of road numbers. Perhaps the route is going to be declassified between its start on the Sudbury/Long Melford road (also the B1064) and where it ends on the A1092 at Cavendish, a distance of a little over four miles.

OXFORDSHIRE. Soon after last years OTG had gone to press the refurbishment of the fingerpost on the A436 at Cornwell was completed. The works, carried out by Didcot Metalworking Services (DMS) included the casting of a new 'OXFORD COUNTY' annulus finial.



The 'OXFORD COUNTY' finial pattern, an essential item when casting new parts for the Oxon fingerposts. On the right is Mike Mulligan of DMS putting the finishing touches to the Cornwell post on the A436. [Photos - Mike Mulligan]

DMS have also been restoring Oxon's wooden fingerposts and they can be seen in action via Google Street View. Search Google Maps with Sibford Ferris, move the yellow man into the hamlet and two of the DMS team with their pick-up can be seen by the newly erected post in the village.

Cornwall Fingerpost Sample Survey 2010

Ian Thompson

Introduction

Cornwall has such a rich heritage of 18th and 19th century milestones that the County's fingerposts seem to have been rather overlooked by the Milestone Society as part of the county's roadside heritage.



A splendid fingerpost, complete with manufacturer's name, but with missing finial and a broken arm it is in terrible condition, in St Keverne parish.

Anecdotal evidence would suggest that fingerposts are a more significant part of the highway landscape than milestones to many local people and their maintenance and preservation is seen as important. Gweek Parish Council spent several years lobbying the District and County Councils to replace a damaged fingerpost with an exact replica, rejecting all offers of a more modern substitute. In St Agnes, the Improvement

Committee raised its own money to replace two arms on a fingerpost in the parish. St Ewe Parish Council set up a sub-committee to organise a survey and repainting of its collection of fingerposts.

Discussions with Cornwall Council's Historic Environment Service revealed a hazy picture of the extent, quality and condition of the County's fingerpost collection. A proposal was put forward that the Milestone Society would work with the Historic Environment Service to undertake a full survey of the County's fingerposts. There were funding

implications for this. In the meantime it was felt that a sample survey of the fingerposts in three or four randomly selected ten kilometre by ten kilometre squares would give a good indication of the reality on the ground.

Jane Powning of the Historic Environment Service searched digital maps of the 1907 and modern Ordnance Survey to identify everything labelled "GP" for guide post. She produced a detailed spreadsheet and a clear, large scale map for each of the chosen ten kilometre squares. Ian Thompson of the Milestone Society prepared a single sided A4 survey sheet to be filled in for each fingerpost found.

Unfortunately all this preparation was followed by the worst winter weather for nearly forty years but, as the weather improved, the survey team of Pete Goodchild, Paul Phillips, and Ian and Marilyn Thompson took to the road to track down the fingerposts.

Three ten kilometre squares were surveyed:

- Area 3 around St Columb Major
- Area 2 on the Lizard
- Area 4 around Liskeard

This gave a good geographical spread across the county and sampled several different types of landscape.

Area 3 (St Columb Major) SW900580 to SX000680

Map research had suggested sites for 38 "GP" guideposts and 5 "GS" guide stones in this 10 km square.

9 locations were found to be guide stones or milestones, already on the Milestone Society's database of Cornwall milestones.

9 fingerposts were found at suggested locations. A further 2 were found which were not indicated by map research. In addition to the sites suggested by the map all other junctions within the 10 km square where tarmac roads divided were visited during the survey.

Table 1 – Area 3

Location	Material	Design	Parish	Condition
207	alloy	Cornwall	Withiel	Good
208	cast iron	4 arms	St Wenn	V. Good
209	alloy	Cornwall	Withiel	Good
210	cast iron with homemade arms		Withiel	Poor
220	cast iron	Index arms	St Wenn	V. Good
221	wood		St Wenn	V. Good
223	wood		Withiel	V. Good
260	cast iron	St Austell	St Dennis	1 arm broken
265	cast iron	Cornwall	St Dennis	1 arm broken
-	cast iron	Visick	Roche	1 arm broken
-	wood		St Wenn	V. Good

Of the 11 fingerposts found:

- 3 were recent wooden fingerposts.
- 2 were late 20th C alloy fingerposts.
- 6 were cast iron fingerposts.
- 2 of the cast iron fingerposts were in very good condition.
- 4 of the cast iron fingerposts needed replacements for broken arms.

Area 2 (The Lizard) SW680160 to SW780260

Map research had suggested sites for 39 "GP" guide posts.

1 "GP" location was a guide stone not on the Milestone Society database.

19 fingerposts were found.

Table 2 – Area 2

Location	Material	Design	Parish	Condition
5	alloy	Cornwall	St Anthony	Good
6	alloy	Cornwall	Manaccan	Good
13	cast iron	Toy	Mawgan	2 arms broken
19	cast iron	Visick	St Keverne	1 arm broken
21	plastic	Cornwall	St Keverne	Good
27	alloy	Cornwall	Cury	Good
34	iron & alloy	Cornwall	St Keverne	Repaired; End missing
45	alloy	Cornwall	St Keverne	Good
54	cast iron	Cornwall	Mullion	2 arms broken
58	alloy	Cornwall	St Keverne	Good
63	cast iron	Toy	St Keverne	Inappropriate repair
67	alloy		St Keverne	1 arm broken
68	alloy	Cornwall	St Keverne	Good
72	alloy	Cornwall	St Keverne	Good
75	steel/alloy	Cornwall	St Martin	1 arm & shaft missing
77	alloy	Cornwall	St Martin	Good
83	alloy/plastic	Cornwall	St Anthony	Plastic arm cracked
84	cast iron	Cornwall	Manaccan	Good (Listed)
85	cast iron	Visick	Manaccan	Good (Listed)

Of the 19 fingerposts found:

- 1 was a modern plastic fingerpost.
- 11 were late 20th C alloy fingerposts.
- 7 were cast iron fingerposts.
- 2 of the cast iron fingerposts were in good condition. These were Grade II listed.
- 5 of the cast iron fingerposts needed replacements for broken arms.



Cast iron fingerpost in excellent condition not far from Bodmin.



St Austell Rural District Council fingerpost - the only one found. Top arm broken off.

Area 4 (Liskeard) SX200600 to SX 300700

Map evidence had suggested sites for 42 “GP” guideposts. 14 fingerposts were found.

2 of these were granite pillars, originally fitted with wooden arms retained by a vertical iron rod. One had been restored unsympathetically. One had no wooden parts, but is believed to be awaiting restoration. It is in the World Heritage Site.

Table 3 – Area 4

Location	Material	Design	Parish	Condition
276	granite	granite	St Cleer	No arms
277	granite/steel/plastic		St Ive	Inappropriate repair
289	steel/plastic	lightweight	St Cleer	Good
294	steel/plastic	lightweight	St Cleer	Good
315	wood		Menheniot	Good
317	wood		Menheniot	Good
322	cast iron	Visick Cornwall	Dobwalls	2 arms missing
327	wood		Menheniot	Good
329	wood		Menheniot	Good
332	wood		St Pinnock	Good
336	cast iron	Visick Cornwall	Duloe	Good
341	cast iron		Menheniot	Good
348	cast iron	Visick Cornwall	Duloe	Good
349	cast iron	Visick Cornwall	Duloe	Good

Of the 14 fingerposts found:

- 2 were granite pillars, originally with wooden arms.
- 2 were modern steel and plastic fingerposts.
- 5 were recent wooden fingerposts.
- 5 were cast iron fingerposts.
- 4 of the cast iron fingerposts were in good condition.
- 1 cast iron fingerpost needed replacements for broken arms.

Summary

In the three 10km squares surveyed:

Map evidence suggested 119 fingerposts.

The survey found 44 fingerposts.

There were 18 cast iron fingerposts.

- 8 cast iron fingerposts were in good or very good condition.
- 10 cast iron fingerposts needed replacements for broken arms.

A rough estimate of the area of Cornwall is 3800km². That is 38 ten km squares.

If the survey of 3 ten km squares is a representative sample, in the whole of Cornwall there should be 557 fingerposts, including 228 cast iron fingerposts, 127 of which require replacement arms.

The condition, type and survival rate of fingerposts varied from parish to parish within each 10 km square surveyed. Fingerposts are very much local features and a county figure derived from the survey of just three 10 km squares can give little more than a guide to the actual situation in any given parish. Nevertheless, this survey has provided a starting point for the study of historic fingerposts in Cornwall.



On The Lizard. [Left] Alloy fingerpost on the Lizard (test with a magnet). Top arm is a plastic replacement. [Right] The pillar and finial are late C19 made by Toy of Helston although the arms are 1930s replacements made by IRS Ltd.

MARKING THE BOUNDS – The Boundary Markers Column

TAVERHAM, Norfolk. [Carol Haines]

Restoration of the 1921-style Taverham place name sign took a long time but was well worth the wait. One day in February 2006 I passed the sign, with its Royal Label Factory post. Going that way again four days later the sign had gone and a modern one had taken its place. We called on the Parish Clerk who told us the Highways Dept. had decided the sign was unsafe. She had had to make an instant decision on whether to keep it and try to get it restored or whether to scrap it and had chosen the latter option. We made a case for retrieving it, trying to get it repaired and she readily agreed. A few weeks later the old sign was deposited in the grounds of the village hall. A few years earlier the plate had been broken and the two pieces had been joined by metal bands bolted to the back (see photos).

The Parish Council agreed to finance the restoration and we were asked to get quotations for the repair, a frustrating task as

it took a lot of persuasion to get even a few scrawled figures on a scrap of paper. One person looked surprised when we showed him photos of the sign and told us he had bought it for £50. A few weeks later his money had been returned and the sign was taken away again! The Parish Council eventually arranged for K. Rackham & Son Engineering of Hellesdon to do the work.

An aluminium plate was fitted to the back of the broken plate and sealed in place to prevent water getting between the two. The plate and post were shot-blasted and repainted. After many delays the work was finished and a new site was chosen at a cross-road opposite the church. The Parish Council then had to sign a legal agreement with the County Highways Dept. to be able to put the sign on this bit of verge! After another delay while overgrown trees were pruned, the sign was set up in September 2009. The Parish Clerk had been hoping for a small unveiling ceremony but such short notice was given that proved

impossible. I later wrote a short article for the parish newsletter.



Rackham Engineering did an excellent job on the sign and they, and the Parish Council and especially Sandra Parkinson the parish clerk deserve grateful thanks. The total cost was over £1,000, to which the Milestone Society contributed £100. Few of these signs have survived around the country - there are some

in Lancashire and Cumbria - but 25 are at present known in Norfolk, and local councils are beginning to realise they are unusual and well worth preserving.

BEDFORD, Bedfordshire. [Michael Knight]

One of the four surviving 1934 cast iron boundary extension posts that surround the county town was painted, possibly as a response to a talk given to the local Women's Institute, reinforcing the view that if a community is made aware of its heritage it will look after it.



KESTEVEN, South Lincolnshire. [Michael Knight]



Several parish boundary markers intermittently line the A15; this specimen lies opposite 'Willow Bolt' and marks the division between Folkingham and Walcot. An identical parish boundary stone between Willoughby and Quarrinton was reported in OTG 4 in 2007. Much of the refurbishment has been done by Lincolnshire Highways (including the areas milestones), ably prompted, prodded and advised by Heritage Trust of Lincolnshire based at Heckington Old School, both of whom should be congratulated on

their good work.

WEEDON, Northamptonshire. [Michael Knight]

Britain declared war on France in 1803 after that country invaded the Netherlands. Aware that the threat of invasion loomed large, Parliament voted for funds to construct a large defensible and royal refuge at Weedon. Built in 1804, the site was also a large Board of Ordnance depot. It is situated close to the A5 (SP 629 595) but its principal communication was from the adjacent London to Birmingham canal. The site remained in occupation by the military until 1965 by which time it was named Royal Ordnance Depot.

At least twenty boundary stones surrounded the Ordnance compound of which at least two specimens survive. Each is

inscribed with a War Department arrow and the initials BSW. Could the initials stand for Boundary Stone Weedon? [If so then it is unusual as generally 19th century boundary stones around military sites bore the arrow then B.S. followed by a sequential Roman numeral. Ed.]

Over the last couple of decades the site has become surrounded by housing developments but the canal entrance with its portcullis is viewable from the road. [A view across the site can be found in the industrial estate on the south side of the A45 about half a mile west of the A5. Ed.]

AA Village Plates [Christine Minto]

In Westmorland, plates can now be seen at Little Musgrave, Great Musgrave and Melmerby, thanks to Mike & Kate Lea. There are seven in a private collection in Kings Meaburn. In Cumberland there is one stored in a barn at Castle Farm in Drumbergh.

In Herefordshire several have been checked. Woonton is now clearly visible, Old Buck House having had all the foliage removed from its front. A search in Aymestry resulted in that sign being photographed on the wall in the kitchen of Mill House. [left below] Two for Brimington and one for Pembridge are part of an AA display in the Eardisland Dovecote and on the roadside is a preserved 1920s AA box. [right below]



Michael Worman saw the Marlton plate in Devon recently and we've seen the two remaining Scottish ones. In Lancashire the Burton in Kendal sign should now be up in the village hall and Inglewhite is mounted inside a wooden frame. Unfortunately the three in a collection at a car saleroom in Collingham have disappeared with the change of owner. The Iron Acton winged sign has also gone walkabout. About 60 signs are on display on village property but many signs are in private collections or museums. If you see or know of any please let me know, it confirms their existence. E-mail at frankminto@talktalk.net

City of London Coal Tax Posts. [Colin Woodward]

There are many in the south east who are intrigued by coal tax pillars, which were erected up by the City of London to mark the limits of a local tax on coal and wine in the London area. They were set up on the boundaries of parishes at a distance of 15 to 20 miles from the City on all roads, with larger obelisks placed next to railways and stones on canals and navigable rivers. The distinctive cast iron posts often continue to be well maintained. The 'standard work' on these posts is *'The Coal Duties of the City of London and Their Boundary Marks'* by Martin Nail, published by the author in 1972. While this work remains eminently usable, Mr. Nail has now undated his work and this can be seen on a website at www.coaldutyposts.org.uk

Spreading the Word....

What is a better way to educate the public about milestones and their significance than a practical demonstration?! The Festival of British Archaeology runs in the second half of July each year and this is the second year that the Society has participated by organizing four walks across the country.

The West Riding of Yorkshire

Surprisingly, in spite of gloomy lowering grey skies and heavy storms, the meeting in Saddleworth, part of the old West Riding of Yorkshire, attracted 26 people to a talk in Uppermill Museum, followed by a walk to view the real thing. It was organised in conjunction with the Saddleworth Historical Society and the Museum curator, who both generated plenty of publicity; five Society members were there, including John Haynes from Shropshire. Jan Scrine gave a presentation on Pennine Ways and Waymarkers, then we strolled along the roadside where Jan did a practical demonstration by cutting away a hedge to reveal a very old milestone from Blind Jack of Knaresborough's days. [PIC] We debated about the role of the tollhouse that Chris Marcus had said caught the station traffic and pondered the question raised by Margaret Hill about the relative placing of the destination names on the flat plates made by Brayshaw and Booth. People wondered why the Saddleworth mileposts had suddenly been painted white and we subsequently learned from local councillor Mike Buckley that he had persuaded the local authority to grant £3000 to repaint the surviving 26 mileposts (out of 27!). It was a very entertaining and worthwhile event to raise public awareness.



Finding the Ashton stone under a cotoneaster on the Saddlworth walk.

John Armstrong Hon Auditor

Kenilworth Road, Warwickshire

Having obtained some publicity in the local papers, our walk was attended by thirteen people.

It began in the Kenilworth Road, Coventry where a short history of roads in the UK and related milestones from Roman times to the turnpike system was explained by Jan Scrine (Society Treasurer). The Kenilworth Road was turnpiked in 1775 and a related turnpike milestone was inspected by the roadside. Its plate was probably removed as part of the national effort to baffle any German invaders in WW2. Jan then conducted the walkers on a circular walk where they able to see a mock lych gate, distinctive early 1960s domestic architecture, community woodland planted in the Canley Brook valley, Tocil Woods where coppiced oaks may have supplied wood for Henry VIII's flagship the 'Mary Rose', ancient hedgerows and then on to Gibbet Hill, the site of public hangings and a new milestone. Finally there was an

inspection and explanation of one of the remaining Coventry City boundary markers erected in 1928 to mark the occasion of the extension of the city boundary.

The Kenilworth Road was described in the early 1800s as "the most beautiful approach to any town in England" - although the American airmen at Kineton unkindly called it the 'million dollar mile to the ten-cent city!' [*The reference to American airmen from Kineton was gleaned from an anecdote in a local publication. It is more likely that any American airmen would have come from Honiley airfield near Kenilworth where the U.S. 416th Fighter Squadron was based for a month in 1943. Ed.*]

What surprised most people was that they had passed both the old milestone and the new one many times without even noticing them. And they will be looking for Coventry's unusual set of boundary markers in future; there is a recently-painted one at Tollbar on the A46 - where there was obviously a toll-house with a barrier to extract tolls from unhappy travellers, just like the M6 toll road today...

The photo shows the end of our intriguing foray!



Some of the walkers gather around on of the City of Coventry boundary posts at the end of their walk.

Mike Buxton, Warwickshire Rep

Malvern, Worcestershire

Ray Worth, a stalwart of our Worcestershire Group, frequently leads walks around the historic spa town of Malvern on behalf of the Society. On this occasion half a dozen of us listened intently to his knowledgeable explanations. We visited the Stocks, Whipping Post and Animal Pound by Holy Trinity Church and walked up to the Clock Tower, where a group of male Indian dancers was filming a scene, very colourfully. We passed a rare fluted pillar box made in Birmingham in 1857 and still in use today,

on our way to try the water of one of Malvern's celebrated fountains. We admired some grade II listed Victorian gas lamps, in need of tender loving care but still functioning, then Terry Keegan introduced us to a milestone behind bars, the railings of the United Reformed Church which presumably 'acquired' a bit of the roadside verge. The original stones were carved but weathered badly, so were replaced in the early part of the 19th century by a mileplate: this one reads "To Worcester Cross 7.8 / 9 miles". We learned about the history of the Morgan car company, still going strong, and the mid 1800s Clerkenwell boundary markers, so called because the revenue from Sir George Strode's estate went towards the upkeep of the parish church and Poor Hospital of St. James' in Clerkenwell, London. Ray's efforts are greatly appreciated by all of us.



Terry Keegan gets down and personal with the "To Worcester Cross 7.8 / 9 miles" milestone during the Malvern walk.

John Atkinson, Hon Sec

Wayside marker stones on the Dartmoor Walk

The Festival provided an opportunity to create a circular walk that would take in several types of wayside feature on Dartmoor. Tim Jenkinson and Alan Rosevear had three potential routes to suggest to Paul Rendell, a professional guide for the Dartmoor National Park. However, a long walk beside a main road on one route and a steep ascent/descent across a river valley on the other made the walk on the moor above Tavistock the preferred option.

In rural Devon there are wayside markers from several periods of road travel and many of these stones have survived beside accessible roads and tracks. In this walk (held on 27 July) on the western flanks of Dartmoor we saw shaped and engraved stones, mainly of local, hard granite, that are used to mark boundary lines, provide guidance at crossroads and give information on distances along the road.

The Met Office had forecast rain by the early afternoon but on Dartmoor the weather arrives early and there was already low cloud when we assembled at 10am and (warm) drizzle kept us moist for half the journey. The local Tourist Offices had agreed to put up posters, (some reluctantly due to space) so there was some concern that the crowd would be too large. However, although there were 17 people in the car park only 9 people actually set off with Paul, Tim and Alan. Three were not Milestone Society members; a respectable number

for a mid-week event in the damp but not a great recruitment opportunity for Tim.

The route took in four medieval wayside crosses, four milestones (from the Tavistock Trust, three from 18th century, and one 19th century), lots of engraved boundary stones (these proved less exciting) and one Millennium marker stone. The straight walk would have taken 4 hours, but allowing time to discuss the items as we went meant that it was 3pm before we got back to the car park on Whitchurch Down.



Alan Rosevear explains the markings on Huckworthy Cross on Dartmoor during the Wayside markers walk to commemorate the Festival of British Archaeology. [Tim Jenkinson]

We justified the Archaeological title since not only did we pay homage to some awesome bits of stone but successfully re-excavated a milestone which had disappeared under the hedge bank. More significantly, one of our Devon members, Mark, found an unrecorded guide stone. Although there were fragmentary reports that a TA (Tavistock to Ashburton pack horse route) stone had stood at Warren Cross, several of us had failed to find anything previously. Then through the rain Mark espied the letters, horizontal, on a stone used in the foundations for a Devon Bank. Paul our guide has a wealth of knowledge about Dartmoor and we had also helped him with some briefing notes on the stone markers. The bonus was that he was able to point out what is thought to be a stone with Ogham engraving, now used as a gatepost (pushing the age of our marker tally back to the Dark Ages).

Overall the walk was a technical success, and certainly enjoyed by those who turned up. As a profile raising activity it was less successful; although the weather and the timing must have deterred some interested visitors, we did not make a big splash. However, Paul will use parts of the walk in his guide tours on this western flank of the moor so there is one pebble to add to the cairn of knowledge.

Lessons learnt:

- We were right to involve the National Park, both for insurance purposes and knowledge of their guide.
- It takes longer than you think to walk 8 miles especially if there are hills.
- It needs more than milestones to provide interest when travelling on foot and routes that avoid main roads are difficult to find.
- Mid-week walks are not likely to attract large numbers, even near holiday venues.



The last boundary stone on the Walk. This recumbant marker stone was placed on the Tavistock parish boundary by the local Lions Club to commemorate the Millenium.. at Whitchurch Down Car Park SX 497 733 [Alan Rosevear]

.Further pictures may be seen in the Flickr Pool; See <http://www.flickr.com/groups/1461751@N20/pool/with/4838551684/>

Alan Rosevear

This series of walks has attracted over 50 people, most of whom have never thought about milestones previously. We also gained publicity in the Festival of British Archaeology Handbook which was widely distributed and on their website – for free.

We intend to put details of walks onto our website to help promote our activities; for route planning, old maps out of copyright are acceptable. There's a ramble round the guide stoops of Farnley Tyas on the Yorkshire website – if you have any suggestions for more, please get in touch with Jan Scrine or your County Representative.

FROM THE ARCHIVES

Then and Now in Wiltshire.

Doug Roseaman, the Wiltshire rep, sent in these pictures from Neil Lover. The 'then' picture dates from around 1935 and shows a pair of soldiers, perhaps on an exercise from nearby Salisbury Plain. They are at Collingbourne Kingston on the A345, now the A338. The chap manning the machine gun has a pair of goggles up on his cap which suggests the men came by motor cycle combination. A suitable caption for the photo might be 'Before the days of speed cameras'.

The no through road in the background led to Brunton and Collingbourne Kingston GWR railway station on the now long disappeared MSWJR line. The 'now' picture is the norm for these days with lamp standards, road signs and other clutter.



Photos courtesy of Neil Lover

1940 and time to fool the enemy. Doug Roseaman (and others) ran an exhibition about Wiltshire and the Second World War at the museum in Devizes. Amongst the images they were able to borrow is this one which came courtesy of Chippenham Civic Society and Chippenham Museum and Heritage Centre. The location is not known but destinations on the arms are all places located in North West Wiltshire.



THE MILESTONE SOCIETY POSTCARD COLLECTION

To date the Milestone Society has produced 20 postcards of milestones and other waymarkers. The collection is planned to extend further in the future.

No.1	5 milestones from all corners of Britain
No.2	5 milestones from Ken Diamond Collection
No.3	9 Yorkshire milestones and mileposts
No.4	5 mixed mileposts
No.5	Langtree milepost
No.6	5 Warwickshire milestones
No.7	5 Huntingdonshire waymarkers
No.8	7 Worcestershire milestones
No.9	8 Cornish milestones and a fingerpost
No.10	5 highway features of Yorkshire
No.11	4 restored Vale of White Horse milestones
No.12	5 Dorset milestones
No.13	7 Dartmoor milestones
No.14	7 milestones of Cumbria
No.15	7 more Cumbrian milestones
No.16	9 Norfolk milestones
No.17	9 Devon milestones
No.18	8 Somerset milestones
No.19	8 Cheshire milestones
No.20	8 Surrey milestones
No.21	Essex Waymarkers
No.22	Milestone Society 10th Anniversary

Postcard prices – 25p each (10 for £2.00) Please add 25p per order (any amount) towards p+p.

Send your orders to:-

Terry Keegan (Publications Sales), The Oxleys, Tenbury Road, Clows Top, Kidderminster, DY14 9HE

(Phone 01299 832358 – e-mail terry-keegan@supanet.com)

Please make cheques payable to: **‘The Milestone Society’**



Dartmoor Walk; viewing Pennycomequick milestone.

WAYSIDE MARKER STONES ON DARTMOOR (organised jointly by Dartmoor National Park and the Milestone Society); The walkers gather round the Pennycomequick milestone on the old turnpike road from Peter Tavy to Plymouth. The stone probably dates from 1762 and has a diagonal legend of 13 miles to Plymo (this road by-passed Tavistock but was omitted from the schedule of roads when the new turnpike road was built across Bedford Bridge in 1822.) Details of the FOAB Walks on page 36.



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