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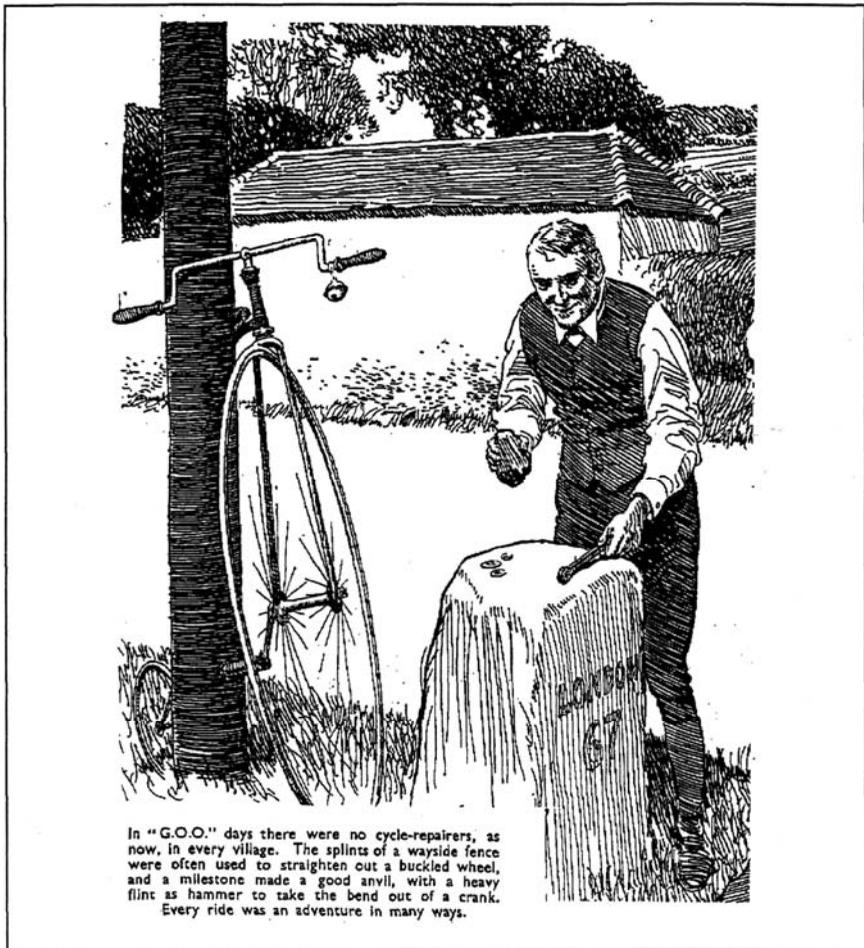
# THE MILESTONE SOCIETY

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Newsletter 10

January 2006

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**The Cover Picture** - The drawing is by Frank Patterson (1871 - 1952) and is reproduced with the kind permission of Gerry Moore who wrote the biography of this prolific artist. Copies of Gerry Moore's book are available from the author; contact and purchase details are given later in this Newsletter (p. 26). "G.O.O" stands for "Good Old Ordinary", referring to the type of bicycle.

Frank Patterson had a unique and most attractive style in his line drawings, many of which he produced for the magazine *Cycling* and the *C.T.C. Gazette*. He has featured in an earlier edition of the Newsletter (Number 7, p. 20).

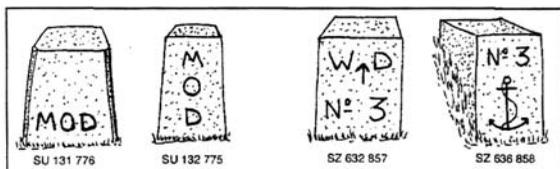
**EDITORS' COMMENTS** - Regular readers of the Newsletter will notice a different order of material in this issue, resulting from a constructive suggestion from the committee that the more mundane material should appear later in the issue with the 'newsy' and illustrated items coming towards the front. The short reports on committee meetings serve to highlight issues under consideration and the reports on Society meetings are hopefully of value and interest to the majority of members who are not able to attend in person. We hope that the Newsletter continues to serve its purpose of providing the membership with the opportunity to communicate and read items in a relatively short format on topics of wide interest on milemarkers and to provide a means to get important information (notices of meetings, etc.) to members.

## NOTES AND QUERIES

Fractions Further evidence that Cheshire was very precise in its measurements comes from Allan Brackenbury, resident of that county (see NL9, p. 12). A series of standard Cheshire CC mileposts dated 1898 on the B5393 between Tarvin and Frodsham has most of its distances in half and quarter miles, but those to Mouldsworth Station are in thirds (from the south) or two-thirds (from the north). There is one exception: the post at SJ 503688, which should have given a distance of  $1\frac{1}{3}$  mile, actually gives the distance as  $1\frac{1}{8}$  mile. This may just be a miscasting, uncorrected for over 100 years, or maybe somebody's handwriting was misread by the manufacturers.

Frank and Christine Minto (Yorks.) have also found a milestone with unusual fractions in Wales. Between Caernarvon and Capel Curig, up the Llanberis Pass. the stones give the distance to Capel Curig in miles and furlongs. However, on the way down from Pen-y-Gwryd is a slate stone of different design with the distance as  $3\frac{11}{16}$  miles (SH 677564).

WD Boundary Rod Smith (Wilts) has sent more observations on military boundary markers (see NL9 p. 10). The illustrations show, on the left, two Ministry of Defence posts on the perimeter of the former Wroughton Airfield, Wiltshire, and on the right, two on Culver Down, Isle of Wight. The War Department stone,



dating from WW2, marked the boundary of an artillery battery, and Rod was told that the stone bearing an anchor was a Coastguard boundary.

Langleybury gravestone (continued) Further information has been received about the milestone re-used as a gravestone in Langleybury churchyard (Herts.) (NL8 p.22). A cutting from *Hertfordshire Countryside* (Sept. 1972) has been sent by Laurie Hughes which notes that William Rudston Faulconer was descended from an old Sussex family and was well known in hunting circles before WW1. His chief pastime, however, was coaching, and he was proud of the fact that he had driven over sixty different coaches out of London. Such was his skill that he was chosen to drive the 'Old Times' coach at the funeral of another well-known driver, Jim Selby. The 'Old Times' would have passed the milestone on its way to and from Brighton. The quotation from Corinthians on Mr Faulconer's tombstone - *In journeyings often* - was chosen to commemorate his love of horses and the sport of coaching.

Welsh style Another elaborate milepost from the Bridgend District dated 1841 is reported by Derek Bissell (Gwent). It stands outside Margam Abbey and shows London 186 (see NL9, p. 13). This road was the Neath-Pyle Turnpike, and was also part of the route from London to St David's shown in John Ogilby's road book *Britannia* (1675). The Margam post is close to Ogilby's 190 mile mark. Several roads around Presteigne mentioned in Tony Boyce's article 'Life in the slow lane' (NL9, p. 15) are also Ogilby routes. Derek and his wife have traced them in detail, and if anyone would like further information, they can be contacted via the Editors. Another Welsh member - Chris Woodard (Ceredigion) - has also sent information on the ornate cast iron mileposts between Cardiff and Swansea. Five turnpike trusts were in control of the road across Glamorganshire, today's A48. They were responsible for almost 150 toll gates and bars throughout the county. The A48 across the county was known as The Portway. Sometime prior to the Rebecca Riots of 1839 it was planned that the five trusts should join forces as one and reduce the number of gates in the county to 50. This was done in 1840. As for the ornate mileposts themselves, the first to appear was in 1835 put up by the Cowbridge Trust; others followed over the years.

Placenames Derek Bissell has also sent further information on old English place-names used as 'signposts' for travellers (mentioned in the article on Medieval travel - NL9, p. 16). Dr Margaret Gelling has written many books on the origins of place-names, but see especially the following: (with Ann Cole), *The Landscape of Place-Names* (Shaun Tyas, Stamford. 2000. ISBN: 1 900289 26 1); *Signposts to the Past* (Phillimore. ISBN: 0 85033 649 X); *Place-Names in the Landscape* (Dent. 1984. ISBN: 0 460 86096 0).

Cornish conundrum Whilst on holiday in Cornwall, Bronwen Parr (Peterborough) came across two stones along the B3254. They were narrow, made of granite, substantial and with a rounded top. The first (see photo) was against a house wall and bore the painted legend 15/M, and the other was at the end of a wall in front of a house and with 2/M, but unpainted. Since there were only approximately four miles between the two, it would seem that the letter M did not relate to miles. Does anyone have any information on whether these are milestone related, or something completely different?



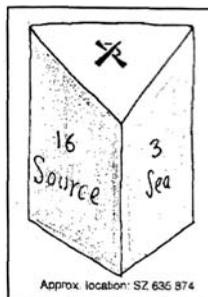
Roads to Rome Another unusual sighting from Bronwen Parr is a stone in a house wall in Easton on the Hill near Stamford (Lincs.). The stone is believed to date from the 18th century when the distance to Rome was measured by the best possible means available at that time. The stone was set into the ground with the arrow facing Rome advising travellers that the city was 1607 miles in the direction of the arrow point. In the 19th century when some stone cottages were built on the site, the stone was removed and set into the wall of one of them. When it was possible to measure distance more accurately, it was found that it was only about 200 miles out. The existence of the stone was pointed out to Bronwen by a retired local builder whose family have lived in the village for several generations. The cottage, whilst very old, was certainly not built in 1607 and this number has no relevance to the building on the site.



Telford milestones The milestone 6f 174 yards close to Shrewsbury town centre, is the final one in a series from Telford along the line of the Holyhead road, all in the standard Shropshire metal style, all giving miles and furlongs but the last one was less than a mile so brought the reference to yards. Only a few survive, not all in good condition, and Mervyn Benford (Oxon) has found no Telford types anywhere south of Shrewsbury until Weedon in Northants. In fact not at all far from this Shrewsbury stone is an older one, a smaller plated stone with several more distant places indicated. It shows the importance of this road junction over time.

Off the beaten track Mervyn Benford also reports that following a talk he gave to a U3A group in Battle, arranged by the Sussex coordinator, the latter took him to see a couple of old stones on an old track now in parts almost totally overgrown and used largely by walkers. It was apparently a road laid down to bring people to Ashburnham Place, a stately home, and the two stones clearly give the respective distances 2 miles and 1 mile to that location. The track seems likely originally to have been a branch off the main A21 from London to Hastings, perhaps off a branch first towards Battle. Finding such examples now well off the beaten track is always exciting but then brings the demand for special attention to care for them.

Yar River Trail A series of 20 milestones can now be found marking a walk following the course of the Eastern River Yar (Isle of Wight) from its source near Niton to the sea at Bembridge. They are of Portland stone and were carved by Paul Mason. Rod Smith (Wilts.) has sent a sketch (right) to accompany this information. It shows the stone he found near Bembridge windmill. All bear the same waymark symbol at the top. A booklet on the walk has been produced by Island 2000 Trust at £1.99 (enquiries@island2000.demon.co.uk).



MPR to Minehead Neville Billington (Worcs.) came across a milestone in Brampton, Somerset reading 22M 5P 34R to Minehead. If M = miles, what are P and R?

Information needed On many journeys only a fleeting glimpse is caught of a milestone, with no opportunity to stop for a closer look. Michael Knight (Beds.) spotted a post on the Edgware Road, London, believed to give LONDON 1 and possibly WATFORD 14. It was on the east side pavement (left going into the City), somewhere between Marble Arch and the Marylebone Flyover. Do we have a commuter hereabouts to check it out? The Editors had a similar glimpse some years ago on the Mile End Road. This was of a slender cast iron post on the north side reading LONDON 2, STRATFORD 1½, WHITECHAPEL CHURCH 2. Is it still there, and where exactly?

A friend has sent Michael Knight an old photo of a milestone on the A6 south of Whaley Bridge near Taxal (Derbyshire?). The stone is finely carved with 'To/London/167 Miles/Buxton/8/Whaley Bridge/1 Mile'. Does it still exist?

## **MILESTONE FINDS IN WEST SUSSEX**

As a 'regular irregular' of that great wayside inn 'The Stag' at Balls Cross, a local resident's chance remark has gone some way to certifying the 49 miles to London stone in the wall at New Street, Petworth. The resident recalled a milestone in the wall of Petworth Park south of the Ebernoe turning, and that one method used in wartime to obliterate some of the local tablet milestones was to skim them with cement. Through that remark the milestone at Ebernoe was sought and a replacement tablet stone was found tucked away on the wall of Northchapel village hall. From that fix another tablet stone, exactly one mile further south, was found on the wall of Tanland Cottages just north of the Lurgashall turn. The next in line, south of the Ebernoe turn, was located behind brambles and nettles in front of a section of the wall around Petworth Park at the north end of the lay-by. Beyond this point the next milestone at Hoads Common is hidden from view on the cottage wall on the east side of the highway. The next is one mile south at Beezlebug Oak on Mile Cottage and displays the weathered screed of cement of wartime obliteration as did the previous stone. At Mile Cottage the London distance may have been recorded surreptitiously by those undertaking the obliteration for 48 appears to have been scratched in the screed. This would not have infringed the Ministerial Order under DORA (Defence of the Realm Act) which in 1940 only required names to be obliterated. The 49th milestone should be just north of the A272 junction at North End Close, Hampers Common. From here it is 0.48 miles to the New Street stone. The Town Hall, a known milestone datum for the plated stone at Tillington, is in terms of distance, the same.

From the 49th stone's true position at Hampers Common, one mile brings us to another tablet stone on the cottage in Station Road, Petworth (A285) just south of Rother Mead. This tablet too shows signs of wartime obliteration and although almost unreadable, was probably 50 Miles to London. No stone at Coultershaw Bridge has been located but one on Milestone Cottage, Duncton has. The creeper which covered it, and probably saved it from cement screed obliteration in 1940, has recently been removed. The inscription of 2½ miles Petworth, 11½ miles Chichester is quite clear; 52 miles to London cannot be so easily picked out. The

half mile suggests the Town Hall in Petworth to be the datum for this local route measurement. These tablet stones, mainly sited on cottages, may well make this particular series unique in this country.

The stone on Northchapel village hall appears to be a replacement, that on Tanland Cottages I would suggest is an original in excellent condition and probably boarded over during wartime rather than given a cement screed. The stone at Colhook Common near Ebernoe is unlike the remainder in this series, an original cast-iron plate embedded in the wall of Petworth Park. This may have been at the behest of Lord Egremont, and may be from the same foundry as the Tillington plated stone as the typeface and design are alike. It is extraordinary to note that this plate, together with the rest of the stones in sequence to Duncton, all display a distance two miles in excess on the London distance found on this series of stones in Surrey which are linked to the stones on the A3 at Milford, all of which record the distance from Hyde Park Corner. How this discrepancy has come about remains a mystery since from differing London data points, and there are nine such points, one cannot arrive at the Sussex distance. The most reliable distance measurements undertaken in the 1800s are contained in the Cyclists' Touring Club's *British Road Book* published in 1896, but even this book hasn't helped to solve the mystery of the excess two miles but does tend to favour the Surrey distance. In milestone terms the A283 stones are considered as A3 dependents.

We can now add a further seven stones to the previous nine known in West Sussex. These tablet stones in the Petworth area, as a series, are unlike any others encountered in the 136 stones at present verified in Surrey and West Sussex. One doesn't normally expect to find milestones looking like cement paving slabs, and in some cases just about as readable, being situated high up under the eaves between the upper storey windows on wayside cottages! One's eyes tend to be concentrating more on ground level. With a couple of later and more recent verifications including a stone in Midhurst, this now brings the West Sussex total to nineteen, but this is still only 15-20% of the possible number as compared to Surrey with 80% of the calculated maximum number. A copy of the results of the milestone survey, which includes Surrey and some just over the border in Hampshire, were given to Petworth Library, and have now been copied by the County Library for every branch library, where they can be accessed under 'Local Information'.

*Lionel Joseph (Surrey)*

## COINCIDENCES

One of our newest - and oldest (89) - members, Denis Watkins, has, for some years, written articles for a cycling magazine under the name of Denis the Menace. In a telephone conversation with the Editor, he said that he had been amused, some years ago when in Wales, to find a milestone with his name on it. A few days later some material was received from Surrey member Lionel Joseph containing photocopies of the *CTC Gazette*. Among the illustrations in the issue for April



1931 was a Welsh milestone showing the name of Watkins. Presumably W Watkins was the local road surveyor in 1759. Has the stone survived, and are there more?

## POSTCARDS

The Society has now published eight postcards featuring milestones in a growing and highly attractive collectable series. As with any collectable items, early editions prove later to be the ones in short supply, difficult to obtain, and often expensive!

The postcards are designed to be used, however. We hope members will buy them to help us publicise the Society and its work. If used to correspond with those having no connection to the Society (e.g. friends and family) it can raise awareness. Branch co-ordinators received free samples of the first two postcards in the hope they would order more at the generously discounted prices (15p) and then sell for a profit for branch funds. Very few such orders have been received but it is hoped that the free cards were posted out somewhere! The milestone postcards are an excellent way to publicise the existence of these valuable pieces of national heritage and may encourage others to join the Society and support its work. Please do consider placing some orders: the price is 25p for members and 15p for branches inclusive of p&p. We are sure members understand we need to give branches an incentive to place orders!

A further incentive is for branches to commission cards. We can use illustrations provided or offer pictures from our extensive stock. We have basic designs using a variety of templates but branches may do the preparation and use our current printing firm, at our inexpensive rates. The minimum print run is 1000 but we offer branches the chance to buy half and pay only half the price, that is £50. (The Society absorbs the VAT and has the other 500 cards for wider sale). Branches may buy the 1000, or even more, though the Society always needs supplies for other members and we negotiate the print order appropriately.

Warwickshire were encouraged to plan their card when one member bought 100 of the Society's first card to take to a Fair where he displayed his products for sale. There may be other local opportunities for branch members to do similar things and which would encourage branches to place orders.

Postcard number 7 reflects the wish of a local history group to produce their own cards and the Society was asked for a grant towards this. This was given subject to two conditions, namely (i) it must be prepared as a member of our numbered series and (ii) we have a right to a proportion of the cards to meet our members' needs. Of course we have no control over entirely independent productions and issues but would appreciate knowledge of any such as it is all good publicity. Existing issues of the cards are:

1. A reproduction of the cover of Mervyn Benford's SHIRE book
2. A selection of milestone pictures in black and white from the Ken Diamond collection
3. Yorkshire milestones (commissioned by the Yorkshire branch)
4. A selection of all-metal markers plus a "Bow Bells" post

5. The superb A49 example near Wigan
6. Warwickshire milestones (branch commission)
7. Huntingdonshire milestones (local history group commission via society branch)
8. Worcestershire milestones (branch commission)

Further information and orders for cards should be addressed to: Mervyn Benford. Cheques should be made payable to: *The Milestone Society*

## **MORE AA VILLAGE SIGNS LOCATED**

The search for village AA signs continues, writes David Viner (Gloucs.), Frank and Christine Minto started us off in NL2 pp.20-21, with their researches on this subject all over the country. Since then Carol Haines has found another from Hempstead (Norfolk) (NL9, p.7) and David Webb reported on the AA & MU example from Ramsbury in Wiltshire (NL7, p.26). Another Wiltshire example can be seen in excellent condition and splendidly displayed on the stairway in the delightful village museum at Market Lavington just south of Devizes. It is in exactly the right place, being one of Market Lavington's own plates, with mileages to Westbury, nearby Easterton and of course away to London (90½ miles) and the usual encouragement to Safety First. It came from 56 High Street, was removed in 1939 along with so many others, and came back to the museum through the kindness of a local dealer when recovered in house clearance.

Market Lavington museum is open in the summer months and at other times by arrangement with Hon. Curator Peggy Gye on 01380 818736. This is one of the fine collection of small community-run museums with which Wiltshire is so well endowed. It is housed in the former schoolmaster's house alongside the church.

The AA sign for Ewyas Harold (Heref.) can be seen adorning the window of Bob's Café, Church Street, Monmouth, reports Michael Knight (Beds.). Distances shown are Abergavenny 12, Hay 17, London 125. While on a cycling holiday, Neville Billington (Worcs.) spotted an early example of an AA/Motor Union disc in Lydeard St Lawrence, Somerset.

## **A MILESTONE FOR CHRISTMAS**

At some time we are all faced with the problem of what do you give your father for Christmas. Well the children of Stewart Cunningham, owner of an outdoor pursuits shop in Ambleside, came up with a novel idea for Christmas 2003. Instead of giving the usual items of a book or a bottle of whisky, they decided to give him a milestone - only a milestone with a difference. The stone records the distances to Betws-y-Coed in the Snowdonia National Park, Hawes in the Yorkshire Dales National Park, and Grasmere in the Lakes National Park, where the Cunninghams have their other outdoor leisure shops.

The milestone was crafted from Kirkstone Green Slate by Stonecraft of Bowness-on-Windermere and replaced an earlier finger post recording the distances (as the crow flies) to their shops. There may even have been a milestone on the site in the late nineteenth century. The milestone has been greatly admired and even won approval of the planners. The stone is sited on the forecourt of their Ambleside premises immediately opposite the National Trust property, Bridge House, built over Stockgyll (grid ref. NY 376 046).

*Iain Davison (Northumberland)*



## NEWS FROM THE COUNTY GROUPS

Cambridgeshire - Michael Knight has given several talks recently to WI and USA groups for which coordinator Grainne Farrington has provided an 'On your Patch' board of pictures of interest to that location. Bronwen Parr will be giving a talk in Peterborough in the New Year, and any other requests for talks or displays in the county will be welcome. Eaton Socon, Buckden, Bassingbourn cum Kneesworth, Stonely, Arrington, Orwell and Barton have had their stones or posts renovated. Mike Hallett has done some sterling work in the field and also keeps up with recording and photographing. Huntingdon Town Council is investigating the replacement of the Stukely milestone and also some renovation to the finger posts in the town. Several other parishes have been contacted about renovation to their stones. The milestone at Caxton Gibbet had been in the ditch for years and was dragged out prior to being put back in place. Unfortunately before that could happen, it disappeared from the verge - no mean feat as it was a large piece of stone. An article in the *Cambs Evening News* and visits to auction rooms and a reclamation park have produced no results. Before a broken stone at Kimbolton was due to be repaired by the Conservation Dept. the top disappeared. It is hoped these will eventually turn up.

Cornwall - Ian Thompson writes: With most of the stones located and on the database, and photographs in a central Cornish archive, we have started to think about repair and maintenance. Our total of milestones and guidestones is just below 700. During 2005, 36 stones were found and photographed. In January we contacted Cornwall CC's Divisional Surveyors, congratulating them on the splendid work done during the last (20<sup>th</sup>) century, which allows us to inherit so many milestones in such good condition. We passed them a list of about half a dozen milestone 'problems'. After an initial hesitation, good progress has been made with these. Four stones have been reset - two were slipping due to erosion, two were suffering from traffic damage. One stone, broken in half by an aqua-planing Land Rover, is awaiting the construction of a new base. Two stones near Bodmin have been lost during work by highways sub-contractors.

An excellent contact has been established with the County Council Historic Environment Service who were delighted to take advantage of the Milestone Society database for Cornwall and to use it in their negotiations for an improved policy for

the 'historic built environment' in the ownership of the CC. They have been most supportive in our work with the County Surveyors and provided links with other groups working in related fields to our own. We were approached by English Heritage for our comments on their pilot project in North Cornwall to study 'Bridges, Milestones and Wayside Crosses'. The Government and EH are reforming the current Heritage Protection legislation (including Listing, Scheduling and Registration of Parks and Gardens and Battlefields). They asked if they could draw on the Milestone Society's 'extensive knowledge' in the local area, and asked specifically about painting milestones and their relocation during road widening.

Successful application was made to the Highways Agency in Exeter for work on two mileposts on the A38 trunk road near Liskeard. Their sub-contractor telephoned me after his initial site visit to suggest replacement rather than repair. The mileposts were no older than the by-pass on which they stood, constructed about thirty years ago, yet were so badly rusted that they were beyond economic repair. New ones would cost less than repairing the existing ones. After an unsuccessful search for the original cast iron posts, two new *galvanised* steel posts were made, painted and installed in autumn 2005.

The issues of painting milestones and fingerposts, and the replacement of lost plates on runs of milestones remain unresolved at present. In the short term, we are looking into volunteer work, but there needs to be a proper management strategy from the CC. Our hopes rest with the Historic Environment Service team and a new Committee being set up in February 2006. We have started to look at cast iron fingerposts. There are a lot of them but some are cast alloy replacements. Cornwall has a number of wooden fingerposts on tall stone bases. Sometimes the bases are incised with directions. Usually the wooden part is attached to the granite base by a single, massive, vertical metal stud. Does this type of fingerpost exist in other counties? We ended our talk to the Morwenstow Society by handing out one simple milestone recording sheet to each member, with the location and grid reference of a particular milestone filled in - fifteen milestones in total. So each member had their own milestone to locate, photograph and record by a deadline early in 2006. It seemed a good way to establish local ownership of some interesting milestones. Devon - Tim Jenkinson reports that surveys of the county's roads continue, yielding many surviving mile and parish boundary stones. Many bridge stones marked with a 'C' are still extant, signifying the boundary of responsibility for county builders either side of bridges. Tim has had articles in the *Dartmoor Magazine* and *Teign Valley Times and Diary*, both of which have generated interest and the discovery of two old mile markers on the moorland route from Peter Tavey to Horrabridge, one of which is being used as a gatepost. Geoffrey Harding displayed results of restoration projects at a Local History Fair in Exeter, along with Society literature.

South Molton Local History Group has expressed interest in caring for their mile markers and Tim is supplying them with locations. Individual members have agreed to adopt one stone each in order to cut back vegetation. During dialogue with the group, locations of 4 surviving turnpike mile plates were revealed. Liaison with Devon CC continues to produce good results. Links with Highway officials have been helpful particularly as regards the repositioning of fallen stones, most

recently a tall marker on the A377 between Exeter and Barnstable which was knocked over in an accident. English Heritage is investigating giving Grade II listed status to 2 cast iron mileposts on the old A38 between Plymouth and Exeter. They date from the 1820s and another in Ivybridge is already listed.

Tim has met with Patrick Taylor, author of *The Tollhouses of Cornwall*, to discuss recording Devon's surviving tollhouses. The county retains an unprecedented number which could warrant two volumes in order to cover the south and north of the county. Unfortunately a well-known tollhouse at Avonwick Bridge on the B3210 was badly damaged in November 2005 when a van skidded into it. It has become unstable and is threatened with demolition.

Dorset - John Tybjerg reports that it has been a good year for restoration with 13 milestones refurbished. Three of these have been stood upright, 1 apiece by Dorset CC, Christchurch Borough Council and The Highways Agency; 12 of them have been painted and 1 has a new plate. After a polite reminder that they had promised to do some work last year Christchurch BC refurbished 2 milestones in Highcliffe, including one dated 1769 on the rear, and 3 cast iron mileposts. Two of these are in Burton and nicely complete the repainting carried out by Hampshire CC on the northern end of this route through Ringwood and Fordingbridge towards Salisbury.

DCC(N) have repainted the Milestone outside the Crown Hotel in Blandford as well as another on the Dorchester to Blandford route, one just southeast of Blandford on the A350 and one in Gillingham. DCC(W) reset and repainted the milestone in Charmouth. The Highways Agency reset and painted the Milestone 1 mile from Wimborne on the A31. This was found by Dave Luther in his field, close to where it actually belonged. I repainted my local milestone, previously bare stone with the inscription lost, but now protected a little from the elements and traffic and showing its destinations. The milestone opposite the Red Lion on the A352 at Winfrith has a new plate. Finally a milestone on the old Dorchester to Sherborne road was knocked over by a car but after a call to DCC this has been re-erected.

I was recently contacted, through the Milestone Society website, by the conservation officer for Poole who had a planning application in front of him that involved moving a milestone. I was not aware of any in Poole but on following it up it is probably a boundary stone. It is set in the front wall of a red brick town house and the residents want to remove the wall to provide access and parking space. The stone itself is in good condition with the inscription "B.P ... A.S.C.C. 1877... No 4". I suspect that BP is possibly Borough of Poole but am lost on the ASCC. Could this be the Mayor at the time? A similar stone near Weymouth gives the Mayor's full name. Any thoughts anybody? I have made a strong case to the conservation officer that preservation, and possibly careful re-siting, of the stone should be written into the planning permission.

I gave a presentation on the Dorset Milestones to Blandford Civic Society in September. From this has come a request for another one in June to the WI at Maiden Newton. My next 'project' is a detailed study of the 1920s 6 inch OS maps at Dorchester Records Office to see if I can unearth any new routes that had milestones along them. Colin Payne and I have covered a few of these routes but with no success. They are mostly along the old C roads.

Essex - Just as John Nicholls thinks he has found all the milestones in Essex, another one comes to light. The latest find is in a ditch in Corbels Tey, where it has been for many years, hidden by nettles but upright because no one could drag it to the top. John is repainting some of the cast iron mileposts within Brentwood Borough. He and other members in the county continue to search possible locations and also report old cast iron direction signs. Research into some of the foundries that made the signs is on-going, particularly Maldon Iron Works whose order books are in the Essex Record Office. John is also voluntarily updating ECC's heritage conservation records of signposts and milestones.

Hampshire - Colin Williams reports that the Parish Council of Preston Candover & Nutley in the Borough of Basingstoke & Deane has renovated the only surviving milestone of the Basingstoke-Preston Candover turnpike. The stone has been cleaned and repainted, and the missing plate 'Basingstoke 7' replaced. Hannington Parish in north Hampshire has a Millennium stone with arrows, but no distances, indicating the direction for North Oakley, Wolverton and Ibworth. The top of the stone has a map of the parish and records the number of dwellings as 134 and the inhabitants as 325. The rear of the stone bears a plate: This project is part of the Borough of Basingstoke & Deane's Millennium Initiative'.

Norfolk - Over the summer a few more milestones have been recorded for the database, reports Carol Haines. The remainder are in the far corners of the county needing long journeys to search for them. Tim Richards has tracked down a missing stone which was rescued, much battered, from the Fakenham-King's Lynn road and is now in a garden. There has been a disappointing lack of response to the list of fallen milestones given to the County Council. Most of the stones are still horizontal, and others continue to be damaged during verge mowing. To publicise the Society, a stand is being booked at the Norfolk History Fair at Gressenhall Rural Life Museum on 29 May.

Northamptonshire - Following dislocation of a solitary milestone outside Wicksteed Park, Kettering, Michael Knight contacted the appropriate Highways Authority and records that Atkins Highways Depot of Brixworth has repaired the damage on behalf of Northants CC and thanks our Society for its interest and vigilance. The maintenance engineer had neither knowledge of the milestone's provenance from a 1725 Act of Parliament, nor the reason why its inscription had been chiselled out in 1940. He has now! Two years ago, the same firm, when building a new road island on the A605, unearthed a buried milestone and reset it. It can now be seen in the parish of Lilford-cum-Wigsthorpe.

Michael also reports that the parish of West Haddon (see NL9 p.25) have 'replaqued' their limestone waymarker in an unusual way. The stone is so eroded and friable that it was not possible to pin a metal plate in the original position. Instead, a wood-mounted plaque has been steel-bound to the curved summit of the milestone, propped up against a house wall. The plaque reads: The inscription on this milestone used to read: Northampton 11 miles, London 77 miles. The wording was purposely obliterated during World War II'. The names of the Parish Council and Local History Group are added, and the date of November 2004.

Nottinghamshire - see separate article.

Shropshire - Detailed research, location, recording and photographing of milestones has been carried out in the South Shropshire and Bridgnorth District Council areas of the County, reports Alan Reade. This has shown continuing losses of mileposts/stones due to theft, vehicular damage and damage by verge and hedge-cutting equipment. Losses over the past 10 years since the previous detailed survey amount to approximately 5%. One cast iron milepost from the A458 Shrewsbury to Much Wenlock road has been recovered by the intervention of a combined Shropshire CC, Police and Milestone Society team following its appearance on eBay. The milepost, which disappeared 40 years ago, is to be restored and replaced by Shropshire Highways shortly. A metal milepost on the A442 Bridgnorth to Kidderminster road was smashed by an errant motor vehicle some two years ago. The pieces were rescued by the Milestone Society and a local blacksmith is being cajoled into welding the principal bits together so that they can be bolted to an oak post (to be provided by the National Trust) and repositioned at the roadside.

Notification of Parish Councils of the results of the milestone surveys has produced some interest but nothing of any real substance so far. Follow-up is planned in due course. Contact has been established between the Milestone Society and the Roads Section of the Panel for Historical Engineering Works (PHEW) which is a national group of members of the Institution of Civil Engineers (ICE). PHEW is concerned with bridges, major earthworks, canals, docks, railway infrastructure and other old civil engineering structures but there is significant common ground in the area of, for example Turnpike Roads, particularly those built by Thomas Telford, the founder of the ICE.

Detailed research, location, recording and photographing of turnpike tollhouses has been carried out in the South Shropshire, Bridgnorth and Telford & Wrekin Council areas of the County.

Somerset - Janet Dow ding writes: The autumn meeting of the group was held on 29 October at the home of Shirley Melligan in Yeovil and we were pleased to welcome a new member. The best news was that the mileplate '18 miles to Minehead' that was bequeathed to the Society by Ken Diamond was delivered by my husband and myself to the Clerk of Brompton Regis Parish Council. She and her Council are very interested in getting the plate back in situ and are liaising with the Highways Dept. and Exmoor National Park in whose area the plate belongs. While down there that day we found a stone and plate of the same design and turnpike (Minehead Trust) which read '8 miles to Watchet' - a bit rusty but otherwise in very good condition (ST 0146335/W).

The meeting discussed further milestone sites for the database survey which I would like to see completed but which will take a while yet as the sites are scattered all over Somerset and there are very few of us to do the necessary work. I am close to completing the toll house survey in Somerset with only about 4 sites to be photographed and a couple of possible sites to be investigated where the toll houses have probably vanished. We also discussed the possibility of renovating some milestones in the future and I reported that while pottering about the outskirts of Bristol we found 3 beautifully repainted stones in the Siston/Bridge Yate area (not exactly Somerset but nice to know that someone cares!).

I have also started the long job of finding out which parishes have milestones in them, starting with Mendip DC which has many milestones in its area. It is hoped to send a letter to all relevant parishes inviting them to 'adopt' the milestones in their area. It will be a big undertaking as Somerset has probably 200-250 parish councils. I also expressed concern trying to get the Highways people through Mendip DC to raise a large fallen milestone complete with plate in the parish of Leigh on Mendip. After nearly 4 years of letters and requests it has still not been done. Mendip are going to try once again to get them to do it. The next meeting will be held in April/May 2006.

Staffordshire - John Higgins has several successes to report. The milepost from Ipstones is now back in place and grateful thanks have been received from the parish. A replacement has been cast for the post stolen from a traffic island in Rocester, and this is now *in situ*. After reading about this replacement a former worker at Swinfen Hall contacted the county to say that he had the London 119 stone from the A38 at Swinfen in his garden. He is keen to see it replaced near its original site, and this will eventually be done. Another Charles Lathe milepost has been found near Aldridge town centre. Ninety per cent of the post was buried under the pavement and it has now been raised to a reasonable height. Several more milestones have been sighted in gardens, including one stating that it is 6 miles from Newquay. On contacting the Cornwall coordinator, it has been established that it comes from the A3058, is listed, and disappeared during road works about ten years ago. Work on listing further milestones in the county is progressing very, very slowly with English Heritage. Members of the Staffs group are continuing to refurbish milestones and to keep an eye on any at risk.

John has now given a CD of Alan Rosevear's list of the 401 milestones and posts in Staffs to the County Council. He is also noting boundary markers, old finger-posts and toll houses.

Surrey - As this county does not yet have a coordinator, Janet Dowding (Somerset) offered to organise a meeting, which was held on 5 November at the home of Derek Renn in Great Bookham. Janet writes: There were 15 people present which was a very encouraging start. Because I had only met one of the members before (at the St Ives meeting) I did not know what people knew about the Society and therefore went through every aspect of the Milestone Society from the beginning, i.e. survey sheets and notes for recording milestones; safety rules for roadside work; contact with county, district and parish councillors; publicity, newspapers and media; grants to aid projects; keeping an eye on road works and trenches near milestone sites; getting milestones listed; and Society postcards.

As Lionel Joseph had provided photographs of almost all the surviving milestones in Surrey for the database, I explained what further details were needed from the members, e.g. measurements, condition, siting etc. We went through Alan's latest Surrey database, comparing notes on certain milestones, where they could be found in difficult situations, and which ones were missing altogether. Much discussion took place as to how to find the difficult stones and one member had brought along a detailed display of the A22 from Kenley to Felbridge which showed photographs of, and wording on, the surviving milestones on this road and

where they could be located. Many of the members took a handful of Society leaflets to distribute to museums, libraries, etc. I also mentioned the new tollhouse database. Surrey has only about five tollhouses remaining.

Unfortunately the letters I had written on behalf of the members in advance of the meeting to the three district councils in Surrey requesting details of any policy of preservation and repair of milestones were not answered in time. I could not therefore tell the members what they might or might not be allowed to do. I did also mention the need for a person actually living in Surrey to become a coordinator, and guidance was requested by members as to how best to act and what to say or not say in the event of a member discovering a milestone likely to be a stolen one. Altogether it was a worthwhile first meeting which provoked some lively discussion. Two members have already offered their home for another meeting next May.

Sussex - See the separate article on milestone finds in West Sussex.

Worcestershire - A display of the group's activities has been on show at several local events to publicise the Society, writes Terry Keegan. Three Bradley stones have been painted, and there has been consultation with a District Highways Manager on the possibility of having a mould made to create other concrete Bradley stones. Grants may be available for this. There have been two new finds of milestones, one after a chance conversation with a local pensioner.

Yorkshire - Christine Minto reports that the Borrow Bridge Stone (NL.9 p.21) is in safe keeping in the offices of the Yorkshire Dales National Park in Bainbridge and they are definitely looking to get funding so that it can be repaired and put back.

There has been a new discovery on a very minor road linking South Dalton and Goodmanham in E. Yorkshire, report John and Janet Harland. It was spotted on the verge by the Kiplingcotes Racecourse and is similar to milestones in Goodmanham itself. There is no discernible legend and the 1886 and 1907 OS maps mark it as 'post' although later editions refer to it as 'stone'. There seems no logical reason for the position as it is not an even mileage from any other stones and it is not a parish boundary. A correction is needed to the article on the milestone at Tibthorpe (NL9, p.25). The new stone was paid for by the Parish Council and not East Riding of Yorkshire Council, whose Highways Unit only installed it free of charge.

The Yorkshire Region of English Heritage has given funding to the Yorkshire group to have the Society's Conservation and Restoration Guidance Notes verified by their professional industrial architect and given the EH seal of approval, for launch at a Conference in May (date to be confirmed) at Kings Manor, York, writes Jan Scrine. EH are inviting all the Highways and Conservation Officers in the region to attend; the Society will have a stand at the Exhibition. Other bodies are also invited to have a stand, so if you know of a restorer, carver, manufacturer or museum who would like to reach this audience, get in touch with Jan. Stands are £100 which allows 2 people to attend the Conference. EH are also providing funding for the 1200 known Yorks milestones to be loaded onto a new website, [yorkshire-milestones.co.uk](http://yorkshire-milestones.co.uk) for all to see!

Heritage Lottery Fund has offered the Kirklees group support to inculcate conservation skills into young people, including running six workshops with demonstrations, visits etc, getting them to produce a booklet of local 'I Spy' walks (with help from Margaret Hill), a website to disseminate the info and a celebration event in March 2007. Anyone willing to help with this project should get in touch with Jan as soon as possible; teachers, typists and techies are equally welcome!

Come to Hebden (Grassington) for a weekend and join the Yorkshire Group's Spring meeting on Sunday 2 April. Talks, displays and chocolate cake... how can you resist?! Starts 10.15 for 10.30, ends around 3.30. Bring a packed lunch, tea/coffee free. All welcome - contact Christine for B & B details and directions.

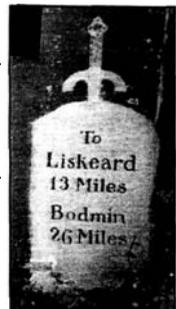
20 members attended the Autumn meeting in Huddersfield, with talks which generated lively discussions. The original 1924 photographs which were the source of illustrations in Crump's *Huddersfield Highways Down the Ages* have just been donated to the Society. Kirklees Council's conservation officer has submitted a bid for a mould to remake all the missing and damaged cast iron mileposts in the area, using the Society's records.

For many years Olwen and Doug Middleton have been putting on photo displays at the church in Fewston, between Otley and Harrogate. Their current subject is 'Milestones and Boundary Stones of the Washburn Valley and Surrounding Moorlands'. The display runs from 26 November 2005 to 3 April 2006. Fewston church is open daily, and is easily accessed from the A59.

## ON THE SPOT

Milestone hunters are an observant lot and usually manage to spot many other unusual features as they travel around the country. Notes of various other oddities have been received, which members may like to look out for on their journeys. Brian Davey (Yorks.) and Michael Worman (Sussex) sent the following details.

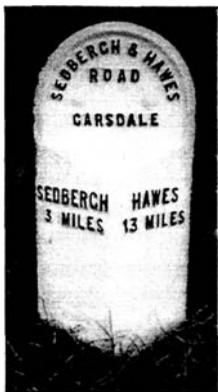
The sign at the Woolpack Inn near Brookland (A259) in Romney Marsh (Kent) depicts a well-laden horse passing a milestone reading Brookland 1. The sign at the Milestone inn in Ipswich (Suffolk) shows a brewer's dray passing a milestone, and there is an authentic cast iron milepost standing against the wall of the pub. A sign of another kind, on the Milestone Roundabout at Highcliffe near Christchurch (Hants/Dorset) has suffered from a spelling mistake and has come out as Milstone on one of the signs. At Gunnislake (Devon/Cornwall border) on the A390 south-west of Tavistock is a very authentic-looking milestone (see picture right) painted onto the flat wall of Glenrock Art Studio. The 'stone' shows Liskeard 13, Bodmin 26 miles. Perhaps there was once a real milestone at this site, although perhaps not with Excalibur protruding from the top!



A stone near Burley in the New Forest reads: To Lyndhurst; To Lymington Reft and be thankful; PEACE Restored 27th March 1802.

## THE SEDBERGH TURNPIKE

In my list of Yorkshire Turnpike Trusts most are place to place and can be followed on today's roads. However one trust of 1767 called just 'Sedbergh' had sixty-two miles with only seven main gates. This was rather a puzzle before visiting this outpost of the old West Riding to record any milestones. Frank and I have now cycled on all the roads radiating out of the town and a common feature of all except the A684 to Hawes is the style of milestone. These have a rectangular base with up to 50 cm of worked stone plus rougher stone deeper in the ground. Above this is a D shaped column with a slightly domed top. The whole is shaped from a single piece of stone and has a rough unworked back (see picture right).



However on the A638 towards Kirkby Stephen there is the remains of one of these stones with, about 300m further north, a West Riding marker - the ubiquitous back stone with the protruding cast attachment. This suggests that when the West Riding County Council put up mileposts in the late 19C they removed the old stone ones. Maybe this is the reason there are only WR posts (see left) on the first 10 miles of the Hawes road before it enters the North Riding. The road to Kirkby Stephen passes into Westmoreland. The broken stone is the last before the old boundary and may have been left because it was so damaged. North of the boundary the remaining milestones are the 'Sedbergh' design.

The route through Dentedale was probably considered by the WRCC to be too unimportant to have 'new' mileposts.

The first two miles south towards Kirkby Lonsdale in Westmoreland were in the West Riding but the two stones were also not replaced. Similarly the first mile on the Kendal road. So where are the sixty-two miles of road? Working clockwise, it is 14 miles to Kirkby Stephen and 16 to Hawes although only 10 to the North Riding. There are 12 miles or so up Dentedale, Kirkby Lonsdale is  $10\frac{3}{4}$  and Kendal  $10\frac{1}{2}$ . The mile of B6256 to the south west of Sedbergh from Four Lane Ends, over the river Ribble to the Kendal road might also have been turnpiked as there is one stone on that road. Depending on where the Trust's responsibilities ended there is about 62 miles!

Where would the seven gates have been? There are seven possible places that would 'catch' anyone going through or trying to avoid the town but that will need further research.

*Christine Minto (Yorkshire)*

## STUDYING CORNWALL

Readers of my book\* may have noted that though it contained one picture of a Cornish stone there were few references to that county in either the text or the pictures. At the time of its writing I had not reached the period when every example brings the car to a halt and the camera out.

In June 2005 I took the chance to up-date my photographic database and obtain details for the Society's database. In particular I wanted to establish just how many of the several fascinating and varied types of marker recorded by Ken Diamond had survived and I found almost all of them in that far south sector embracing Lands End, Penzance and St. Ives.

There are simple number-only stones on the Penzance to Lands End road, the last section of that Great South-West road, the A 30. These stones, being digit-only, are said to have been military in origin. Further down that road at Crows-an-Wra (B3306) there is one of the finest stones in the country with elaborate and rather aesthetic detail recorded on it. At the junction with the St. Just road is a different stone and back towards Lands End where the Penzance and St. Just roads merge there is another similar but slightly different example. Between St. Just and St. Ives (still the B3306) are some other rather remarkable examples, including a stone marking each of two spurs on a minor road cross-country to Penzance via New Mills. One of these presents the name St. Ives in a very challenging style (STIVS)

I also surveyed several of the roads in and out of Truro for these seemed to have been managed by the same Trust, using the same stone designs, though sizes varied slightly and different local masons may have been used. This dominant type is like a simple small tombstone with a curved top and gives nothing more than the distance from Truro.

I had been advised that I should seek out a school actually called Threemilestone School, and another contact was able to point me towards the road from Truro to Redruth (A390). TRURO 1 was in place, and TRURO 2 had also survived major road works, dualling, a big new commercial shopping centre and a large modern hospital development. Then, at a point where the dual carriageway swung slightly northward, I saw to the left the name board of a village which read THREEMILESTONE. (The Diamond collection had a picture but no road identified.) In Threemilestone was TRURO 3. Almost all the remaining stones were in place except that the last, TRURO 8, though the right shape, had had its information erased and in the panel so left distances had been newly inscribed in small letters. However this old and direct route with the stones was even ten years ago but a minor road compared with the A390.

To further understand milestones with regard to their present day locations, it is often necessary to study maps showing how things were ten or more years ago, preferably before motorways. Finding milestones usually requires one to go off the line of the modern roads, at times into old village and town centres and, as in this case, researching more likely old direct routes.

Like most Cornish towns the roads steer one away from the centres and in fact many of them have rather attractive areas with scenes reminiscent of distant

days. That morning, after visiting Godrevy Point on the Atlantic coast and travelling back inland, I noted two simple stones between Portreath and Pool (B3300). Just after reaching the A30 here I discovered a very old stone not in the Diamond collection erected alongside this old main road. It just had two brief pieces of information, P 16 and L 26, indicating, as most stones in this vicinity, distances both to Penzance and Lands End. It reminded me that it was the old main road despite now being numbered A3047.

At the other end of Redruth, I spotted a matching stone against a house wall. Its information, more weathered, showed P 28 and L (less certainly) 18. This style persists along the rest of the A30 into Penzance, namely a large cuboid block of stone, left cubic at its base but the upper section cut to create the usual angles on which generous amounts of information were carved. A plaque at the first stone indicated that it had been re-erected, but the second stone looked original. As I was photographing it, a man in a nearby house (one in a terrace) revealed that his house had been the tollhouse and the stone was certainly in its original position.

The A30 has stones occasionally as far east as Bodmin. I spotted a couple that had survived the modern dualling. They are not common, though, until reaching the Redruth sector and even then have regular gaps. A good and identical series runs from Penzance through Helston and on to Falmouth/Truro (A394), and the example just past where the Truro road diverges, where it becomes the A39 between Truro and Falmouth, has had its inscriptions erased (obviously war damage).

Last year when visiting the area around Launceston and Liskeard I was able to confirm the survival again of most of the Ken Diamond examples, particularly on the B3254 and some of the small village roads in the Liskeard/Looe area, as well as a few he had not photographed. We saw some of the stones with distances to Lostwithiel, the name variously abbreviated, but there remain more to find.

However, it is useful to complete the circle that in effect the foot of Cornwall represents by taking on the stretch of road from Truro back to Bodmin because the milestones there are of a different type, bearing information on metal plates, including the distance to London. This was clearly an important commercial route to the capital even if Lands End traffic might have used the A30. It starts as the road to St. Austell (A390) but then veers westward on what is now just the B3275. Earlier this was the main A39 and the road left Truro as the A39 with the A390 then branching off to St. Austell. Today the A39 is the road that used to be the A3076. A good many milestones survive all the way until the road reaches the A30 at the former notorious traffic black spot of Indian Queens. Here in the original village High Street this type of stone is quite distinct from anything else on the A30 in the county. In that section from Truro to Redruth using the old routing the last two stones are in effect on the A30 but distinctive of the Truro type rather than the more usual A30 types. Heading for Tintagel to continue on what is still the A39 to Wadebridge I duly found the Diamond examples of Roman III from St. Columb, both sides of that small town, as well as Roman IV on the Wadebridge side. Beyond Wadebridge was another distinctive example but I was unable to stop. On the final leg back to Launceston, the A30 and home, I discovered several surviving examples of the L and numeral stones clearly indicating distance to Launceston (A395). Ken

Diamond noted many stones with just letters but he never identified their locations, leading to potential confusion. Looe, Liskeard and Lostwithiel are all places that could have been abbreviated on some turnpikes to just L, likewise Lizard, or Launceston. What of B? Bodmin or Bude?

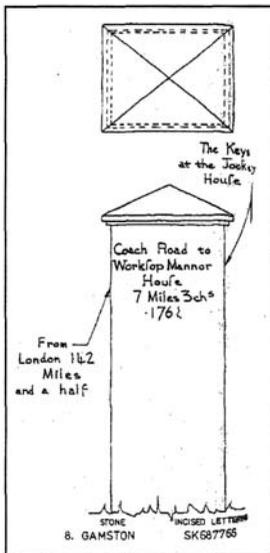
The alleged Roman milestone in the church at Tintagel, despite a seemingly authentic Roman inscription from the period, just does not look like a milestone. It is not circular and fat like those we know from Vindolanda and museums. It seems more to fulfil the role of some marker for an important territory, some indication of authority maybe.

In conclusion, I report a possibly rare find. I had visited St. Agnes where the road from Redruth/Truro enters the town with a beautiful plated stone at the top of the hill, (though an earlier one was noted with one plate missing). The next visible beach beyond Trevaunance involved a very narrow road. The last 100 metres down to an area just above beach level began with two large stones flanking it, like gateposts, but one had mile information on it, clearly having served thus at some earlier stage in its life. Or was this an old road to the now derelict industrial workings at this precise location, Porth Trevella? It says clearly enough 1 MILE but the next two letters are indecipherable. The last five can be fathomed as STONE. Any member with local information, or with expert detailed maps is welcome to work on this teaser and let me know in due course.

*Mervyn Benford (Oxon)*

\* *Milestones*. Shire No. 401 (2002). ISBN: 0-7478-0526-1

## NOTTINGHAMSHIRE NOTES



Nottinghamshire news is welcome as so few milestones seem to have survived, writes Mervyn Benford (Oxon), but the notes make no mention of the four outstanding individual examples listed by the County Council but which are simply being left to the ravages of time and weather. One includes an inscription advising where to find the keys, presumably to the tollgates at that road junction. Another is a lovely old column simply overgrown by surrounding forest. A third is above the pavement outside its linked coaching inn in Southwell. The tablet in the wall can just about be seen to have had distance information in it, namely to London. Serious and urgent conservation/restoration is needed. It would be good to have the Council's heritage department build a special restoration project around these four, at least exposing them to public awareness and interest as very distinctive examples of their kind.

The editors can confirm that the stone tablet in the wall of the Saracen's Head in Southwell is in a very sorry state, having examined it last year. The inn is very

picturesque with luxuriant hanging baskets making the façade very colourful. However dripping water from the plants may be further eroding the soft stone below. According to a survey by the Nottinghamshire Industrial Archaeology Society in 1983, the full inscription read: TO LONDON/132 Miles/To Mansfield/12/Newark 8/Nottingham. We found several years ago, with great difficulty, the stone at Gamston giving the whereabouts of the keys. It was once on the Great North Road but can now be found on a minor road at SK 687766. The inscriptions were becoming very faint but were recorded by the Notts IAS as: From/London 142/Miles/and half; Coach Road to/Workfop Mannor/Houfe/7 Miles 3 chs/176?; The Keys/at the Jockey/Houfe (see illustration on the previous page taken from the *Notts Ind. Arch. Soc. Journal*, Vol.8, Pt.2, 1983). *White's Directory* (1885) states that the Jockey House was once a noted inn at the junction of several roads but that it had by then become a farmhouse. It is now a private house and we spoke to the owner who told us there were traces of cellars, presumably from the former inn. Worksop Manor was owned by the Dukes of Norfolk until 1839. The manor was burnt down in 1761 and rebuilt in 1765. As the principal inscription on the milestone gives directions to the manor, perhaps the Duke had it made to direct people to his new house.

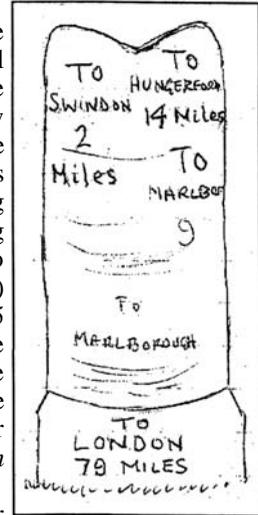
## CUTTINGS

Lake District restoration Members of the Keswick Historical Society have had a replica plaque made for a milestone at Wallthwaite near Troutbeck. While checking listed properties in the area they discovered the stone, hidden in undergrowth and missing its metal plate. A new plate was made by a restoration company in Lanercost and funds were made available through the Lake District National Park Authority and Matterdale Parish Council. The Society intends to adopt the milestone and keep it free of vegetation. A photo of the unveiling appeared in the *Lake District Herald* (16.4.2005) sent in by Iain Davison (Northumb.). Iain had photographed the stone in 2001 minus its plate, and went back to picture the restored milestone in June 2005 (see right). It stands on a by-passed section of the A66 at NY 355267. He has sent congratulations to the Keswick Historical Society on their work, and has suggested to the National Park Authority that they should contribute to restoring other milestones between Penrith and Keswick.



Literary connections in Wilts In 1884 Wiltshire author Richard Jefferies published 'Meadow Thoughts' in a book entitled *The Life of the Fields*. He wrote: 'Often and often I rambled up to the milestone which stood under an oak, to look at the chipped inscription low down - "To London, 79 Miles". So far away, you see, that the very inscription was cut at the foot of the stone, since no-one would be likely to want that information. It was half hidden by docks and nettles, despised and unnoticed.' Another writer, Reginald Arkell, was inspired by 'Meadow Thoughts'

and sought out the countryside described by Jefferies. He traced the milestone to the village of Coate. Arkell published his own book about Jefferies in 1933. The newly-formed Jefferies Land Conservation Trust is now trying to get the stone listed to preserve it as it is within the proposed development area for a university, 1,800 homes and a business park. Rod Smith (Wilts.) has sent a cutting from the *Swindon Evening Advertiser* (19.9.05) containing a detailed article about the milestone and the efforts to protect it. Rod writes that the stone (see his drawing right) stands beside an abandoned stretch of the old A345 Swindon to Marlborough road. Other distances on the stone are: 14 miles to Hungerford (which is via the present-day B4192), and 9 miles to Marlborough (via the A345). The legend is sometimes unclear and earlier painting shows through. [For details of another stone from Coate, see the entry under 'Museums'.]



Traditional Signs More organisations are turning their attention to historic street furniture, and one of the latest is the Department for Transport in conjunction with English Heritage, the Countryside Agency and the CPRE. Their Traffic Advisory Leaflet 6/05 entitled 'Traditional Direction Signs', published last June, is to 'provide advice on the use of traditional direction signs, on the repair and conservation of existing examples, and guidance on their reintroduction in appropriate locations'. Although it mainly deals with fingerposts, milestones are mentioned, along with some background history. It recommends that all traditional fingerposts should be kept *in situ* and repainted every five years. Repairs should be carried out to match the original, and modern signs should not be added to older fingerposts. 'Local amenity societies and parish councils have a key role to play in documenting their location and condition and in highlighting opportunities for their reintroduction.' The Milestone Society is included in the list of contacts. The leaflet can be viewed on [www.dft.gov.uk](http://www.dft.gov.uk) (click on Roads & Vehicles, then Traffic and Parking Management, then Traffic Advisory Leaflets), or write for a copy to: Dept. for Transport, Charging & Local Transport Division, Zone 3/19, Great Minster House, 76 Marsham Street, London SW1P 4DR.

There was quite a lengthy item on this subject on *Today* (BBC Radio 4) on 2 August. The following day Cambridgeshire coordinator, Grainne Farrington, was asked to do a phone interview on Radio Cambs, and managed to say something about the Milestone Society too. Several other newspapers, both local and national, and local radio stations also carried reports on this initiative.

Milestones run A cutting from a Guernsey newspaper sent by John and Janet Harland (Yorks.) gives details of a new race on the island run between milestones. The start was milestone 7 opposite Les Adams Chapel, L'Eree, passing the others in the series and ending at number one at Morley Youth Hostel. The GIAAC invited runners to join in either the whole or any part of the course, tagging on to the leader at any mile point where intermediate times were taken. It seems as though

the Sarnia Walking Club also took part, but all had to contend with a strongly gusting wind.

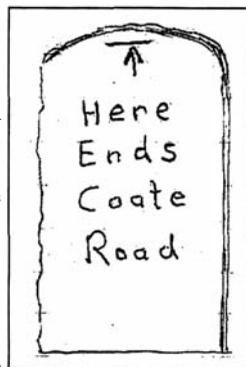
Mileage questions A listener to BBC Radio 4's *Questions Questions* programme had asked where roads were measured from. Answers came in the broadcast on 17 November from Rob Gower of the OS. Most towns and cities have a 'notional centre' which could be some prominent building or location (as most Society members could have told him!). Even if the focus of a town changes, the perceived centre usually remains the same. Nowadays, many measuring points are at the junctions of primary routes, which may be in or close to a town centre. London's road measurements are notionally taken from Charing Cross, and the point chosen for Birmingham is a large roundabout outside New Street Station. It sounded as though modern datum points are just as varied as they ever were, but as global positioning satellites are now used for most major road measurements, there is not quite the same sense of history associated with it.

Support for milestone preservation An article by Sandy Mitchell in *Country Life* (17.11.2005) notes the appearance on eBay of a mileage plate stolen from a stone in Gloucestershire. Thanks to a network of local historians, the plate was recovered. Mr Mitchell, after interviewing Mervyn Benford, details the work of the Milestone Society and its aims, gives a brief history of milestones, and details some of the unusual features to be found. He encourages readers to look out for and report any they find on sale in antique shops, reclamation yards or websites.

Invasion measures A member has found the front page of the *Daily Express* for Friday 31 May 1940 which includes a short article entitled 'Signposts to be removed'. The text reads: 'Sir John Reith, Minister of Transport, announced last night that highways authorities had been instructed to remove signposts and direction indications which would be of value to the enemy in case of invasion. The work was put in hand on Wednesday.' This nicely pinpoints the date from which many milestones were taken up.

## MUSEUM COLLECTIONS

Rod Smith (Wilts.) reports a stone on display in Swindon Museum (see drawing right) which comes from the same area as the milestone at Coate described under 'Cuttings'. The curator was unable to tell him exactly where the stone had been situated. It was presumably rescued when the by-pass was constructed.



## FOREIGN PARTS

European miles During our recent holiday in Germany we saw several large distance markers, writes Brian Barrow (Essex). There was one which was approx 7 km from the Brandenburg Gate in Berlin with the inscription 1 MEILE von BERLIN. At the roadside elsewhere there were distance markers and

from observation I got the impression that a 'meile' was approximately 4.5 statute miles. Does anyone know the length of a German meile?

Mervyn Benford (Oxon) comments that the Swedes have an old measurement called a 'mil', and they had 'milstenar' marking distance. A mil is as near as dammit equal to ten modern kilometres. It did not measure distances to particular places but was designed solely as a basis for calculating carriage charges. The distances were to the nearest hostelry and the charges had to be set up by law. Whole miles were first, and later halves and quarters. Most posts were stone and they were invariably erected on large, sometimes very large, bases constructed from local stones, of which there were always plenty, but neatly shaped into a very visible monument.

A mil is, in the vernacular, still a particularly common term despite its historical nature. Owners of cars talk about the car having done femtusen mil, for example, meaning 50 000 km, rather than using the latter. A distance to travel will tend more often to be described as, for example, tre och halv mil, meaning 35 km. Of course it is nothing to do with our mile measure but maybe the English word came from the Vikings rather than the Romans!



*The old drawing shows a distance marker, reading 1/4 MIL, on its substantial base.*

Signs of Empire A member in Gloucestershire has sent a photocopy from an annual called *Young England*, published in the 1920s or '30s. A photograph shows a tall, cylindrical milestone in Zanzibar, its principal inscription reading 8,064 miles to London. The caption states that it marks the distance to the centre of the Empire, and the text explains how Zanzibar was transferred from German to British authority and 'there is no likelihood of our rule being challenged'!

Pioneers' milestones Michael Knight (Beds.) travelled through Utah and across Nebraska during July 2005 and saw unusual 'milestones' in both states. The zero milestone base is central to Salt Lake City and is supported by an explanatory tablet which includes the statement 'City streets named and numbered from this point.' Following the covered wagon route through the township of Ogallala (which has a Cowboy Museum) he discovered a waymarker recording the Oregon Trail, along which pioneers travelled west, sustaining punishing vicissitudes and climates. The stone was erected in 1932 'In memory of the noble pioneers that travelled its course'. Appreciating how the people survived on the frontier is a sobering experience.

## **FOREST OF DEAN BOUNDARY MARKERS**

A cutting from the *Forest of Dean Local History Society Newsletter* (August 2005) has been received from Keith Walker (Gloucs.) which sheds a great deal of light on

the boundary markers around the Forest of Dean (NL9 p. 13). Before 1066 the land between the Severn and the Wye, and Chepstow and Newent belonged to the crown. After the Norman conquest this land became known as the Forest of Dean but over the centuries its boundaries fluctuated. In 1634 Charles I fixed the boundary to more or less what it is today. Many dwellings were pulled down within the boundary but there were frequent encroachments as the area was outside the existing parish boundaries with consequent tax implications. In the early 19th century it was therefore decided to demarcate the forest with stones and 218 stones dated 1832 survive around the boundary.

In 1997 the Forest Warden, Glynn Bullock, and the Forestry Commission's cartographer for the Dean, David Clark, decided to try to rediscover the boundary stones. From the hand-written account of the 1833 perambulation, it became obvious that the boundary followed physical features on the ground. The stones were placed to mark those sections of boundary that crossed open undefined land and tend to be grouped together. Stone hunting usually takes place between December and March after studying a 1904 atlas based on OS maps and details of land sales and ownership, together with measurements of various features on the maps which are compared with up-to-date maps. Despite all this background information, the stones are still difficult to find, some having sunk into soft ground, and others having been moved to gardens.

Although this is a part-time, unofficial study, the Forestry Commission has given its backing and has funded the replacement of four missing stones with new ones dated 2004. Besides these, 99 stones have been found, 51 are known to be missing, leaving 64 still to find. If anyone has any information, the Forestry Commission office can be contacted on 05194 833057.

## PUZZLE

The fine French kilometre post pictured here may not be as far away as it seems. Look out for it on your travels. The location will be given in NL11.



## PRIZE QUIZ

Chris Woodard is offering a prize of a painting of a milestone inspector, inspecting stones within the county where the first person to answer correctly the following questions lives. Answers and winner's name to be published in the July 2006 issue.

The question is as follows: *Since we take an interest in milestones and wayside markers, how often have we been aware of certain pub signs? Or for that matter, not aware? So can anyone tell me the location of the following pubs:*

The 3 Mile Inn	The Finger	Milestone	Long and Short Arm
Two Mile Oak	Whittington Stone	Five Dials	Five Miles from Anywhere
Milecastle	Halfway Bridge	Redpost	Halfway Inn

Answers should be sent to Chris, no later than 1 April 2006.

## ALAN ROSEVEAR FOUND IN HOMES AND GARDENS



*Alan Rosevear stands next to a mid eighteenth milestone bearing the inscription 'XVI miles from Hyde Park Corner'*

Alan Rosevear is a founder member of the Society and members hardly need reminding of the key role he plays as the Society's National Database Manager. This involves collecting the records from the County Coordinators and collating the electronic or hard copy records to form the ever expanding electronic database which forms the valuable resource from which required data can be accessed by suitable selection and sorting of the data. Apart from this task, Alan is a 'hands on' conservationist and restorer of milestones and his 'Guidance Notes on Preservation and Restoration of Milestones' is frequently requested by local authorities interested in the care of these important items of our heritage.

Alan is always keen to promote and publicise the work of the Society and recently had the honour of appearing in the September issue of 'Homes & Gardens'. The photograph on the left accompanied a small description of the history and aims of the Society, the current state of the database (8000 records), and a quote from Alan: "We realized that milestones were disappearing or had fallen into bad repair. The

Society has stopped their decline but there is a long way to go".

### **'FRANK PATTERSON - A BIOGRAPHY' - by GERRY MOORE**

Copies of this book, which in addition to covering his life contain many fine examples of Patterson's work, can be obtained directly from the author (price £10.95 including p. & p.) by writing to him at his address:  
66, Angerston Close, Weeting, Norfolk IP27 0RL

### **MILESTONES ON THE ISLE OF MAN**

A book has been published by the late Stuart Slack entitled *Manx Milestones*. This is a very good treatment of the subject though undertaken largely with regard to the earlier stone types. Brief reference is made to the later metal mileposts whose designs sometimes include the distinctive three-legged symbol of things Manx. New, and very welcome, members Norman and Mona Clague from Ramsey, IoM, were friends of the late Stuart Slack, and have promised to be our eyes and ears on the island and report that in fact the cast-iron mileposts which are the more recent and more usually found examples, seem to be well cared for. Norman will establish

contact with relevant local societies to make us known and to offer help, encouragement and advice if ever needed. We are particularly concerned that where old and new examples still survive together there should be some special efforts at protection, and we are uncertain whether listed status exists in any way. The Slack family obviously also remain supportive of the cause.

*Manx Milestones* is published by The Manx Experience (IM3 3BW).

ISBN 1-873120-58-3. Price £7.99.

*Mervyn Benford (Oxon)*

## **MS SOCIETY 'IN THE SIGHTS' OF ENGLISH HERITAGE**

Our Society was well represented at the awards ceremony held in The George Hotel, Huntingdon on 14 October 2005. Grainne Farrington, Michael Knight and Bridget Flanagan attended the Presidential Address of the Huntingdon Local History Society at which Michael Knight was formally presented with a cheque and a certificate signed by Simon Thurley. Photographs were taken and Dr Thurley, Chief Executive of English Heritage, then gave his annual lecture to an audience of about 80 people. The award comes from the Goodliff Fund 'for the development of local history in Huntingdonshire' and financed postcard number 7 in the Society's Collector's Card series, illustrating 'Huntingdonshire Waymarkers'. 200 of the postcards were donated to the History Society. Many comments of appreciation were relayed to us by members of that Society, which must be viewed as yet another 'milestone' in *our* Society's achievements.

## **IRS LTD**

John Nicholls (Essex) has been taking an interest in old signposts in his area, and in particular the firms that made them. One manufacturer he came across was IRS, but no further clues were available. I first became aware of this firm ten years ago when I found a milestone at Chandler's Ford (Hants) which had a metal plate with 'IRS Ltd Norfolk' cast at the base. I then traced the company to Swaffham, but they had no record of when the plate was cast.

John has now had contact with the firm's director, Ian Dupont, and ascertained the history of the company. It started in London as a selling agent for road signs. The original name was Illuminated Road Signs and it was allegedly the first company to be involved with illuminated signs. It was registered as IRS Ltd in 1931. At this time iron castings were made by an unknown manufacturer in Colchester, but later castings were made by Page Hunton of Watton and Hobbies of Dereham, both in Norfolk. The company moved to Watton in 1949 then to Thetford in 1955. The move to Swaffham took place in 1964 to coincide with the manufacture of the new standard national traffic signs which were agreed by Sir Walter Worboys' Committee, and which the firm still produce.

The company is seeking any relics of its past. Their products went nationwide but they have nothing to show from their early years, although a few are displayed at Beaulieu Motor Museum. Could members therefore keep an eye open for old

signposts and mileage plates made by IRS and send any findings to the editors who will forward them to IRS. John has sent photos and locations of the IRS signposts he has found in Essex, and I have done likewise with the Hampshire mileage plate.

*Carol Haines (Norfolk)*

## **PUBLICATION - BOOK REVIEWS**

Bridget Flanagan: *The New Bridges. The Causeway to St Ives Bridge* (Self published; 2005) Softback: 128 pp, Illustrated; ISBN 0-9540824-2-7. Price £7 plus £0.80 postage & packing within the UK. (Available from 68 Common Lane, Hemingford Abbots, Huntingdon, Cambridgeshire PE28 9AW); *e-mail*: tobridget@hotmail.com

Milestones and the Milestone Society are featured in *'The New Bridges'*, a model of an in-depth local history micro study. After explaining the origin of milestones on turnpike roads, and their fate in World War II and subsequently, author Bridget Flanagan says: 'The Milestone Society has worked extensively to identify, record, research and conserve the milestones of the British Isles'. Two maps show the milestones and tollgates on the Bury-Stratton turnpike, which included the New Bridges. Toll booths and toll houses are described in the text.

The New Bridges are a unique - and currently threatened - feature of the road across the flood plain on the south side of St Ives' famous medieval bridge, with its rare chapel, where mass is still celebrated once a week. \*The Great White Bridge' of 55 arches, built in 1822, replaced the former causeway and makes an impressive sight today, as the cover photograph forming the front and back cover of the book vividly illustrates.

However, until now it has not had a book written about it. This history shows that one was needed. It reveals that some of the brief 'facts' previously attributed to the New Bridges are incorrect and very misleading, and it exposes bitter struggles of power and personalities. It is painstakingly researched and finely presented, with numerous historical illustrations, and reproductions of documents and maps. Sources are clearly cited and there is an index. The information is comprehensive - for instance, that the corn mill east of the New Bridges became a printing works which was 'the first to print labels for Chiver's jam jars', and later the factory where Sir Clive Sinclair produced the world's first pocket calculator.

It is good to learn that the modern 'great white bridge', the 1980 by-pass, is named Harrison Way after Bill Harrison, secretary of St Ives Civic Society, and his sister Molly Harrison, who led the society's battle to achieve an eastern by-pass. It would be nice to have recorded the names of the officials of Cambridgeshire County Council who fought hard for a destructive western route.

Unfortunately the New Bridges are under threat. Partly through inappropriate repairs by the highway authority, and through age, they are in a poor structural condition. Officials of Cambridgeshire County Council are considering repair, demolition and replacement with a 'facsimile design,' or 'a new design.' 'At

present, the future of the New Bridges is uncertain,' warns Bridget Flanagan. Their past she has recorded admirably and readably.

*Laurence Dopson*

Shirley Toulson: *The Drovers* (Shire Publications, Princess Risborough; 2005); 56 pp, Illustrated; ISBN 0 7478 0630 6. Price £5.99.

If drovers still existed, they would be unlikely to join the Milestone Society. They went even on hazardous alternative routes with their herds to avoid using the toll roads, where the milestones were. But as this fascinating, brief yet comprehensive, study of a forgotten alternative road system reveals in an illustration, they and their sheep were actually pictured in one milestone - at Thirsk in North Yorkshire, where a ewe and its lamb embellish the Easingwold side of the triangular 'London 200' stone, and a drover is shown on the Thirsk side.

Drovers' tracks across open countryside may not have had milestones, but, Shirley Toulson explains, they had other way marks. In Wales quick-growing Scots pines, and in Southern England yew marked the routes and where the drovers' inns were to be found.

The introduction to the vanished world of drovers' roads is a must for the library of any roads enthusiast, with its clear maps, striking photographs and useful bibliography. Here, for instance, is the explanation of the name 'Halfpenny', as in Halfpenny Lane, Cholsey, Oxfordshire. Halfpenny pastures commemorate the grazing costs per night. Their presence can be marked even today by bright green grass, still benefiting from the manure left by animals on their epic journeys.

The drovers didn't need milestones. Neither did their dogs, who were perfectly capable of finding their own way home, while their drover masters returned by ship to Scotland.

*Laurence Dopson*

### **THE AUTUMN MEETING (St Ives, Huntingdonshire, 8 October 2005) -**

Those attending the meeting (50 in number, including 4 visitors) who had not previously visited the area were in for a specially pleasant surprise - St Ives itself - which is a delightful town on the River Great Ouse which was home to Oliver Cromwell for a period (1631-1635) and which has a remarkable bridge with a mid-stream chapel and many fine buildings from the 18<sup>th</sup> and 19<sup>th</sup> centuries. Its historical connection with road transport is particularly strong since it provided an important crossing point of the river by a ford in the 7<sup>th</sup> century and by the bridge, originally built in the 15<sup>th</sup> century. After a welcome by Chairman David Viner, Grainne Farrington, the Cambridge co-ordinator, gave a short introduction to the East Anglian region, which has eight counties surrounding the area.

The meeting was given an excellent start with a talk by Michael Knight (who acts as the Bedfordshire and Huntingdonshire co-ordinator) on the Bury to Stratton Turnpike, a very appropriate subject since it utilised the crossing at St Ives. He told of his exploration for the residual milestones and the background to the setting up of the turnpike, by an Act that received Royal Assent in 1755, which was to run

'from some place in Bury, over Bury bridge, to the Spreadeagle in Stratton'. The Act consisted of 45 pages in one paragraph with 297 trustees. Part of the road disappeared in the 20<sup>th</sup> century when Wyon Airfield was built across the old Ramsey road between St Ives and Oldhurst.

The crossing of the river at St Ives had always provided difficulty because of the large flood plain there, and the next talk by the local author Bridget Flanagan entitled 'The St Ives Causeway' presented a fascinating account of her study of the local roads around the town, but especially into the history of the 'New Bridges' a spectacular structure consisting of 55 arches which carried the turnpike from the end of the river bridge over the flood plain and which replaced a series of old bridges. The causeway, 220 yards long, was built by the Turnpike Trustees, in 1822 after much wrangling as to whose responsibility it was to improve the existing causeway. The new structure was built - in only 23 weeks! - from bricks (it has been estimated that 1.3 million were used) and it was fortunate that a brickyard existed less than ½ mile upriver. This ambitious undertaking was an economic necessity since the road provided a route to London for produce from the fens, including cattle which drovers would take to the capital after being fattened up following their long drive from the north. Although no longer a through thoroughfare, the historical significance now raises the question of conservation. The story of the New Bridges is told in an excellent publication *The New Bridges* by Bridget Flanagan which is the result of long and careful research by the author into this major landmark of the town.

Carol Haines, whose book *Marking the Miles*, published in 2000, was the first one devoted solely to the history of milestones, related how she had initially collected data on milestones at a local level in Norfolk, and then expanded her interest into other counties, which led to the surprising realisation that the subject had not been adequately treated in an in-depth manner previously. The thought developed that she might have stumbled into authorship almost 'by accident' but the commitment to write an authoritative book meant much more research was required. Carol described the way in which she set about the task, her interaction with potential publishers, and the organisation of the large amount of material into the final book. Its publication proved to be a fortunate coincidence with the growing interest in milestones at a national level, which led to the founding of the Society in May 2001.

Biff Vernon told how his interest in 'The Great North Road' had developed and this led to his producing a website, now with over 500 pictures and many external links. The title page of this fascinating source of information can be accessed via the web address: <http://www.biffvernon.freemove.co.uk/contents.htm> [The site can also be reached from the Society's website (<http://www.milestone-society.co.uk>) through the list of 'Related websites'- click on *Great North Road*]. The site highlights writers about the road, road- and map-makers and also features relevant aspects of each county along the road.

After lunch John Donovan gave a highly amusing talk on 'Adventures of a milestone on the Great North Road', in which he highlighted the dangers which a milestone is subject to from wild motorists, trench diggers, hedgecutters, etc., and

of his own efforts to act as personal protector to the local milestones in which he has a personal interest. His talk emphasised the need to get involved with the highways department with responsibility for the area - in his case from Hertfordshire, which he contacts as and when necessary with an admirable dedication to the Society's cause!

Patrick Taylor's special interest is in toll houses and following the publication of his book on those in Cornwall, he is now researching the toll houses of Norfolk and Suffolk. Work on the latter county is now complete and is awaiting publication, but in his talk he summarised his present work on the two East Anglian counties. Of particular interest is the manner in which the construction of toll houses reflects the use of local materials, and on the clues by which the houses may be identified; they are not always octagonal!

John Nicholls, the Essex co-ordinator has developed a great interest in fingerposts and their associated finials, objects which are increasingly being noted as requiring care and conservation, and he gave a nicely illustrated talk - 'Any Old Iron - An Introduction to Essex Fingerposts' - on their various types. He provides a valuable service to his home county in providing a database of milemarkers and posts, and photographs in his exhibit display showed the very practical way in which he is helping to preserve and restore Essex milestones.

Finally in the programme, Terry Keegan reminded the audience of the elegance and history of the Trinity Hall series of milestones found in Cambridge and Hertfordshire, which are the oldest surviving set of milemarkers and are well documented. Based mainly on a bequest by Dr William Mouse, a Master of Trinity Hall, added to by his executor Robert Hare, money was available for repair of the old London road from Cambridge as far as Barkway resulting in sixteen milestones, which had the arms of Trinity Hall - a crescent - carved on them.

The style of the meeting - a variety of short talks with emphasis on themes of local interest - was felt to be very successful and once again the members were able to show the results of their practical interest with displays of their work.

**COMMITTEE MEETING (Jewry Wall Museum, Leicester, Saturday 9 July 2005)** - Apologies were received from Jeremy Milln, Brian Barrow, Carol and Alan Haines. A financial Report was received and renewal of the Insurance Policy was reported. The membership report indicated 19 new members. Dates of future Committee meetings were set at 19 November 2005, and 11 March 2006. A donation of £25 was to be made to the Friends of the Museum's fighting fund. The meeting at Avoncroft was reviewed and the new advisory roles of Jeremy Milln and Laurence Dopson noted, together with the vacancies on the committee now available. The future shape of the committee needed to be considered. The possibility of setting up an archive is also an important issue. Details of the Autumn Meeting at St Ives were covered.

A meeting on County Co-ordination, chaired by Mike Buxton, was scheduled for 20 November 2005, and the issues to be raised reviewed. Matched Funding Grants, a new initiative, were discussed, the status of the Society's three publications revisited, and suggestions for alteration to the arrangement of material

in the Newsletter were aired. Society postcards, talks, the leaflet, the website, articles in the media and the Interim Guidance notes on the preservation and restoration of milestones were discussed. David Viner thanked Laurence Dopson for his contributions to the Society.

**COMMITTEE MEETING (Coventry Transport Museum, Coventry, Saturday 19 November 2005)** - The wide range of topics discussed included membership, finance, the meetings programme (immediate past and future), the meeting for the County coordinators the following day at Banbury museum, the ever present requirement for a publicity officer and the emerging requirement for an archivist, publications (including postcards), the current status of the National Database, and the saddening appearance of milemarkers for sale on e-bay (one of which resulted in purchase by a collector in the Netherlands).

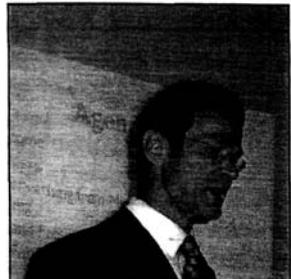
**MEETING FOR THE COUNTY COORDINATORS (Banbury Museum, Sunday 20 November 2005)** - Mike Buxton once again organised a most successful meeting for the coordinators, with 23 people in attendance. The exchange of views on the different approaches to achieving the Society's aims through the network proved extremely useful. Personal contacts afforded by such a meeting, with the ability to put faces to names, are valuable results from the annual event.



David Viner happily contemplates chairing yet another Milestone Society Meeting.



Jan Scrine prepares for another hard session at taking the minutes of a Society meeting.



Mike Buxton introduces the Agenda at the County Coordinator's meeting in Banbury.

**CURRENT COMMITTEE MEMBERS** - *Chairman*, David Viner; *Eon Secretary*, Terry Keegan; *Hon Treasurer*, Jan Scrine; *Membership Secretary*, Brian Barrow; *Database & Recording Standards*, Alan Rosevear; *Newsletter Editors*, Alan & Carol Haines; *Milestones & Way-markers (Journal)*, [the editorial panel]; *Co-opted member*, Rob Caldicott; *Special interest advisory members: Technical adviser, heritage agencies*, Jeremy Milln; *Constitution & Charitable status*, Laurence Dopson.

**DEADLINE FOR THE NEWSLETTER FOR JULY 2006** - Contributions for inclusion in the July 2006 Newsletter should reach the Editors by Friday 16 June 2006. Submission of articles in electronic form (floppy disc) using Microsoft Word is particularly convenient. However, if you have a recent PC with Microsoft Office XP or Word 97 please use the "SAVE AS" option (not "SAVE") and save files in Word 5.1 for Macintosh format. If this is not an option, please save in RTF (Rich Text Format), Word 6.0/97, or Wordperfect 5.x for Windows format.

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