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# THE MILESTONE SOCIETY

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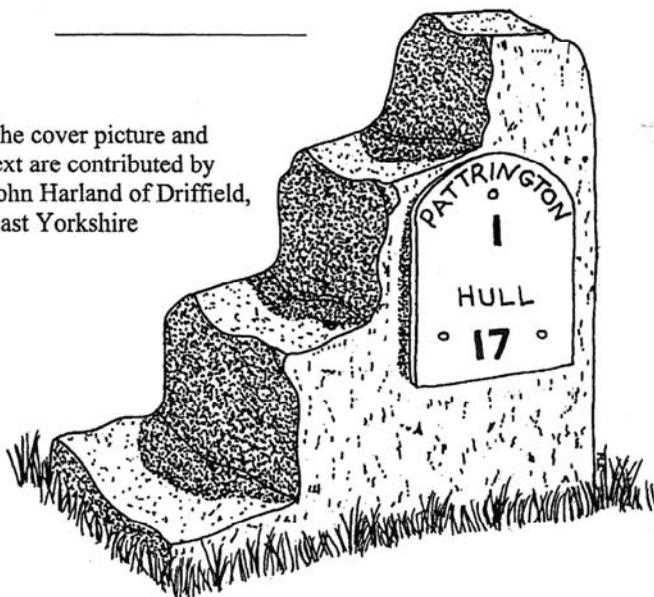
Newsletter 3

July 2002

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*Four-step stone mounting block with cast iron face plate on the A1033 between Patrington and Winestead in the East Riding of Yorkshire. The spelling of Patrington is unusual in that it is in the early style having two T's. Until recently it was buried to a level just below the number 1 but it has now been excavated and re-set by the Highways Unit.*

The cover picture and text are contributed by John Harland of Driffield, East Yorkshire



**EDITORS' COMMENTS** - The Editors are grateful for the continuing contributions of our members, both in text and pictures. Clearly, with the limited space available in each issue not all can be included but we will try to use as many as possible. As regards pictures, line drawings are preferred since they reproduce more clearly than photographs.

With our last Newsletter we included a copy of the Record Sheet for milestone data together with an explanatory guide about its completion and also a document giving advice on how field work should be tackled. These are important documents for those members actively involved in field work for the Society, but it should be emphasised that there is an important section of our membership who may not necessarily be active in this respect for reasons of lack of time, limited mobility, etc., but who nevertheless have a useful role in supporting our Society. Such members, for example, can keep an eye open in their own vicinity when about their normal travels to note if milestones have disappeared or been damaged, and can inform local authorities or their County Coordinator if this is the case. On a more local level, it might be possible to take a personal interest in the welfare of one particular milestone and to campaign for its restoration if this is needed. Then there will be members who will just have a keen interest in this fascinating part of our heritage and who will want to keep abreast of developments through our Newsletter or meetings - all of these have an important part to play in making sure that our Society flourishes in the coming years.

Since this is the year of the Jubilee, adopting, repairing, or replacing a milestone might make a fitting and lasting contribution to our cause and a request for involvement of local authorities may well be found to strike a sympathetic note. What better than to make the start of the 21st century the turning point in the conservation of our milemarkers!

**COMMITTEE MEETING (Jewry Wall Museum, Leicester, 2 February 2002)** - Those present were David Viner (Chairman), Brian Barrow, Michael Buxton, Laurence Dopson, Alan and Carol Haines, Terry Keegan, Jeremy Milln, Jan Scrine, and Alan Rosevear. Jan acted as Minutes Secretary for the meeting.

After accepting the minutes of the last meeting and considering matters arising, Jan Scrine summarised the current financial position, which was healthy with over £1000 in both a deposit and a current account. A summary statement on the financial position would be produced for circulation to members with other documentation (Agenda, Annual Report, etc) for the AGM on 11 May. Current membership stood at 313, which included 43 family members. It was decided that people joining after 1 March in any year would obtain a full year's membership (15 months) and the Newsletter for the immediately preceding period (if still available). The question of group/corporate membership had arisen and it was decided that this would be instituted with a membership fee of £15 which would allow 2 voting rights, 2 membership cards, and the right for 2 copies of each Newsletter.

Arrangements for the Spring Meeting (with AGM) at Dudley on 11 May 2002, the Autumn Meeting in Wiltshire (venue unknown at this time), and a possible Spring Meeting in 2003 at the Crich Tramway Museum were discussed.

The format and speakers for the 11 May 2002 meeting were suggested and the Chairman and Secretary undertook to contact the latter. The structure of the Committee was considered satisfactory and those people in post expressed their willingness to stand for re-election.

The January Newsletter had been circulated with the new Record Sheet, a related interpretation sheet, and a Best Practice Guidance document. Encouragingly, contributions continued to be submitted by members; it was intended to try and publish answers to queries sent in by readers.

The question of a Journal was again raised but the major difficulty is to find a person willing to take on the task of Editor. The request for a volunteer would be repeated and consideration was given to the idea of paying a person external to the Society for help in producing such a journal (eg in typing, formatting, diagram production, etc.). An A4 format was thought preferable and it was felt that a journal publishing research/review articles was a necessity for a serious society.

The question of insurance for the Society was discussed and Mike Buxton had researched a possible solution with a policy provided by the British Trust for Conservation Volunteers (BTCV) which would require a premium in the region of £500. David Viner wondered whether the Society could get coverage through the Society becoming affiliated with the Council for British Archaeology (CBA) and he undertook to investigate and report back.

It was agreed that the lack of county coordinators in certain areas is a key issue which must be tackled and David Viner agreed to draft a letter requesting volunteers for non-represented counties, which could be sent to members, along with the circulation of documents appertaining to the AGM.

Alan Rosevear reported that the Excel file for compiling data from the individual Record sheets is available from him and he also has as an Excel file a list of turnpikes with relevant associated data, county by county, from which coordinators can obtain information for their own area. He also has, as an Excel file, software which enables data on a milestone to be entered directly via the computer screen and a print out of the completed Record Sheet to be thereby achieved.

Jeremy Milln produced an outline document which when completed will give technical advice on conservation and repair of milestones. This will be of considerable value in view of enquiries that are being made of the Society in this regard. The full document was promised for the Spring meeting.

The new promotional leaflet which was suggested at the last committee is not yet complete but the current one will continue to be of value.

Laurence Dopson has progressed our move towards charitable status further by consultation with the Charity Commissioners, and the draft constitution was signed by all committee members present. To proceed further it is necessary to adopt formally the constitution at a general meeting of the Society, and then for all trustees to sign the commission's declaration form. An application form also has to be completed. A simple statement of the objectives of the Society is required and this was presented to and agreed by the committee.

The Ken Diamond collection is to be catalogued by two members, Frank and Christine Minto, and the committee expressed their thanks for them undertaking

this not inconsiderable task.

Finally, under AOB, David Viner said that he had been invited to contribute a 2 page article for the Industrial Archaeology News and that this will be appearing in the next edition. The need to maintain contact between committee members in the summer months was noted in view of the coming Autumn Society meeting.

**THE AGM (Black Country Museum, 11 May 2002).** - This, the first Annual General Meeting of the Society, was attended by 52 members and commenced at 11.00 after short notices from the Secretary (Terry Keegan) on arrangements for the meeting, and after he drew attention to a conference on 'Saving Worcestershire's Milestones' organised by the Worcestershire group to be held at the Avoncroft Museum on Tuesday 28 May 2002 in the evening with a view to encouraging local communities to take responsibility for milestones in their area. He also pointed out that a few advance copies of Mervyn Benford's Shire publication *Milestones* were on display. David Viner then welcomed members to the meeting, read out apologies for absence, and made a few summarising comments on his Chairman's report which had been circulated to all members previous to the meeting. He drew attention to the coming Autumn meeting to be held in Devizes on 12 October 2002, and reminded members that Stuart Hands' book, *Road Signs*, was due out next month and that the AGM was being held, appropriately, in local history week. In an update on the already circulated Financial Summary which was up to 10 March, Jan Scrine (Hon.Treasurer) reported that there was now approximately £4000 in the bank, the increase being due to new members and early renewals of membership, but pointed out that there would be substantial requirements for a future journal. The election of officers was preceded by the resignation of John Higgins from the Publicity post, because of his job commitments and the statement from the Chairman of the urgent need of a volunteer for the post of Editor of the proposed Journal. The remaining committee members had indicated their willingness to continue in post and there was a proposal from the floor that they be nominated *en bloc* for 2002-2003, which was seconded and accepted. The question of the constitution of the Society was raised, and Laurence Dopson reported that it had been submitted to the Charity Commissioners and that we were awaiting a reply.

The Chairman pointed out that we needed to appoint an Hon. Auditor. A short discussion on membership fees followed. No change was suggested in the current level but as a result of outside enquiries the addition of a new category was thought necessary, group or corporate membership, a subject which had been considered by the committee in an earlier meeting. A subscription of £15 with two voting rights (that is two membership cards) and a right to have two copies of the Newsletter was proposed. Although some concern was expressed as to what constituted a group, the committee thought that this would not be a problem in practice. Life membership was mentioned but the matter was not pursued at this stage.

Under 'any other business' the question of insurance was raised; this is under active consideration and is to be discussed at the next committee meeting in June.

The AGM closed at 11.50 with the proviso that it would be reconvened for a short time at the end of the meeting to reconsider the Journal Editorship and the post of Publicity Officer. On reconvening, it was announced that Tim Stevens was prepared to process the Journal and that John Higgins would be asked to summarise the duties of Publicity Officer in order to help in the search for a replacement.

Paul Hindle, the author of many books on historical geography, encompassing the development of the landscape through industrial, urban and agricultural activity, then gave an excellent lecture on 'The Rise and Fall of the Turnpike'. He pointed out that turnpike mania existed around 1751-1772, that by 1835, 22000 miles of turnpiked roads existed (about one-fifth of the total of road mileage), and that largely they were existing roads which had been improved. Often there was no immediate change on making a road into a turnpike, rather there was just a legal difference and improvements came later. Some turnpike acts were not implemented. Notable were the improvements due to MacAdam in the 1820s and Telford in the 19th century. The importance of early maps was emphasised; they showed the first course of a road and mileages were indicated. Re-routing of roads, often because of severe gradients, came later. Old maps show the lack of modern road routes. As a road was improved it often became longer by adopting easier gradients. The demise of the turnpikes came in the 1830s with the rise of the railways and tolls disappeared between 1870-1890, the County Councils then taking over responsibility. Although the turnpike era lasted for only about two centuries, many changes in the historical landscape can be attributed to the development of turnpikes.

After lunch there was a Forum and Feedback session when County Coordinators gave presentations and views on various aspects of their work. Michael Knight (Bedfordshire) recommended Parishes as carers of milestones, and said that he had rescued a shattered milestone, and that he had sown the seed of interest by talks at a WI, an historical society, and a school. He emphasised the value of the illustrated talk. He was preparing articles for publication and had been instrumental in getting a plaque set up commemorating events surrounding a turnpike trust. Terry Keegan (Worcestershire) commented that replacement plates may be obtained through the Ironbridge Museum and that he has a plate from a milestone but is unsure of its correct location. There was some discussion on the merits of aluminium as a material in replacing lost or damaged iron plates on the basis of authenticity. The Society still awaits with increasing urgency direction on how best milestones should be restored and preserved.

John Tybjerg (Dorset) would like to see formal contact between coordinators and raised the question of the copying of OS maps for society use. Ken Broadhurst (Westmorland) talked of the meeting held within his group to raise funds in a move towards self-sufficiency in funding of county groups. Carol Haines (Norfolk and Suffolk) mentioned that an AA sign had been located as a result of a lecture she gave and that she was able to provide help with a photo of a destroyed milestone for a Parish Council. Grainne Farrington (Cambridgeshire) gave an amusing account of how she found the top of an obelisk which she hopes to restore to its rightful place and Christine Minto reported a pleasing response to her article in the Newsletter on

AA signs. Alan Rosevear mentioned that he had available at the meeting discs containing the software for recording the milestone data on the Excel spreadsheet and invited interested members to contact him.

Because of the indisposition of Graham Stanton who was to have lectured, Terry Keegan provided a most entertaining slide show, inviting audience help in identifying a series of pictured milestones; these slides were donated by someone whose father had photographed them 1979-84, mainly because he liked the different styles. The meeting was then drawn to a close by the Chairman.

## **NEWS FROM THE COUNTY GROUPS**

Derbyshire - John Higgins, the Staffs Coordinator, organised an inaugural meeting of Derbyshire members at The New Bath Hotel, Matlock on 30 April. There was a good turn out, and it was agreed to meet regularly. Photographing and recording all the milestones in the county is under way, and the group will meet again on 21 August at The Green Man Hotel, Ashbourne at 7.30pm. Everyone is welcome.

Dorset - John Tybjerg writes that the tally of milestones in Dorset now stands at 225, with all potential sites on our list explored. The written record is complete apart from the inevitable updates as milestones come and go. Our numbering system has been developed by giving each route a number and then numbering the milestones along each route, with 'a few others' at the end. The photographic record is nearly complete with the missing few promised shortly. Some of these will need to be updated in due course but thanks to the Dorset team we at least have something for each milestone. The big push on survey forms has started, with a team of 7 either covering their own area or deeper into Dorset.

In November I sent a letter and general milestone information to 10 local newspapers and magazines around the county. The result was to have at least 6 articles/letters published, and possibly a couple more that have not generated any contact directly to me. From these I have gained 3 more supporters, information on 4 unknown milestones and lots of calls about known milestones. Generally there was a lot of support for our efforts, especially from older people who see little bits of history disappearing. Four milestones on the Dorchester-Blandford road have recently been restored but by whom I do not know at the moment.

Unlike other counties however I have not been able to establish any contact or support at County Council level. I feel a letter to the Chairman coming on! I will be giving a full presentation on Dorset at the October meeting in Devizes.

Norfolk & Suffolk - Carol Haines reports: There are several encouraging items to report from Norfolk. The cast iron milepost at Drayton on the A1067 whose headplate was broken off last year is now back in place having been very carefully and sturdily repaired by the County Highways Dept. Contact has been made with a very sympathetic liaison person in the contractor's HQ at the A11 trunk road dualling site at Snetterton. We are assured that the milestones along this formerly narrow and dangerous stretch of road have been dug up, are being carefully stored,

and will be replaced when the road is finished. Another milestone removed during work on the A11 about 10 years ago has been found in a contractor's yard and that will also be replaced. A Society member at Hunstanton has found 4 more stones in the unusual series between King's Lynn and Hunstanton which have just large metal numbers attached to a stone. Eight are now known to survive. Another member is hoping to interest a parish council in making a new plate for a stone which probably lost its original in 1940. Sculthorpe Parish Council has shown a keen interest in replacing a local milestone which had been irreparably damaged, most probably by verge mowing, and I have been able to supply a photograph of the original so that a stonemason could be approached to cut a replacement stone.

During an invited lecture to the Holt History Group in April, I was pleased to learn that one of the audience possessed in her attic one of the original yellow and black AA signs; an invitation to photograph it will be followed up.

Less progress has been possible in Suffolk since the county has few members; information will be welcomed from anyone with a contribution on this area.

North Lancs/South Cumbria - Ken Broadhurst reports that the group held a successful 'Milestones Past and Present' day in March with a good attendance from members and also interest by the public to the exhibition. Thanks to the varied speakers there was much discussion on our aims. Members are at present being asked to notify their respective interests to avoid overlapping and hopefully to create small working groups in what is a widespread area. A Milestones Exhibition is planned for 19 October in Burton Village Hall. Contact Ken for further details.

Oxfordshire - The first meeting of the Group took place on 21st February 2002. Five of a potential total of ten members attended. This Group is fortunate in having two members who are on the National Committee - Alan Rosevear and Mike Buxton. Alan Rosevear produced a map showing the large number of milestones that he has already located and entered into his data base, most of them in the southern half of Oxfordshire and the adjacent part of (old) Berkshire. His data base incorporates the work carried out more than 20 years ago by Keith Lawrence and submitted by him then to the County Surveyor. Alan confirmed that he is making his data base freely available to the Society.

Copies of the Record Sheet were provided for those members who did not have them. The method of using them in the field, largely by circling one of several options given, was also explained. It is hoped that entries will eventually be transferable direct into Alan Rosevear's database electronically. Two photographs at each site are recommended, one showing the milestone and another from across the road showing the setting. Photographs will not be entered into the data base but it is desirable that the County Coordinator should know their whereabouts.

Damage from grass cutting and road improvement work seems now to be a worse hazard than theft. Apparently neither Oxfordshire CC nor Northants CC nor any of the five District Councils in Oxfordshire have yet become members of the Society - indeed some of their responsible officers had not heard of the Society. It

was agreed that all these authorities should be encouraged to join, and an interested individual in each identified where possible. The potential for Parish Councils to become interested in specific instances and to assist with conservation was discussed.

Alan Rosevear also has a list of Turnpikes with dates and lengths. Each of the four other members present undertook to look for milestones on a Turnpike route not already covered, as follows: Mike Buxton: A361 Banbury-Burford; Ted Flaxman: Warmington-Finmere-Buckingham and Banbury-Buckingham; Charles Hughes: Woodstock-Chipstone; Derek Turner: Wheatley-Islip-Glimpton.

A further meeting will be held on Saturday, 22nd June to review progress.

Radnorshire - This is a new group with Tony Boyce, who works part time for the Mid-Wales journal, as coordinator. Nine people turned up for the initial meeting at Penybont in April, an encouraging number in view of the scattered population. The group appears to have the area well covered for recording purposes. An autumn meeting is planned, when it is hoped that the vast majority of the former county's milestones will have been visited. Help is available from Radnorshire planning officers and Powys County Council's highways department and the county record office is also interested in being supplied with information by the group.

Staffordshire - John Higgins reports that at a meeting held at The George and Dragon in Rough Close on 16 January 2002 the new system for recording data was discussed, and it was decided that this should be adopted for all new information. Areas to be covered were allocated, and the task has commenced. More 'milestones at risk' were discussed, and a promise made to attempt to right more leaning posts. A third meeting was held on 17 April at The Royal Oak, Stonnal. and we continued to investigate Milestones at Risk, and compare notes for the database. The next meeting will be early in July. We have succeeded in getting a milestone south of Lichfield replaced and repainted after new housing necessitated its temporary removal; also an unusual post near Shire Oak has now been lifted up out of the ground having been formerly almost buried in tarmac.

John has now completed a photographic collection of every known milestone in Buckinghamshire. He will pass them on to a Buckinghamshire coordinator as soon as one is appointed.

Warwickshire - The first meeting was held on 12 March 2002 at Meriden; pre-1974 boundaries, plotting of turnpike roads, location and surveying of milestones, and other key issues were discussed. Another meeting was arranged at The Griffin Inn, Church End, Shustoke, Nr. Coleshill on Tuesday 18 June 2002.

Wiltshire - The group has access to a fairly complete record of milestones in the county, albeit fairly fragile, and held its first meeting late last year when about 30 people attended. There is already one group in the county looking after their milestones which has been active for 30 years! There are about 400 surviving stones, many on busy roads in isolated areas, and it was concluded that the best way to look after them was through local parish councils and amenity and conservation groups. Some cleaning and repainting is underway in some villages as is protection

from verge cutters. The group is hosting the Autumn meeting of the Milestone Society in Devizes, when it is hoped to attract up to five speakers.

Worcestershire - This group, under Terry Keegan's guidance, has done sterling work since its formation. The Group Newsletter has now reached its third edition and they make interesting reading. Issue 2, published 12 January 2002 reports information on the Four Shire stone (see later Note on this topic) and an interview by Neville Billington with Alfred Wilkes who worked for the Highways Department of the Worcestershire County Council. Alfred recalled instructions to destroy the milestones at the beginning of World War 2, and all the milestones where the legend was cut into stone were smashed and plates were removed from others. Terry reported on his detective work regarding a cast iron milepost from 1898 which appeared to be in the wrong place, notwithstanding the fact that the legend on the stone seemed to suggest it was correctly placed! All was revealed when close inspection revealed that a 4 had been converted into a 1 by a suitably placed spot of paint by someone (now moved on) who had found the milestone and had re-erected it outside his house! Terry hopes to find the original site of the milestone which definitely comes from the parish of Tenbury. In an afternoon's hunting, 3 out of 7 milemarkers shown on the 1954 edition of the 1-inch OS map on what is now the A442 between Kidderminster and Droitwich were found. Graham Stanton has again been in demand as a speaker with his specialist knowledge on road signs and street furniture, and an article in the Sun newspaper led to a TV appearance with his unique collection, and also to several radio interviews, including three overseas ones for Sydney, Florida, and Chicago.

Coffee mornings have been held and further ones planned. The group, in cooperation with the Highways Partnership have developed a large metal sign (with the wording 'Milestone Preservation in Progress' in black on a yellow background) which will be used together with 'road narrows' and 'men working' signs to warn traffic of people working at the roadside - presumably public awareness in our cause will also be raised in this way!

Two other significant developments are reported in Issue 3 of the Group Newsletter (15 April). Firstly, a conference is being organised for the evening of Tuesday 28 May on 'Saving Worcestershire's Milestones' (invitations have been sent to over 150 local communities) and it is intended to apply for a Community Grant from the County. Secondly, the Group has made very practical progress in restoring (by replacing the metal plate removed during the second World War) and re-setting a milestone at Clows Top, one of a series on the Cleobury Mortimer to Abberley turnpike road. The foundry at Ironbridge cast the plate for £55, after adding the letters and numbers to a wooden pattern supplied by the group. Following a grant application to the Teme Valley Initiative, a 75% grant to a maximum of £175 was offered for the project to cover the cost not only to have the new plate cast but also for removing the stone (6 feet tall and weighing 7 cwts) to a premises where the new plate could be permanently attached. The replaced stone was unveiled on 22 March by the Bayton Parish Vice-Chairman. The whole exercise is a perfect example of how a group of local enthusiasts can with a little

effort, turn an apparently abandoned stone into an object of interest and pride, not only for the local population but also for the passing traveller.

Yorkshire. E. Riding - John and Janet Harland report that a survey of all known milestones within the present E. Riding boundary is now complete with all cards/photos handed to the Area Coordinator. We should like to thank Alison Elvidge for producing a record sheet template and undertaking all the word processing, and Hazel Armstrong for locating some of the more obscure ones on site. Comparing this survey with one carried out in 1988 by two residents, who gave a copy to the former Humberside CC, there is good news and bad. Sadly one mounting block with cast iron face plate, and two tombstone shaped stones, both with cast iron face plates, have been stolen as well as four cast iron face plates from stones that are still *in situ*. However, an extra 18 stones have been discovered by utilising the 1910 OS plans for reference. These plans show milestone positions, often with the distance to a particular destination, on a number of minor unclassified roads in the E. Riding so we will continue trying to locate them. A full set of 1850 OS plans are in the council archives so these will also be looked at with the intention of perhaps discovering more.

Of the 91 stones found it is pleasing to note that 44 are mounting blocks with examples of two, three and four steps, some with cast iron face plates and others with incised legends on them. Other types are rectangular, tombstone shaped and a small number of flat cast iron and triangular cast iron mileposts. There is also a considerable variety of face plates: oval with raised edge, flat horseshoe, horseshoe with raised edges, square, and square with raised edges. The lettering is also notably different, ranging from raised capitals (some following the top curve of the plate) in various styles and sizes, incised 'Old English', and calligraphy style. There are often mixtures of both the type of actual stone and faceplate along the same road including former Turnpikes, although it is always possible that some may be later replacements for ones damaged or stolen.

## NOTES AND QUERIES

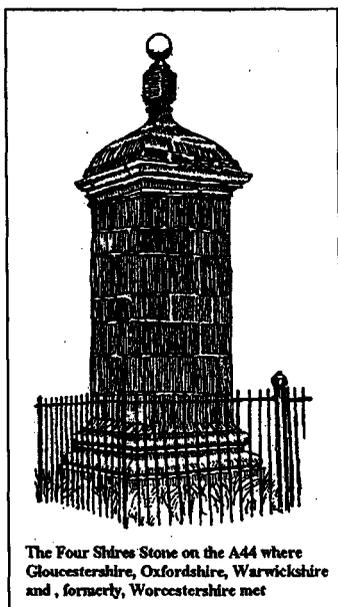
As several members have pointed out, the three divisions of Lincolnshire were Holland, Kesteven, and Lindsey (not Boston) (Newsletter 2, p. 16) - *Editors*.

Marking the Milestones. Further to the article in Newsletter 2, p.22, on noting the position of roadside milestones for the benefit of verge mowers, etc., John Higgins (Staffs.) suggests a small mark on the road such as a painted blue diamond, something completely different from all other markings.

Hertfordshire Turnpike Mystery. Newspaper cuttings have been received concerning a metal post in London Road, Tring marking the Sparrows Herne Turnpike Trust. A photograph of the post was chosen as part of English Heritage's Images of England project to put pictures of the country's history on the internet. However, it has since been discovered that this Grade II\* listed structure is not the

original post made in 1826 but a replica, produced from a photograph, erected in 1992 after the original post went missing. Dacorum Borough Council failed to tell the appropriate authorities about the replacement, and therefore the replica is still classed as a listed building. Since the local press publicised this a few months ago, it has been admitted that contractors working on drainage at the Memorial Garden in 1991 dug up the original post and used it to prop up a new pipe which was then buried. The Sparrows Herne Turnpike was set up in 1762 and ran from Tring through Berkhamstead and Watford to Sparrows Herne which is now part of Bushey. Any further news of the post and its possible exhumation will be welcomed.

Four Shire stone. Following the query in Newsletter 2 (p. 16) further information has been received about this stone, as follows:



From Derek Bissell (Abergavenny): Pre-nineteenth century maps (Saxton, Speed, even Moule) show Worcestershire, like other counties, had 'enclaves' within neighbouring counties. Saxton and Moule show no less than five Worcestershire enclaves within north-west Gloucestershire, and one of these abuts the Oxfordshire boundary (and those of Warwickshire and Gloucestershire) at the Four Shire Stone. After leaving the stone in a westerly direction, one would return to Gloucestershire, before re-entering the main bulk of Worcestershire. The stone is now in a sad condition, with trees crowding too close in on the Oxfordshire side to permit photographing that (easterly) face, and there is no information board or even a convenient parking space nearby. The first edition one inch OS sheet XLIV (north-east quarter) is the clearest mapping of the district.

From Terry Keegan (Worcestershire): The stone was originally at the extremity of Blockley and Evenlode parishes in Worcestershire. In the early nineteenth century part of Blockley was transferred to Batsford in Gloucestershire, and in 1931 Evenlode was also swallowed up by Glos. After all the county boundaries were tidied up, Worcestershire lost its claim to at least 18 of its milestones. The drawing on the left is reproduced from an article in 'Worcestershire Miles', a newsletter which is produced by Terry for the Worcestershire Group of the Milestone Society.

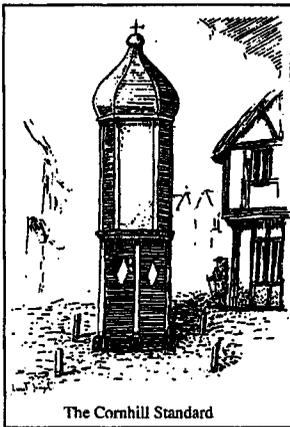
Memorial Milestone. Extracts from the *Newsletter of the Veteran Cycle Club* have been sent by Michael Knight (Beds.). They describe a milestone, 48 miles from London and 198 from York, which was unveiled in 1933 in memory of F. T. Bidlake, a record-breaking tricyclist who had died a year earlier after being knocked off his cycle on Barnet Hill. Over 3,000 cyclists turned up for the ceremony! Next to the milestone is a seat commemorating Bidlake's tandem

partner, G. H. Stancer who died in 1962 and whose ashes were scattered at the spot. The memorials stand at Poplars Corner (now apparently renamed Bidlake Corner), just off the A1 towards Sandy (Beds.).

AA Reward. Another unusual sighting by Michael Knight is a yellow AA disc on the outer wall of the George Inn in Spaldwick, Hunts. It offers a £2 reward for information leading to the conviction of any person or persons damaging these signs. We wonder what the other signs were?

## THE STANDARD IN CORNHILL

Many of the older milestones around London show mileage measured from 'The Standard in Cornhill'. When John Ogilby surveyed the main roads of Britain for his road book *Britannia*, published in 1675, the highways starting from London received 'the beginning of Computation from the Standard in Cornhill, as from



another Milliarium Aureum'. To compare The Standard to the Golden Milestone in Rome meant that it must have been a major historical landmark in the city as by Ogilby's time it had long since been disused, and when the milestones were erected it had ceased to exist.

The Standard was a water conduit which stood at the east end of Cornhill at its junction with Gracechurch Street, Bishopsgate Street and Leadenhall Street. It was fed with waste water for use in cleaning the streets and was one of several conduits and cisterns in various parts of the city. The first Standard in Cornhill was erected in about 1378. When Henry V returned in triumph after the battle of Agincourt (1415) the conduit was covered in a crimson pavilion. The city elders, dressed in coats of gold, greeted the king by releasing a flock of sparrows and wine flowed

from the conduits.

A new Standard with four spouts was made by Peter Morris in 1582 but by 1603 it had ceased to be used and was removed in about 1674. Lionel Joseph's illustration is taken from a small engraving he found on a parish map of 1599 in the City of London Guildhall Library, and must therefore represent the second Standard.

## A MILESTONE AT GALLEYWOOD, ESSEX

On Galleywood Common, two miles south of Chelmsford, is a milestone that is possibly unique in that it once stood within the bounds of a race course and a fortification. The stone on the south side of Margaretting Road (TL 70250275), now rather worn and with a good growth of lichen but still with 'LONDON 27' visible, is probably passed by today's traveller without a second glance. Margaretting Road is now little more than a country lane but in past times was the

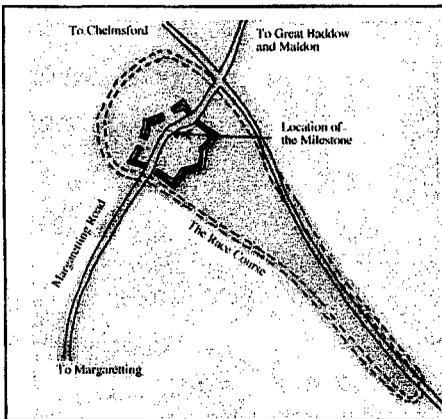
Margaretting to Maldon turnpike. The Galleywood milestone is one of three in sequence, the others being at Galleyend (LONDON 28) and Great Baddow (LONDON 29).



All the milestones on the Maldon turnpike are shown on the *Map of Essex* by John Chapman and Peter André of 1777. The Galleywood example is however shown as once being on the north side of the road although allowances should be made for possible errors by Chapman and André. But north or south does not alter the fact that it sat squarely inside Galleywood (also known as Chelmsford) race course which is also depicted on the 1777 map. Records show that horse racing began in 1759 and the course survived into the twentieth century.

The fears of an invasion from France in the latter years of the eighteenth and opening years of the nineteenth centuries led to the construction of defence works in many parts of Essex. One of these ran from Widford to Galleywood for a distance of some three miles. It was to have been garrisoned by fifteen thousand men and armed with 224 guns. The earthworks were built in 1803-04 but in the event were

never armed. At the south end was a detached fort and almost in its centre stood the milestone. The fort still appeared on the 1838 tithe awards map but no trace remains on the 1:10,560 Ordnance Survey map c.1881.



Are there other milestones in positions of interest? For example, what happened to the one that stood quite near to the runway at RAF Lakenheath air base? As the airfield expanded the old Newmarket to Brandon road was diverted but the milestone apparently still stood on the airfield until recent years.

*John V. Nicholls*

## FOUR EARLY MILESTONES IN THE WILDS OF BRECONSHIRE

The B4520 Builth Wells to Brecon road follows the turnpike route of c.1800 across the eastern edge of Mynidd Epynt. The earlier route diverged from this line between  $9\frac{1}{2}$  and  $5\frac{1}{2}$  miles from Brecon, but can still be followed on foot from SO 020432 to 026375 (where the old route rejoins tarmac lane half a mile from Castle Madoc). En route across the moorland lie four pre-turnpike milestones, inscribed BRECON 9 MILES, then 8, 7, 6.

The 9-mile stone is ten metres or so east of a ford at 022425, lying on its side

with a visible inscription. The presumed 8-mile stone lies on its face (no inscription visible, anyway) in a shallow holloway at 028411. The 7-mile lies on its back at 030395 in open moorland about 100 metres east of a boundary wall, and the 6-mile is part of a gateway at the top of a pleasantly wooded holloway at 029380.

None of these is shown on current Landranger maps. The seven mile is indicated on Explorer 188 (and the earlier corresponding Pathfinder 1038). None appeared on the last issues of the 1" series, but first edition 2½" (SO 03 and 04) show all four.

The road has been in use since medieval, possibly Roman, times. At one time known as the Flemish Way, it may have been the route of a Flemish army travelling to mid-Wales to battle with Owain Glyndwr. It forms part of John Ogilby's route from Chester to Cardiff (*Britannia*, Plate 64).

*Derek Bissell*

## **MILESTONES ON THE ISLE OF MULL**

David Lyle (Swindon), noting from the first Newsletter that a complete survey had been made of the milestones on Arran (see the Book Review section, p. 12, *The Milestones of Arran* by Ruth & Alan Thompson), suggests that perhaps someone could do the same for the Isle of Mull. He writes that on Mull many cast iron posts with oval 'wings' joined at the top with a solid piece bearing the date are to be found on the isle's roads. These were made at Blaydon by a firm called Smith Patterson, this information being on a circular form cast on the stem of the post. He has a photograph, taken many years ago, which states 'SALEN 16 MILES IONA FERRY 22 MILES 1897'. This survey would seem to be an ideal one for someone interested in combining a holiday with a practical project. Any volunteers?

He also comments, while on the subject of islands, that his Ordnance Survey Landranger map shows only one milestone on the Isle of Wight, but on the Editors' map (1997) there are at least 5 marked, and on a recent cycling holiday, the Editors recorded 7 milestones. Perhaps another idea for a holiday project is to see if more exist!

*(There are still a number of Smith Patterson's mileposts in Northumberland; see for example posts along the A697 between Morpeth and Wooler, and the B6346 between Alnwick and Chatton - Eds.)*

## **CANAL MILESTONES**

Nigel Bishop, from Perthshire, has sent us information on the carving of 24 new milestones by apprentices in Elgin Scotland to replace original stones on the Union canal between Falkirk and Edinburgh, as part of work being undertaken by British Waterways Scotland on the canal. These stones are to be placed on the sites of the original 1822 markers, which were identified from a study of old Ordnance Survey maps. The stones measure about 1.4 metres in height and are inscribed in miles (not kilometres) showing the distances between Falkirk and Edinburgh. As far as possible, the stones were crafted to the original 1822 design. The project is a

co-operative venture which started with the donation of raw material - sandstone - by the contractor responsible for restoration of historic structures along the canal. Eight apprentice stonemasons spent 10 weeks completing the work at the recently opened Historic Scotland stone masonry training facility in Elgin. Installation of the milestones has recently commenced. Is this an example for us to try and follow in suitable instances of road repair or restoration?

## OVERSEAS MILESTONES

Colin Williams (Basingstoke) has discovered two milestones in the Museum of American History in Washington DC. One is a fine cast iron post shaped like a small obelisk showing, among other destinations, 113 miles to Wheeling. The explanatory notice says that it was probably made at the foundry of Maj. James Francis in Connellsville, Pa. and 'stood until 1963 on the National Road, at the time of its construction the most ambitious road-building project ever undertaken in the country. First opened in 1818 between Cumberland, Md., and Wheeling (now W.Va.), the road immediately became the great highway of Western migration and eventually extended to St Louis. At first, most portions were surfaced with large broken stones, but after 1832 the road was macadamized. Originally called the Cumberland Road, the National Road was the first Federal interstate highway to be constructed with public funds. Today, the old route is followed closely by US Highway 40.'

The other stone in the museum has a much more crudely cut inscription - '107 M to PH', probably Philadelphia.

For anyone wanting to know more about these American mileposts, Frank Brusca of Yellow Springs, Ohio has information on the internet (<http://www.kingsfield.com/frank/pressrel.htm>). Frank has been trying to track down the survivors of the 776 milestones known to have existed along the National Road.

Your editors have also been on their travels and can report on Macquarie's Obelisk in Sydney, Australia. It was erected in 1818 at the direction of the Governor of New South Wales, Lachlan Macquarie, and records that all the public roads leading to the interior of the colony were to be measured from it. The obelisk is about 15 feet high and stands in Macquarie Place, once part of the gardens of the first Government House. Among destinations recorded are 35½ miles to Windsor, 20 to Liverpool, and 14 to Botany Bay. We were told of milestones near Sydney which had been made by convicts, but did not get an opportunity to look. We can also report that there are milestones on the main island of Fiji, fairly crude triangular stones painted black and white showing the distance to the capital, Suva.

Nigel Bishop (Perthshire) noted a fairly recent milepost on the Railway Trail in another Commonwealth country - Bermuda.

On a recent visit to India, Howard Bradley (Kent) spotted some large obelisk milestones on the road between Agra and Delhi. He was told they were at 2½ mile intervals. He also found a tombstone-shaped milestone in a bird sanctuary at Keoladeo-Ghana showing Keoladeo 1¾ miles and Bharatpur 2 miles. The rickshaw driver, who thought he should only be interested in birds, thought Howard was mad

when he asked him to stop so that he could photograph it, especially as he had just made the same request for a pillar box.

## **MILLENNIUM PLUS ONE ON DARTMOOR**

Dartmoor is renowned for its variety of marker stones, demarcating amongst other things the boundaries of parish, manorial, tin bounds and tram-roads, as well of course as some of the trade and road networks across the moor. Dartmoor's wayside crosses are very much an attraction for visitors. Over the years the admirable Devon Books - now Halsgrove Publishing, based in Tiverton - have published (and re-published) various studies, including the classic *Ancient Stone Crosses of Dartmoor* by William Crossing, first published in 1902. It all adds up to a fascinating study.

Now there is one more marker stone, serving to record the 50th anniversary of the designation of the Dartmoor National Park in 2001. It was carved from local material by the park authority's own mason, Andy Cribbett, and unveiled by HRH The Prince of Wales, whose Duchy of Cornwall estate is a major landowner on the moor. There are inscriptions on two sides, one "DNPA 2001 50 years" and the other "Prince of Wales". The stone has been erected on the northern boundary of Haytor Down at SX 774777 and joins a series of stones made distinctive by having names carved on one side of each..

Amongst other examples where one or two carved letters tell a story is the parish boundary stone between Okehampton and Belstone parishes at Cullever Steps (grid ref. SX 606921) where O.P.B. stands for Okehampton Parish Boundary; and the splendid Sourton Downs Cross (grid ref. SX 547917) which stands 8ft high and was restored and re-sited when the A30 roadworks included a new roundabout nearby. The letters O, H, L and T carved one into each face of the shaft refer to the towns of Okehampton, Hatherleigh, Launceston and Tavistock, and still point roughly in the original directions.

*David Viner*

## **ORDNANCE SURVEY MAPS AS SOURCES FOR MILESTONE STUDY**

For the student of milestones, Ordnance Survey maps can serve three functions. Two are fairly obvious: they can be guides to those milestones which may survive, and to those which have now gone. A third is perhaps less often realised: they can give information as to the mileages which were given on the stones. ('Milestone' will be used in this essay as shorthand for both milestones and mileposts.)

Depicting milestones either explicitly or in some shorthand (usually as a distance or distances, expressed in figures: Fig. 1) serves at least three practical purposes: as a rough measure of scale, particularly if the map does not carry a grid on its face; to give distances between places; and to provide fixed points, useful for rendezvous or for reference, particularly if other distinctive features are lacking: 'just beyond the fourth milestone on the London road', and so on.

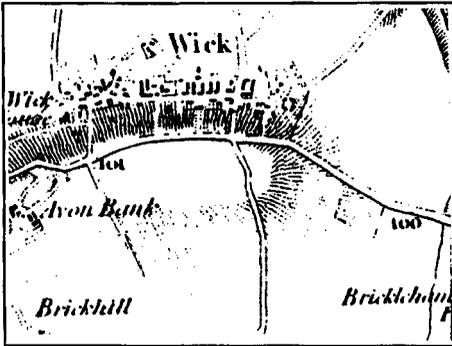


Fig. 1. The 'single mileage' style: from one-inch Old Series sheet 54 SW, published 1832.

In any discussion of maps as sources, the axiom must be borne in mind that a map starts to get out of date as soon as the surveyor leaves the ground. For this reason, a 'current' OS map may show milestones which are no longer *in situ*, and careful attention should be paid to any dates of survey or revision. Unfortunately, this detailed 'metadata' is missing both on the otherwise admirable OS 1:25,000 Explorer maps, and often on various 'superseded mapping' services becoming available via the Internet.

The development of OS mapping has not been straightforward, and so it is necessary to treat the maps in various

groups by scale and date, rather than as neat chronology.

*The one-inch (1:63,360) Old Series of England and Wales (1805-44)* These cover the whole of England and Wales south of a line from Preston to Hull, and were the first published OS maps. The original surveys were made between 1784 and 1840, and mostly survive as manuscript Ordnance Surveyors Drawings in the British Library Map Library: some of them were subject to substantial revision or editing before publication, but they may occasionally contain milestone information omitted from the published maps. As sources for milestones the Old Series maps are haphazard, particularly the earlier sheets, published before 1820, covering England south of Bristol and London. On most of these early sheets mileages are only shown on important radial routes such as those to Portsmouth, Norwich, Yarmouth and Dover, and even then they are omitted between Canterbury and Dover. In the south-west of England most sheets do not show any mileages. By the 1820s, they were being shown on a wider selection of routes, which may possibly reflect milestone distribution on the ground: single distances only were quoted, usually from the nearest large town, though sometimes from London. By the mid 1830s (the time of the mapping of much of East Anglia, the Midlands, and North Wales), it was common to quote two distances, in the style 5.28, 6.27, 7.26, etc. On present evidence, it seems safe to infer that a mileage on an Old Series map indicates the presence of a milestone but it would be imprudent to infer that the absence of milestones on the map denotes a corresponding absence on the ground.

*The County Series large-scale mapping of Britain, 1840-1945* In 1840 the OS adopted the six-inch (1:10,560) as the standard scale of survey; this was supplanted for all but moorland areas by the 1:2500 in 1853, although the six-inch continued to be published as a derivative. Larger urban areas were mapped

variously at 1:1056, 1:528 or 1:500. The guiding principle was to map everything permanently attached to the ground within the limitations of scale. Milestones were no exception: their precise positions were surveyed, and the distances they gave were recorded, on both the six-inch and the larger scales. Until 1883 these distances were recorded in full (Fig. 2); thereafter only the distances to the two nearest towns were quoted (Fig. 3). Distances quoted in furlongs on milestones were expressed in fractions on the maps. The mapping prepared before 1883 is thus an invaluable record of the distances shown on milestones, and the counties for which the information is available are summarised in the Appendix.

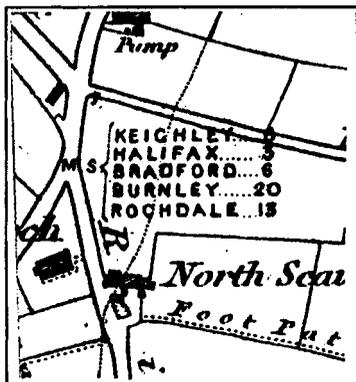


Fig. 2. Distances recorded in full: from Yorkshire six-inch sheet 215, published 1852.

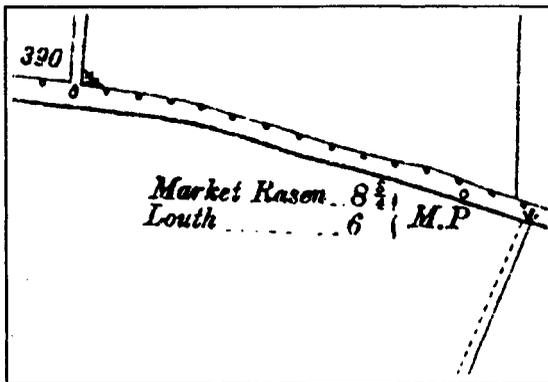


Fig. 3. The standard post-1883 'two distance' style: from Lincolnshire six-inch sheet 47 SW, published 1907.

Regular revision of the six-inch and larger-scale maps began in 1888 and, though it became fragmentary after 1914, continued until 1944. Milestones continued to be recorded on the 'two-distance' principle and, at least in theory, if present on the ground they should be present on the map. There is thus considerable potential for studying the extent to which milestones may have been added or lost following the revival of road transport from the 1880s onwards. Further revision of the 1:2500 ceased in 1944, but partial revision of the six-inch continued for another twenty years. Milestones were revised - usually it meant deleting them, reflecting post-1939 removals - on the six-inch Provisional Edition on National Grid sheet lines published from 1953 onwards, which used revision made primarily for the Seventh Series one-inch map.

Although finger sign posts were systematically mapped (as Guide Posts or 'G.P.'), the distances on them were very rarely recorded: when this did happen, as in some examples on the first edition of Surrey six-inch sheet 34 near Reigate, it may have been an oversight.

#### *The one-inch maps, 1844-1930*

For England north of the Preston-Hull line (published 1847-74) and for all of

Scotland (published 1856-87) the first one-inch maps were derived directly from the post-1840 six-inch and larger-scale surveys. With a few insignificant exceptions, the derived one-inch maps published before 1881 did not show road mileages. The northern England mapping was at first treated as a continuation of the Old Series, but after 1872 it was renumbered as the northern part of a New Series which was derived from large-scale resurvey of England and Wales south of the Preston-Hull line which had begun in earnest in 1863. Initial publication of the New Series was completed in 1896. From 1881-2 mileages were added to newly-published mapping, and shortly afterwards were added to most of the English sheets already published, but not to those of Scotland, with the result that on the first edition of Scotland they are only shown in parts of the west, north, and islands. They were always shown as single mileages; where a milestone carried two or more mileages, that from the larger of the two nearest towns was used. In England and Wales they were usually only shown on turnpike or 'main' (usually ex-turnpike) roads, but occasional exceptions are encountered elsewhere.

In 1893 regular revision of the one-inch mapping of Britain began, and was published in 1895-9. It incorporated a new four-class road classification; in principle, road mileages were only shown along those 'first-class' roads which had milestones on the ground, though anomalies are encountered very occasionally. Further revisions were published as a Third Edition in 1901-13 and as a 'Popular Edition' in 1918-32, following the same principles. Since this post-1893 mapping did not intend to show milestones on roads which were not 'First Class', it is not as complete a source for milestone locations as are the contemporary six-inch and larger-scale maps. The Popular Edition mapping of Scotland remained on sale until superseded by Seventh Series mapping in 1955-61; the Popular Edition mapping of Wales and the northern half of England was reused for the New Popular Edition (published 1945-7, superseded 1952-61). It is important to note that the post-1945 issues of Popular Edition mapping and material incorporated no revision of 'minor' detail such as milestones: they represent the position when this mapping had last been fully revised, in 1912-30.

#### *The later one-inch mapping and the 1:50,000 series*

In 1928 work began on a Fifth Edition of the one-inch map. This was wholly redesigned and redrawn, with some changes in content, and it omitted road mileages. In 1939 work on the Fifth Edition was stopped in favour of a New Popular Edition, which reused the published Fifth Edition material and added further mapping of the southern half of England in the same style; disruptions consequent upon World War II meant that the rest of the New Popular Edition was completed in 1947 using 'old Popular' material, as described above.

In 1947 work began on what would be published as the Seventh Series. Early on it was felt that omitting the road mileages from the Fifth Edition and its derivatives had been a mistake, and so milestones and mileposts were indicated by 'MS' and 'MP', but without actual mileages, and they were only shown along roads with a Ministry of Transport classification. This practice has been continued ever since on the one-inch's successor, the 1:50,000, also known since 1979 as the

Landranger. Milestones on roads that lose a Ministry or Department of Transport classification have been deleted from the maps, even though they remain on the ground, although often the deletion may be delayed until the map undergoes full revision. This is well illustrated by sheet 131. This sheet was republished in 1979 (edition 'A') and shows milestones along the then A17 east from Sutton Bridge. In 1982-3 this section of the A17 was replaced by a wholly new section to the south and the old road became 'Unclassified', but the milestones were only deleted when the sheet was fully revised and republished in a 'B' edition in 1992. Despite their deletion on the map, they remain on the ground. There are other milestones which survive, such as on the old road from Exeter to Cullompton, which are on roads which have never had an official classification, and so have never appeared on post-war one-inch and 1:50,000 maps.

In short, the post-1949 one-inch and 1:50,000 maps record some milestones, but they are not a comprehensive record.

### *The National Grid large scales, 1943-2002*

From 1943 onwards the County Series mapping was progressively replaced by comprehensively resurveyed or revised mapping on National Grid sheet lines. 1:2500 was still the standard rural scale; 1:1250 was used for larger urban areas, and 'uncultivated' areas were covered at six-inch or 1:10,000. Until 1960 milestones were recorded as on the post-1883 County Series, i.e. with a maximum of two distances; since then they have only been recorded as 'MS' or 'MP', as on the one-inch and 1:50,000, although those not on roads with a Ministry or Department of Transport classification continued to be recorded on the 1:2500 and 1:1250. However, only those on classified roads were recorded on the six-inch, replaced after 1969 by the 1:10,000. This practice continues today, although in recent years paper mapping has been superseded by the National Topographic Database (NTD). As the revision of National Grid large-scales mapping has been controlled by the amount of change on the ground, it follows that there has been far less rural than urban revision, and that depiction of a milestone on an OS large-scale map or derivative from the NTD does not necessarily indicate that it is still extant on the ground.

### *The 1:25,000 mapping*

Between 1914 and 1940 limited areas of Britain were mapped at 1:20,000, 1:25,000 and 1:25,344 for military purposes. These maps derived from the contemporary six-inch, are rarely encountered, and need not detain us, save to note that they showed milestones and distances, perhaps because of their value as fixed points in the landscape for reference purposes. In 1940 complete 1:25,000 cover of Britain was prepared by direct photo-reduction from the latest available six-inch mapping; as a result, most of the minor names and descriptions, including those of milestones, were near-illegible.

In 1945 publication began of a wholly redrawn civil 1:25,000 map, known successively as the 'Provisional Edition' and the 'First Series'. Its depiction of milestones was similar to the later County Series six-inch, with one unfortunate

exception: eighths of miles were expressed as quarters, perhaps because of the limitations of contemporary photo-typesetting. This mapping covered all of Britain except the Scottish highlands and islands, and most was published in two states of revision: first between 1945 and 1951 based on pre-war mapping, and therefore showing numerous milestones which had been removed after 1939 and not replaced, and second between 1950 and 1965, incorporating revision made between 1947 and 1958 primarily for the one-inch Seventh Series. These later versions of this mapping are thus invaluable for indicating the distribution of milestones in the early postwar years: the bowdlerisation of the furlongs is an unfortunate blemish.

Between 1965 and 1989 the First Series was replaced by a Second Series, known later as the Pathfinders, and now in the process of being converted to the Explorer Series, due for completion in spring 2003. As with the 1:10,000 (from which it derives) and the 1:50,000, this mapping usually only shows milestones on classified roads, although there are occasional exceptions, as at Gamlingay Heath (Explorer 208, TL 216520).

### Appendix

Approximate coverage by OS large-scale (six-inch or 1:2500) mapping which record all distances on milestones

*England:* Bedfordshire, Berkshire, Buckinghamshire, Cheshire, Cornwall (west part), Derbyshire, Devon (small parts only), Dorset (around Portland only), Durham, Essex, Gloucestershire (most parts), Hampshire, Hertfordshire, Kent, Lancashire, Leicestershire (limited parts), Middlesex, Norfolk (limited parts), Northumberland, Nottinghamshire (limited parts), Oxfordshire, Staffordshire (part), Suffolk (limited parts), Surrey, Sussex, Wiltshire, Worcestershire (part), Yorkshire.

*Scotland:* All counties. *Wales:* Denbigh, Flint, Glamorgan, Pembroke (around Milford Haven only).

More detailed information on survey and revision dates is given in Richard Oliver, *Ordnance Survey maps: a concise guide for historians*, London, Charles Close Society, 1993.

*Richard Oliver*

### PUBLICATIONS - BOOK REVIEWS

Mervyn Benford: *Milestones* (Shire Publications Ltd., Princes Risborough; 2002); 48pp, ISBN 0 7478 0526 1. Price £4.99 (or £5.50 inc. p&p from Terry Keegan).

Mervyn Benford has done sterling work in the past few years to publicise in the national media the plight of the thousands of milestones still surviving in Britain. He has now added this handsome book to the growing literature on the subject. The many excellent colour photographs give a good flavour of the enormous variety of milestone shape, design, and sheer quirkiness. England, Scotland and Wales are well

represented in the illustrations, with a gazetteer at the end mentioning some of the better examples to look out for. Some of the more controversial aspects of milestone history are raised, such as the identity of the figure on the post at Thirsk (Tom the Tippler, or a drover with a locally-brewed pint), and the origin of the 'Bow Bells' design in East Sussex. Whether or not the latter represents the catkins of *Garrya elliptica* as the Cyclists' Touring Club suggested in 1924, credit for 'discovering' the shrub must go to the Scottish plant hunter David Douglas, and not to Nicholas Garry, first secretary of the Hudson Bay Company, after whom Douglas named it.

The small scale of Shire volumes has necessarily limited the scope of the text, and the history of roads in Britain from Roman times to the present day has had to be dealt with very concisely. A little more detail on the turnpike era would have been helpful considering its importance in the erection of milestones. Although Geoffrey Wright's book on turnpike roads is mentioned on the back cover, the works by Albert or Pawson might usefully have been included in the bibliography for those interested in a wider coverage of the subject.

The Milestone Society is given good publicity, and it was a nice touch to dedicate the book to the late Ken Diamond who had spent over fifty years photographing milestones. Sadly the post at Crimlesham (Norfolk) pictured on p.33 has disappeared within the last two years, emphasising the importance of the Society and its aims of recording and photographing those that remain. This attractive book will be very valuable in making Britain's wonderful heritage of milestones more widely known and, hopefully, the realisation of the part they play in local history will encourage their protection.

*Carol Haines*

David Hey: *Packmen, Carriers and Packhorse Roads* (Landmark, Ashbourne; 2001); 192pp, ISBN 1 84306 016 7 (a revised and up-dated 2nd edition). Price £19.95.

This book is not, of course, claimed to be a work on the history of milestones but anyone who is reading this newsletter is likely to have more than a passing interest in England's ancient roads and tracks and will surely find this highly authoritative book fascinating. Indeed, Professor Hey devotes a chapter to 'Finding the Way' and I would rate this alone as invaluable for anyone researching milestone history.

Based primarily on North Derbyshire and South Yorkshire, the book is a painstakingly researched account of the ancient roads, tracks and causeys of the area and a study of the people who travelled them, how and why they did so, their means of transport and how they coped with unremitting hardships. But it is a work that will have much more than local significance since the Peak District, due partly to its legacy of remote moorland terrain, is in many ways a time warp. Here, many old tracks and guide stoops have survived where wayfaring history elsewhere has so often been lost. So we can get clues from this book about ancient ways and their usage in many other parts of the country, indeed, there are many references to trading and transport routes to and from very distant places, traversed by packhorsemen, horse-and-wain drivers, drovers, jagers, badgers, swailers, tinkers,

hucksters, hawkers and goodness knows what.

Across the moors navigation was of course a vital preoccupation and we are given accounts of some of the many who found themselves lost and who perished by the wayside. Guide stoops provided a constant reassurance to the traveller in olden times though unlike those in Derbyshire, only Yorkshire stoops indicated how many miles the reader still faced.

With excellent illustrations, not least several good definition photographs of guide stoops by Sheila Edwards, a text profusely supported by notes and references, this book, which is in hard back format, is highly recommended.

*Neville Billington*

Harold Hurrell: *Hub Ironworks Chipping Norton* (Chipping Norton Museum, Oxfordshire; 2001); 50pp, ISBN 0 95394 242 2. Price £4.00 inc. p&p.

Small ironworks and foundries, often in market towns and family owned, are rarely extensively documented, such is the ephemeral nature of much of their work. However, such businesses are often the source of locally made street furniture such as drain covers and bollards and - sometimes - mileposts too. Members of the Society will know of examples local to their own region up and down the land How many of these have been studied and published in any detail, I wonder?

This enterprising study from a small and independent local museum shows how it can be done, and on slender resources. Modern reproduction techniques from word-processed copy available on disc offer low-cost solutions (and therefore low print runs) for local studies. Close checking of text and reproduction quality, as well as good editing are still required, however.

Sub-titled 'A hundred years of iron casting in Chipping Norton' this study looks at an evolving ironcasting and engineering business occupying several sites with different owners at different times in this hill-top town, firstly as an ironmongers' business from 1851 in the High Street and lastly as the town's foundry, until closure - after a sad period of decline - in 1982. For some 75 years the business was largely dependent upon public expenditure, for sanitation and transport items.

Established from 1920, the Hub Ironworks were well placed to benefit from the Road Traffic Act 1919, which placed a duty upon county authorities to provide road direction and traffic signs. Such signs, plus street name plates and finger and guard posts provided a great deal of the work, and at various times the company supplied not only Oxfordshire but seven other authorities: Berkshire, Breconshire, Brighton, Bucks, Isle of Ely, Northants and Staffordshire. The company exhibited its products at the Public Works, Road and Transport Exhibition at Olympia in 1929 and 1931 (there is a splendid photo of the trade stand) and its boss Jack Rowell was a member of a traffic sign manufacturers association

Much of the text is devoted to a 'workers as survivors' theme (the author has gathered some useful oral history) and goes beyond our remit into local business politics etc. There are good site plans and acknowledged sources, but also duplication of evidence and some inevitably tentative conclusions, but overall here is a clear picture of a local business at work

There is a technical appendix on manufacturing methods and equipment, which includes reference to various sand based moulding techniques, one of which (green sand moulding) is associated with the Royal Label Factory, another company in the town producing cast metal signs of all descriptions, including road signs, from 1874 until 1999.

*David Viner*

**YORKSHIRE GROUP** - A get together is planned for Sunday 22 September 2002 - please contact Jan Scrine for venue.

**DEADLINE FOR THE NEWSLETTER FOR JANUARY 2003 -**

Contributions for inclusion in the January 2003 Newsletter should reach the Editors by 20 December 2002 at the following address: *A. & C. Haines*.

Submission of articles in electronic form (disc or e-mail attachment) 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, save in RTF (Rich Text Format), Word 6.0/97, or Wordperfect 5.x for Windows format. We have difficulty with other formats.

**MEMBERSHIP RENEWAL** - Subscriptions for 2002-2003 fell due on 1 June 2002; any renewals still outstanding (£10 single or £12 for a couple at the same address, £15 for group membership) should be sent to: Brian Barrow (Membership Secretary).

Clearly, the next Newsletter can only be sent to those people on the membership list current at the time of its circulation.

*(Note: a form for use with renewals was enclosed with the last Newsletter).*

**AUTUMN MEETING OF THE SOCIETY - SATURDAY 12 OCTOBER 2002** - The Autumn meeting will be held in the Lecture Hall of the Wiltshire Heritage Museum at 41 Long Street, Devizes, Wiltshire, SN10 INS. The meeting is being hosted by the Industrial Archaeology Committee of the Wiltshire Archaeological and Natural History Society.

Devizes is 15 miles south of Junction 17 on the M4 and readily accessible from London, the Midlands, the South, South West and Wales.

Five speakers have been booked for the day which will start at 10.15 and finish at 16.00 to allow those travelling from further afield to make the journey. Topics covered will range from the history of turnpikes and roads through milestones in Wiltshire and Dorset and turnpikes in Gloucestershire to the computer recording of milestones in Berkshire.

The cost will be £5 per person. Please complete the booking form enclosed with this Newsletter or contact Doug Roseaman at the Museum for further details.

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