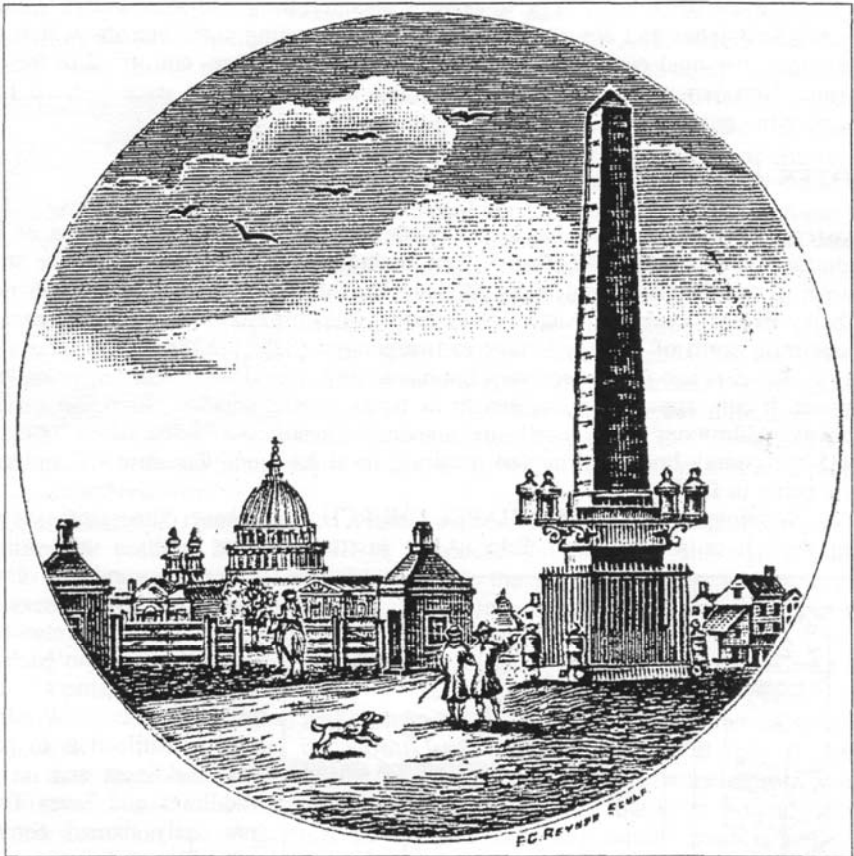


THE MILESTONE SOCIETY

Newsletter 11

July 2006



The Southwark Obelisk

The Cover Picture - Although undated, this illustration of Southwark Obelisk must have been made soon after its construction in 1771 and before housing development took place around it in the early 1800s. The tollgates would have been on the Blackfriars Bridge to Newington Butts turnpike. The obelisk shows its original fittings of an iron collar to support lamps, iron railings, and protective upended cannons at each corner. St Paul's Cathedral would have been visible across the river, but its proximity here is perhaps artistic licence. A fuller history is given on pages 5 to 8.

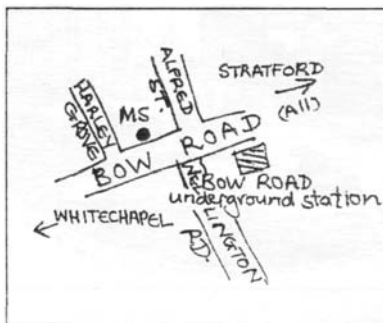
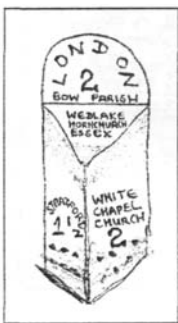
EDITORS' COMMENTS - The Society having reached its own personal 'milestone' with the last issue of the Newsletter (number 10), it seems appropriate that these initial volumes should be indexed to make readily available the wealth of diverse information that they contain. We are indebted, therefore, for the initiative shown, and hard work undertaken by Grainne Farrington in preparing the cumulative index which accompanies this issue of the Newsletter and hope that this will set a precedent for a future index of later issues.

As ever, the Editors hope to present an interesting and informative content for the Newsletter and are grateful for the wide-ranging contributions which are submitted. Personal circumstances demanded a rather earlier 'cut-off date for the current Newsletter but contributions arriving too late for this issue will be held over for the next one.

NOTES AND QUERIES

Existence confirmed News has come of the continued existence of some of the milestones mentioned in NL10, p.5. June Scott (Yorks) can confirm that the stone shown in an old photo sent in by Michael Knight still exists beside the A6 near Whaley Bridge (Derbys.). Allan Brackenbury (Cheshire) has sent a precise location - one mile north of Whaley Bridge at Bridgemont (SK 011828) on the west side. About 30 years ago it was repainted but has since suffered from years of grime and neglect. It can, apparently, be seen from trains on the adjacent Stockport-Buxton railway. Milestones to the north are standard Cheshire CC issue dated 1898. In 1935 the county boundary moved resulting in at least one Cheshire CC milepost now being in Derbyshire.

Sightings of the WHITECHAPEL CHURCH 2 post have come from several members. It is in Bow Road, Bow (All), just west of the junction with Alfred



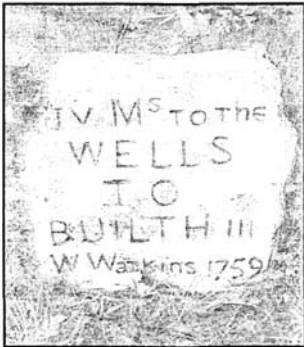
Street, and Colin Woodward (Middlesex) has sent a sketch and map (see illustrations). John Nicholls (Essex) considers this milepost one of 'his' because while it is in (was in?) Middlesex and on the Middlesex and Essex Trust (not aptly named because only 2½ miles were in Middlesex) it was part of

the Great Essex Road from London to Harwich. The post's date is uncertain but a good guess is early/mid C19, cast by Wedlake of Hornchurch, Essex. It is the only known survivor of a Wedlake milepost although there is a Wedlake fingerpost in the Upminster Tithe Barn Museum. Rodney Marshall (Beds.) also found the post and photographed it, noting that it has undergone repairs as bolt heads are visible, presumably to secure an internal plate where the post has been broken.

Rodney also looked for the post reported from the Edgware Road, but despite kerb crawling between Marble Arch and the Marylebone Flyover, could not see it. Lionel Joseph (Surrey) did a slow bike ride along the Edgware Road but could find no trace of a milestone. He thinks the most likely position would have been at George Street, one mile from Hyde Park Corner.

The Welsh milestone pictured under the heading 'Coincidences' in NL10, p.6 was part of a series on the Chester to Cardiff road which currently runs through Builth on the A483 and B4520, write Andrew and Hazel Armstrong (Yorks.). Travelling north of Builth after leaving Llanelwedd on the A483 several milestones can be found. Some merely state the mileage to Builth while the others (which seem

to be of an older type) have two different mileages both to Builth and 'to the wells' as on the one shown. They are not true wells but two groups of chalybeate springs, the Park Wells and the Glanne Wells which are both situated outside the town, and so account for the different distances on the stones. Frank Minto (Yorks.) reports that Ken Diamond photographed four in this series, but only one bore the surveyor's name. Chris Mainwaring (Powys) has sent a recent photo of the Watkins stone. He adds that the wells at Builth have now gone, and Llandrindod Wells had not developed in 1759 (the date on the milestone). The latter town subsequently grew in the Victorian period



with many wonderful hotels. Most other milestones on the A483 in this area record distances to Newtown.

MPR to Minehead There has been a large response to Neville Billington's report of a milestone reading 22M 5P 34R to Minehead (NL10 p.4). Although Neville's photo (not reproduced) clearly showed a P, the general opinion is that it is a doctored F for furlongs, and that R stands for rods. Several members sent the following table of measurements:

5½ yards = 1 rod, pole or perch	10 chains = 1 furlong
4 poles = 1 chain	8 furlongs = 1 mile

Colin Woodward (Middlesex) makes the point that as a rod is a quarter of a chain, it made sense for surveyors to use this measurement. Maurice Barrett (Dublin) notes that there are 8,000 chains in a mile and he has come across chain measurements in Ordnance Survey records. He also writes that there is a long series of milestones on the Waterford to Youghal (via Cappoquin) road which give distances in miles, furlongs and perches/poles, for example Waterford 43 F4 P3/ 4 FO P16/ Cappoquin/ 5 F5 P26 Tallow, located in Lismore. He does not wish to

confuse the issue by saying that all these distances have different statute and Irish measurements for each term! A rod should not be confused with a rood, which is a measure of area (one quarter of an acre) states Paul Gibbons (Derbys.). He recommends J. V. Drazil's book *Dictionary of Quantities and Units* (ISBN 0 249 44108 X). Perhaps there is something to be said for metric measurement after all, although it wouldn't create such interest! Thanks to everyone who wrote in.

Fractions The eighth fractions on Cheshire CC mileposts (NL10, p.2) might also be later corruptions, writes John Nicholls (Essex). His images taken in October 2003 seem to show that the left side of the 8 is slightly shallow and might actually be old paint dribbles and subsequent painting perpetuated what began to look like an 8. However, there are some more eighths and they really are a mystery or error. The series from Farndon to Chester on the B5130 are all of the CCC 1898 type. In Farndon the start of the B5130 now bypasses the village. On the former B5130 is the first post. On the left face is: CHURTON⁵/₈ MILE/ALDFORD 2½/CHESTER 8 and on the right: FARNDON⁵/₈ MILE. Although now in poor condition, they are definitely eighths. The next post reads left: ALDFORD/1½ MILES/CHESTER 7, and on the right: CHURTON¼ MILE/FARNDON 1½ (plus other destinations not relevant). The quarters and halves to Churton and Farndon then continue to Chester. So, depending on direction of travel an eighth is either gained or lost between the first two posts.

Roads to Rome - and Rangoon Charles Toase (London SW) was sufficiently intrigued by the report of the stone tablet in a house wall at Easton on the Hill reading R.1607.M (NL10, p.4) that he made further investigations. He consulted the reports of the Royal Commission on Historical Monuments' volume on *Architectural monuments in North Northamptonshire* (HMSO, 1984). The house is described, listing four date panels, of which 1607 is the earliest. The 'M' is thought to refer to the Mitchell family which was there in the 17th century. He apologises for demolishing a good story about it being the distance to Rome, but the house is presumably older than it looks, or possibly the stone was reused when it was later rebuilt.

However, Rome-bound travellers are catered for by a milepost on the National Cycle Network at Portus Rutupiae [Richborough, Kent]. The post is one of Jon Mills' 'Fossil tree' designs and has mileages of 'Roma 1176, Dubris [Dover] 17½, Dvovernum [Canterbury] 15½, Londinium 105'. Other long-distance travellers will be helped by the stone opposite The Star Inn, Bentworth (Hants -SU665302) which shows 'Rangoon 5533' and 'Rouen 117', among other mileages closer to home. On the reverse a plate records: 'Gerald O'B Harding. 1925-1996. Ivalls Cottage. Chairman Bentworth Parish Council 1987-1996.' Rangoon is understood to have been Mr Harding's birth-place, and Rouen because, historically, the parish was owned by the Bishop of Rouen. Thanks to Colin Williams (Hants.) for all this information.

More AA finds Ian Thompson (Cornwall) and his wife have found their first AA village sign in the county. It is set into a garden wall in Mylor Bridge (SW 803363). Paul Gibbons (Derbys.) has seen some of the signs in a museum in Southwell (Notts.). Two more to look out for near Wotton-under-Edge are noted

by Celia Tanner (Gloucs.), one on the wall of the Old Post Office in Hillsley, the other on the wall of The Beaufort pub in Hawkesbury Upton. Although the two villages are only 2 miles apart, there is a difference of 5½ miles in the distance to London recorded on the plates.



More from Whaley Bridge There is a most unusual milestone in the centre of Whaley Bridge (Derbys.) writes Allan Brackenbury (Cheshire). It is a horizontal stone on top of the parapet of the bridge over the River Goyt on the A5004. The weathered inscription reads 'Buxton 7 miles Stockport 10 miles Disley 4 miles'.

To-ing and fro-ing in Devon Another Frank Patterson drawing (see left) has been sent by Gerry Moore (Norfolk). It appeared in *Cycle Touring at Home and Abroad* compiled by *Cycling* in 1909. Does the milestone still exist?

THE SOUTHWARK OBELISK

From the many drawings made of the obelisk milestone in St George's Circus, Southwark in the late 18th and early 19th centuries, it must have been regarded as a considerable landmark. Charles Dickens mentions it several times. In *Nicholas Nickleby*, 'the place to which Mr Cheeryble had directed him [Nicholas] was a row of mean and not over cleanly houses, situated within "the Rules" of the King's Bench Prison, and not many hundred paces distant from the obelisk in Saint George's Fields.' David Copperfield had an unpleasant experience with 'a long-legged young man, with a very little empty donkey-cart, standing near the Obelisk, in the Blackfriars Road.' The young man made off with David's money and belongings, leaving him to walk to Dover to find his Aunt Betsy. The obelisk has a long and interesting history, and after nearly a hundred years 'away from home' is now back where it belongs.

While recording Surrey milestones, Lionel Joseph obtained a very informative leaflet from Southwark Council detailing the proposed regeneration of St George's Circus Conservation Area. The area is of historical importance as it forms 'part of an example of Georgian town planning on the grand scale, providing a formal termination to the broad, straight boulevard, almost a mile long, linking Blackfriars Bridge, opened in 1769, to the point where new highways diverged towards the Borough, Lambeth, Westminster and Newington, the aim of the scheme's promoters being to make a "handsome avenue" through the County of Surrey by which "Strangers from the Continent" might approach the Capital.'

From the late 14th century the area was part of the Bridge House Estate, given to the Corporation of London to provide for the upkeep of London Bridge. It was known as St George's Fields after the nearby church of St George the Martyr, and was a marshy area where Gerard the herbalist collected wild flowers. Blackfriars Bridge was built by the Bridge House Estate and designed by Robert

Mylne. The initial road layout was designed by George Dance Jr in the 1770s, but the buildings were designed by Mylne, who was his successor as City Architect. Mylne also designed the obelisk which was erected in 1771. The present Georgian buildings in the conservation area were erected between 1820 and 1828 and the layout of the Circus was intended as a backdrop for the obelisk, which provided a focus to the views from the roads leading into the Circus. The obelisk was originally enclosed by iron railings and had four old cannon upended and used as posts to protect it. A cast-iron collar was fitted round the column to carry a lantern at each corner. Many of the early illustrations (including that on the front cover) show these features and also turnpike gates which, from Cary's map of 1787, were to the north of the obelisk at the entrance to St George's Road which led to Blackfriars Bridge. A turnpike from the bridge to Newington Butts opened in 1769. Not all the original Georgian buildings have survived, however, and the present surroundings appear rather unattractive.

The obelisk was moved in 1905 to Harmsworth Park which surrounds the Imperial War Museum (the former Bethlehem Hospital), and its place was taken by an ornate clock tower - one commentator describes it as 'somewhat bizarre' - presented by William Bowland and Robert Faulkner in 1907. The clock was soon deemed to be 'a nuisance to traffic' and was disposed of by the Council in the late 1930s. The obelisk was returned to St George's Circus in 1998 to perform once again its original function of 'forming a landmark and visual focus for travellers approaching the Circus from all directions'. It has been restored and since June 2000 has been grade II* listed.

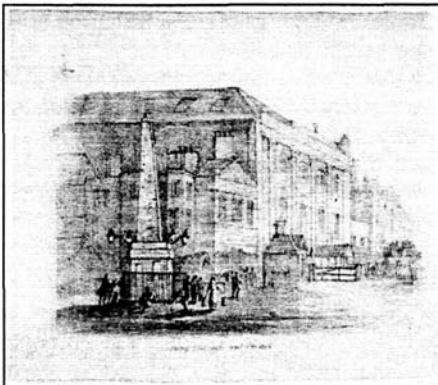
The tapering shaft rising from a square plinth is made of Portland stone. According to the website of 'aaron atte Southwerk' the inscriptions on the plinth were as follows, with their original orientations: (south face) ONE MILE/CCCC FEET/FROM/FLEET STREET; (west face) ONE MILE/XXXX FEET/FROM/LONDON BRIDGE; (east face) ONE MILE/FROM/PALACE YARD/WESTMINSTER/HALL; (north face) ERECTED IN/XIth YEAR/OF THE REIGN/OF KING GEORGE/THE THIRD/MDCCLXXI/THE RIGHT HONOURABLE/BRASS CROSBY ESQUIRE/LORD MAYOR. It also showed the arms of the City of London. After arriving on Eurostar at Waterloo one wet afternoon in early March, the editors walked down to St George's Circus to photograph the obelisk and made the following observations. Assuming that the destinations on the obelisk were once facing those travelling towards them, it appears that the obelisk has now been turned 180° from its original position. Also, one of the commemorative inscriptions (to Brass Crosby) has been moved from its original face, so that now the south face bears the dedication to George III. the west face the distance to Westminster, the north face the distance to Fleet Street, the dedication to Brass Crosby and the City arms, and the east face the mileage to London Bridge.

Brass Crosby was born in Stockton-on-Tees in 1725. and after qualifying as a lawyer moved to London. In 1758 he was elected to the City Council and appointed Sheriff in 1764. By 1765 he was an Alderman, and in 1768 was elected MP for Honiton. He became Lord Mayor of London in 1770. He married Mrs

Mary Tattersall in 1772. She was a widow who had inherited Court Lodge, Church Road, Chelsfield, Kent and the couple spent half the year in Kent and half in London. Both are buried in Chelsfield.

As Chief Magistrate Crosby refused to support the issuing of warrants for press gangs. In 1771 he released a printer who had been arrested for daring to publish reports of Parliamentary proceedings. Crosby was then ordered to appear before the House to explain his actions. He was committed to the Tower but at his trial several judges refused to hear the case and he was released. He died in 1793. It is thought that his stand against the House of Commons gave rise to the saying 'as bold as brass', and since then no further attempts have ever been made to prevent publication of debates, now known as Hansard. The obelisk was built as a tribute to this rebellious official.

Southwark has long been an important focus of roads for travellers to and from London, particularly when London Bridge was the only river crossing. The earliest turnpikes from Southwark were created in 1718. Many inns were set up to



"Surry Toll Gate and Obelisk"



A recent photo of the Obelisk

take advantage of the traffic. The Tabard, from where Chaucer's pilgrims set off to Canterbury, was here, along with The Hart which featured in Shakespeare's *Henry VI* and Dickens' *Pickwick Papers*. The sale of the Queen's Head provided John Harvard with some of the money bequeathed to the college which became Harvard University. The George is now the last surviving galleried coaching inn in London and is maintained by the National Trust. Also in the area were seven prisons including the Clink, the King's Bench and the Marshalsea. St George's Circus was the scene of many gatherings. Some of the Gordon Rioters assembled here in 1780; Methodist preachers roused their followers; and in 1785 many assembled to watch the ascent of Lunardi's balloon - all so much more exciting than a modern traffic roundabout!

A marble copy of the obelisk was put up in Brookwood Cemetery near Woking in 1900 over the plot where reburials from St George the Martyr Church in Southwark had been placed the previous year. A report to a House of Commons Select Committee in April 2001 recommended restoration of the cemetery, the

largest private burial ground in Western Europe, and in particular, plot 81 which needed levelling and the fallen obelisk rebuilding.

Carol Haines (Norfolk)

THE OLD OBSERVATORY



This is partly a story of how I came to join the Milestone Society, with my wife Christine. While walking through the Surrey countryside last summer I came across a stone (TQ126443 - south-east of Abinger Common) bearing the symbol of an anchor and three vertical lines (see left). I was curious about what this could be. I took a photograph of it, and some time later decided to try and find out more about it. A web search took me to the Milestone Society site and from that I found John Nicholls' site (Essex Coordinator). I then e-mailed various people and John was the first to respond. He suggested that it was a boundary stone (this may well be obvious to readers of this article, but remember that I was a complete novice in this area at that time). John also suggested that there would be stones 1, 2 and 4 around somewhere. In fact, he went a stage further, as on a trip to Gatwick Airport he made a diversion to the stone but unfortunately hurt his ankle and could not investigate further.

Inspired by John's enthusiasm I revisited the area. Now with slightly more knowledge I realised that it was in fact at the corner of a very rusty boundary fence. I followed the fence to the east and discovered the 4 stone, but on continuing around the boundary, I found no other stones. However, as I was going around the boundary I passed the entrance to a house as someone was getting out of his car, and the person was Jim Storrar, the Countryside Ranger for the area. He lived in the house which I now know to be "The Old Observatory" and Jim then told me the history of the site. Between 1924 and 1957 the site was occupied by the Royal Greenwich Observatory. Work was carried out here in the investigation of the Earth's magnetic field. The sensitive magnetic instruments were moved here from London as it was then free from artificial disturbances. After the second world war they were forced to move again due to the electrification of the railway. In 1939 the clocks managing the Greenwich Time signal were moved to this site and remained there until 1957. During this time the Greenwich Time Signal ("Pips") originated from this site.

Having walked in this area many times in the past 20 years I was completely unaware of its historic significance. This was rectified by a chance discovery of a boundary stone. I will keep my eyes open for such markers in the future.

Norman Lavender

LIFE AT THE TOLLGATE

Something of life at the tollgate can be learnt from the works of authors writing at the era of the turnpikes. Peter Nelson recently found the following piece from *The Pickwick Papers* and wonders if it may have been a commonly-held view of turnpike keepers :-

By this time they had reached the turnpike at Mile End; a profound silence prevailed until they had got two or three miles farther on, when Mr. Weller, senior, turning suddenly to Mr. Pickwick, said—

'Wery queer life is a pike-keeper's, sir.'

'A what?' said Mr. Pickwick.

'A pike-keeper.'

'What do you mean by a pike-keeper?' inquired Mr. Peter Magnus.

The old 'un means a turnpike-keeper, gen'l'm'n,' observed Mr. Samuel Weller, in explanation.

'Oh,' said Mr. Pickwick, 'I see. Yes; very curious life. Very uncomfortable.'

'They're all on 'em men as has met vith some disappointment in life,' said Mr. Weller, senior.

'Ay, ay,' said Mr. Pickwick.

'Yes. Consequence of vich, they retires from the world, and shuts themselves up in pikes; partly with the view of being solitary, and partly to rewenge themselves on mankind by takin' tolls.'

'Dear me,' said Mr. Pickwick, 'I never knew that before.'

The Editors note that Dickens gives other brief insights into life on the turnpikes, in several novels referring to turnpike keepers wearing a canvas or linen pocket, presumably some sort of short apron with a large pocket to hold the money and tickets. In *The Old Curiosity Shop* a traveller is described as wearing 'a drab hat ornamented with turnpike tickets'.

Also, in *The Warden*, Anthony Trollope wrote of another aspect of turnpike life: 'Some months since, after a severe battle, which cost him not a little money, he [Mr Bold] gained a victory over a certain old turnpike woman in the neighbourhood, of whose charges another old woman had complained to him. He got the act of Parliament relating to the trust, found that his protégée had been wrongly taxed, rode through the gate himself, paying the toll, then brought an action against the gatekeeper, and proved that all people coming up a certain by-lane, and going down a certain other by-lane, were toll-free.'

ELUSIVE PETWORTH STONES FOUND

During research for my book (*Marking the Miles*) a librarian in Chichester put me in touch with a gentleman in Petworth who sent me drawings of two milestones which he said were guarding an archway into the stables at Petworth House. I was unable to get to Petworth to see them, but because of his detailed drawings was sure that his facts were correct. One or two members have since tried to locate the milestones without success, but at last Lionel Joseph has tracked them down.

The stones are indeed at Petworth House but in an area not open to the public and it seems that staff on duty in the public areas of the National Trust property do not know of them. I was told that the army occupied Petworth House in 1940 and they may have been responsible for removing the stones from the Midhurst to Petersfield road and putting them in front of the archway to protect it from their vehicles.

The milestones are slender and triangular with distances to Winchester. Petersfield, Brighton, Midhurst and Petworth, and each has a parish name on the bevelled upper face. The stone from Rogate (Petworth 13, Midhurst 6) has been broken at the base and mended with steel rods. The other is from Stedham (Petworth 9, Midhurst 2). Lionel has found the Midhurst 1 stone still in place, and the Midhurst 3 is a concrete replacement which might have been made in the 1930s. Another possibility for the removal of the Petworth House stones is that those on the road running through the estate were replaced with concrete ones, possibly in the 1930s.

Carol Haines (Norfolk)

THE MOT AND MILESTONES

In connection with my interest in road traffic signs I have come across an early Ministry of Transport reference to mileposts. The MOT was formed in 1919 and immediately addressed the chaotic situation of all the different types of warning and direction signs then in use. They asked the County Surveyors Society to look into this and produce recommendations for standardisation. This they did during 1920 and it was circulated by the MOT to various interested bodies, viz. motoring organisations, safety groups, and local authorities who had expressed an interest.

These recommendations had a section on mileposts in which it proposed to bring them in line with the new standards. It was recognised that in many areas and on various sections of road these were still the only guide to traffic as regards direction and mileage. The proposal was either to amend the mileposts to correct the mileages or to reposition them so that they were in the correct position for the mileages noted on them. By this time the MOT also had in mind the road numbering system and through-route signposting.

However, very little comment was made on this section of the recommendations, by the likes of the AA and RAC, so all reference to milestones was eventually deleted from the final MOT Recommendations dated 23 February 1921. This information comes from National Archives reference MT34/266.

Rodney Marshall (Beds.)

NOTTINGHAMSHIRE SEARCHES

Bassetlaw in the north-east of Nottinghamshire is an area we regularly cycle in so I knew and had photographed a few milestones. However, when I received the Notts database from Alan Rosevear he had included several stones noted by the Notts Industrial Archaeological Society which I had never noticed. So the search was on.

I went on a wet, wintry day but found four 'new' stones. One was lying under a hedge, another (broken) in a ditch with a third almost submerged in the pavement tarmac. A stone belonging to the Retford to Worksop series was there, minus its plate, on a street that would have been the original route into the town centre. I did write to the Notts IAS in March 2005, hoping they would set in motion some restoration but nothing has yet been done (February 2006) and as I've just found another 'unknown' lying in a ditch contact must be made again.

However, the interesting aspect to this area is the route of the Old North Road (referred to on pages 20 and 21 of Newsletter No. 10). The coaching route went north from Markham Moor with its fine column (picture on p. 101 of *Marking the Miles*) through what is now Gamston aerodrome passing the 'Jockey House' and its stone. Old London Road with a stretch of unmade Green Lane leads on towards the old staging post of Barnby Moor. Less than a mile north of Jockey House is a house called Milestone Cottage and by the hedge is a small stone without an inscription. But, one mile further on, near Little Morton Farm, is a similar stone. I don't remember how I originally found these stones but it can't be coincidence that there is exactly a mile between them.

I have a booklet 'The Old North Road Through Babworth Parish' by Joan Board, published in 1992. If anyone would like to borrow this I'll willingly loan it out for the cost of the postage. This is an ancient route with evidence of prehistoric settlements, Roman coins being found along it and the land farmed since 1170. And you can read of the murders at Jockey House.

Christine Minto (Yorks.)

SHEERLUCK HOLMES STRIKES AGAIN

As most readers will already know, among the thousands of photographs in the Ken Diamond Collection there were a number that we couldn't quite place. One of these mysteries was not strictly a road milestone at all but a canal mile post. It showed (or appeared to show) 'CJCC° Braunston/53/Miles'. The sign was a plate in blue with white lettering. We had no other clue. The collection of queries - 15 of them - was put onto the Web Site in the hope that some member would recognise something shown.

Before any replies had been obtained we (Christine and I) had a few days holiday in the south Midlands near Milton Keynes. One day out on our bikes we found that a convenient return route was along the towpath of the Grand Junction Canal. Guess what we saw there: that's right, we saw a milepost bearing the inscription 'GJCC° Braunston/27/Miles.' The colouring of the sign was as for the Ken Diamond one. We had to assume that the lettering showed it to be of the Grand Junction Canal Company. It had exactly the same form as the mystery one in the Diamond album.

Using a road route programme on the computer we found that 'our' stone was about 25 miles south of Braunston and with a bit of extrapolation, trial and error and map consultation we realised that the 53 miles post must be further south still and in the region of Uxbridge. This seems to put the appropriate county down

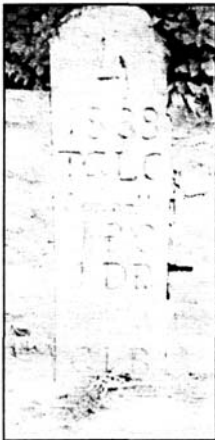
as Middlesex. We then had an e-mail from Maurice Barrett, an occasional correspondent from Ireland. He knew of a milepost of similar style as ours that was by a canal in Dublin (of all places). The plate colour was black but the lettering which read 'CJCC° /Braunston/296/Miles' was similar to ours.

Back to the road route programme we found that Braunston to Holyhead was given as 179 miles and the ferry from Holyhead to Dublin as 70 miles. A total of about 250 miles which if you add some percentage for the wiggles that a canal has to take is probably not far out. Now I hardly think that any canal narrow boat has actually made the trip across the Irish Sea. So we were led to assume that an Irish canal enthusiast had acquired this marker and set it up, repainted, at a spot to suit his purpose. However, there was a further development from Maurice. He had approached the Irish Grand Canal Company and found that the '296' mile post and another one marked with 377 miles were gifts from the Grand Union Canal Co (of which the Grand Junction was part) to the Irish Grand Canal Co. in an act of twinning. Mystery solved!

Frank Minto (Yorks.)

JERSEY EXPLORED

Going to France in June 2005 we decided to break the journey with a visit to Jersey. We are lifelong Youth Hostellers and as, for the first time, one had been opened on the island we just had to see what it was like. Our only other visit to Jersey had been in 1986 before we were 'into' milestones but our map had plenty marked in the twelve Parishes. We had three days to cycle to all the marked stones and planned routes with a minimum of backtracking.



Many of the stones are very similar, a slim tombstone with a curved top. A square or round-topped recess may surround the raised numeral. On some the Parish letter or letters and the number are incised. However there are some 'specials'. In St Martin there is a square column with a pyramidal top dated 1856 with hands pointing the way. St Marys and St Peters each have 'church window' shapes with the raised inscription in Jersey French, dated 1846 and 1847. Also in St Peters is a trapezoid block dated 1909. Trinity has two stones dated 1838 with the initials of several local dignitaries/surveyors (see picture left).

Perhaps the most spectacular milestone is the pink granite block in St Lawrence dated 1839. 6 Milles 3 Stades from St Helier. But the largest is in St Brelade. This is 4 Milles from the capital and dated 1865 when J Brayne was the Connétable (Constable) and F Luce the 'Directeur'. The highest mileage we saw was 7 in St Ouen on a very minor road on the hillside.

We discovered forty stones, four of which were not marked and there was one marked in St John that we didn't find. As well as the stones we passed a few interesting fingerposts, visited a restored water mill at Quetivel and walked knee

high through the orchids in the meadow by St Ouens Bay. A memorable few days without once going into the shops in the centre of St Helier, and the Youth Hostel was superb too!

Frank & Christine Minto (Yorks.)

A CONSERVATION AWARD

In the course of time the Roman road Ermine Street from London to York became the Old North Road. In my part of Cambridgeshire it manifests itself as the A1198 and runs less than half a mile from my home. So rather naturally it was here that I started chronicling milestones in 1999. The milestones here are around 200 years old, dating from the late 18th or early 19th century. Year by year I have been back to check on the stones and take new photographs and I was concerned to find that, even though the milestones have survived for centuries, deterioration in recent years has been quite rapid.

It was with this in mind that I approached South Cambridgeshire District Council for permission to repaint two stones in Arrington on a voluntary basis. In my mind it was important for the Council to know that the work would be properly done, so in my letter I made reference to the Society's guidance on restoration and I enclosed a method statement and risk assessment. The Council looked upon the proposal very favourably and I received the letter giving permission for the work. One of the two stones proved slightly more difficult than the other because it had previously been painted with a modern paint that had flaked. So I had to remove as much of this as possible without damaging the stone before I could apply the lime wash.

I thought nothing more about the Arrington stones until one day when I was walking to our village shop. One of the District Councillors stopped to tell me that the work on the milestones had been proposed for an award. A few weeks later I learnt that the Society had won a conservation award in the local initiative category. Last month I was very proud to attend a ceremony in the Council's offices and receive the award on behalf of the Society. The Council has also featured the awards on their website.

Although not all district councils make conservation awards, there are some that do. For example Basingstoke and Deane, North Norfolk and Maldon in Essex are three other district councils that do make such awards. So perhaps as the work of the Society becomes better known we can look forward to an increasing recognition of our efforts in conservation. *[The Society now has a handsome certificate from the Built Heritage Award 2005/6 for Mike's restoration of milestones on the A1198, and much appreciation is offered for his efforts.]*

Mike Hallett (Cams.)

NEWS FROM THE COUNTY GROUPS

Bedfordshire - Michael Knight continues to be in great demand for talks, having given one to the Ripley History Society (Surrey) and on the same day renovating a

milestone in Ockham. He has also given talks in Kenilworth, Hinchinbrooke, Royston and Cardiff, and has several others booked. Michael reports two milestone discoveries within two hours, both exhumed from the soils of Beds.! A farmer at Edworth, adjacent to the Great North Road, reported to John Nicholls (Essex) that a milestone had lain on his land for at least 40 years. This was exposed, cleaned and photographed, and was found to be the London 46 stone from the parish of Lower Caldecote. The farmer is happy to donate the stone to its former parish and negotiations are under way.

The second stone, also London 46, has been found at Sutton, and the find had been reported in the *Biggleswade Chronicle*. The landowner intends to put the stone back on its original site on the B1040, and use it as a feature of his furniture restoration business. Both stones are in good condition, and together increase by 20% the stock of Britain's least-endowed county.

Cornwall - see article on Cornish Heritage Assets on p.20.

Devon - Tim Jenkinson reports some encouraging developments. Surveys are ongoing and many more milestones and boundary markers have been added to the Database. Surveying of the A377 between Exeter and Barnstaple, has been completed. Of the original 38 milestones, 23 are still extant. Devon CC continue to respond positively to requests to upright fallen stones, most recently in March when a granite guide post near Yelverton was knocked over by a car and reinstated within a matter of days. Later that month a well-known Teignmouth & Dawlish Turnpike stone at Ashcombe on the A380 suffered a similar accident. The tall stone which features on the front of Mervyn Benford's book on Milestones was eventually levered back into place by a crane and three council workers.

English Heritage have written to Tim to confirm that a cast iron milepost in Plympton on the old A38, one of only three surviving along the route, has acquired Grade II listed status. The post, 5 miles from Plymouth, is badly rusted but Plympton Civic Society has been notified hopefully with a view to repainting. Another post at Wrangton Cross, 14 miles from the city, awaits similar status.

The tollhouse at Avonwick Bridge reported in NL10 as in danger of demolition following a serious traffic accident has received a welcome renovation. The Grade II listed building has been tastefully restored to its former grandeur and is now on the market.

Following their scheme to microchip stone artefacts across Dartmoor after a series of thefts, Tim has started negotiations with the National Park on behalf of the Society in order to provide locations of all the Park's surviving milestones, boundary markers and bridge stones. Tim has met various Park officials to discuss the project and has been invited to witness the process first hand. The National Park has agreed to join the Milestone Society to strengthen links between the two groups, and this exciting development will hopefully secure some protection for Dartmoor's unique collection of markers.

A rare cast iron mileplate from South Molton appeared on eBay in April 2006 and the Milestone Society, Devon CC and South Molton Local History Group were quickly alerted. Sadly the plate could not be reclaimed in time, but at least DCC were made aware of the problem. Markers continue to go missing in the

county. The AA village sign was taken from a wall in Wiggaton early this year. The AA has been contacted, but as yet there has been no reply to the request for a possible replacement. A granite milestone one mile from Barum (Barnstaple) has disappeared during the building of the western by-pass on Sticklepath Hill. DCC have been given details and are investigating, but it looks likely that it was lost during road realignment.

Essex - Coordinator John Nicholls has been working with the clerk of Messingcum-Inworth PC concerning the remaining cast iron direction post in Messing (south of Colchester). The post is to be fully refurbished including the casting of a new arm. The PC got heritage funding (the minimum £3000) and the work will be carried out by Signpost Restoration Limited of Lanercost, Cumbria. The cost of the new arm alone is £400. Compare the cost to the 1920s. Maldon Ironworks charged 13/6d for a 7-inch arm with one line of lettering each side or 15/-d for two lines of lettering. A complete set (post, arms and finial) cost £15/15/-d in 1928.

John has found several more boundary stones, and also a lost milestone in Billericay. Although John reports no new milestone finds in his May newsletter, he has located several old cast iron signposts, including some made at Maldon Iron Works. Some posts are being repaired at the request of parish councils, although the wrong font was used for the lettering on replacement arms for the fingerpost at Stock, causing complaints. John and his archives were unknown to the PC at the time, but he has now been able to supply photos of the missing arms so that an exact replica can be cast. He is also collaborating with Patrick Taylor on a book on Essex tollhouses, and would welcome any pictures, especially of tollhouses no longer in existence.

The milepost near Ramsey on the Ardleigh to Harwich road is now missing, probably stolen. It was recorded for the database in 2002 and it may have disappeared as far back as May 2003. It reads 'Ramsey to London 66'.

Lincolnshire - Michael Knight (Beds.) noticed that 1920s cast iron signposts with halo finials in the former Holland and Kesteven counties were in pristine condition. They stood out clearly in the landscape and made admirable heritage features. He assumes that the District Councils were responsible, and thinks they should be congratulated on their efforts.

Norfolk - Carol Haines reports: We were a day too late to see our own village sign taken down and replaced with a modern one. The old sign was one of the MoT 1921 pattern place name signs, made at the Royal Label Factory, Stratford on Avon. It had sustained some damage recently, but we thought it was repairable. We called on Taverham Parish Clerk, and after making a case for preserving the sign, she has tracked it down and the Highways Dept. will be returning it to the village. In the meantime, Alan and I have been getting advice on repairs, and will do all we can to help get it restored.

The cast iron milepost (Norwich 12/Fakenham 12) on the A1067 at Sparham has vanished. It was photographed and recorded for the Society's database in 2002. Sparham Parish Clerk has made enquiries, but NCC are not responsible for its removal, and we must therefore conclude that it has been stolen. A photo has been put on the Society's website. The stone in Horsham St Faith on the old Cromer road

probably lost its metal plate in 1940, but now supports a smart new one, thanks to the WI and Parish Council.

The stand at the Norfolk History Fair on 29 May generated much interest, anecdotes and information, including a chat with the person in charge of roadside nature reserves in east Norfolk who is going to put in a good word for milestones with the Highways Dept. Another visitor has since sent two 1927 photos of her mother beside a milestone near Swaffham which disappeared many years ago.

Northamptonshire - John Higgins and Michael Knight have now put together a complete list (as far as they know) of Northants milestones, and the information is now with Alan Rosevear to be added to the Society's database. Northants is second last to Beds in its total of milestones: 19 in all.

Nottinghamshire - see article on p. 10.

Somerset - The spring meeting of the group took place on 22 April, writes Janet Dowding. It was reported that a well-preserved milestone from the Bristol Turnpike Trust has disappeared from the A38 (ST 518663). Alan Sutton is making enquiries. A letter in the *Wells Journal* (20.4.06) mentioned a milestone for sale on eBay, but no details were given. However, a stone thought lost has emerged from undergrowth on Prestleigh Hill near Shepton Mallet, and two stolen milestones found in the Bristol area have been renovated and restored to their original sites by Bath & NE Somerset DC (7 miles to Bristol plate in Saltford. and Bristol Turnpike Trust 1823 parish boundary marker on Newton bridge on A4). BANES are keen to get more of their markers renovated, and two more turnpike parish boundary markers have recently been found, one on the A367 north of Dunkerton, and another in the Museum of Bath at Work.

Janet has received a letter from Russell Lillford of Somerset CC Historic Environment Service to say they were very pleased to have back in place the mileplate from Brompton Regis that had been with the Ken Diamond collection for many years. A broken section of the original stone had been found in undergrowth and taken into store. Other plates in this series are missing but it is now hoped to have copies made using the Brompton Regis one as a template. To date 400 documented milestone sites in Somerset have been surveyed of which 82 have disappeared completely since the previous 'Somerset Roads' survey in the 1980s. Many more are still *in situ* but have since lost their plates. Two milestones have recently been listed.

Staffordshire - John Higgins can report some good news from the county. Staffs CC has refurbished and reinstated a stone and its plate from Cheddleton which had been lying in a depot for some time. In the same depot is a Charles Lathe post from Cheddleton which was broken when a car ran into it a couple of years ago. The perpetrator was known, and his insurers are now paying for a repair which will be carried out by Metwood Forge of Sudbury. The Lichfield Civic Society have been cataloguing their mile markers and hopefully will be able to look after them. Uttoxeter Civic Society dug up the broken Charles Lathe post in Highwood Road south of the town and added it to broken pieces John had rescued and given to the SCC depot at Burton for safe keeping. The post can now be repaired, also by Metwood Forge.

Rumours of cast iron finger posts collected in the 1960s and stored at the Burton depot are to be investigated. David Wright has found a Charles Lathe post in a garden off the A51. Two other garden 'ornaments' (one from Woodseaves in Stafford Borough and one from Cornwall) will hopefully soon be back in their original sites. The owner wanted £150 to part with them and the Society has agreed to contribute half the amount after ascertaining that the owner came by them legitimately. Ian Thompson (Cornwall coordinator) approached Cornwall CC for £75 to cover delivery, and they agreed. Another marker back in its proper place is the Penkridge plate, now on the gable end wall of a barn south of Gailey on the A449.

The tally of boundary stones is almost complete, and records will soon be on their way to Alan Rosevear for the database. A milestone found at Brewood is right on the Staffs/Salop border but as the boundary on the map doesn't quite follow the hedge the stone is under, it can probably be claimed by Staffs. Barton under Needwood Civic Society are organising the renovation of an old finger post on the village green. It dates from 1906. Twenty-nine were ordered of which five still remain. John has done some research on the Charles Lathe mileposts in the Staffs Record Office and found that an order was placed for them in 1893. John reckons that 335 posts were made at a cost of 19s.6d each as the sum of £326.12s.6d. was paid in July 1893.

Surrey - Some members of the group met in May, writes Janet Dowding, but the Historic Buildings Officer for Surrey CC was unable to attend as a major reorganisation of the CC is taking place in order to save money. Once this is completed he will seek a suitable contact for the group to promote the care and restoration of milestones in the county.

More database sheets have been passed to Alan Rosevear, and a list of stones still to be surveyed would be worked out. Lionel Joseph produced copies of his 'Surrey 2005 Milestone Survey Route Listing' and a new 'Alphabetical Index to Surrey Milestones'. These prompted much discussion, particularly of the Bow Bells series in Sussex which is of constant interest because of its historical route extension into Surrey. Janet passed on details of a milestone, hitherto unknown to Surrey members, which had been discovered by Colin Woodward (Middx) on Barnes Common south of Barnes station. It was metal but in very poor condition. A new member, Glenda Law, gave details of her proposed booklet, soon to be printed, called 'Follow the Bow Bells Toll'. It details the actual milestones and includes photographs. Another group meeting will probably be arranged in October. Also, for more on Surrey, see article on Esher milestones, p. 19. Sussex - see article on Petworth milestones, p.9.

Wales - The Principality is indebted to John Higgins (Staffs.) who has now recorded all the milestones in the old counties of Caernarfonshire, Denbighshire, Flintshire and Montgomeryshire. All data has been sent to Alan Rosevear for the database, writes Chris Woodard.

Carmarthenshire: Local community councils are responsible for maintaining milestones. Recent restoration has been carried out by Llanddarog and Llanarthney community councils on milestones along the B4300. During widening of the A484

in Newcastle Emlyn last year, the CC were asked to save the milestone. They dumped it outside the meeting room of the local history society, and despite the attentions of inebriated rugby players, it survived and the CC has finally restored the stone to its former place.

Ceredigion/Cardiganshire: The CC has at last restored and repaired a milestone on the A484 between Cardigan and Newcastle Emlyn, along with the only slate milestone on this stretch of road at Cenarth. During road improvements on the A487 at Aberarth the 14-mile stone to Aberystwyth has been built into the wall. Worcestershire - In Terry Keegan's 18th county newsletter, he itemises the sharing out of tasks among county members, from looking after the database and liaising with County Highways, to turnpike research, and tollhouse and fingerpost data. They hope eventually to produce a booklet on all their finds. The project to replat the 11 milestones on the old Worcester to Bradley Green turnpike is under way with support expressed by parish councils and local authorities. The local MP has also offered help, and looks like being a candidate to do the unveiling ceremony. Ray and Rose Worth have organised a Malvern Roadside Heritage walk to take place at the end of May. Before this, 3 milestones and an old fingerpost are being refurbished. Also featured on the walk are an 1857 letterbox, a drinking fountain, old fingerposts, replica stocks, working gas lamps and some of the springs of the area. An illustrated leaflet is being produced.

On 30 March the first new Bradley stone for over 70 years was cast in the garden of Connie and Robbie Swan. The mould for the concrete is designed to be re-used, and the metal plates for the first stone are being prepared for fixing. Celia Robinson is boosting fundraising by selling T-shirts to raise money for a plaque to commemorate the fact that Mr Brooke-Bradley lived, and is buried, in Little Witley, and to fund future renovation projects. Fundraising talks have been booked for Tenbury History Society (13 July), Wolverley & Cookley History Society (18 Sept.), and Romsley History Society (28 Nov.).

Yorkshire - In their fifth newsletter, Frank and Christine Minto report that milestones are still turning up, even one close to their home which they hadn't spotted before. A police car stopped while they were photographing a stone near Fylingdales, but the Mintos were presumably not thought to be spies. Stones have been recorded so far in six of the county's museums. Brian Bradley-Smith, Brian Ellis and Dave Whitlock continue renovation work in North Yorkshire, Brian having made a wooden replica of a milepost long lost from the A51 in Killinghall parish, which the locals are delighted with. Several other stones have been set upright again either by members or after some nagging of local councils.

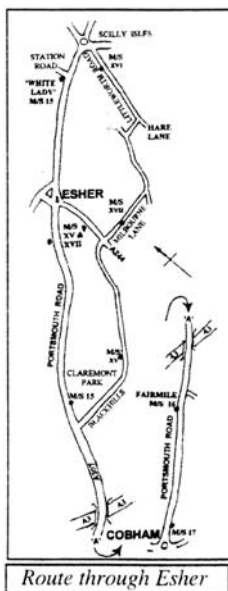
Records of tollhouses are also being gathered, with over thirty so far on the list. Halo fingerposts are being noted, but a magnet is needed as some replacements are made of fibreglass.

All photos of Yorkshire's milestones are being scanned for a website which will hopefully be operational in March 2006. A second Yorkshire postcard is also in production. A Yorkshire group meeting was held at Hebden near Grassington on 2 April.

Jan Scrine reports a splendid turn-out at Hebden on 2 April - 29 people came to hear some excellent presentations, from the south-east as well as the north and places in between. Alan & Ruth Thompson gave us a 'virtual tour' of the picturesque island of Arran and its milestones. Martin Imeson showed a miscellany of milestones around the UK; June Scott entertained us to the 'dark doings' at a tollgate in historical fiction, and Janet N challenged our general knowledge with a fascinating quiz (it's good to be on the same team as Christine!!). Hospitality by Terry and Heather was greatly appreciated.

The next Spring meeting for the Yorks group is 22 April at Hebden - put it in your diary now and book that walking or sightseeing weekend away.

MILESTONES AT ESHER, SURREY



Milestones in the Esher area of Surrey pose several problems, not the least of which are conflicting distance measurements. It is basically a case of the old road as recorded in John Ogilby's *Britannia* where he also gives the route through the village of Esher as 'an alternative one often used'.



Milestone in Claremont Park, Esher (inset- obverse side)

The early milestones of 1747 or before follow the Ogilby route whilst those of a later date align with the former A3, now the A307 but retaining the title of 'Portsmouth Road'. When the Duke of Newcastle emparked his estate at Claremont and later sold it to Clive of India the old road was closed.

In 1937 Charles Harper, in the *CTC Gazette*, pointed to two unexplained milestones within Claremont Park at Esher, along the line of the old road from London. There are two stones still in place in minor side roads which were part of the old route and recording XVI and XVII miles from the Standard in Cornhill. At the following mile point located within the Claremont Estate is a milestone recording 'XV miles III Quarters from Westminster Bridge' on its front face and

'XVII Miles II furlongs VIII poles from Newcastle House by Hyde Park Corner' on the rear face. As this does not conform, is it a special replacement by the Duke of Newcastle, and where is the former stone? Could it be the one now found in Brook Drive which was formerly in Claremont Park up until the late 1930s? That stone reads 'XVII Miles from the Standard in Cornhill 1747' on one face and 'XV Miles III Quarters from Westminster Bridge 1768' on another. The date of 1768 may have a significance since it was in that year that the Duke of Newcastle sold Claremont Park to Clive of India.

Lionel Joseph (Surrey)

VICTORIAN OBSERVATIONS

In his book *Driving* (Badminton Library Series) written in 1889, the Duke of Beaufort advises his readers of ways they might estimate their speed. His first 'tip' is so obvious as to be almost absurd - he recommends the driver 'watches the horses!' He then, however, says that 'in former days all the big roads had milestones, and there are still many of them remaining, and a very useful lesson with regard to pace would be learnt if all coachmen, when out for a drive of pleasure along a road where milestones still remain, would take their watches out on passing one and note how many minutes it takes them to reach the next'. He then goes on to say that another way to judge the speed of the carriage is to observe the speed the spokes are turning.

The general drift of his comments seem to imply that whilst there were clearly still many milestones about by the late Victorian period, their coverage was not what it was, and is an interesting contemporary observation.

Neville Billington (Worcs.)

CORNISH HERITAGE ASSETS

Ian Thompson, Cornwall coordinator, reports that Cornwall County Council has set up a Single Issue Panel to look at 'Local Authority Heritage Assets'. David Morgan of English Heritage attended the first meeting as EH has produced a draft agreement on their Pilot Project on Bridges, Milestones and Wayside Crosses in part of North Cornwall, aimed at finding ways to simplify the consultation procedure for listed monuments. Ian was also asked to talk about milestones. The main theme of the meeting was maintenance of highway furniture, such as ancient bridges, milestones and fingerposts, and a key recommendation was that the Pilot 'should form the basis for a Heritage Partnership Agreement covering the whole of the highway network in Cornwall regarding protected monuments on the highway.' A final report will be produced later in the year for the CC's Environment Policy Development and Scrutiny Committee who may or may not accept its recommendations, but it seems to be a positive move towards accepting responsibility for milestone maintenance as a heritage asset.

Ian would like the road gangs to resume responsibility for milestone maintenance. This would simplify administration since painting and repair could

routinely be done during other highway work. A Divisional Surveyor estimated the cost of routine maintenance as about £20 per milestone. With 700 milestones in the county, a 10-year rolling programme would cost £1,400 per year. Ian has also discussed the listing of all Cornish milestones with EH, meaning some 300 individual listing applications, and the idea will be pursued further.

Ian's own presentation emphasised that Cornwall has more mile stones than any other county but that since 2000, when routine maintenance by CC road gangs ceased, they have been sadly neglected. He gave a brief account of their history, some of the oldest being on the pre-turnpike spine road from Mitchell to Hayle. The first Cornish turnpike was on roads into Truro in 1754. Others were erected by parishes and Highway Boards. Cornwall CC adopted 'main' roads from 1889 and erected milestones where there were none previously. The county has a rich variety of guidestones and milestones including some privately commissioned ones (e.g. Mount Edgcumbe and Trelowarren). He listed the present dangers to the stones and emphasised the importance of listing a 'set' of milestones along a road rather than just one. The county also has many as yet uncatalogued cast iron fingerposts, and a unique collection of granite posts with wooden fingers, mainly around Bodmin Moor. There seems to be much public support for the preservation of historic street furniture and there is scope for 'Milestone Tourism' in a number of quiet areas. Ian receives letters from all over Britain about Cornish milestones.

If Cornwall were to go ahead with a resumed maintenance programme, would they be the only county to do so? Are other counties being driven in the same direction by central government performance indicators? Cornwall's Environment and Heritage Manager hinted that these ideas were 'pushing at an open door'. Are other doors opening to us around the country?

A MEMORIAL TO JOHN OGILBY

Upon application to the City of London to have John Ogilby's datum of the Cornhill Standard recognised on site, and after months of not hearing anything, I am now told that after a full and thorough investigation they approve of a plaque being sited at Cornhill, and are now making enquiries to see if the owners of the buildings there will accept such a plaque. So far so good. However, should they fail to get owners' approval I thought I would have a go and see if it might be possible to make an engraved paving slab in lieu of the City of London's £1000 ceramic blue plaque.

With that in mind, and as a bit of practice, I acquired a hard flaggy sandstone paving slab from the local garden centre for a 'fiver', spent a week rubbing it down by hand with a mason's 'rubber' (a block of corundum), made some chisels out of old files on the forge, and had a go! The result is now on my front wall. The stone is held to the bricks by four stainless steel forged cleats and then pointed on three sides. The bottom is not so treated to allow any water which might accumulate behind and freeze to drain out rather than either breaking the slab or pushing it off the wall. Ice is a powerful force.



I am not sure if this milestone should be on the Data Base! Alan and Terry might be jealous. It is on a recognised Abinger to Horsham route. I did ask a local mason about doing this sort of stone. The answer was that the price of the stone (not less than £50), then £3 per letter would come to about £250 for a start, plus labour and any installation cost. A fair estimate would make the cost £1000 from start to finish.

Lionel Joseph (Surrey)

WEBSITES TO TRY

Two websites with relevance to members have been notified by John Nicholls (Essex). The first is <http://timelinemaps.co.uk>. Time Line Maps are republishing historical maps which will particularly benefit those doing historical research. They are producing the Ordnance Survey 1 inch (Old Series) first published 1805-1874. The maps have been re-scaled to match modern OS Landrangers, with the same grid references to enable comparison. Maps of south-east England were published in Autumn 2005, with East Anglia following in Spring 2006 and other areas being produced in the near future. Details for ordering are on the website, and the postal address is: Hillsprings, East Garston, Berkshire RG17 7HW, tel. 01488648110.

The second site is <http://www.geograph.org.uk>. Geograph British Isles aims to collect a geographically representative photo for every square kilometre of the country. John has submitted a few milestone photos and suggests that this is a means of getting a few more publicised.

Another website inspired by John's work on Essex milestones is <http://pnelson.orpheusweb.co.uk>. Peter Nelson has produced a map of Essex and marked all the milestones, both past and present, on it. He explains in detail how he has compiled it, and it would make an excellent model for other counties to follow.

CUTTINGS

Surrey milestone marks a milestone! - A milestone at Fetcham in the Mole Valley (Surrey) is the 1,000th structure in the district to be given listed building status. The marker, made of Portland stone and dating from the early 1800s, is on Hawk's Hill, 19 miles from London and 2 from Leatherhead. As recorded in a cutting from the *Leatherhead Advertiser* (18.3.06) sent by Michael Knight (Beds.) it came to Mole Valley District Council's attention when a nearby pub was due for redevelopment. The Council arranged for the developers, Bovis Homes, to protect the stone during the work, and our secretary, Terry Keegan, has sent a note of appreciation to the Council for looking after the milestone.

Hall marker The *Black Country Bugle* (25.3.2005), sent by Laurence Dopson (W.Mids) carried a photo of a small cast iron post reading 'Coseley Hall. 1902'. A reader had spotted the green-painted post in Hospital Lane near its junction with Mason Street and wondered what it signified. There were no houses in the vicinity in 1902 and Coseley Hall is some distance away. The Hall was occupied successively

by several Victorian worthies. It is possible that the post marked the limit of the Hall's estate, or that it had been moved to its present position to preserve it.

Several cuttings from earlier publications have been sent in, which provide useful historical background:

Hertfordshire comings and goings John Donovan (Herts.) has come across two pieces from local publications, the first being a letter to the *Hertfordshire Countryside* (Autumn 1961, p.81) from Arthur Codling who remembered milestones being removed during the invasion scare of 1940. He wrote: 'Workmen suddenly appeared and uprooted and carried away Hitchin's two ancient milestones. One was situated at the corner of Tilehouse Street and Sun Street and was an oblong stone of very great age, but obviously the work of a stonemason; the other was a triangular stone situated outside the Cock Hotel in the High Street. They were never replaced after the war, and the pity of it is that they need never have been taken away.'

Another acquisition by John is the following cutting from *The Barnet Press*, dated 23 July 1898, which reads: 'Mr. W.O. Boyes, LL.M., has had fixed on the outside of his office in Wood Street a "milestone" indicating that the distance between that spot and the Clerkenwell Sessions House is eleven miles (less 160 yards). About fifteen years ago the eleventh milestone - as it was called - in High Street, was levelled almost to the ground by the local authority, and as a result pedestrians and other road passengers had little or no means of observing the exact distance from the town to London. The Clerkenwell Sessions House stands on the site of Hicks Hall, from which all the main roads to the north were measured; and Mr. Boyes has therefore, in taking the distance from that point, followed the old custom. At the bottom of the new milestone is the inscription: "'tis not the miles we travel, but the pace that kills" - very appropriate to these days of fierce competition.

Mr. Boyes, the *Press* understands, intends to approach the proper authorities with a view to the restoration of the "tenth milestone" at the foot of Pricklers Hill. This stone was knocked down many years ago by a drunken hay cart driver, and has never been re-erected.'

John has been told that, within living memory, Mr. Boyes' office was in one of the cottages on the western side of Wood Street, between the Tudor Hall and The Court House. The cottages are still there. One wonders if this 'milestone' were just a painted sign on his wall, or a proper engraved stone. The main road north out of London became known as the A1. At the top of Barnet Hill, Wood Street forked off to the left and headed northwest towards Watford as the A411. The letter gives the date for the approaching demise of the 11th stone, in Barnet High Street (A1), as fifteen years before 1898 (1883).

Boulter Stone From the *CTC Gazette* of November 1922 comes the following piece sent in by Lionel Joseph (Surrey). The combined milestone and mounting-block pictured here (*see next page*) will be found on the Great North Road, near Wansford level-crossing, between Norman Cross and Stamford. The "E.B." who had it set up in 1708 was one Edmund Boulter, son of a wealthy retired grocer who owned Gawthorp Hall and Harewood Castle, near Leeds. He proposed to set up



similar stones, entirely out of his own bounty, all the way between Stamford and London. Many actually were installed, but this is the one and only remaining specimen. Edmund Boulter would seem to have been an eccentric person, not capable of managing his own affairs, for his father died leaving the property in trust. Soon afterwards it was purchased by the Lascelles who founded the fortunes of that family, and was ancestor of the present Earl of Harewood.' It is believed that the stone still exists.

Private milestones From the same page of the *CTC Gazette* as the above note is another which relates to privately erected milestones. It reads: 'At least three milestones which we may well style "private" ones exist. They direct to Wentworth Woodhouse, the seat

of Earl Fitzwilliam, near Rotherham; to Thoresby, the residence of Earl Manvers, in the "Dukeries", near Ollerton; and to Ashburnham Place, near Hastings, the great house of the Earl of Ashburnham. This last, of an oddly pyramidal shape (see right) is found on a deserted road in the region of Battle. All these stones tell the story of the great old times when noblemen were not merely title bearers, but imposing and powerful personages, entertaining troops of friends, for whose information and convenience when travelling to them by road these stones were duly installed.' The stone at Ashburnham is mentioned by Mervyn Benford in NL10, p.4.



Anti-theft measures on Dartmoor Dartmoor National Park

Authority has been inserting microchips into a suitable crevice on milestones, direction posts and boundary stones to try to deter theft, according to a cutting from a recent *Dartmoor Magazine* sent in by Celia Tanner. The chips are the size of a grain of rice and contain a unique number for that artefact which can only be read by a microchip reader.

Richard Jefferies Martin Haggerty (Yorks.) sends further information on this subject. The Richard Jefferies Society Newsletter (Spring 2006) has recorded the mention of this 19th century Wiltshire author, who had described a milestone in Coate, in NL10, p.21. On p.23 Rod Smith, who had sent in the information, also illustrated a stone he had seen in Swindon Museum which read 'Here Ends Coate Road'. The Museum were not sure of its original position, but a member of the RJ Society has sent the following quotation by Jefferies to Rod: 'On entering the village of Coate, I once again passed over the bridge which spans a stream known as Coate water, and here observed inserted on the left-hand parapet, on the side furthest from Swindon, a stone with this mysterious inscription: "Here ends Coate Road".' Jefferies went on to describe the location of the stone as 'forty paces further' from the Sun Inn. The description suggests that the original site of the

stone would have been under the new Coate roundabout. This information will also be printed in the next RJS Newsletter.

Conserving Yorkshire landmarks The *Telegraph & Argus* for the Bradford and Keighley area carried an article (30.3.06) on the Yorkshire group's grant of £12,000 from English Heritage to set up a website of Yorkshire's 1,200 surviving milestones. Several stones and guide stoops in the Keighley area were mentioned, and a local councillor and historian were photographed beside a milestone in Otley Road. A spokesman for North Yorks CC was quoted as saying that milestones are as British as black taxis and red telephone boxes.

Milestone Society publications Both *Milestones and Waymarkers* Vol.1 and *On the Ground* No.2 were mentioned under Short Notices in *Industrial Archaeology News* 136 (Spring 2006). The Society was commended for the quality of its first journal, with most articles being thoroughly researched and annotated. The work done on recording and the compiling of the database was praised. It was considered that *On the Ground* would provide valuable advice on approaches to conservation and the problems to be tackled.

Unjust preserves In a somewhat disparaging article in *The Independent* (24.4.06) entitled 'The preserve of the English', Michael Bywater makes fun of societies set up to preserve and treasure things that no longer have any use. 'If it's old, decrepit, obsolete, and requires inordinate amounts of tinkering to keep it going, then it's odds-on that there will be a society dedicated to doing just that' he says. Among organisations for preserving anything from hedgehogs and parrots to fairground organs and traffic cones, the Milestone Society is picked out as a 'magnificent exemplar of preservation ... because milestones - sessile, inaccurate, superceded and often indistinguishable from pointless random rocks - are such a splendidly improbable thing to preserve'. His views and knowledge seem typical of most writers for the national press who never venture further than the M25. Perhaps we should be grateful that the Milestone Society got a mention, when organisations such as the Brick Society and the Letterbox Study Group were ignored. Mr Bywater does concede at the end, however, that in an age when there is little difference between a camera and a computer and life is increasingly lived on-screen, perhaps an urge to take an interest in authentic objects which need skill or in-depth knowledge to study or care for may be a means of keeping humans sane in the modern world. Three days later a letter from Mervyn Benford was published in *The Independent* pointing out that mile markers remain almost the only visible evidence of a time when life moved more slowly and represent a unique record of travel and a colourful human story.

Somerset restoration *The Guardian* (19.4.06) reported on the restoration of a mile plate to its original stone on Lansdown Hill by Bath & NE Somerset Council. The plate was jemmied off its stone three years ago and later offered for sale on eBay. When spotted by a Society member, enquiries were put in train. The original location was deduced from Society records, local authorities and police were contacted, and the plate was recovered. Mervyn Benford supplied further information on the Society to accompany the report, which hopefully will alert

people to the problem of theft and the Society's efforts to curb it. Thanks to Martin Haggerty (Yorks.) for sending the cutting.

PARISH COUNCILS

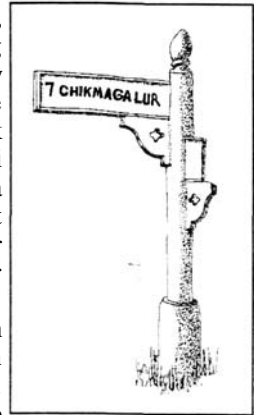
It can be very frustrating, when trying to contact parish councils, to receive no response to letters or telephone messages. Paul Gibbons (Derbys.) offers some explanation for this. The clerks are usually paid a lump sum and to save money tend to avoid replies if they can. They are usually part-time and probably have what they consider as far more important matters to deal with than milestones, which they would generally pass on to the Highways Department. Parish Councils only meet about once a month and dealing with matters arising therefore takes time.

A useful source of general information on Parish Councils is the *Municipal Year Book* which is often found in reference libraries. The names, and contact details of parish clerks can usually be obtained by phoning the appropriate District Council offices or consulting the website of the County Council.

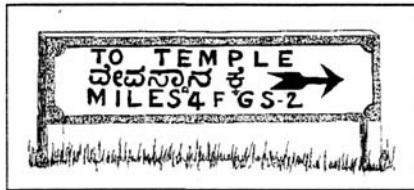
FOREIGN PARTS



India While travelling in India, Andrew and Hazel Armstrong (Yorks.) have come across many interesting waymarkers. While held up by a traffic jam of bullock carts at Siddapur, between Dandeli and Chickmagalur, they spotted a milestone (see left) and leapt out with their camera (their driver referring to it as 'Another one for madam's collection'). The script



was in English and Kannada (also known as Kanarese - an ancient Dravidian language), and the distances were in miles although India changed to Km many years ago. After resting for the night at Chickmagalur, they set off to visit the Royal Horticultural Society of Karnataka at Kemmanagundi, taking a precipitous dirt track over the highest point in the Karnatakan Ghats, and came across a post (above right), possibly made of marble, white and gleaming in the sunlight. The 7 refers to miles, but the other arm was broken off and may in fact



have referred to Kemmanagundi. Later, in Mysore, they found what must be one of the largest surviving direction signs in India (left) - it was *huge*. It was near the base of Chamundi Hill on top of which is the pilgrimage centre of Sri Chamundeswari Temple. The sign in miles

and furlongs is one of two in the area, both of similar size and wording.

India seems a rich source of milestones, and a friend of Shirley Melligan (Somerset) has seen several, including a modern stone on the Jaipur to Agra road (see right) which was reminiscent of those found in France. It was white, with rounded top painted yellow with 11 on it,



presumably the road number. Distances to Agra (205) and Dausa (25) were painted on the white part.

Sweden Celia Tanner (Gloucs.) came across a milestone shown on the left in south-west Sweden. The inscription appears to be '1/2 /SKALLESB./->->^β/32 L.E.S.62/M/N° 1434.'

IRISH BOUNDARY MARKERS

In recent Newsletters there have been reports of military boundary markers in various parts of Britain. Details of some from Ireland have now been sent in by Maurice Barrett (Dublin). He found several on a headland at the Back Beach at Rosses Point in Co Sligo. Some are very similar to the War Department stone described by Rod Smith on Culver Down, Isle of Wight, in NL10, p.2. There are three pairs of stones on Rosses Point - one of the pair is in cut stone with WD references, e.g. W↑D/N°2, and the second in each pair is a concrete pillar with a metal plaque reading C.I.L./1908 (i.e. Commissioners for Irish Lights). Maurice is sure that the WD stones pre-date 1922 when the Irish Free State was established.

Another WD stone can be found near what used to be military barracks at Beggars Bush in Dublin 4 on Haddington Road, and there are others in Shelburne Road. More have been sighted in Limerick city and in Cork and Dundalk near former British Army barracks.

PUZZLE ANSWER

Although Frank and Christine Minto have seen other Michelin kilometre posts while cycling in this area of France, the post pictured in NL10 p.25 can be found in Eye in Suffolk (TM 144738) - near the Queen's Head should you need a drink to celebrate finding it! Eye is twinned with Pouzauges in the Vendée. The photo (right), taken from a different direction, reveals its current location!



NL10 QUIZ RESULTS

The first name out of the hat with all the correct answers was Ted Showell (Worcs.). His prize is a signed copy of *You've Reached a Milestone - Welcome to Wales*, which will be published, hopefully, in September this year.

Answers: The pub locations were - 3 Mile Inn (Gt North Rd, Newcastle upon Tyne); 2 Mile Oak (Abbotskeswell, Devon); Milecastle (Hadrian's Wall, Haltwhistle, Northum.); The Finger (Post) (Offerton, Lanes.); Whittington Stone (53 Highgate Hill N19); Halfway Bridge (Lordsworth, Sussex); Milestone (Exeter or Ipswich); Five Dials (Horeton, Ilminster, Somerset); Redpost (Peasedown St John, Somerset); Long & Short Arm (Lemsford, Herts.); Five Miles from Anywhere (Upware, Cambs.); Halfway Inn (at least 13 answers that are correct - every one a winner).

PUBLICATION - NEWS

The Midland Counties Mileage Marks and Mail Routes to London, 1784-1840: The Midland (GB) Postal History Society. 380 pp, £39.50+£6.50 p&p. Available from W.J. Calladine, 5 Skillins, Kington St Michael, Chippenham, Wilts. SN14 6RL.

This book is the result of seven years' research into both the mailcoach routes and the postal mileage marks stamped on to letters before the days of the penny post showing the distance to London. The book covers twelve Midland counties, is hardbound and in A4 format. It includes hundreds of illustrations, including a few milestones, e.g. one built into the bridge at Feckenham, and one in Pershore showing London 102. There is specific acknowledgement to the Milestone Society and Robert Caldicott in particular, who compiled the list of Turnpike Trusts relevant to the mailcoach routes through the Midland counties.

John Kanefsky: *Devon Tollhouses*. 1976 (1st ed.), 1984 (2nd ed.). 36pp. ISBN 0 95017788 1.

Christine Raikes: *Portraits of Devon Tollhouses*. 1978. 28pp. ISBN 0 906231 01 9. Both books published by Exeter Industrial Archaeology Group, Dept. of Economic History, University of Exeter.

Paul Gibbons (Derbys.) came across *Devon Tollhouses* last year in the Devon & Exeter Institution in the Cathedral Close, and by a strange coincidence the editors were lent copies of both books which were sent to a friend by an Exeter-dwelling relative. There were once about 400 tollhouses in Devon but by 1976 the number was down to 83, some of them non-residential toll huts. The author investigated the subject for an undergraduate essay which was then published. The book contains several late 19th century illustrations and early 20th century photographs of tollhouses together with a gazetteer and map.

Christine Raikes's paintings were considered as illustrations for *Devon Tollhouses*, but it was decided that they warranted a publication to themselves. The

artist became interested in the subject as a result of the destruction of the True Street tollhouse at Totnes and then tried to record more of the intact survivors, highlighting the variety of styles. Twenty-three illustrations are shown in the book. Paul Gibbons suggests that anyone wanting to obtain copies of these books could try the Antiquarian Book Exchange website (ABE.co.uk). He recently met John Kanefsky (now in the History Dept., Exeter University) and learned that he is producing a general book on turnpikes which should be ready soon.

Peter Clarke: *The Outer Hebrides. The Timeless Way*. Can be ordered from Northampton Square Ltd. 26 Lewis Street. Stornoway, Isle of Lewis HS1 2JF. Price £9.99 + £1 for UK postage (cheques payable to Northampton Square Ltd.).

A new recruit to the Milestone Society is Peter Clarke who has published this book describing a long distance walk from the Butt of Lewis to Vatersay in the Outer Hebrides. Why not combine some of the walk with recording any milestones that may be lurking in the Outer Hebrides?

William Albert: *The Turnpike Road System in England 1663-1840*.

This invaluable book was published in 1972 and has been out of print for many years. It can be found in some libraries, but is almost impossible to obtain second hand. Member Jenny Coutts (Kent) and a publisher friend have been trying to persuade Cambridge University Press to either re-issue the book or release the reprint rights. Thinking that the author might be able to influence CUP, the Newsletter editors, remembering that the author was at the University of East Anglia in 1972, managed to track him down. Bill Albert contacted CUP and they were surprised to learn that he didn't know that they were hoping to re-issue his book as there seems to be a new demand for it! More news on this will be given as soon as it is available.

Michael Knight: 'Kimbolton in the Turnpike Era', *Kimbolton Local History Journal*, No. 10 (Spring 2006) pp. 11-21. 'Ripley's Turnpike Era', *Journal of the Send & Ripley History Society*, Vol.6, No. 188 (May/June 2006) pp.8-10.

Both articles resulted from talks given by the author to local history societies. In May 1794 the Hon. John Byng travelled to Kimbolton along a 'no very pleasant road' - in later years the A45 and now the B645 - which became a turnpike in 1755. The author details the setting up of the turnpikes leading to the town, lists the locations of tollhouses, and describes the four surviving milestones.

Between 1710 and 1749 sections of the highway from Southwark to Portsmouth were turnpiked. Ripley was served by the Act of 1749 covering the road between Kingston upon Thames, Surrey and Sheetbridge near Petersfield, in the 'County of Southampton', details of which are given. Several milestones still exist, most giving the distance to Hyde Park Corner. A test of the mileage was

carried out in 1894 for the magazine *Cycling*, and the distances were found to be very accurate.

Chris Woodard: *You've Reached a Milestone - Welcome to Wales* The bilingual publication with 214 illustrations of milestones, fingerposts and waymarkers of Wales has been delayed, but it is hoped that it will be available at the Society's autumn meeting. It shows some of the rare and unusual variety of stones within the principality, and has been made possible by Michael Freeman of Ceredigion Museum, Aberystwyth.

PUBLICATION - BOOK REVIEWS

K H Rogers, *A History of roads in and around Trowbridge and traffic on them about 1870*. (Trowbridge, The Friends of the Trowbridge Museum 2006). 92pp A4 format well illustrated. Available from Trowbridge Museum, The Shires, Court Street, Trowbridge, BA14 8AT at £8 plus £1.50 p&p.

Ken Rogers, a Trowbridge local historian, has recently written and had published a volume which I think may interest Milestone Society members. Whilst not directly on the subject it does cover roads and specifically turnpikes. Chapters in the book include - Pre Turnpike, The First Trowbridge Turnpikes, The roads as defined in 1768, The Acts in 1799, 1819 & 1854, The Town Commissioners and the Board of Surveyors, Coach Travel, and Highwaymen.

The book is not referenced but one may guess that the source information is the Wiltshire and Swindon record Office currently at Trowbridge (but due to remove to a new site in Chippenham in the not too distant future). The subject matter is covered in great detail. There are illustrations and photos of toll houses, copies of lists of tolls, details of legal actions, accounts and adverts for the farming and leasing of tolls. Whilst the title implies an end date of 1870 a couple of much later photos have crept into the book. Both of these are lorry accidents on, or rather off, Town Bridge in Trowbridge. The first appears to be an 'A' series ERF in the river, while the second is an Amey gravel Scammell artic tipper with the distinctive Michelotti cab on its side in the river.

Doug Roseaman (Wilts.)

FUTURE EVENTS

VELOROTIC - in conjunction with the Mildenhall Cycle Rally, presents an exhibition of cycling art and erotica. To be held at Weeting Village Hall (Norfolk -north of Brandon) 26 & 27 August 2006, 10 a.m. - 4 p.m. Includes paintings, drawings, photographs etc. Refreshments. Free admission.

COMMITTEE MEETING (Jewry Wall Museum, Leicester, Saturday 11 March 2006) - Existing members of the Committee were pleased to welcome its new co-opted member Rob Caldicott. After the usual formalities of minutes, etc.,

the membership report indicated that numbers were being maintained at a healthy level with additions exceeding non-renewals. Finances were also at a satisfactory level which would support the expected higher expenditure on the second volume of the Journal. Matched funding and the forthcoming initiatives in Yorkshire were highlighted and the latest addition to the attractive series of Society postcards was shown, and arrangements for future issues were considered. The meetings' programme was discussed with particular attention paid to the arrangements for the Summer Conference and AGM on Sunday 11 June at the Coors Museum Centre, Burton on Trent. The annual Coordinator's meeting was suggested for 19 November in Banbury. The publication programme was considered, including risk assessment and guidance on restoration.

ANNUAL CONFERENCE WITH AGM - (Coors Visitor Centre & the Museum of Brewing (formerly the Bass Museum, Burton on Trent, Staffs., 11 June 2006) - The meeting, incorporating the 5th AGM, was attended by 56 members and after the formalities of Minutes and reports from the various officers (a detailed Chairman's report had been circulated to members with the Agenda), officers were elected for the coming year but the Secretary, Terry Keegan, indicated that this would be his last year in office. Fees would remain unchanged for this year. This meeting had a Staffordshire theme, reflecting the venue, and John Higgins gave an animated and enthusiastic introductory talk entitled "*Staffordshire - its roads and milestones*" and David Hinsull emphasised the importance of perseverance in searching for toll houses. David McDougall then told of his experiences in carrying out conservation on milestones after winning a contract for their renovation, and included, most usefully, his methods for rust removal, surface preparation and final painting and reinstatement. Robert Caldicott revealed "*A tale of woe*" resulting from an inadequate preparation and repainting of a milepost by contractors and Alan Rosevear gave his personal experiences in the area of milestone restoration. Jan Scrine talked on a Yorkshire collaboration with English Heritage, and a former conservation officer for East Staffordshire, Chris Edwards, highlighted key issues from his own experiences. Finally, Malcolm Gray gave a brief talk on the importance and purposes of National Parks.

COUNTY COORDINATION - This will be carried out jointly by the triumvirate Mervyn Benford, Mike Buxton and Robert Caldicott. If you do not have contact details for your own County Coordinator, or wish to contact a Coordinator of a County other than your own and also lack information, an address can be obtained by e-mail from Robert Caldicott .

CONTACTING COMMITTEE MEMBERS - The following e-mail addresses appear on the website and are repeated here:

Chairman, David Viner:

Eon Secretary, Terry Keegan:

Eon Treasurer, Jan Scrine:

Membership Secretary, Brian Barrow:

*Database & Recording Standards, Alan Rosevear:
County Coordination, Rob Caldicott:*

AUTUMN MEETING - This will be held in St Fagans, Cardiff on Saturday 7 October 2006 in the Oakdale Miner's Institute at the Welsh Folk Museum. Details will be circulated later and will appear on the Society's website: <http://www.milestone-society.co.uk>

FINGERPOSTS ON THE WEBSITE - As part of an attempt to identify the location of all of the photographs in the Ken Diamond collection, the Society website currently displays pictures of fingerposts on which the Society requires help. Frank and Christine Minto have taken on coordination of this valuable task, and contact details are on the website.

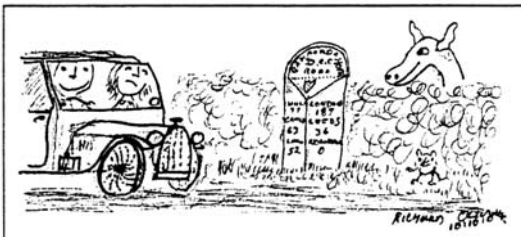
PANEL OF SPEAKERS - The Society receives valuable publicity through members undertaking speaking engagements. If you are prepared to give talks on subjects of Society interest, please inform the Editors who will keep an up-to-date list for information purposes.

YORKSHIRE GROUP MEETING - Sunday 22 October at Rudston Village Hall (near Bridlington, E. Yorks.). Tea and coffee provided at nominal charge - for information/confirmation, contact Jan Scrine.

DEADLINE FOR THE NEWSLETTER FOR JANUARY 2007 -

Contributions for inclusion in the January 2007 Newsletter should reach the Editors by Friday 15 December 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.

MEMBERSHIP RENEWAL - Subscriptions for 2006-2007 fell due on 1 June 2006. Details and forms were sent with the AGM agenda; an application form can be downloaded from the website: <http://www.milestone-society.co.uk> To receive further issues of the Newsletter, please ensure your subscription has been renewed.



Sketch by Richard Oliver

ISSN 1476-3109