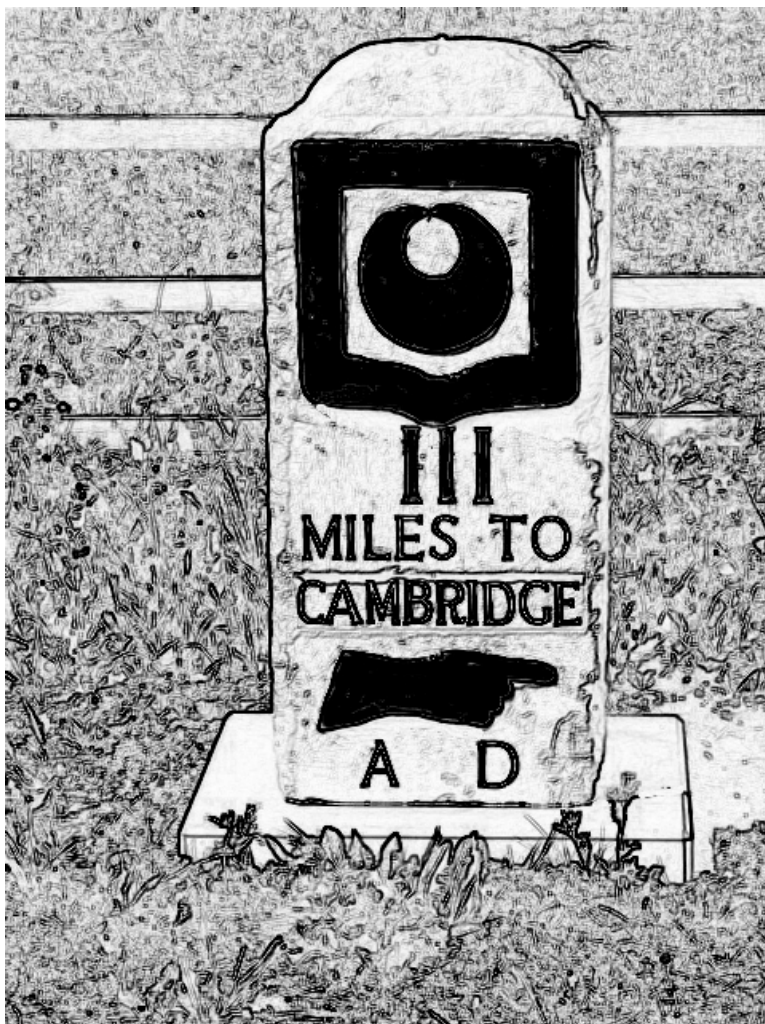




THE MILESTONE SOCIETY

Newsletter 21

July 2011



CHAIRMAN'S COMMENT

The re-modelled *Newsletter* (no 20 in January) was the first under Mike Hallett's editorship and it has been very well received. We are delighted to offer another bumper edition, now in your hands. There has been plenty to report on, with another busy spring and summer of meetings and activities. If your own local area doesn't yet feature in these pages, do please consider putting pen to paper for us next time! All contributions welcomed.

It is amazing how useful the *Newsletter*, as well of course as our other publications, have become. Not only a source of current news, they also act together as a growing archive and regularly we find ourselves turning back to earlier issues to see how things have developed around the UK. Indeed, publications are the main theme of the Comment column this time, as we move forward to implement the outcomes of the membership consultation on the future of our various publications, which began in committee discussion last summer and concluded in early March.

The story was well summarised in *Newsletter* 20, pages 6-9, including the aims of the exercise and the five options on which members' views were requested. The national committee's meeting on 12 March has this as a main item for discussion, with the following responses to the consultation reported:

Option one – 6 votes

Option two – 47 votes

Option three – 21 votes

Option four – 42 votes

Option five – 29 votes

Of a possible 476 votes, this total of 145 represents a 30.5% response rate, with which we can be well pleased. A good many other such trawls for views produce far less feedback!

So we have Option two as our target, that is to retain the *Newsletter* as a twice-a-year publication but to absorb *On the Ground* and the *Journal Milestones & Waymarkers* into a new single publication, published annually. That change is already underway, working from a strong *Newsletter* and now with an annual and integrated timetable all round. The new combined Journal, as our publication of record, is being prepared for autumn publication. It will carry as its masthead (as they say) the title *Milestones & Waymarkers*, with *On the Ground* as a defined and important section recording

The illustration on the front page provided by the editor shows the third Trinity milestone at Trumpington Meadows near Cambridge which has recently been re-stored and reinstated following the construction of a new road junction.

Society members' and others' practical activities in recording and conservation, i.e. actually 'on the ground' around the UK.

Happily, no suitable material has been lost in the process; rather, the route for our regular and intending authors is now made much clearer. Future Journal deadlines will be published in the *Newsletter* as from January 2012, so as to provide a regular programme. Do you have a good story or experience of milestone/milepost, fingerpost or other waymarker identification, conservation or associated research which you could contribute to either of our publications now? Has anybody been busy in the archives and unearthed a good story of turnpike folk? If so, do tell!

David Viner, Society Chairman

WHO'S CALLING...?

Enclosed with this Newsletter you will find a couple of 'calling cards'.



They are not 'membership cards' because they do not have names and dates printed on, but several members have asked for a card to confirm their identity when undertaking something on behalf of the Society.

You are welcome to write your name and contact details on the front or on the back if you wish to hand them out. If you need any

more, please get in touch with Jan Scrine, email jhs@milestonesociety.co.uk or 01484 455484.

We hope you will find them useful!

Jan Scrine

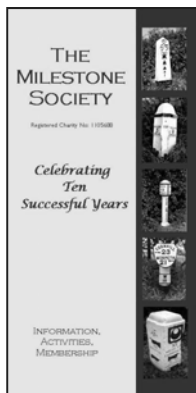
FOUND IN A CHARITY SHOP

As Hon Treasurer, I was penning my customary 'welcome' email to new members joining through Paypal, when I noticed the member's address was on my patch in West Yorkshire.

Intrigued, I asked Brian Barrow our Membership Secretary about the source of the introduction and in reply he provided a breakdown of the sources of new members between January 2010 and April 2011. I thought you might find it interesting, too.

Of the 50 new joiners, 37 answered 'how did you hear of the Society'. Most (9) cited a Society member as the source of their interest, followed by eight who joined after attending a talk or a Society meeting.

Six heard of the Society through other organisations or publications (Railway & Canal Society, LBSG, Treasure Hunting Magazine, Mervyn's book). Half a dozen



found us through our new website and five cited existing milestone or turnpike research interests. Just two found us through our leaflets. So almost half found us through personal contacts – well done, folks! Keep up the good work - Why not pass a leaflet to friends or others.

However, our new member from Holmfirth said he had come across some copies of OTG and the newsletter in a charity bookshop! Hmmm, we have plenty of back numbers of the journal, Milestones and Waymarkers, in stock – perhaps we should put them into charity bookshops as a good way of raising awareness painlessly?!

Jan Scrine

EDITING SKILLS REQUIRED FOR ROAD SIGNS STUDY

Not much is available in print on the subject of road signs and now a project at Beaulieu, home of the National Motor Museum, aims to bring a study prepared by a former Manager at the Museum into print for the first time. John Willrich prepared a manuscript with a working title of *Did You Notice the Signs By the Way?*, a nice interplay of signage concept and function. Never published but brought forward now as an underused resource, Beaulieu seeks assistance to achieve publication either in print or website. To do so, it seeks someone with a good knowledge of the subject, including an ability to update the story of road signage in the UK over the past two decades or so. Computer-based editing skills are required and the project would benefit from an updated bibliography and an index. This package may sound onerous but need not be, in the right hands and with a co-ordinated approach. Modest fee available. Expressions of interest to David Viner, Society Chairman, in the first instance by e-mail to dviner@waitrose.com or via message on 01285-651513.

David Viner

MILESTONES & WAYMARKERS

Those of you who read this section from the beginning will have learnt about the Society's decision on publications and the plan to merge *Milestones & Waymarkers* and *On the Ground* into a single A4 size publication. The preparation work for this year's edition has already started but there is still plentiful space and the opportunity for the submission of new material. Please send material, preferably by early August, to John V Nicholls by e-mail to jv@milestonesociety.co.uk or by post to 220 Woodland Avenue, Hutton, Brentwood, Essex CM13 1DA.

Mike Hallett

Bedfordshire *Michael Knight* observes that one of two 'unearthed' milestones stored at Wardown Park, Luton has been restored and given prominence in the park gardens. Inscribed 'Luton 1/ St Albans 9' it had been acquired in the 1960s, but proves to be an enigma, as on the Victorian OS Map Series the road marker opposite Stockwood Park on London Road is a milepost marked 'Luton 1/ St Albans 9/ London 30'



Wardown Park

Berkshire *Derek Turner* says that Berkshire remains quiet other than Peter Nelson's sterling work on the on-line mapping of milemarkers in the region, described in the Wroxton meeting report.

Buckinghamshire Here *Derek Turner* notes that it's more a case of work in progress than completion, with one notable exception. John Nicholls' restoration of the rusted pressed steel milepost, previously lying in a ditch near Oakley, Bucks by the Thame to Bicester turnpike, has been completed to his usual high standard. Reported as at risk by a member of the public in March 2010 it was rescued by



John and taken into safe keeping. Almost exactly a year later John re-erected the milepost in its now pristine condition close to where it originally stood but in a less vulnerable position, where hopefully speeding traffic and careless verge mowers will not damage it. Bucks Highways have not been involved. John will write a full report of this project in the next issue of *Milestones & Waymarkers*.

The Oakley milepost before and after restoration

Cambridgeshire Sadly there has been no progress yet with the repair of two milestones on the A10 near Waterbeach which were both broken by impact from vehicles. *Bronwen Parr* has reported finding the 'Peterborough VII' stone opposite a petrol station on the A47 in Wansford. Three milestones on the Old North

County News

Road in Bassingbourn-cum-Kneesworth have been lime-washed following a request made by a resident to the Parish Council. Following correspondence with County Highways, it was established that for this simple repainting work in a low risk location, a street works permit would not be required.

Cardiganshire Sadly during the last year, writes *Chris Woodard*, the wooden fingerpost on the A4159 near Capel Dewi has been removed. It is believed to have been the last wooden fingerpost in Cardiganshire, if not in Wales.

Cornwall *Ian Thompson* reports that the Cornwall Council/Milestone Society Painting Partnership is now in its fourth year. The target areas for this year are the St Austell and Lostwithiel turnpike milestones, the pointing hand guidestones in West Penwith and some of the milestones in south-east Cornwall. Over 200 milestones have been repainted since the partnership scheme began.

Repairs are continuing. Last autumn, Pete Goodchild and Ian Thompson set upright the milestone north of Callington which had been leaning at a crazy angle for years.

The Saltash Trust boundary stone at Trerulehead, in the lane south of the Trerulefoot roundabout, was broken and has been reset by Cornwall Council. It has now been repainted by the Milestone Society.

The milestone south of Hatt on A388 has been hit again and again. We have asked County Highways to relocate it a few yards to the north while there is still some milestone left. We do not like to move milestones from their original location, but this is a special case.

The milestone just south of Grampound Road had lost its cast iron plates. These have now been recovered, repainted and refitted by the Milestone Society. Plans are in hand to replat the other three milestones in this series.

The St Austell to Bodmin turnpike of 1835 did not go to Innis Downs where the fly-over complex for the A30 Bodmin by-pass now exists. The turnpike turned right at Newgate and followed the valley to Lanivet. The last milestone on this road, by the turn to Luxulyan, had been missing for a decade, when it was discovered in a granite store at the Callywith Gate highways depot. It has been a bit of a battle, but the milestone is now back in place and awaiting a fresh coat of paint.

Cumbria We have had a very productive time, writes *Colin Smith*, recently helped by useful pump priming grants from the Society and increasing interest from Parish Councils and Civic Societies to turn their attention to renovating roadside artefacts in their areas. Mileposts, Parishes boundary marker and fingerposts are all included. This is good news indeed and members of The Milestone Society have been playing their part.

Mike and Kate Lea report that the iron parish boundary at Barrows Green on

the Kendal to Burton-in-Kendal road, a milepost nearby, and the three mileposts on the Kendal to Brigsteer road have all been restored. All these posts were manufactured by T. Winder Foundry Gatebeck and dated. Natland and Helsingham Parish Councils financial supported the work arranged through the Kendal Civic Society. Also the Kirkby Lonsdale & District Civic Society drew in a number of agencies to restore eight fingerposts. Mike and Kate Lea are passionate about fingerposts and have done much research on them and given talks.

Following the success of helping the Thursby Parish Council a sandstone milestone on the Carlisle to Cockermouth road has been slightly re-located (to avoid further damage by vehicles) and restored. We were instrumental in helping them through all the listed monument hurdles as well as advising drawing up an acceptable schedule of works.

Another sandstone milestone found abandoned in a farm year has been renovated, new plates manufactured, and reinstalled on the A6 Carlisle to Penrith road by Hesket Parish Council, again with the help of us.

Colin Smith has published his new book *A Guide to the Milestones, Milesposts and Toll Buildings of Cumbria*. He had two launches – one at the AGM of the Friends of the Lake District in Kendal at which Lord Judd praised the work of the Society. Over 60 turned up and we put on a display. The second launch was in Colin's local village hall when some 100 people turned up. Again a display was put up and his was delighted to sell over 70 books. Details of the book can be seen on his web site www.browbottomenterprises.co.uk

Essex John Nicholls writes in the May 2011 *Essex Waymarker Digest* of finding another Essex milestone. The Chelmsford to Black Grove (Rawreth) turnpike only lasted one 21 year term and little is known of its life. However two milestones were known to survive along its route with a third shown on



OS maps. This third one has proved elusive and certainly remained that way for at least six searchers from 2001 onwards. Then on the last day of 2010 it was found by a non-member Terry Joyce who lives in Rayleigh. The stone, 11 miles from Chelmsford and 2 miles to Rayleigh is a mere six or seven feet from the roadside but was hidden behind an Armco barrier in a black-thorn thicket. The undergrowth has now been cleared away and the stone cleaned.

The *Harwich and Manningtree Standard* reported the return of the 'Harwich 14 Colchester 7' milepost which had been stolen from the A137 at Lawford and returned

after being found at a car boot sale. More publicity for the Society!

Gwynedd At Trefriw, on the western side of the B5106 linking Bettws to Conwy, *Michael Knight* found a slate distance-plaque has been built into a slate-block wall of the Woollen Mill. Marked on OS Landranger Map 115 at SH781631 it is curiously situated midway between milestones to north and south which are not proven still to be in situ.

Huntingdonshire *Bridget Flanagan*, author of *The New Bridges* has produced evidence in a local newspaper from 1910 of a private toll road still operating in the north of the County. The saga of its origin and eventual closure is currently being researched by *Michael Knight* with a view to publication later this year. The original Toll Board has been preserved and now resides in a neighbouring Country Club.



Kent

Colin Woodward writes that Langley Parish Council has restored a milestone on the route between Maidstone and Tenterden. The milestone (see OTG7 p15) was previously almost invisible in a hazel hedge on the A274 and is one of very few remaining on the former Maidstone and Biddenden Turnpike (1803). The stone has now been re-erected in front of the hedge, painted and fitted with a mileplate reading 'Maidstone/4/ Tenterden/14½'. The restoration was carried out by local firm Wright Landscapes, with the plate made by Broxap.

Boughton under Blean Parish Council has carried out resto-

ration of two milestones on the route between Faversham and Canterbury. These milestones, formerly plated, have been re-engraved on the sections formerly occupied by the mileplates. These milestones are on the former Chatham and Canterbury Turnpike (1730) and are located on what is now an unclassified stretch of road which was formerly part of the A2. The milestone (in the centre of the village), which over the years has been much reduced in size, now reads 'LONDON/50' and 'CANTEBURY/5'. The milestone one mile further west, towards the junction with the A2, now reads 'London/49' and 'Canterbury/6'.



A design guide called *Making it Happen* has been produced by Kent Highways Services requiring milestones and other historic items of street furniture to be protected during redevelopment. Section G4 (Highways Construction Works) states:

"If a new development incorporates or uses historic street furniture (e.g. milestones, stone mounting blocks, cast iron fingerposts, legacy road signs etc.) every effort should be made to retain existing features in their original context.

Where possible, and subject to audit, historic street furniture must be left in situ.

In the event that features have to be moved, a suitable site nearby must be agreed with the local community (parish or town council, local amenity or history group, etc.)"

Monmouthshire Chris Woodard notes that since the beginning of the Hereford / Monmouthshire Blitz weekend in April 2010 an amazing total of 100 milestones, 9 boundary stones and one direction stone have been found and recorded along the turnpike roads of the county. A very big thank you goes to Ron Shackell of Abergavenny for his dedicated efforts throughout the year in ferreting out so many lost stones. One of the stones he discovered was no less than the county boundary stone on the A40 between the counties of Monmouthshire and Brecknockshire as mentioned by Charles Harper in his roadbook *The Oxford, Gloucester and Milford Haven Road* published in 1905.

Norfolk In December, reports Carol Haines, we had a useful meeting with the county HER officer and gave her a copy of the Norfolk database which has each recorded milestone linked to a photo and a map. Volunteers will enter the data into the county's heritage database.

There have been three new finds recorded recently: a good example of a cast iron post, probably made by Ransome & Sons in 1822 for the Norwich-Cromer Turnpike, which is now in a farmyard at Hevingham (Norwich 8, Cromer 14, Aylsham 3); a stone reading 'XVII/Miles/from/Norwich' in the grounds of Wolterton Hall, Wickmere, probably erected to guide Lord Walpole's visitors to the Norwich-Cromer Turnpike; and the 'Norwich 8/Ipswich 35' stone beside the A140, revealed when a dense hedge was cleared. Several other milestones are now known of and are awaiting recording.

Over 60 milestones have now been painted by Nigel Ford. In three instances he has invited local schools to let children help with the painting, where it has been safe to do so, in the hope that they will be encouraged to look after the stones in future. The stone at Bawburgh (Norwich 5/Watton 16) had been lying under a hedge for some years. When the local landowner recently cleared the hedge the stone was taken to a barn where it was propped upright securely and children from Bawburgh school

came to apply white paint to it (and themselves!). The milestone has now been re-stored to the roadside. With the help of his many useful contacts he has raised badly sunken stones at Braconash and Kimberley. He is repairing the stone from Kimberley, which was found to be broken, and another which was pulled from a ditch in Carbrooke, also in two pieces. He has received a letter of appreciation for his work from the Lord Lieutenant of Norfolk.

The Norfolk group will be having a stand at the Norfolk History Fair at Gressenhall Rural Life Museum on 29 May.

Neville Billington provides a press cutting from the *Eastern Daily Press* of 4 December 2010 in which reporter Jon Welch recounts the activities of *Nigel Ford* in restoring Norfolk milestones. The two-page spread tells of Nigel's first restoration on the B1108 Norwich to Watton Road as well as his restoration of a 1780 milestone at Attleborough. "So why does he do it?", asks Jon Welch. "I didn't like seeing part of our history lost for ever. I'm too sentimental, I suppose. They are part of our roadside heritage. I thought it would be nice if our grandchildren didn't have to go to a museum to see them."

Neville also draws attention to the National Trust volunteers Christmas leaflet in which questions are asked about the position of the milestone outside the stable block at Felbrigg. The Aylsham to Cromer turnpike road did not pass Felbrigg and the leaflet asks whether the milestone is in its original position.

Northumberland *Iain Davison* writes that a milestone has been uncovered during the development of a new housing estate on the site of the Royal British Legion at Stobhill to the south of Morpeth. The development is adjacent to the line of the old turnpike road from North Shields to Morpeth (22 Geo 2 c9, 1749) at the junction of the A192 from Shields and the A196 from Stakeford and Ashington. At some time the A192 has been re-aligned to the west and the milestone ended up in the car park of the Royal British Legion site. Iain visited the site and found the milestone stored safely within the compound. It is 1.26 metres in height and incised with 'M' for Morpeth and '1' for the distance to Morpeth Town Hall. It is not thought to have been placed there as part of the original turnpike and there is speculation that it may have been placed by Morpeth Town Council. There is another milestone 'S (Shields) 16' at NZ 202 854 less than ½ mile from the development site. Iain spoke to the site agent and the managing director of the company developing the site and has been reassured that the milestone will be put back in a suitable location in the near future as the construction work is virtually complete.

Oxfordshire Progress with various projects is frustratingly slow says *Derek Turner*, partly because the Highways Authority, which up till now has been supportive, is now wracked by seemingly constant reorganisation, making contact



The Deddington stone before and after recarving.

what was originally inscribed on the stone before it was – probably – moved and re-used at another site four miles south, consensus was finally reached that the original 18th century legend read 'Banbury 4 Oxford 18', though the oral evidence supports the idea of it being positioned at Oxford 14 before being moved to the depot. The original legend has now been re-cut by a local mason and the stone's re-erection awaits the go-ahead from Oxon CC.

The milestone near Swerford, halfway from Banbury to Chipping Norton on the Turnpike of that name, had long lost its plate and was leaning back at a perilous angle in the hedge after a vehicle impact last year. The local farmer cleared the hedge last autumn and removed the stone for safe keeping. He has offered to pay for its restoration and re-instatement, and the local group is working on the project, using a surviving plate from the same series as a template'.

So welcome signs of public interest and support and some signs of renewed local authority involvement.

Pembrokeshire In NL17 it was mentioned that the milestone 6 miles from Haverfordwest near Canaston Bridge had gone missing. This information was brought to the Society's attention both from the local press and from a police report. *Chris Woodard* reports that in march this year when the Robeston Wathen by-pass and the Canaston Bridge re-development on the A40 were officially opened the stone was re-erected, fully repaired and restored by Costain. Over the years Costain has restored and repaired the milestones along the A477 from Hobbs Point (Pembroke Docks) to Redberth Common and a big thank you is due to them for helping to preserve the county's roadside history.

difficult. However, most recently, constructive contacts with a new name in the Highways Authority, the Oxon HER and Cherwell District Council Conservation Officer have been made. The long-standing, or rather long-lying, saga of the Deddington depot stone has gained another chapter. After lengthy debate about

County News

Soke of Peterborough As previously discussed in these pages, the Soke was originally part of Northamptonshire but is now part of Cambridgeshire (and for some purposes Peterborough Unitary Authority). To complement her talks, *Bronwen Parr* has published a postcard showing a selection of milestones and boundary markers in the Soke. For further information contact Bronwen on 01733 261507.

Somerset *Janet Dowding* reports that when the Somerset Group met for its Spring meeting on 18 March, four milestones had already been painted this year by various people.

1. The first one is the Prestleigh one at ST 62984086, parish of Doultong, on the A371. Member Peter Banks was able to do this one in complete safety when the road was closed for several days. From being rusty and virtually invisible in the hedge, it is now being noticed by passers by.
2. The milestone at Pomparles bridge near Glastonbury – ST 48643782 – had to be done as a matter of urgency because the land behind it has been put up for sale and it was feared that the developers might discard it. Previously painted by the local Council in 2005, it had deteriorated badly but is now newly painted again and looking well looked after.
3. The milestone on Park Hill, Pilton, ST 58634076, was very rusty, leaning badly, and very close to the road in a dangerous position. The owner of the land behind it – Dudley Clapp – decided to rescue it, moved it into his garden, renovated and repainted it. He then invited members of the Somerset Group to come and see it and decide on a much safer new position for it. Accordingly it was decided to resite it about a hundred yards further up the hill on a bank just above a short pavement. Some men from the village helped to dig the necessary hole and members Peter Banks and Richard Raynsford helped to put it into position. It is now completely safe from traffic.
4. The fourth milestone to be done is the one at West Shepton – ST 60914272. It was very rusty but upright and is now newly repainted, the work being done by persons unknown (possibly an ex-member of Somerset Group). It again was in a dangerous position and had not been repainted before this year.

For the first time in our painting programme, we found lead numbers being used on a milestone, all previous ones being of cast iron. These were the '7' and '13' on the Pomparles Bridge milestone. It is to be wondered if this is going to prove unique or whether we could find more in the area.

Member *Richard Raynsford* had previously reported, and subsequently took us to see, an unusual stone he had found lying on a bank in Canwood Lane, Brewham. It was split in two but letters could faintly be seen on it saying 'TAKE OFF....'. It is obviously one of the rare signs used for putting on and taking off of extra horses for

wagons when going up and down hills. It apparently could be repaired by stonemason's glue but would need to be taken up and dried out completely for this to be successful. We have not as a Group decided yet what could be done about it, if anything. It was rather difficult to produce a decent photo of it as the area was dark with trees.

Staffordshire As previously reported, the county repainting programme is moving to East Staffordshire this year and Staffordshire Moorlands in 2012. John Higgins has just heard that the mileposts within the Staffordshire Peak Park are to be repainted as well, which may take the programme to 2013. We are moving closer to getting Heritage Lottery Funding to replace the 'Leek 2' bobbin post that was destroyed in a road traffic accident. It was one of a complete series between Ashbourne and Leek and therefore has broken what was the only complete set of bobbin posts in the world. We shall hear from HLF later this year whether the bid has been successful. Also in the bid are newcasts for the missing Uttoxeter Canal mileposts. The canal has been derelict since 1849 yet three of the original posts still survive. Howard Price is hoping to be able to upload Staffordshire mile marker photos onto Google Earth and is looking for up-to-date digital images. Parish councillors throughout the county are being targeted to see if they are willing to help financially with the restoration and replacement of mile markers in their parishes.

Surrey Lionel Joseph has been in contact with West Sussex MP, Jeremy Hunt regarding the repositioning of milestones 37 and 38 on the Portsmouth Road following the opening of the Hindhead tunnel. The contractor Balfour Beatty is also being approached.

Yorkshire Christine Minto writes that the area known as Saddleworth west of the Pennines was certainly part of the West Riding of Yorkshire when the County Council decided to set up over 600 milestones along its main routes. Administratively it is now part of Lancashire/Greater Manchester but at heart it still belongs to the White Rose county. There are over twenty WRCC milestones plus several older stones from the turnpike era. In the last few months the metal attachments have been repainted even those that had suffered damage. Unfortunately one backing stone that had lost its attachment several years ago has been stolen. The 120cm high stone on the high moorland has been dug out of the peat banking across a wide ditch. Dave Williams and Jeremy Howat continue to tackle the mileposts around York. Two on the Tadcaster to Boston Spa road plus a boundary post have been repainted. Three between York and Helmsley complete the refurbishment of the remaining posts along there and the last two of the seven in Harewood have just received their final coat. Two more on the York Tadcaster road are lined up for treatment.

In October 2010 a lorry backed into the 'Harrogate 1' stone on the A61. The metal attachment was in nine pieces and the stone broken off at ground level. *Brian Bradley-Smith*, with the goodwill of a local councillor for Pannal, collected the pieces from the Highways yard before they were dumped in the skip. He made a wooden former, fastened the pieces to it, sealed the joins and repainted it. It is now back in place fastened to its backing stone that has been expertly repaired.

Brian Bradley-Smith spotted the backing stone of a WRCC milestone on the B6161 on the road to Killinghall. A circular ride to photograph the repaired stone resulted in this and two more 'new' stones added to the database. Two of these are in Pannal Parish so hopefully they will be keen to refurbish these as well. Unfortunately one previously good stone complete with attachment was found to have been the victim of a vehicle strike. There is no sign of any metal with the stone leaning minus its top.

Two years ago Dave and Jeremy searched for a reported post in a garden north west of York but it had vanished. Now a post from the York to Malton road has been found in another garden a few miles away. Investigations are proceeding.

Scotland

Christine Minto notes that one of the few areas without any records was the Western Isles. Maps from 1976 and 1987 showed sixty-six mile-stones marked on South Uist, Benbecula, North Uist and Lewis. Barra and Harris seemed devoid of stones. My May expedition to the Outer Hebrides coincided with sometimes wet and always extremely windy conditions at what is usually a lovely time of year. The prevailing wind was from the south so Barra to the Butt of Lewis was the wisest decision. On South Uist eight of the 22 marked stones were found plus two others. These were the only ones with a legend, a number measured from Lochboisdale. All five on Benbecula had disappeared with just eleven out of 28 on North Uist recorded. Of the 28 six were on a wide 'improved' road. The first one was missing and because of the conditions I didn't try to search for the rest. On this day large hailstones hit me horizontally but the sun did shine between the storms. On Lewis there should have been eleven stones of which I found four however there were two others, one near Stornoway and one north of the Callanish Stone Circle. I wanted to ride the last 7 miles to the Butt of Lewis but the return would have been difficult. There may be one more along there. How did I get back southwards to Tarbert? The buses are very accommodating. My luck changed on Skye. The wind changed into the north for the ride from Uig to Broadford and Armadale and I found four new stones and checked another nine.

If you are going to Scotland, please contact me for details of known milestones and roads not yet surveyed in your holiday area: frankminto@talktalk.net

CORNWALL FINGERPOST SURVEY

The top story of the moment is that the Federation of Old Cornwall Societies has chosen a countywide survey of fingerposts as its big project for this summer.

In Cornwall we are continually asked for advice about the improvements needed to individual fingerposts. It has been discussed at length with County Highways, Historic Environment and a number of County Councillors. There is a groundswell of support, but no-one knows the current situation on the ground. A survey is needed.

Several Milestone Society members took part in a 'Sample Survey' of fingerposts in random 10km squares in 2010 and it is the success of this that has prompted the Old Cornwall Societies' project.

Ian Thompson

FINGERPOST REPAIRS

The work on the Toy fingerpost south of Helston on the A3083 Lizard road at SW693229 Garras turn should be complete. Two new arms have been made and the whole fingerpost cleaned and repainted. There are issues with one of the new arms being vulnerable to damage by turning vehicles. Discussion with County Highways continues.

The Driving Lane fingerpost near Par has also had new arms made. This was a local Old Cornwall Society initiative and is just the sort of thing we should support and celebrate.

Ian Thompson

COLWALL'S MISSING ARMS

Tony Boyce reports that parish councillors at Colwall, Herefordshire, want to find out what's happened to part of a cherished signpost near the village. A cast-iron arm, pointing to Ledbury, disappeared in February after snapping off and they fear a replacement could set the council back hundreds of pounds.

"It wouldn't cost much to repair, but it will cost an awful lot more to make another one," said parish clerk Karen Davies. "We'd love to know where it is."

The fingerpost is at a junction in Mill Lane. Its intact arms are inscribed 'To Codrington & Bosbury' and 'To Colwall & Malvern'.

Despite advertising in the *Hereford Times*, *Ledbury Reporter* and the Parish Council Newsletter, no information has been received. Since then, two specialist forges have quoted £2090 and £2590 for the repair and the Parish Council has approached to AONB to find out whether grants will be available from its Sustainable Development Fund.

SOMERSET TOLL HOUSE FOR SALE

Hard on the heels of a toll house on the market in Shropshire (see NL20 p23 – now sold STC), another pops up for sale, this time on the edge of the south Somerset town of Ilminster (ST 347152).

Hazelwell toll house is a different proposition altogether, having not been inhabited for some years; it is described in the selling details as 'a renovation project', always a clue! In fact it is externally intact and still



represents a fine example of a mid C19 two-storey toll house of the grander and more affluent sort, situated hard by the roadside at the western end of Ilminster on what was the Exeter road. Today this route provides the link from the town to join the A303 at Horton Cross.

Constructed of the local Ham stone and therefore in a not unattractive vernacular, the building belonged to the Ilminster Trust (1759-1879); it is both Grade II listed and on South Somerset District Council's Buildings at Risk Register.

There is a clear image and description on the Images of England website (see www.imagesofengland.org.uk, ref no 383493) and of course in that magnificent two-volume assemblage on *Somerset Roads: the legacy of the turnpikes* by J.B. Bentley and B.J. Murless, published by Somerset Industrial Archaeology Society in 1985/1987 and reprinted in 2004 (see NL7 pp28-9). SIAS as well as our Society continues to maintain a watching brief on the future of this toll house.

A simple roadside building it may be, but not without complications. The council was responsible for having it secured; owned by developers with an interest in the surrounding land, its future lies in securing a proper use as part of a wider development. Can you provide that proper use or know anyone who can?

Hazelwell toll house (aka 138 Station Road, Ilminster) is on the market with Alder King at a guide price of £120,000; a brochure is downloadable from www.alderking.com/property_search

David Viner

TOLL-HOUSES FOR SALE

An internet search finds toll-houses for sale in Brixham, Bodenhams, Cwmduad, East Cranmore, Ipstones, Langport, Llanfihangel Nant Melan, Middle Barton, Paignton, Saltford, Shaftesbury, Sheffield, Tingley, Tiverton and Williton - a depressing list?

Mike Hallett

MILE MARKERS ON THE FESTINIOG RAILWAY

Having penned a disclaimer in NL19 p30 against the Society's inclusion of railway markers as part of its remit, I'm now falling into temptation with another railway-linked item, but it's worth it I think....

Enjoying a wander around the Kemble steam fair in early August last year, I stumbled across the Festiniog Railway Society's promotional stand in the model tent and quickly established some common ground on mile-markers.

The Festiniog is well-known for the determined and ultimately successful restoration campaign for this narrow-gauge railway in north Wales, extending over several decades. I too remember putting my shovel in the ground in its cause many years ago, high up on the 'deviation' (don't ask).

It is one of the 'great little trains of North Wales' and a major tourist attraction in the region, especially as it is progressively joining forces with that other long-term restoration project, for the Welsh Highland Railway; see www.festrail.co.uk for the latest on that achievement.

The Festiniog has its own Heritage Group and their website www.festipedia.org.uk has a useful history of the mileposts along the line. The Railway's Act of Parliament of 23 May 1832, section XCIX, provided that ... "the said Company shall cause the said Railway or Tramway to be measured, and Stones or other conspicuous Marks to be set up and forever maintained at the distance of One Quarter of a Mile from each other, with proper inscriptions".

The website lists their locations and summarises their history, including the fact that several stones survive in the railway's museum collection and that a recent project by one of the railway groups, (the Dee & Mersey Group) has arranged for replicas of these to be made and for the missing stones to be replaced, as a contribution to the railway's heritage.

That work is also reported in more detail on the webpage listed below, including an installation in July 2010 of a marker at Coed-y-Bleiddiau on the line. This brings the restoration/replacement project to fifteen posts so far, with a few more to be installed in the future. Two originals remain in place.

Stephen Wilson is the Festiniog member leading the restoration programme and he told me that "Erik Scott who produced the slate blocks for our FR milestones has a very strong interest in road milestones in North Wales, and he has pointed out examples to me at various times". So there is common ground here via a shared heritage.

http://www.ffestiniograilway.org.uk/index.php?option=com_content&view=article&id=299:milestone-installation&catid=3:news&Itemid=50

David Viner

CAST IRON BOUNDARY POSTS

This advertisement, spotted by member *Rodney Marshall*, dates to 1913. It displays two sizes of a common design used on both boundary posts and mileposts. The Bedale Foundry (North York.), significantly located at Leeming Bar (toll?) on the Great North Road clearly anticipated commissions from Local Government Authorities despite the era of 'disturnpiking' having concluded more than three decades before. Does a successor factory or any of the Mattison roadside waymarkers survive, and if so, where?

F. MATTISON & CO., ENGINEERS, LEEMING BAR FOUNDRY BEDALE.

CAST IRON BOUNDARY POSTS.

The diagrams show two cast iron boundary posts. The left post has a top section 9-in. wide, a middle section 17-in. wide, and two base sections each 12-in. wide. The right post has a top section 7-in. wide, a middle section 14-in. wide, and two base sections each 10 1/4-in. wide. Both posts are 3-ft. 9-in. tall.

The above represent the many hundreds of Boundary Posts we have made.

Prices - 11/6 and 7/6 each.

Any name, place or mileage can be cast on, as required, at the same price.

Quantities quoted for on application.

Michael Knight

HIGHWAYS AND LOCOMOTIVE (AMENDMENT) ACT 1878

At the top of Darlington's Bondgate, set into the pavement, is what looks like a cast-iron headstone. This is appropriate, as it leans backwards on to the wall of Seaton Leng's undertakers. This headstone, though, has nothing to do with undertakers, as Echo Memories tried to explain three weeks ago. It is inscribed: 'H&LA 1878'.

In all likelihood, it refers to the Highways and Locomotive (Amendment) Act of 1878.

Several readers wondered whether this referred to the use of trams on the road, especially as the tram terminus and shed were opposite on the corner of Portland Place and Woodland Road.

Yet the locomotive referred to was anything that was "propelled by steam or any other than animal power". Initially, it referred to traction engines - probably built in Leeds by John Fowler, of South Park's company - but soon came to include steam carriages and motor vehicles.

The first piece of legislation to discuss such vehicles in depth was the Locomotive Act of 1861, which set a maximum speed of 10mph on turnpike (or toll) roads and 2mph in a town or village. It also said that each locomotive must be attended by two people: one to stoke the engine, the other to steer the contraption.

Then came the infamous Locomotives Act of 1865. It reduced the speed limit to 4mph and ordered that three people attend every vehicle, the third one walking ahead "by not less than 60 yards" and "constantly displaying" a red flag. The red flag was, of course, to warn pedestrians and other road users. The flagman also had orders to help control any horses that became uppity at the sight of a steam-powered monstrosity.

The 1878 Highways and Locomotive (Amendment) Act dropped mention of the red flag, but still insisted that each vehicle be looked after by three people, one of whom had to walk 20 yards in front of the vehicle. This Act also scrapped the turnpike roads. Historically, trustees were legally responsible for maintaining main roads with money collected from tolls charged on the users. The Act made the upkeep the responsibility of new local transport authorities, with money collected from local landowners.

To give the authorities a head start, the Act introduced the concept of the vehicle licence that we all so love today. Each locomotive had to have a £10 licence purchased from the local authority, and, when it crossed the border into a new authority area, it had to have a second licence.

It is Echo Memories' contention that the Bondgate headstone - which we established three weeks ago was placed at the entrance to Windmill Lane on the borough boundary - is where a driver passed out of the Darlington authority area and into the care of the Durham authority. Therefore when the driver passed the iron tablet he knew that under the H&L.A 1878 he needed a new £10 licence. Any better theories?

(A postscript to the article describes a similar sign on a granite stone in the middle of Gaunless Bridge at the foot of Durham Chare in Bishop Auckland. The top is inscribed 'H.&L.A. 1878' and the sides 'Bp.A.L.B.' (Bishop Auckland Local Board) and 'Bp.A.H.B.' (Bishop Auckland Highways Board).

This article supplied by *Ron Bubb* first appeared in *The Northern Echo* on 29 September 2004 and is reproduced with permission



MILESTONES FOR THE ITCHEN NAVIGATION

The Itchen Navigation is a wonderful wildlife-rich river in Hampshire, flowing between Winchester and Southampton. It is home to otter, water vole, salmon, kingfisher and lots of other special wildlife. The Navigation is as rich in history as it is in wildlife; the waterway was created 300 years ago for the transportation of barges carrying coal, timber and wool. At its peak of activity, six barges were in operation on the Itchen Navigation, transporting 20-30 ton loads from the Southampton seaport to the bustling trading centre of Winchester. The bargemen paid a toll to the Navigation's owner to transport their cargo. The tolls went towards maintaining the Navigation's banks, locks and bridges. An Act of Parliament in 1802 required that the managers of the Itchen Navigation erected mileposts every half mile to ensure correct charges were levied. However, no mileposts have ever been found.



Since the barges stopped on the Navigation in 1869, only piecemeal maintenance of the Navigation has been undertaken, always in response to problems when they have reached their worst. Hampshire and Isle of Wight Wildlife Trust are leading a five-year lottery funded project to proactively fix the weak banks of the Navigation, improve the quality of the 10 mile footpath (the old towpath) and raise awareness about the

Navigation's history and value for wildlife. One way the Wildlife Trust have decided to tell walkers about the Navigation's history is by installing four new milestones on the Itchen Navigation at:

- o Mansbridge Lock, Southampton (SU 44880 15790)
- o Stoke Lock, Bishopstoke (SU 46400 19310)
- o Shawford (SU 47430 25030)
- o Garnier Road, Winchester (48400 28140)

The milestones were designed by artist, Abigail Downer, and are engraved with text describing: where the barges travelled to and from, the distance travelled, the goods carried and the tolls charged. For more information about the Itchen Navigation, visit: www.itchennavigation.org.uk

Polly Whyte

*Itchen Navigation Project Officer
Hampshire & Isle of Wight Wildlife Trust*

RIVERBANK MILESTONES

On 5 October we went on a half-day cruise on the River Trent, embarking at noon from the moorings in front of the Yacht Club at Colwick. The cruise included a three-course lunch and a commentary by the Captain. As we cast off, the Captain began with "Observe the white marker on the opposite side of the river in front of the football club training ground. This marks one kilometre from Trent Bridge".

We sailed under five bridges, including the iconic Trent Bridge, and of course the same again on the eventual return trip.

On disembarking three hours later I asked the Captain why the marker was a kilometre rather than a ½ nautical mile as the speed limit is usually in nautical miles. He said that the next one down by the National Watersports Centre at Holm Pierpoint read 2 Km and 1¼ miles and that they continued on in a similar style down the estuary.

The river is quite wide and the marker too far away to photograph. Perhaps one of our Nottinghamshire members can confirm whether there is any figure on the other side, facing the footpath.

Ron Bubb

MONMOUTHSHIRE BRECON AND ABERGAVENNY CANAL



Responsibility for waterways is quite varied. Whilst British Waterways and the Environment Agency undoubtedly control the greatest lengths, other waterways are maintained by canal societies, the Inland Waterways Association and borough and county councils. Part of the Monmouthshire Brecon and Abergavenny canal is now the responsibility of Torfaen County Borough Council. It is here that some interesting mileposts are found. The mileposts give the distance from Potter Street Lock at Llanarth Street in Newport. Most of the intact posts were stolen in 1992/3 and those that remained were taken up by British Waterways for safe keeping. Some mileposts have now been re-instated and others can be seen in the small museum

at Fourteen Locks Canal Centre in Rogerstone. Staff at the museum tell me that they are uncertain whether the re-instated posts are in the correct position or not and that some posts may have been swapped between the main line of the canal and its Crumlin arm.

Mike Hallett

WROXTON II - CO-OPERATION AND DIVERSIFICATION

MID-SHIRE GROUP MEETING – Wroxton Village Hall, 5 March 2011

This meeting fulfilled the hope expressed in last year's report that the meeting would be repeated in 2011. As before, invitations went out to all members in Berks, Bucks, Glos, West Northants, Oxon, Warwicks and Wilts. Twenty-three people attended, one less than in 2010 but only 21 signed in. Of these, seven were from Oxfordshire, four from Warwickshire, three each from Gloucestershire and Buckinghamshire, two from Wiltshire, one each from Berkshire and Essex. Seventeen were members and four non-members.

Derek Turner (Oxon rep) welcomed those present and introduced Mike Buxton, (Warwickshire rep), who, having emerged victorious from a vicious last-minute attack by technology gremlins, presented a most interesting talk on the remarkable and unique gas-lamp style mile markers to be found only in South Warwickshire. He told us about the successful researches by himself and Robert Caldicott (Oxon) both on the ground and in various archives, including how the original mileage boards were attached to the chandelier-style iron posts. So, fruitful co-operation between counties but less than harmonious progression to date between the various bodies involved. Two parish councils, two local history societies and Warwickshire County Council have so far failed to agree about where posts should be re-erected. A number of perceptive comments and useful suggestions were made from the floor that may well help further the research if not the co-operation.

Derek Turner then talked about mapping milestones nationally and regionally. Lacking an internet connection, he presented a brief static version of the Society's mapping of milestones using Google Earth. He then moved on to the internet-based, but fully useable off-line, milemarker map of Berkshire and two maps for Oxfordshire recently devised by Peter Nelson (Berks). He explained why Oxfordshire needed two maps: one for the historic, pre-1974 county, showing former turnpike roads, existing and lost milemarkers together with tollbars; the second for the modern county showing the current condition of the surviving stones. At the end of his talk he invited those present to ensure the maps remained comprehensive and up-to-date by surveying surviving stones and uploading photographs missing from the Society's repository or in need of updating. A small group responded to this call.

Derek Turner taxed the patience of the meeting with another but shorter talk entitled 'Who were the tollkeepers?' briefly describing the research undertaken by Alan Rosevear for north Oxfordshire, and his own in the Thame area using the Census Returns for 1841 to 1871. As the two sets of data produced rather different answers to the question in the title of the talk, he again invited those present to join him in collective research covering the mid-shires region in order to build up a larger evidence base. Again, a small group volunteered to do this. A view was expressed from the

floor that chasing after tollhouse keepers was too far removed from the Society's core business and anticipated the afternoon's theme of diversification.

After the lunch break, Peter Gulland (Bucks) gave an illustrated talk on the proposed re-routing in the early C19 of the main Oxford to London road to avoid the steep ascent of Aston Hill on the Oxon/Bucks border. He explained how this generated keen rivalry between Oxfordshire-dominated and Buckinghamshire-dominated turnpike trusts, leading to a failure to compromise and two rival bills before Parliament. Oxfordshire's bid to build a new road failed but, by dint of zig-zagging the old road up Aston Hill to reduce the gradient, it ultimately ensured that the London to Oxford road, the present-day A40, beyond the Chilterns remained in Oxfordshire. This talk, though part of the diversity theme, incidentally provided further insights into the difficulties of co-operation when rival interests are at stake.

In the final session, John Nicholls focused our attention further eastwards to Essex but stayed firmly within our core concerns by illustrating many of the surviving milemarkers erected by the various turnpike trusts in Essex. Once again we were reminded of the enormous variety of types of marker and designs used and of the way the stones were often updated by turning the stones round and re-carving in more modern lettering on what had previously been the back.

Hopefully, the Mid Shires group will be back in 2012.

Derek Turner

NORTHERN SPRING MEETING

Hebden - Sunday 17 April 2011

Glorious weather again in the Dales, the sun shining, curlews burbling, lambs getting stuck in cattle grids, as a record 41 Milestoners assembled at the Hebden Village Institute, near Grassington, including 7 members of the national committee, lured north by the sheer variety of the programme.

First was Mike Lea with Kate, who managed to convince his audience that fingerposts are actually worth studying, by showing different Cumbrian styles and amusing anecdotes, supplemented with practical expertise by Duncan Armstrong. Following Mike, (by special request!) Janet Niepokojczycka gave her latest talk 'The Packhorse in Art and Literature', with colourful illustrations ranging from the Luttrell Psalter to Christmas cards, of beasts of burden and their accoutrements. Lively questions were addressed to both speakers.

The lunch break meant a chance to sample Terry Witham's cakes as well as to view the many displays. One member had brought a halo fingerpost finial that she had been given by a Highways engineer when undertaking refurbishment; those present debated which museum might be a worthy destination and Settle was the preferred choice.



The afternoon session was launched by June Scott with some vivid coaching tales including insights from 'Pickwick Papers' then Jeremy Howat explained how the Ryedale project had been such a successful collaboration. Rounding up the day, Christine Minto set a quiz based on the recent OTG and Newsletter, which caused much merriment as well as blank looks – won by Richard Heywood with just 12 out of a possible 20 marks!

Next year's meeting will be on Sunday April 15, put the date in your diary now.

Jan Scrine

SPRING CONFERENCE

Ludlow Conference Centre - 14 May 2010

There can be no doubt that after ten years it becomes more difficult to find new meeting venues that will be an attraction for members. Ludlow is definitely an attraction. Not only does the town and its castle deserve a visit but it is surrounded by the majestic scenery of the Cleve Hills and a network of old turnpike roads with many surviving toll houses and milestones.

Fifty members gathered at the Ludlow conference centre to hear David Viner open the Spring Conference.

The morning session was a double act between Alan Reade, Shropshire representative and Penny Ward, Shropshire's Senior Historic Environment Records Officer. Alan set the scene with atmospheric photos of ancient ways, mark stones and milestones in the area before describing how John Clarke's turnpike thesis and the turnpike data in Barrie Trinder's industrial archaeology books formed the basis for setting up milestone records in Shropshire. Even at this early stage of recording parish councils were encouraged to adopt their milestones but this encouragement met with a patchy response.

Penny told us the background and purpose of the Historic Environment Record, describing how Shropshire had followed the example of Don Benson of Oxfordshire in setting up record cards, maps and supporting material for what was then the Sites and Monuments Records. Between 1984 and 1995 the SMRs were gradually transferred to computer.

Meanwhile in 1991 County Conservation Officer Harley Thomas requested the high-

ways divisions to record all the milestones in their area. Each highways division responded in a different manner and, although a county-wide records set was developed, it sat on the shelf for a few years before being passed to the Sites and Monuments Record.

Dedicated SMR software was purchased due to problems with the millennium bug and the records were migrated. Then finally, in 2006 with Heritage Lottery funding, the records were put on line as part of Discovering Shropshire's History.

After lunch the author Heather Hurley treated us to 'Investigating the Old Roads and Green Lanes of Herefordshire: from trackways to turnpikes'. With illustrations for each, she showed us ridgeways, hollow-ways, packhorse trails, drove roads and industrial routes (for lime, stone and timber), explaining to us the differences between them. Today many of these old routes are only accessible on foot or to horse riders.

From there she developed the theme to turnpikes, the 1721 Ledbury Road Act being the first road act in Herefordshire. There were many turnpikes in the area with a 1749 Act providing for no fewer than eleven routes out of Ross.



Heather Hurley and Connie Swann

After a brief mention of toll houses Heather finished with a mention of coaching in Ross in 1843. Speeds were only 6-8 mph. Most of the inns had enormous stables and the working life of the horses was only 3-4 years. In contrast, Richard Wheeler's stage waggon carrying goods from Hereford to London needed 12 horses and only managed 1-2 mph.

Connie Swann provided a fitting end to the day with *Tales from the Turnpikes*. With the aid of contemporary illustrations, she told us how travellers resented paying tolls and how people became toll keepers to get their own back on society. By 1790 most of the counterfeit money was coming from toll houses. Many ways were found to evade tolls, in some cases using dog carts in place of horses. There are many tales

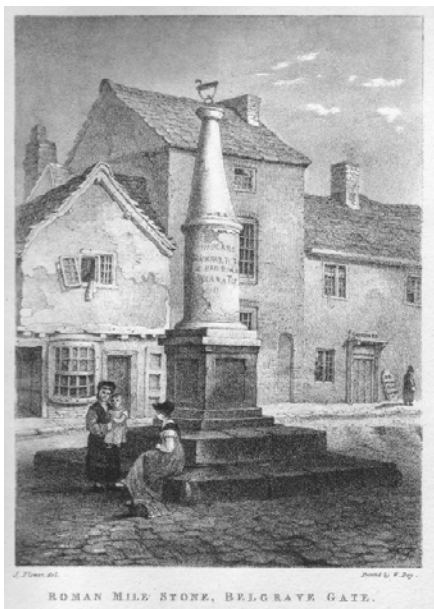
of highwaymen and of coaches overturning with passengers drowning in floodwater.

Mike Hallett

THE THURMASTON MILESTONE

In 1771 workmen digging for gravel by the west side of the Fosse Way some two miles north of Leicester unearthed an intact Roman milestone. For twelve years unprotected and uncared for, the stone was left by the roadside for the attention of curious passers-by. In 1783 the Corporation of Leicester decided to take possession of this important relic and re-erected the stone as an object of interest at the junction of Belgrave Gate and Bedford Street Leicester. The stone was topped by a cone with lamp fitting and as such was drawn by local artist John Flower in 1826 (Fig. 1).

Fig. 1. Milestone No. 2 as drawn by John Flower In 1826. The turnpike road milestone at 98 miles from London is just visible by the door in the background. The modern location at the corner of Belgrave Gate and Charles Street, Leicester, is totally unrecognisable.



In 1844 the Leicester Literary & Philosophical Society, concerned that the inscription on the stone was starting to weather badly, succeeded in getting the Corporation to move it into the newly opened New Walk Museum. The milestone has been safely inside museums ever since and has been a treasure of the Jewry Wall Museum since its opening in 1966 (Fig. 2).

Fig. 2. The Roman milestone in the Jewry Wall Museum, Leicester, today. The inscription is picked out in red paint to enable it to be read more easily.

Photo: ©Phil Taylor.

The Thurmaston Milestone is RIB2244. The inscription reads:

IMPCAES
DIVITRAIAN PARTH F DIVI NER NEP
TRAIAN HADRIAN AUG PP TRIB
POT IV COS III A RATIS
M II

In modern English translation:

THE EMPEROR CAESARTRAJAN
HADRIAN AUGUSTUS.
SON OF THE DEIFIED TRAJAN,
CONQUEROR OF PARTHIA.
GRANDSON OF THE DEIFIED NERVA.
FATHER OF HIS COUNTRY.
TRIBUNES OF THE PEOPLE FOR THE
FOURTH TIME.
CONSUL FOR THE THIRD TIME. FROM
LEICESTER TWO MILES.

Hadrian was consul for the third and last time in 119 and held the power of tribune of the plebs for the fourth time from December 119 to December 120, both prior to his visit to Britain. RIB therefore dates the milestone to 119. However although it was offered, Hadrian declined to accept the title 'Father of his Country' (*Pater Patriae*) until 128, long after his visit to Britain. The milestone therefore correctly dates between 128 and Hadrian's death in 138. Victorian historians were wont to quote the milestone as evidence of Hadrian visiting Leicester but although he possibly did so, such 'evidence' clearly cannot be allowed.

Most Roman milestones were cut at fabrica or workshops, often adjoining the relevant quarry and often run by the military. The full honorific titles of the Emperor were given, cut into the stone in abbreviation but the distance details, which are the details of interest to us, were usually painted on and this paintwork vanished with time. Here however A RATIS MII is cut clearly into this stone, identifying its location.

The find site of the milestone is quoted as nearby the old tollgate at Thurmaston. This was at the crossing of the Fosse Way and the Barkby Brook, the ancient parish boundary between Belgrave and Thurmaston villages (modern location near the corner of Melton Road and Lanesborough Road, Leicester). Measurement made on a large-scale map gives a distance along the course of the Fosse Way from the east gate of the city to this point as 3,320 yards, or exactly two Roman miles. At least for the province of Britannia this would appear to settle the old controversy as to wheth-

Features

er or not distances were measured from city gates or from fora, as with the golden milestone in Rome.

Some controversy appears to surround the material of the milestone, which the author, being no geologist, cannot resolve. RIB and other authorities usually give 'grit stone', presumably Millstone Grit, widely used as a hard building stone in Roman Leicester and whose closest outcrop is at Melbourne, just over the border in Derbyshire. However Trudie Fraser in *Hadrian as Builder and Benefactor in the Western Provinces* gives Triassic sandstone from a quarry near to Leicester. The two potential quarries are at Nevanthor Road and Western Park, Leicester, close to the Roman road from Leicester to Mancetter (and close to where the author was brought up). This local sandstone too is widely used as a building stone in Roman Leicester.

The Thurmaston milestone can be seen if you visit Jewry Wall Museum, St Nicholas Circle, Leicester (open February-October, every day from 11.00 until 16.30). There is also a 1:1 replica in fibreglass enabling you to turn the stone around to read the full inscription. The museum also boasts the fragment of a second milestone from the same section of road. Found near to Six Hills, Leicestershire, this is presumably milestone No. 11 but the surviving inscription only gives us 'IMP CAES', so we shall probably never know.

Stuart Bailey.

AUTHORITIES

Glimpses of Ancient Leicester J Fielding Johnson (1891), Simpkin, Marshall, Hamilton, Kent & Co. London. John & Thomas Spencer, Leicester.

Hadrian as Builder and Benefactor in the Western Provinces. TE Fraser (2006), Archaeopress (BAR International Series 1484).

This article was first published in ARA News, issue 24

(www.associationromanarchaeology.org).

FOCUS ON SOUTH WEST WALES 2011

For a number of years now the Society database management team have been concerned about the lack of recorded milestones within the shires of Glamorgan, Cardigan, Carmarthen and Pembroke. Even though there are references to milestones from CADW and other Welsh authorities, there is only a small handful of measurements and photographic evidence that has been obtained by members over the past decade.

In April this year all this changed when a mini-blitz took place within three of the four counties. Over 100 milestones and posts and a number of county boundary stones were recorded.

In Pembrokeshire the completed survey revealed 7 surviving toll houses, one county

boundary stone and 46 milestones, 41 of which were double-plated and 5 of which were single-plated. Sadly, four plates were missing, two others were broken and a further 3 were damaged. The good news is that seven have been restored by Costain.

In 1836 Hobbs Point (Pembroke Docks) took over from Milford Haven as the ferry terminal for Ireland and a new road was created to St. Clears (now the A477). In 1838 the milestones along that stretch of road were erected with plates cast by Moss and Son. The rest of the county followed suit over the years with plates being manufactured by the Marychurch foundry in Haverfordwest. To date, no pre-1838 milestones have been discovered throughout the county.

Two other points came to light during the survey. Firstly in Kilgetty, on a section of the old A477, the milestone plates had been put back the wrong way round after restoration! Secondly, the milestone at Carew roundabout on the A477 and the A4095 has a plate that reads 8 miles 85 yards to Hobbs Point and 6 miles 320 yards to Pembroke. This particular stone is just beyond the five mile marker and therefore the right hand plate should be on the milestone 3 miles to the east at Redberth Common. And the right hand plate there should be on the stone at Carew roundabout!

With a further estimated 250 milestones in the remaining 3 counties of Cardiganshire, Carmarthenshire and Glamorganshire still to be recorded help from Society members is needed for the task. Is there any chance of volunteers coming forward to achieve this objective, maybe in 2012? It would be a similar project to the Ross weekend that was held so successfully in April 2010.

Chris Woodard

LISTING CORNWALL'S MILESTONES

At the end of May 2011, Ian Thompson submitted the last of 18 batches of milestone listing applications to English Heritage. The first batch was sent in January 2007. It has been a long slog. A total of 236 applications were prepared with the active support and involvement of Cornwall Council's Historic Environment Service.

Feedback from English Heritage in the form of rejected applications showed that it was no longer prepared to accept Cornwall's amazing collection of late C19 'handover' milestones for listing. This reduced the number of applications submitted to 187.

29 applications were rejected, most because of their late date, but some because they were considered to be in poor condition.

2 milestones disappeared from the roadside during the listing process.

8 were found to be listed already, either with the wrong grid reference or an inaccurate description. One of these was protected because it was specified within the area of a scheduled monument – a medieval stone cross.

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115 new listings have been recorded, a success rate of 80%.

33 applications still await a decision.



Pendeen milestone

During the last twelve months, the application process has been simplified and speeded up. English Heritage no longer requires large scale paper map extracts, one modern and one OS 1880, to accompany each application. It does still need a ten figure grid reference and as much historic evidence as an applicant can gather.

Ian has found the application process very rewarding, because it has enabled him to focus on each milestone in detail and to really understand when and why it was erected. Research in the County Record Office and the local museum's library was daunting at first, but the study of early maps and documents was fascinating. (It was good to be one of the few people not studying their family history!) Piecing together the jigsaw pattern of milestones across the county followed naturally from the study of

individual milestones. Ian is now working on the Book of Cornish Milestones.

Ian Thompson

OLD AND NEW COUNTIES

In NL19 the editor opened the debate about Britain's traditional counties and modern administrative areas with articles by John Higgins and Mike Faherty. The traditional counties are those of the eighteenth and nineteenth centuries when milestones were erected. The modern administrative areas define geographic responsibilities for the conservation officers and highway officers we deal with today. These articles also made reference to pre-1974 counties which differ in detail from the traditional counties and add a yet another, perhaps unwelcome complication! Space limitations in NL20 prevented a continuation of the discussion but we return to it here.

HISTORIC COUNTIES BORDERS PROJECT

Many people identify with Britain's traditional counties. Both the Historic Counties Trust and the Association of British Counties seek to maintain the importance of traditional counties.

The Historic Counties Trust is managing a project, the Historic Counties Borders Project, to map the borders of Britain's 92 traditional counties on Google Earth. The database for the 52 counties of England and Wales has recently been released and can be downloaded in Google Earth format from http://www.county-borders.co.uk/Historic_Counties_of_England_and_Wales.zip.

It is now possible to open both the Milestone Society data and the Historic Counties Borders data together in Google Earth and see how milestones fit within the historic county borders.

Mike Hallett

THE DEBATE CONTINUES

John Higgins (NL19) makes one good point, which is that Milestone Society members need to communicate with the 'movers and shakers' of milestone restoration. But aren't we doing that already? Isn't that what County Representatives are for? The Society's Data Base already indicates both traditional counties and the first, second and third tier administrative authorities for each milestone, so is there any need for further changes?

Traditional Counties have great advantages because their boundaries are fixed, unlike the modern boundaries of administrative local government which fluctuate constantly to reflect the latest political whimsy. It is the traditional counties that were around when most milestones were erected, so it makes sense to classify milestones that way. Within the Greater London area, for example, surviving milestones have distinct styles relating to the traditional counties of Middlesex, Surrey and Kent rather than having 'Greater London' characteristics.

It is a fallacy to assume that traditional counties were superseded by the changing boundaries of modern local government. Back in 1974 the Government stated: "The new county boundaries are for administrative areas and will not alter the traditional boundaries of Counties, nor is it intended that loyalties of people living in them will change".

With regard to detached portions of traditional counties, most of these were abolished for practical purposes, by the Counties (detached parts) Act 1843. The Association of British Counties (www.abcounties.co.uk) recommends "that following historical precedent, detached parts of Counties should be considered to be associated with both their parent County (from which they are detached) and the County in which they locally lie." Except for the very largest detached parts (e.g. Flintshire) for most practical purposes the detached parts can be ignored, except that they may be of interest for some activities such as research on boundary stones.

Local Government has always been complex and always will be. It is local people who are in the best position to follow what is going on in their area. If the Society's County Groups in different regions prefer to use the boundaries that are convenient for them, why worry about 'consistency', so long as the milestones get restored and the groups communicate with their neighbours to ensure that no gaps are left in coverage?

Colin Woodward

RECORD THE HISTORIC 'PRE-1888' COUNTIES?

Having been born in a county that was mangled by reorganisation in 1974 and having subsequently been responsible for a gazetteer and map of historic parishes of England and Wales as they were in the 19th century, my vote is firmly for 'historic' counties as they were in 1888, immediately prior to the formation of county councils. Whilst there may be good reasons for using modern administrative areas, as the Society has to deal with whoever the local authorities are for the time being, a significant number of these are not counties at all, but are unitary authorities – themselves largely a result of dissatisfaction with the reorganisation of 1974-5. Further, the one lesson of the past 40 years is that administrative geography is not stable: the rejection of applications by Exeter and Norwich may mean that Devon and Norfolk are unchanged for the time being but such applications are likely to be renewed in a few years' time, and indeed there may be a move in the future to go over wholly to unitary authorities. The best solution is probably to record in the database both the pre-1888 county and the modern administrative authority, bearing in mind that someone will have to be on the alert to revise the latter every so often. But if only one 'county' is recorded, it should be the historic one.

Richard Oliver

ELUSIVE IRISH MILESTONES

A group of people who live near Moneymore in South Derry have been researching the route of the old road from Derry to Dublin – before James I proclaimed Derry to be part of the Corporation of London and, in 1613, renamed it Londonderry.

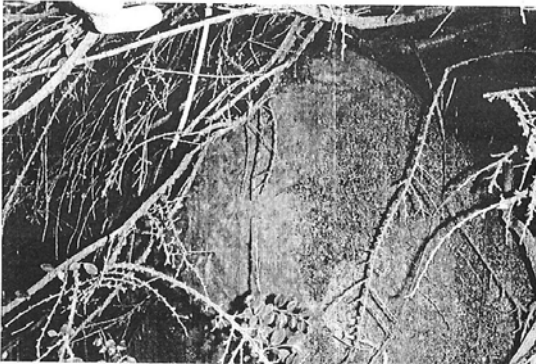
Using old maps and references the route had been traced. The story is very interesting.

Hugh O'Neill was raised in Lord Leicester's household and attended the court of Elizabeth I who, in time, appointed him Earl of Tyrone and later, in 1593, Master of Tyrone charged with keeping the peace. However O'Neill developed other aspirations and led a series of rebellions. The troubled relationship with Elizabeth finally came to a head in 1601. O'Neill refused to acknowledge the Crown, his lands were confiscated and he took to the hills, finally leaving Ireland in 'The Flight of the Earls'. Taking advantage of the opportunity/vacuum afforded by the departed earls, the Lord Deputy and the King's Commissioner decided in 1607 to plant Ulster with English and Scottish settlers.

One of the first tasks to be undertaken was a survey and map-making. Surveyors set about this in 1607 and their route from Dungannon, veering north-east to avoid the impassable Slieve Gallion, is recorded as being that which the group has identified. The old road is still in use in places but in others can be recognised only as a raised surface or is completely lost. When I was staying with my sister nearby, she had been given a copy of the findings which included a map recording 'Old Milestone

found here'. Armed with a photo of the stone, largely covered in cotoneaster but cleared sufficiently to reveal 'DOIRE', the old Irish name for Derry, we went to find it. No cotoneaster, no milestone. The location is now a raised track across an open field. We inquired further and discovered that, about fifty years ago, the farmer got rid of the hedges bordering the old road and moved the milestone to his garden.

The stone is about 4 feet wide and 3 feet high.



The group of local historians has been given a grant to clear and open up the old roadway to the public. There is a delay as some landowners are unwilling to have a new Right of Way over their land but, if the work is completed, the farmer will allow the milestone to be put back in place.

Meanwhile, some years ago, an acquaintance of one of the group was going fishing in Banaher Glen, about thirty miles from Moneymore and near the same old road. Access to his chosen spot involved crossing an area of moorland, 'the middle of nowhere' is how he describes it. On the way he tripped painfully over a large stone hidden in the heather.

The stone bore the legend 'DOIRE' and a pointing hand.

Would that he could stumble upon it again!

Connie Swann

with thanks to Ian Glendinning and Jim Atkinson for their research and help.

CHILDREN AND MILESTONE PAINTING

Keen to involve children with my milestone painting, I called at a local primary school. I asked the head if their would pupils like to paint a 190 year old milestone that had been recovered after lying in a hedge for the past 50 years. The idea appealed, so written permission was obtained from parents, of years 5 and 6, for the children's participation and for photographs to be taken.

Our milestone was in a barn, so no traffic concerns here. A minibus with thirteen excited youngsters duly arrived and, although they had been asked to wear old clothes, most were in school uniform and coats and no child left free of paint! The completely unfazed teacher said, "well, they were told". Carol gave a brief history of milestones then painting began in groups of four. They loved it, continued painting until it had been covered twice and asked sensible questions. We made this a fun



event and offered drink and biscuits to everyone. All felt we had gained from the experience.

Our next event involved a milestone within yards of a Nursery School. Four children aged 4-5 years old helped us with this. Although dressed for painting, a big blob of paint found its way into a girl's hair; she didn't seem

bothered and a hairwash soon sorted the problem.

With roadside milestones I feel four children is a safe number. So, four children helped with our Hethel milestone; all enjoyed it, one lad proud of the Sandtex paint on his forehead. This exercise certainly made them aware of milestones and they left keen to make their parents aware too.

For the above two paintings, police safety advice was sought and we borrowed a police caution sign. This was in addition to our obligatory high vis jackets, traffic cones etc. Never be afraid to ask the police for safety advice/signage.

The next unlikely group were on a council estate, lounging around, smoking, beer cans beside them. Dressed in my paint covered clothes I approached them and asked if they'd like to help paint their local milestone that had been covered by undergrowth. Surprisingly, all three turned up, as arranged, the following day, complete with their beer and cigarettes! While painting they remarked that they hoped their peers wouldn't vandalise it. (Hoping to prevent vandalism was my main reason for requesting their help). There is good in all but sometimes it just needs encouragement.



We have another school involved next week and a few more pending. No school I have approached has yet declined. To create interest in our heritage I would strongly recommend children are encouraged to help.

Nigel Ford

MILESTONES ON A SUFFOLK BOUNDARY

When reading a book on boundary marks* recently, I came across an account about beating the bounds of Mendlesham in Suffolk in 1898 given by someone who had been among the beaters that day. The parish boundary made a circuit of about 10 miles, part of which was along a former turnpike. The narrator, Walter Tye, wrote: "We set out across the field, following the boundary of the main Norwich to Ipswich Road, sometimes spoken of as the turnpike, but more often 'The Great Rud'." The boundary ran straight along the turnpike for about three miles where, on arriving at a milestone a boy was seized, lifted up and bumped on the milestone to impress upon him exactly where the parish boundary was.

The road in question is the present A140, once a Roman road. It has been known as The Pye Road since at least the C18, possibly from the Magpie Inn at Little Stonham which still has its sign on a wooden gantry spanning the road. Three milestones would have come within the Mendlesham boundary. The 'Norwich 29/Ipswich 15' (TM 118664) is missing, but 'Norwich 30/Ipswich 14' (TM 119648) and 'Norwich XXXI/Ipswich XIII/Scole XI' (TM 119633) are still in place.

* David A Berwick: *Beating the Bounds of Georgian Norwich* (Larks Press, Dereham: 2007).

Carol Haines

LISTING OF MILESTONES

Just to remind everyone concerned about the lacunae in the list of protected milestones that the English Heritage website now has a facility for making nominations and also for submitting amendments to correct errors in the current List <http://www.english-heritage.org.uk/professional/protection/process/online-application-form/>

Jeremy Milln

POSTCARDS

The 1.6 litre box in the series of 'Really Useful Boxes' is just the right size to hold postcards and will hold up to 200 cards. If you don't have anywhere to store your collection of Milestone Society postcards, this little plastic box could be the solution - obtainable from Rymans, Staples and through the internet.

Mike Hallett

ARCHIVE CATALOGUE

Do you have a little spare time, access to a computer and basic but accurate keyboard skills? Jan Scrine is looking for someone to help catalogue the Society's archive. Contact Jan at jhs@milestonesociety.co.uk for further information.

Jan Scrine

WESTWARDS FROM BASINGSTOKE: THE STORY OF THE A303.

David Viner reviews A303 Highway to the Sun on BBC4, 19 May 2011

Few roads have dedicated written studies devoted to them, the A272 through Hampshire and West Sussex being perhaps the best known. Even fewer enjoy the same treatment on television, which invariably relates roads with less than happy stories; definitely not a glamorous topic.

Tom Fort's gentle wander westwards for 92 miles along the A303 is his Morris Traveller was a welcome counterpoint to all this and revealed a great deal which surely passes most motorists by. In truth this route to the West Country is usually a nightmare at least some of the time for those who use it and has a reputation as dangerous and generally unloved. No doubt that was exactly why it was chosen for an hour-long programme.

There were the usual sights to explore, Stonehenge being slap on the route and the obvious one. Now-retired local MP Robert Key declared defiantly that even after the gigantic (and expensive) problem-solving and tidying-up efforts over recent decades, "the A303 is going nowhere", which seemed a strangely apt comment!

Did we learn much about the A303's own history as a route? Tom Fort made a good fist of that, albeit inevitably foreshortened. Its creation as a through way west was well summarised, grandly named a London to Penzance trunk road as it was upgraded westward from Basingstoke and massively expanded around Andover.

Further west the Ilminster by-pass had its moment of glory too (horrible road, I think!), before the sharp contrast driving beyond the by-pass at Horton Cross and into the Blackdown Hills. Still single-lane and not to be rushed, it remains an old-style A road before the A30 (a period piece in itself) comes in from the south somewhere deep in the country and the A303 as a separate entity quietly disappears from the signs. Exeter is still over sixteen miles away.

Our very own Alan Rosevear introduced (and defended) the turnpike system, crouching the while beside one of the few surviving (or at least accessible) milestones which this much-altered road has not yet discarded. The Honiton to Ilminster Turnpike got an airing, largely through the input of one of its local landowning grandee trustees.

The A303 is a modern road designation. Its route offers a wide range of improvements and upgradings plus one still-attractive (if you're not in a hurry that is) old-fashioned stretch and it made a good topic for BBC4, the channel which tries out programming ideas and often finds success with them.

What price the A1, the A40 and no doubt our old friend the M6 somewhere in the pipeline?

A GUIDE TO THE MILESTONES, MILEPOSTS AND TOLL BUILDINGS OF CUMBRIA

In these pages have appeared various reviews of books on turnpike roads, books on toll houses and books on milestones. But in this recent book Colin Smith brings together these different threads to present a co-ordinated approach to the roadside heritage of Cumbria so that the milestones of the area can be put in context.

Tracing the origins of milestones, the book takes us back to Roman times describing the nine Roman milestones in the area, some still in situ and some in the Tullie House museum in Carlisle. The following chapters then put the Middle Ages, the turnpike era and the post-turnpike era into a Cumbrian context.

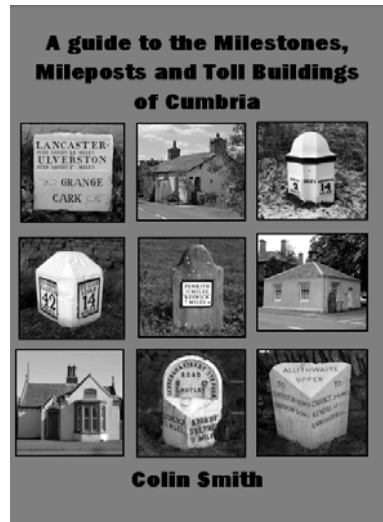
Having outlined the history, the main part of the book provides the guide to the surviving milestones and toll houses in 17 chapters, each chapter being devoted to a different part of the district or a different turnpike road. In the chapter devoted to the Alston area, for example, we find reference to road building by the London Lead Company, to the Alston to Brampton turnpike and to other roads in the area. Alongside pictures of the Alston toll house, the Hallbank toll house and the toll board from the Mark Close toll house are representative pictures of the different styles of milestone around Alston.

In a concluding chapter, Colin Smith takes us to the canals of Cumbria. Once there were the Carlisle Navigation, the Lancaster Canal and the Ulverston canal. Their construction, their milestones and a restoration project on the Lancaster Canal are described. The first two of these had milestones whilst the last had stones without inscriptions.

Appendices list the preambles for the Cumbrian turnpike acts and canal acts together with an extract of the Society's milestone database and a database of local toll houses.

The book is very well illustrated with colour photographs. I found spelling mistakes, missing words and erratic capitalization in mid-sentence to be quite distracting. But that should not be allowed to detract from the book making a useful guide, good to read and recommended for anyone who is interested in the roadside heritage of Cumbria.

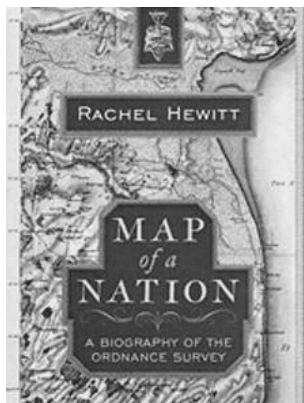
Smith, Colin *A Guide to the Milestones, Milestones and Toll Buildings of Cumbria*
Brow Bottom Enterprises, Bowscale 2011. Pp 208 £14.95 ISBN 978-0-955674-2-9



Mike Hallett

MAP OF A NATION - A BIOGRAPHY OF THE ORDNANCE SURVEY

There can be very few Society members who haven't used an Ordnance Survey map to locate milestones or to find their way when hunting for them. The OS map has become part of British life and many of us will have purchased old OS maps at meetings. Rachel Hewitt's *Map of a Nation* is what it claims to be - a biography. It tells of the people involved in the early work of the Ordnance Survey.



The book is based on the author's doctoral thesis on the subject of the early Ordnance Survey and Romantic Culture at the University of London in 2007. As such it is heavily researched and extensively referenced.

The story starts at the time of the Jacobite rebellion with Charles Edward Stuart's defeat at Culloden and Lord Lovat's superior knowledge of Highland geography to escape capture. A Board of Ordnance had existed at the Tower of London since the fourteenth century but little map-making had been done. Now a young Lanarkshire man, William Roy was appointed to make the first proper survey of Scotland. His team lugged their heavy theodolite across unknown territory for months on end, devoured by midges and exhausted by the unforgiving terrain.

The French, who were ahead of the British in map-making, suggested a joint venture to fix the latitude and longitude of the Paris and Greenwich observatories. Roy was sent south with his heavy theodolite and started by plotting a five-mile base line across Hounslow Heath before proceeding with triangulation towards the Kent coast. But then came the French Revolution and the threat of an invasion. William Mudge was now in charge and Mudge proceeded with his triangulation across the south of England where the risk of invasion was highest.

The story continues with Thomas Colby and his survey of Ireland and then the fire at the Tower in 1841 from which Colby and a team of soldiers hastily salvaged priceless paper records and which led to the reluctant relocation of the Ordnance Survey to Southampton.

Apart from a short personal reminiscence, the book ends abruptly in 1870 with the completion of the First Series. This was my only disappointment because I wanted to read on. But then, I suppose I shall have to join the Charles Close Society if I want to learn the rest of the story.

Hewitt, Rachel. *Map of a Nation: A Biography of the Ordnance Survey*. Granta Books, London 2010. Pp436. ISBN 978-1-84708-098-1.

Mike Hallett

FIFTY FOUR MILES TO YARMOUTH—THE STORY OF THE IPSWICH TO SOUTH TOWN AND BUNGAY TURNPIKE 1785 –1872

Good documentation in the Suffolk Record Office has enabled the author to compile a detailed history of this turnpike road and the impact it had on the area. Turnpike development was slow in Suffolk mainly because of good river and coastal transport. It was the third turnpike created in the county, and the longest, and took over and improved existing roads. Although originally in Suffolk, Southtown, or Little Yarmouth, had been part of the Borough of Great Yarmouth since 1681. During the twentieth century the county boundary moved south so that the last few miles of the road (which became the A12) are now in Norfolk. Bungay was eventually linked by turnpike roads from Bury St Edmunds and Gt Yarmouth, although a turnpike from Norwich to Bungay, proposed in the early nineteenth century never came to fruition. A map of the route would have been a useful addition to the book.

Toll houses were set up at approximately 10 mile intervals. Toll evasion was common and sidegates and fencing had to be erected to prevent it. Toll houses at Melton, Carlton and Blythburgh survive. In 1817 new mileposts were ordered from Jacob Garrett's foundry in St Margaret's, Ipswich, the cost not to exceed £100. Although the author could find no link with the Garretts of Leiston, Jacob Garrett (1774-1833) was in fact the youngest brother of Richard Garrett who set up the business at Leiston which became well known for traction engines. As only the eldest son inherited the family firm, Jacob had to make his own way in the world. Photos of two of Jacob's mileposts are displayed in the Long Shop Museum and in recent years replicas of some missing posts have been cast at Thurton Foundry, Norfolk.

The Ipswich, Lowestoft & Yarmouth railway opened in 1859 and toll receipts on the turnpike began to fall. It had been a well-managed trust that had cleared its debts and although the trustees resisted closure for as long as possible, the government decided the turnpike would not continue after 1 November 1872. Most of the road maintenance then reverted to parish responsibility until the County Council was set up in 1889.

This is a well written, readable book which puts the history of the turnpike into context with both local and national development, and is a welcome addition to detailed surveys of individual turnpikes.

Linda Sexton: *Fifty four miles to Yarmouth. The story of The Ipswich to South Town and Bungay Turnpike 1785-1872.* Dunnock Books, 2008. 108pp. £6.50 (inc. p&p). Available from the author at 24 Crofton Road, Ipswich, Suffolk IP4 4QS.

Carol Haines

Forthcoming Events

HERITAGE WALKS (part of Festival of British Archaeology)

Thursday 21 July: 1pm - 5.15pm

Avon Railway Centre, Bitton, South Gloucestershire

Illustrated talk and 2½, 3½ or 5½ mile walk

Wednesday 27 July: 1.30pm

Rivers Croal and Irwell and Manchester Bolton and Bury Canal

Meet by the weir near Rock House in Moses Gate Country Park.

2½ or 5½ mile walk

Saturday 30 July: 1pm

Slaithwaite, an old Pennine route, a well-preserved pack-horse trail, the Huddersfield Narrow Canal and the River Colne.

Meet in Slaithwaite at the Old Bank car park by the canal for a 5-mile walk

ANNUAL CONFERENCE & AGM

Saturday 1 October 2011: 10am - 4pm

St Edburg's Church Hall, Old Place Yard, Bicester, Oxfordshire.

Light refreshments will be provided. Bicester town centre is under five minutes walk away with a variety of places to eat or bring your own packed lunch.

NORTHERN SPRING MEETING

Sunday 15 April 2012

DEADLINE FOR THE NEXT NEWSLETTER FOR JANUARY 2012

Contributions for inclusion in the January Newsletter should reach the editor Mike Hallett by Friday 2 December 2011. Contributions are very welcome but are accepted on the understanding that the editor reserves the right to modify received copies to achieve a suitable length or style consistent with the overall size, aims and content of the publication. Submission of articles in electronic form using Microsoft Word (*.doc, *.docx or *.rtf) and pictures in JPEG format (*.jpg) is particularly convenient but paper copy is also accepted.

E-mail the editor at newsletter@milestonesociety.co.uk or call Mike Hallett on 01763 246521 for further information.

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