



THE MILESTONE SOCIETY

Newsletter 22

January 2012



MILESTONE SOCIETY COMMITTEE 2011/2012

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Supporting Roles and Responsibilities

County Representatives	See page 7
County Network co-ordination	Derek Turner
Database Managers	Alan Rosevear, Mike Faherty
Web Manager	Jan Scrine
Editor, <i>Newsletter</i>	Mike Hallett
Editors, <i>Milestones & Waymarkers</i>	John V Nicholls, David Viner
Editorial Panel (in addition to above)	Carol Haines, Terry Keegan
Heritage & Conservation Agencies	
Liaison	Jeremy Milln
Theft & Recovery Liaison	Robert Caldicott
Compliance (insurance, constitution & charitable status)	Mike Buxton, Laurence Dopson
Publicity & Promotions Liaison	vacant
Canals and Waterways Liaison	David Blackburn
Database co-ordinator (canals)	Mike Hallett
Milestone & road history & heritage	Mervyn Benford, Carol & Alan Haines
Jack Diamond Archive	Frank Minto
Technical Author/writer	vacant

<p>The front page illustrations show two mileposts near Kendal restored as part of a project that received a pump-priming grant. The illustrations were prepared by Mike Hallett from photos kindly provided by Patricia Hovey of the Kendal Civic Society.</p>

CHAIRMAN'S COMMENT

At the AGM in Bicester, members' reactions on the new format of our annual journal *Milestones & Waymarkers* were universally positive, which is very good news. The success of the *Newsletter* was also commented upon last time, so at long last we can settle down to a regular and integrated timetable for our publications. If you haven't yet given feedback, we'd be very pleased to hear from you!

The regularity of our national meetings programme has been well established for years now. The committee reviews that too, as we set up each year's events, always looking for good (and different) venues and of course for relevant speakers and topics. None of this is as easy as it may sound, and any input from members is appreciated. The pattern is familiar, with the autumn meeting and AGM always somewhere as accessible as possible in central England, with the spring meeting more adventurously placed around the country. Then we can find some local relevance in the programme and provide a simple guide-leaflet to the best of the local roadside heritage. We're always looking for local meeting organisers who can be the eyes and ears of the event, providing that all-important local knowledge. Might you offer to do that at future meetings, perhaps?

The 2012 programme is shaping up well. The spring meeting on 12 May at Burton-in-Kendal in south Cumbria (very handy to the M6) will give us access to the several excellent conservation projects undertaken or supported by local members in recent years. In the autumn the venue is Snibston, the very popular science and technology museum at Coalville in Leicestershire. The date is 06 October; so please put both dates in your diary. There are of course regional meetings around the country too, open to all members – see the diary listings in this issue.

We've tried hard over the years to find interesting venues; museums are a favourite, although it is always a challenge to build enough time into the programme to do them justice. But we try; perhaps members would prefer at least one venue each year without any distraction so that we can all concentrate on the programme? Let us know what you think.

We've certainly been to some interesting places. Dewsbury town hall on a wet October Sunday was memorable; so too Altrincham where the sun shone through the stained glass windows! And, once the car parking had been sorted out, who could fail to find Ludlow, Wells or Dorchester well worth a visit?

David Viner

NEW CHAIRMAN NEEDED

After twelve years in the chair, it's more than time for me to move over at the October 2012 AGM, for some fresh energy and enthusiasms to come into play at the helm. Many of the officers and committee members (myself included) have been long-standing in their roles, which is both a strength but can also be a challenge as

time inevitably marches on. Renewal time comes around. So too in my case, where the continuing (if erratic) commitments of a freelance working life get ever more demanding. The Society is very well served by committed and enthusiastic members, from which number I'm sure a new Chair will come. I'd be very happy to discuss this opportunity (privately if that helps) with any member who may have an interest or a suggestion to make (email: dv@milestonesociety.co.uk or phone 01285 651513).

David Viner

VACANCY FOR HON TREASURER

How about taking over as Hon Treasurer from October 2012?

It's not a very onerous task, keeping track of income and expenditure, issuing cheques, doing the Annual Return to the Charities Commission and the Claim for Gift Aid repayment to HMRC, preparing a statement of accounts and explanation for the AGM, as a Trustee of the Society. I want to concentrate on developing our presence on the internet and our long-term legacy. If you are interested or know someone who might be, please get in touch! I'd be happy to answer any questions or queries.

Jan Scrine

MILESTONE SOCIETY INSURANCE

Most of what we are interested in lies close to the public road but the roadside is an inherently hazardous place. One of the advantages of being a Milestone Society member is that we have insurance cover for our activities. Although this is reassuring at a personal level, as important is the cover this provides for third parties if our actions cause them harm (e.g. cause a motorist to swerve and crash). The Society has published a *Good Practice Guide on Conservation of Milestones* and the safety section of this outlines what might be regarded as 'sensible' working. This includes a 'risk assessment' which will show that we thought about any hazards and took precautions to minimise the risk from these.

So, even though our insurance is both comforting and essential, it only provides full cover if we are taking all reasonable steps to minimise the chances of an accident that might harm ourselves or, as importantly, other road-users and the general public. Details of our insurance policy can be obtained from Mike Buxton; you will probably need to show a copy of the certificate to get approval from a Local Authority to do work.

Alan Rosevear

SUBSCRIPTIONS – A LONGER-TERM OFFER

Members are reminded of an opportunity both to support the Society over the longer-term and to organise their finances at the same time! A ten-year subscription opportunity is available.

Stimulated by one member's generous donation, the AGM in Leeds in 2007

approved a facility for members to pay to the Society 'up to a maximum of ten years' membership at the rate current at the time of payment, such payment entitling membership for the designated number of years without further payment should any increase in membership subscription levels be introduced in the meanwhile.'

Already seven members have taken up this option, available at the next subscription renewal in June 2012, and more are invited. Contact Brian Barrow, Membership Sec. if you are interested. Also, don't forget the convenience of paying the renewal subscription using the Society's secure web facility via PayPal.

David Viner

PUMP PRIMING GRANTS – SUCCESSES SO FAR

Newsletter 20 a year ago included a good summary of this small grant scheme which the Society operates to provide partnership funding in support of individual conservation, restoration and interpretation projects all over the British Isles. Have a look back at pages 9-10 for the details. The scheme can provide up to a maximum of £500 from Society funds, and is always intended to encourage and 'lever' funds from other sources, in the same way as the major Lottery grant funds do.

Applications are always welcome and we hope that this alphabetical summary of some successfully completed projects since the scheme was first launched in 2005 might encourage further applications from around the country; details from Jan Scrine, Hon Treasurer.

Cheshire A grant of £200 towards acquisition, recovery and return of two Cheshire mileposts from Somerset, subject to re-instatement (awaited). Project partners: East Cheshire Council, via Alan Rosevear and Mike Griffiths, Cheshire representative.

Cumbria A grant of £250 towards Penrith to Keswick milestone restoration project. Project partners: Keswick Historical Society with funding from HLF's Local Heritage Initiative (via Countryside Agency), Friends of the Lake District and local Society members via Colin Smith, Cumbria representative. See *The Hutton Moor Road: a brief history of the Keswick to Penrith Turnpike* (2007); see also OTG4, 2007, pp8-9.

Cumbria A grant of £100 towards renovation and reinstatement of a milestone found in a local farmyard. Project partners: High Hesket Parish Council. Noted in NL21 p7.

Cumbria Grants of £472 towards a fingerpost restoration project around Kirkby Lonsdale. Project partners: Kirkby Lonsdale & District Civic Society (Mike Kingsbury), Worshipful Company of Ironmongers, local sources and local Society members via Mike & Kate Lea. See NL17 pp16-18; OTG6, 2009, pp25-6 and M&W4, 2011, pp38-9.

Cumbria A grant of £81 towards restoration of five cast iron mileposts etc. in and around Kendal. Project partners: Kendal Civic Society (Patricia Hovey), Natland and Helsington Parish Councils and local Society members Mike & Kate Lea. Written up in M&W4, 2011, pp38-9, and *Newsletter* of the Cumberland & Westmorland



'Kendal 1' milepost before and after restoration

Antiquarian & Archaeological Society, Autumn 2011, p68.

Norfolk A grant of £100 towards restoration and installation of the Taverham *Please Drive Slowly* parish sign & post. Project partners: Taverham Parish Council via Carol & Alan Haines, Norfolk representatives. See OTG7, 2010, pp34-5.

Norfolk Grants of £150 towards two projects: towards replacement cast iron mile-stone plates, project partner Norwich City Council; and

towards replacement cast iron finial for Hardingham Stanton finger post, project partners local sources; both via Norfolk member Nigel Ford.

Staffordshire/Cornwall A grant of £75 towards recovery from private ownership, removal and re-erection of 'the Stafford Two', a milepost from that county and – rather surprisingly – the 'NEWQUAY 6' stone from Cornwall, and their return to counties of origin. Project partners: Cornwall and Staffordshire county councils and Society members via John Higgins, Staffordshire representative and Ian Thompson, Cornwall representative. Noted in NL11 p17 and OTG3, 2006, p5, etc.; this story also found its way into the regional press (*Western Morning News*, 29 June 2006) as well as nationally in *The Daily Telegraph*!

Wiltshire A grant of £50 towards acquisition at auction of a plate from the Marden milestone on the A342, 'DEVIZES 6' etc., subject to reinstatement (awaited).

Project partners: Wiltshire Archaeological & Historical Society, Wiltshire Heritage Museum, parish council and Society members via Doug Roseaman, Wiltshire representative. Written up in NL19 p14.

Yorkshire A grant of £150 towards web domain registration & hosting of the dedicated Yorkshire Milestones, which has proved a trend-setter for other sites. Project partners: English Heritage and officers of the Society via Alan Rosevear. See: www.yorkshire-milestones.co.uk

A number of other grants successfully applied for were not taken up for various reasons, including adequate funding being obtained from elsewhere. Several other grant-aided and on-going projects will be reported in due course. But it is clear that Society grants totalling no more than £1628 have already helped lever in thousands more pounds altogether. Add to this oodles of voluntary effort – not a bad record!

Jan Scrine (Hon Treasurer) and David Viner (Chairman)

YOUR COUNTY REPRESENTATIVES

Contact details for county representatives are available from Derek Turner (telephone 01844 212448 or e-mail dt@milestonesociety.co.uk).

<u>Bedfordshire</u>	<i>Michael Knight</i>
<u>Berkshire</u>	<i>Derek Turner</i>
<u>Brecknockshire</u>	<i>Chris Woodard</i>
<u>Buckinghamshire</u>	<i>Derek Turner</i>
<u>Cambridgeshire</u>	<i>Grainne Farrington</i>
<u>Cardiganshire</u>	<i>Chris Woodard</i>
<u>Carmarthenshire</u>	<i>Chris Woodard</i>
<u>Cheshire</u>	<i>Mike Griffiths</i>
<u>Cornwall</u>	<i>Ian Thompson</i>
<u>Cumbria</u>	<i>Colin Smith</i>
<u>Derbyshire</u>	<i>Mike Le-Baigue</i>
<u>Devon</u>	<i>Tim Jenkinson</i>
<u>Dumfries & Galloway</u>	<i>Alverie Weighill</i>
<u>Durham</u>	<i>Iain Davison</i>
<u>Essex</u>	<i>John V Nicholls</i>
<u>Glamorgan</u>	<i>Chris Woodard</i>
<u>Herefordshire</u>	<i>Tony Boyce</i>
<u>Huntingdonshire</u>	<i>Michael Knight, Grainne Farrington</i>
<u>Kent</u>	<i>Colin Woodward</i>
<u>Middlesex</u>	<i>Colin Woodward</i>
<u>Monmouthshire</u>	<i>Chris Woodard</i>
<u>Montgomeryshire</u>	<i>Mike Lister</i>
<u>Norfolk</u>	<i>Carol Haines</i>
<u>Northamptonshire</u>	<i>Michael Knight</i>
<u>Northumberland</u>	<i>Iain Davison .</i>
<u>Oxfordshire</u>	<i>Derek Turner</i>
<u>Pembrokeshire</u>	<i>Anthony Rhys-Davies</i>
<u>Shropshire</u>	<i>Alan Reade</i>
<u>Somerset</u>	<i>Janet Dowding</i>
<u>Staffordshire</u>	<i>John Higgins</i>
<u>Surrey</u>	<i>Janet Dowding</i>
<u>East Sussex</u>	<i>Michael Worman</i>
<u>West Sussex</u>	<i>Glenda Law</i>
<u>Warwickshire</u>	<i>Mike Buxton</i>
<u>Wiltshire</u>	<i>Doug Roseaman</i>
<u>Worcestershire</u>	<i>Terry Keegan</i>

From Country and County

Yorkshire

Christine Minto

Scotland

Christine Minto

(ex Dumfries & Galloway)

ENGLAND

Bedfordshire

Michael Knight has found one more milestone restored and re-sited in the grounds of Wardown Park, Luton. This originated on the A5 trunk road south of Dunstable, denoting 'London 31/Dunstable 1'. It now stands alongside 'Luton 1' (see NL21 p5) and brings the number of surviving turnpike milestones in the county to fifteen.



In Wardown Park

Cambridgeshire

Highways Agency plans to improve the A14 road between Ellington and Fen Ditton, which would have put several milestones at risk, have now been formally withdrawn. However other A14 works are planned and an e-petition is asking for the funding to be restored.

Cornwall

Ian Thompson reports on new plates for the milestones to the Station: We usually think that the railways killed off road travel, ending the age of the mail coaches and stage coaches, but railways generated their own road traffic to feed the new stations.

Grampound Road railway station opened in 1859 at the same time as the Royal Albert Bridge at Saltash finally linked Cornwall's railway network to the rest of England. Because of the steep hills, Grampound Road Station was some two miles from Grampound, and over 4 miles from the next town of Tregony. If travellers from Tregony got to Grampound Road railway station, they could take a train not just to Truro, but to Plymouth, to Exeter and even to London. The road to the station was clearly a busy one, because the Tregony Highway Board applied to have it taken over by the county authorities as a 'Main' road, maintained out of the county rate.

In 1890 the *Royal Cornwall Gazette* reported that the road "from Stopgap, Freewater Hill to Grampound Road Railway Station" was to be put forward for adoption as a Main road. Before this could be done the road had to be made up to standard, which in Cornwall included the erection of milestones. Stopgap was a turning from the Creed and St Just Turnpike just west of Tregony, where a side gate had been erected.

The milestones on this road are very special. They are massive granite blocks,

carved with a square base, triangular sides where the metal plates were attached and a square top. There are hundreds of milestones in Cornwall, but this design exists nowhere else. It is unique to these four milestones.

In recent times the milestones had suffered. They were looking sad and neglected. The cast iron plates which are a special feature of this group of milestones had disappeared. Most were lost in 1972, but the last three plates vanished quite recently.

It was time for action. Ian Thompson tracked down



the two missing mileplates from the milestone just outside Grampound Road. One had been rescued by a local resident and the other was in the safe hands of Cornwall's Highways team at the Grampound Road depot. Using these two original plates as

a pattern, Ian was able to have six new plates cast by Terrill Brothers' foundry in Hayle. Funding for the new castings was provided by Councillor Bob Egerton from Cornwall Council's Community Chest with the support of both Tregony and Probus Parish Councils.

The milestones were cleared of undergrowth, cleaned and repainted. The plates were painted and fitted securely. The finished project was celebrated with a photograph and article in the *West Briton* newspaper.



Cumbria The restoration of the iron parish boundary marker at Barrows Green on the Kendal to Burton-in-Kendal road, a nearby milepost and the three mileposts on the Kendal to Brigsteer road (reported in NL21) has been reported in *The Westmorland Gazette* and in the *Newsletter* of the Cumberland & Westmorland Antiquarian & Archaeological Society.

Devon *Tim Jenkinson* reports that much of his time in recent months has been spent liaising with Devon County Council (DCC) and local authorities to try and prevent further damage to milestones from verge cutting machinery following two high profile cases in the north and east of the county. The damage to the 'BARUM' stone two miles from Barnstaple was so severe that it was reported upon

From Country and County

in the local *North Devon Journal* and has subsequently gone missing from the verge where it fell. The damage incurred to a stone on the A35 near Kilmington between Axminster and Honiton in East Devon raised concern among members of the local Parish Council to such an extent that they are in negotiation to secure its movement to a safer position. We really do need a concerted effort in Devon to put in place a plan to alert contractors to the existence of milestones on overgrown stretches of hedgerow and grass. To this end Ian Thompson the County Rep. for Cornwall has offered some very helpful advice regarding the possible use of hand held digital mapping devices to pin point vulnerable markers. Discussions with DCC on how best to proceed are planned for 2012.

A milestone in the village of Avonwick in the South Hams has come under threat from a nearby housing development. Both the contractor and DCC have been alerted and once building work begins there are plans to reposition the stone away from danger. The stone that is currently set against a low wall marks a distance of 17 miles to Plymouth and 6 to Totnes.

There have been two recent incidents of markers being knocked clean out of the ground by vehicles on roads of the Dartmoor National Park Authority (DNPA). The first occurred early in 2010 at Moorshop on the B3357 between Tavistock and Two Bridges when a pre-turnpike parish boundary stone was recovered from a nearby ditch and reset at the roadside. A natural granite boulder it is inscribed with letters 'P' and 'W' for Peter Tavy and Whitchurch respectively. The second incident in October 2011 involved a Grade II listed milestone at Caseley on the A382. Inscribed with distances to Newton, Moreton and Bovey recorded in miles, furlongs and poles the stone seems to have been hit by a heavy goods vehicle as tyre tracks discovered alongside the marker suggest. This road is very narrow in places belying its A classification and all surviving milestones are constantly at risk from impact and damage as it is regularly used by a local haulage company. Prompt action from DNPA for both stones ensured their reinstatement at the roadside.

Essex *John V Nicholls* writes that the milestone found alongside the A1245 at Rawreth (see NL21 and M&W4) was turned 180 degrees by the South East Essex Team under the supervision of John so it is now facing the correct direction. Terry Joyce and Mike Davies have since been back and painted the stone.

Huntingdonshire *Grainne Farrington* writes that the milestone at Spaldwick has been re-instated in the village. The milestone had been in a garden for some time.

Grainne also notes that the milestone on the B1040 in Great Gransden has just been restored for a second time after road traffic collisions.

Michael Knight reports that the toll board surviving from the private toll bar in Stanground parish has been discovered adorning the social room in Stilton village



At Spaldwick

Country Club. Removed from its house wall on 5 April 1912 at the well-publicised closure of the gate, it remains in remarkably fine condition. Measuring 55" x 53", the wooden panelling lists chargeable vehicles passing along a non-turnpiked road between Whittlesey and Peterborough.

The private toll bar was relinquished by its owner, Lt. Col. Strong for the sum of £1000 paid to him by unequal contributions from four neighbouring councils. The road is now the A605 leading eastwards from Peterborough Unitary Authority; the toll house, much modified, remains in position. Vehicles recorded as 'toll-worthy' include the usual array of carriages and carts, but as the board may have been updated around 1900 it

includes 'engines' (presumably steam) and 'motorcars'. Exceptionally, bicycles are listed, a form of transport little or unknown on turnpike-trust tollboards elsewhere. Droves of animals, large and small, are defined in the familiar manner of tollboards nationwide.

The collector is named as John Sellers, who was dispossessed of his employment, though not his house, after 29 years of service at this gate. 'Freeing the King's Highway' was the leading article in the *Peterborough Advertiser* of 13 April 1912.

Kent

Colin Woodward writes that cut-backs in local government expenditure have made restoration work in the county a problem. A milestone west of Charing on the A22 (TQ 946 499) has been renovated. It is unclear who carried out the work. This milestone is probably the best surviving example left from the former Ashford and Maidstone turnpike (1793) of which only a few milestones survive, with long gaps between them. The stone has been repainted, and the plates, which were rusty when surveyed by the Society in 2007, have been cleared of rust and repainted. The inscription reads 'MAIDSTONE/ 12/ LONDON/47' on the east angular elevation and 'ASHFORD/6/FOLKSTONE/22' on the west angular elevation. The spelling omits the middle 'E' in 'FOLKESTONE'. Unfortunately, too few of this series survive in good condition to tell whether this way of spelling was characteristic of all the milestones along this route, or just a peculiarity of this individual milestone.



Norfolk

Carol Haines reports that milestones in the county continue to be painted, by members and by persons unknown. The County Highways Dept. are

From Country and County

planning to repaint three of the cast iron posts in the Little Snoring area which were originally made for the Wells-Fakenham Turnpike in 1834. Nigel has been tackling four listed milestones in Hethersett and liaising with the County Landscape Archaeology Service over their restoration. When raising the sunken Norwich 14 milestone in Hingham on the B1108 Norwich-Watton road he uncovered another inscription at the base: 'KIMBERLEY/STATION/3 MILES'. The Norwich-Dereham line opened in 1847, so was this legend added to the existing milestone, possibly for the benefit of travellers staying at inns in Hingham?

The group had a stand at the Attleborough History Fair in October which drew a lot of interest, some useful comments and contacts, and a new member.

Another 1921 place name sign with Royal Label Factory post has been found at Northwold, bringing the county total to 28.

It is encouraging that an increasing number of milestone-related messages are being forwarded from John Atkinson and Derek Turner, e.g. from a lady worried that a milestone was getting overgrown, a councillor planning a memorial milestone, a highway technician asking who milestones belonged to, and the settling of a family dispute on where milestones from Norwich were measured from (the nearest city gate). Following Neville Billington's note (in NL21 p10) about National Trust volunteers at Felbrigg being puzzled about the milestone outside the stable block, they were sent a letter explaining that the milestone, along with others at one and two miles from the Hall, would have been erected privately to guide visitors to the Norwich-Cromer Turnpike. There was no reply!

Northumberland *Iain Davison* reports that the milepost on the A696 three miles north of Ponteland (NCBS11 at NZ128759) has been missing the lower half of the shield giving the distance to Belsay. Fortunately the missing half of the shield was found this summer when clearing away the surrounding vegetation prior to repainting. The shield was cleaned of debris and rust, the back being painted with several coats of tractor paint and the front treated with Hammerite paint. Advice about re-attachment was sought from Davison Tyne Metal Ltd. and they recommended the use of Devcon Plastic Steel Putty. The resin and hardener were mixed and applied to both surfaces before being clamped to the main shaft. The mix sets within 45 minutes, depending on the temperature, and forms an excellent bond between the pieces of cast iron.



The milestone on the A68 at Five Road Ends, Chollerton (CBES07 at NY952744) has lain in the verge for many years. It was found several years ago but the Highway



Authority were unwilling to reinstate it as the site is on a fairly narrow verge and near the brow of a hill with extremely limited sightlines and it would have required traffic control management for the works. Fortunately this summer a local TV programme announced that this particular stretch of road was to be closed for several days whilst major re-surfacing work was carried out. The opportunity was taken to contact the Highways Agency to see if the milestone could be reinstated. Luckily this was possible even though there had been a change in supervising the work. The stone was subsequently cleaned and painted and a weed suppressant membrane collar was fitted around the stone, topped off with road chippings. The milestone is one

of only three that have been located on the stretch between Corbridge and Elishaw, part of the West Auckland - Elishaw Turnpike (1792 32 Geo III c113).

Yorkshire member Jeremy Howat spends some of his holidays at Hunting Hall, a farm near Lowick in North Northumberland (www.huntinghall.co.uk), painting mileposts in the area. This year the farmer had been grubbing up a hedge on the B6353 to make an entrance to a Community Orchard that was being planted when he came across a damaged cast iron milepost (BFCH07 at NU02614009). Fortunately he was able with the help of a metal detector to recover almost all the pieces of the milepost which were cleaned up and shot-blasted at a local workshop before repair work could be undertaken. Following the experience gained from the repair to the Ponteland milepost, Devcon Plastic Steel Putty was used to piece the broken parts together. This was further reinforced with a coating of glass fibre which was later considered to be unnecessary because of the strength of the plastic steel putty. The milepost was finished with several coats of Hammerite paint and now stands proudly at the entrance to Lowick Community Orchard. The restoration work was undertaken by Tom and Karen Burn with advice from Iain and Jeremy and is reported on the Society's Facebook page <http://www.facebook.com/groups/MilestoneSociety/>



From Country and County

Whilst in the area Jeremy painted several mileposts and found one at Barmoor Ridge (NT 9700238992) that had mysteriously re-appeared although not to its original position.

Oxfordshire

Derek Turner reports a good deal of restoration activity in North Oxfordshire in the last few months. Hopefully by the time you read this, two projects that featured in NL21 will have been successfully completed. The toppled stone near Swerford on the A361, taken into care by a local farmer, will have been put back in its proper position and united with a new plate cast from a template derived from one of the same design in the Hook Norton brewery museum. The second project is the restoration of the 'Deddington depot stone' to its last known roadside location. To find out why it has now been re-carved on the back as well as the front, with different mileages, you will need to wait for a future issue of *Milestones and Waymarkers* where it is planned for the whole, complex saga to be described.

Work in progress includes 'Coventry 24' originally on the A423 where it now crosses over the M40 motorway, where the problem is the reverse situation of the Swerford milepost. Unusually, the original plate has been found but not its accompanying stone. The search is on in a local quarry for a suitable partner for the repainted plate. What constitutes 'suitable' can be no more than an educated guess as no other stones or plates survive on this road.

Further south, 'London 51, Oxford 3' in the central reservation of the A40 near the Thornhill Park and Ride outside Oxford, has had an up-and-down sort of year. Lying face down last winter for reasons unknown, it was re-erected upright by Oxon Highways in the spring, only to be bent over at a dangerous angle in the late summer after the grass cutter had been at work, but has been once more straightened by Oxon Highways, which is currently proving remarkably cooperative in the current difficult financial climate.

Rutland

John V Nicholls writes 'A county in its own right prior to 1974, Rutland was represented in the Milestone Society's national database split between Leicestershire and Lincolnshire. Following a query by John (fighting for the little man) Rutland is now recorded separately. The surviving mile markers with an RU prefix will be visible on the Google Earth layers on the next update.

'As a result of this change it was evident that the original survey of Rutland was incomplete. John spent some time meandering around the former county on Google Street View and confirmed one 'to be confirmed' milepost and found a further two possible unrecorded markers. Society member Nicholas Watts of Lincs. sent John some Rutland photos and another unrecorded possibility showed up. It was decided that a new survey should be undertaken including taking ten place grid references

with GPS and after some detailed route planning this was done on 16 November.

'As a result of the survey the number of confirmed surviving mile markers has risen from eight to twelve. Unfortunately three grade II listed mileposts shown as missing on the database were not located and will remain as lost. Discussion on a thirteenth marker on the Old Great North Road at Little Casterton, north of Stamford continues. The 'LONDON 91' (with an incorrect ID in the database and the GE layer) milepost sits about two yards outside the county Rutland boundary line. A little further north a Rutland CC concrete and wood fingerpost is also just outside Rutland. Maybe 'LONDON 91' should also be given to little Rutland.'

Soke of Peterborough

Eye has been restored.

Grainne Farrington writes that the cast iron milepost at

Somerset

Janet Dowding reports that nine members met at her home on 12 November, including three new members who are very welcome to the group. We have only been able to repaint a total of six milestones this year for various reasons including time and weather not coinciding. The first five were reported in M&W4 pp19-20 and the sixth one was that at ST 624409 on the A 37 at Beardly Batch, Pilton. It was in a very dangerous position, sunken and leaning, but a local farmer pulled it out and transported it to a local agricultural engineer who renovated and repainted it for us, and then member Peter Banks organised its resiting in a better position 100 yards further south.

Further good news is that a local quarry has offered us a block of stone to get a milestone replaced that had been smashed in two some 2-3 years ago. This is at ST 70144671 in the parish of Leigh-on-Mendip. The plate was saved and is safe in the Frome Highways depot. Permission is being sought from the Architectural & Heritage Dept. of Somerset CC to retrieve it. If permission is given, as we hope, we can get our local agricultural engineer to fix it on the new stone and transport the whole milestone back to its original site with the plate renovated and repainted. Hopefully by the time of the next newsletter I can report this has all been achieved.

A Bath Turnpike Trust parish boundary marker that had found a home in the Museum of Bath at Work has now been returned by BANES to its original site (or as near as possible) in Lower Bristol Road (A 36), at the bottom of Brougham Hayes, Bath.

Staffordshire

John Higgins, writing in *Staffordshire Miles*, tells 'we have located yet another milestone! I have always known about it as it was listed, but presumed that it had gone. I searched the spot on the east side of the road where a new visibility splay had been created for Doveleys Garden Centre between Ellastone and Rocester on the former Spath to Hanging Bridge turnpike. Well, whilst painting mileposts in the area, David spotted a lump of half buried stone on the WEST side of the road, and dug it out. Distances are given to Uttoxeter and

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Ashbourne (6 to both), and this is the first turnpike era stone from this turnpike trust that we have found. We never lose hope of spotting more stones!"

John also informs us that the milepost at Hawksyard Priory on the A513 between Rugeley and Armitage has been replaced following roadworks; also that the county council have re-potted the milepost at Pipehill near Lichfield, and also the two on the old section of the A5 at Hints.

Suffolk The Highways Agency has announced that it is starting work on improving the A11 London-Norwich road from Fiveways roundabout near Mildenhall to Thetford. This single-carriageway road through Elveden has long been a traffic bottleneck. The Environmental Statement by consultants Jacobs makes no mention of milestones on the route. But *Mike Hallett* has noted that the road was the subject of a 1768 turnpike act and that the 1884 OS map shows a series of milestones and mileposts on this road with distances to Thetford and London. Does any local member know whether these waymarkers still exist?

As the county has no representative, *Alan and Carol Haines* took the opportunity of recording a few milestones for the national database while on a brief visit south of the border a few months ago. The stone in the



High Street, Aldeburgh had been noted in 1996 when it was sunken and with the legend hard to read. It has obviously undergone renovation and stands proudly outside No.220.

Many of the cast iron posts made by Jacob Garrett of Ipswich in the early 1800s are now in poor condition. They usually had a fixing bolt at the base of the headplate which went through a backing stone, and this seems to have made a weak point causing the headplate

eventually to break. Some, such as the London 90 at Carlton, have recently been replaced.

Surrey *Janet Dowding* reports that 14 people met for the latest Surrey meeting on 5 November at Ripley (this included four other county reps beside myself!). Colin Woodward has produced for the Group yet another of his illustrated leaflets on Surrey milestones, this time detailing the Metropolitan ones missing and extant on the main turnpike routes from central London through metropolitan Surrey. He has



also produced a Richmond milestone walk, 5¾ miles, taking 3 hours, taking in Richmond Bridge and Richmond Park.

The thorny problem of the Esher milstone lying at present on a Hampshire farm has now progressed. After 12 years of various people's efforts to do something about this, Colin volunteered to make some personal visits to the council, etc. He finally went to see Martin Higgins, Historic Buildings Officer at Surrey History Centre, who is expressing interest in getting this milestone back to Esher at last! The main problems are lifting and transportation, finance, storage, and finding a suitable position in Esher to resite it as close as possible to its original position. A site visit to the Hampshire farm may be arranged. Colin was hoping to have had all these problems sorted out this summer but hopefully they will come to fruition next year.

We are still adding to our Surrey database. Colin has found two more items to add. First, a milestone outside Elmcroft Community Centre on the A24 at North Cheam (TQ 236653) reading 'London/XII/Miles.' It had been shown as missing on his *Metropolitan Surrey Milestones* leaflet. Then, the 5th 'gate' plate in Richmond Park. These gate plaques show distances in miles and yards from one gate to another in Richmond Park. Not strictly 'turnpike' but worth recording nonetheless.

Worcestershire *Terry Keegan* reports that after an absence of over fifteen years, the Bradley stone on the A38 recording 'Worcester 11 / 15 Birmingham' has re-appeared by the roundabout at the start of the Bromsgrove by-pass, 200 yards to the south of its original position. Evidently it had been rescued by a local when it was knocked over and left lying on the verge many years ago and had been stored in his garden. He recently arranged for a local landscape gardener to re-site it outside his garden hedge and facing the line of the A38. The stone is one of the first set of Bradley stones to be erected in 1931 between Worcester and the Birmingham City boundary.

Martley parish have budgeted for a replacement plate to be fixed to the large stone on the B4204 just east of the village. Bayton parish have budgeted £50 for the group to re-erect the stone, recently knocked over by a vehicle, on the Cleobury Mortimer road at SO 708736.

In *Worcestershire Miles* Terry notes his pleasant surprise at finding that the milestone on the A4112 opposite the Fountain Inn near Tenbury had been thoroughly cleared of vegetation. Subsequently he found that all the stones on the A456 and A443 had been similarly cleared. He found out from a local parish councillor that this was part of a milestone regeneration programme that the contractor Ringway was carrying out on behalf of Worcestershire Highways.

Also in *Worcestershire Miles* Terry writes 'We are currently involved with re-plating

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of four milestones and the plates have been cast at the Blists Hill foundry of the Iron-bridge Gorge Museum.

'Firstly, the Upton 2½m, Worcester 8m plate with pointing hands beautifully modelled by Connie Swann for the large stone at Hanley Castle to match the 1½m stone still in position by the Post Office.

'Secondly, Kempsey parish have asked us to replace the plate removed during WWII on the Worcester 10m -Tewkesbury 5m stone on the A38.

'Thirdly, Stock and Bradley have asked us to get a new plate for the one stolen off the 10m to Worcester Cross stone.

'Finally, Abberley parish would like to see the broken 'Cleobury 7 / Worcester 13' stone on the B4202 repaired and re-plated.'

Yorkshire In 2009, writes *Christine Minto*, Dave Williams and Jeremy Howat uncovered the top surface of a milestone sunken in the verge on the A166 at Gate Helmsley near Stamford Bridge (YN_YODR07, pictured right, at SE 69735539). Lack of funding thwarted attempts to get it raised. But when visiting the site in January this year they found that road surfacing was taking place and the stone was within the traffic controlled area. So they could safely dig around. The contractors took an interest and a JCB was brought into action to dig it out completely. The garden centre opposite produced a piece that had been broken off and the two have been joined. It will be reset on the opposite verge and perhaps the missing plate will also turn up. Others on this road have been repainted and damage reported.



About a dozen mileposts in the Malton/Helmsley/Pickering triangle in Ryedale have been repaired or recast in the styles made by Mattison of Bedale. They mostly replace listed mileposts which had disappeared or been demolished by vehicle impact. The last few were put in place in September. The slightly damaged but very rusty Mattison 'rose' casting that Jeremy found in June (YN_SCPI12B) has been repainted and the hedge cut back.

The Malton to Scarborough series that runs through Ryedale was repaired and repainted in 2010. Now funding is being sought to deal with the two that are within Scarborough's jurisdiction (YN_MASC13 & 20).

The initial survey of the A64 York to Malton road in 2004 found just three Mattison 'hand' mileposts remaining on this 18 mile stretch of road. Being the main route to

the seaside it has been upgraded over the years. In 2008 'York 5' was stolen, appeared on e-bay, was rescued, repaired and reset in 2009. 'York 9' was reported missing in 2009. 'York 14' is still there. A milestone was reported in a garden at Howsham just off the A64. Dave & Jeremy searched but only found an empty house and splashes of white paint by a hole in the garden. In April this year a stone was reported in a garden at Allerthorpe just off the A1079. This proved to be the 'York 8' post. Jeremy Howat noted on the Society's Facebook site that the 'Malton / 10, York / 8' milepost is now ready to be reinstated at or near its original position, having wandered in private gardens for over 10 years. The Highways Agency has done a superb job in organizing its recovery and refurbishment.

In 2003 the 1738 guide stoop at Cudworth in Barnsley (YS_XBNCUD at SE 3836 0941) was removed for proposed roadworks. In September 2011 it was reset in concrete at its previous site. It had been used as a gatepost on the bridleway but had probably only been moved a few hundred yards from its original site at the junction of tracks to Pontefract, Wakefield and Penistone.

The only remaining turnpike stone on the old route out of Leeds towards Harrogate (YW_LEHG03 at SE 30763846) was set well down in the pavement with a barely legible legend. The local Community Group decided to have it refurbished. The stonemason found remnants of a date, 1825, hidden under tarmac. Fortunately the stone is not listed as, disappointingly, all the remaining inscription has been ground off, replaced by a flat surface and modern looking lettering.

Whilst searching for milestones in Bowland, an area taken over by Lancashire, John Higgins recently found three more to add to the well known one at Dunsop Bridge. During a visit to the area in October we discovered two county boundary stones on the parapets of bridges over the Rivers Hodder and Ribble and an unrecorded blank guidestone south of Slaidburn.

Another recent find is the broken remains of most of a stone erected about 1750 by the Marquis of Rockingham just to the north of the town of Hemsworth and stored in a garage since 1962. The legend reads 'From Wentworth Houfe XIII Miles'. The owner remembers going with his father, whom I knew, to rescue the pieces after a vehicle strike. He would like a repair and reinstatement.

In a garden at Ripponden are two pieces of stone that don't appear to fit together yet the legends would suggest that they were originally destined for the junction of the A58 and B6113 where there is a defaced stone. Alan Watson, pictured on the back cover of M&W4, introduced us to the former owner of the garden, the local lady historian, who showed Jan and me an upright stone. This has mileages to Elland and Huddersfield. Then at the bottom of the garden Alan saw another stone on its side. When turned over the distances to Halifax and Rochdale were seen. Unfortunately



In a garden at Ripponden

the present owner of the garden doesn't live in the house which is up for sale so no contact has been made.

Nev Billington told me of a 'garden' milestone at Clent in Worcestershire. This would have been on the Great North Road north of Doncaster prior to the WRCC stones being erected in 1893/4. It had been in the garden of a large house that was demolished in the 1960s. For seven years I passed this house on my way to school! This is a very interesting find. The same style of stone and plate was used on the Doncaster to Work-sop turnpike to the south of the town but this is a first for the route to Ferrybridge and York.

Another find is connected with the Mattison Foundry at Leeming Bar which Jeremy Howat was visiting trying to find more about the company who cast many of the mileposts found all over the old North Riding (see article on p34). During a chat it transpired that there was a milepost upstairs above one of the showrooms. It is the sole survivor from the A1 between Boroughbridge and Catterick (YN_BBCT16) and was sited near to the foundry. It should have been on the east side of the road but may also have been set up opposite at sometime. But it is one of the posts with the 'wrong' hands. It is also unusual in that the founder's name is not inside the back so is probably a very early casting. Several of the original buildings are still in use and inside is an original iron arch with 'Erected AD 1869 W Mattison' cast on it. A bonus for our visit in October was that we were shown the local tollhouse.



At the Mattison foundry

The 1773 milestone on the A65 in Hellifield at the turn off for Otterburn (YN_XHEL) has been struck for a second time. In 2008 it was reset the wrong way round. In October it was uprooted again. Sheila Gordon has been told it is in the care of a local farmer and hopefully will be put back.

In Kirklees the three milestones from the A642 east of Huddersfield are still in store together with the '3½ mile To and From' stone that should be reset at Outlane near J23 of the M62. John Fawcett has found out that the 1755 dated stone on Lindley Moor Road north of Huddersfield is also due to be moved.

A Brayshaw & Booth stone in Doncaster (YS_DNTC05) was rescued from a field after the Doncaster A1(M) bypass was built in 1960. In the 1990s it was in a garden nearby then in 2004 turned up in a garden in York. In 2008 the 'owner' was imprisoned for drug dealing. Jeremy Howat has been keeping his eye on it as the house was rented out and then, recently, sold. He was hopeful that the new owners would donate it to Doncaster museum but it had disappeared when they moved in!

WALES

Cardiganshire *Chris Woodard* reports that the survey for the county has almost been completed. Cardiganshire had 154 miles of turnpike roads, and 21 miles of roads that were improved by the County Council in the 1860s. As a result 88 milestones, 12 mileposts, a county boundary stone, and the county's Mystery Stone have been recorded, with a further 11 milestones and 2 mileposts having been sighted. Due to being on dangerous bends etc., it has been very difficult to stop or park to record them. Perhaps in due course these remaining ones can be recorded. Sadly, since 2006 one milepost which had a chunk missing from it, has been lost on the A486 Llandysul - Newquay road due to road improvements.

SCOTLAND

Christine Minto reports that there are now over 1900 stones in the Scottish database. Some are old records not confirmed and some are stones lost since an earlier survey, particularly in Fife. Hopefully Scotland will appear on Google Earth over the winter but it will be a huge undertaking for John Armstrong as I have photos of most of those recorded. Although many of the Highland stones do not have a legend it is still important that the correct picture is shown for each site.

Alverie Weighill attended the Scottish Local History Forum Conference 'Travellers, Turnpikes and Tar' in Glasgow. She writes 'This well-attended conference, chaired by Prof John Hume, was treated to some excellent and lively presentations, including one from Nigel Bishop on Scottish milestones. It highlighted various aspects of Scotland's road transport through the centuries, from the pathways used by medieval pilgrims, to the importance of tarred roads for the early motorist. As well as milestones, we heard about pre-1707 roads, the impact of turnpike roads on burghs, the main building periods via map sources, and two local case studies of C17 and C18 roads in Strathspey and Port Glasgow.

'There was the chance to buy past SLHF journals some of which contained road-related articles and, along with Nigel, to distribute Milestone Society leaflets which, I understand, has resulted in at least one new member. The organisers are at present unsure whether an account or any of the conference presentations will be published in the SLHF journal (which can be purchased by non-members) but once this is clar-

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fied I will inform members.'

City of Glasgow

Christine Minto doesn't know of any roadside milestones and none are marked on 50 000 maps within the city boundary whereas Edinburgh has at least 25. Also she has no confirmed records of stones in nearby Renfrew, East Renfrew and Inverclyde so hopefully local knowledge of new member Diana Burns will remedy this deficiency.

Dumfries and Galloway

Alverie Weighill who lives near Dumfries joined the Society earlier this year. Scouring the 25 000 maps she has located over 50 unrecorded stones in this part of Dumfries & Galloway. Some have inscriptions either cut into the stone or on plates. A few are almost hidden anonymous lumps of stone just where they are marked on the maps.



An interesting feature of this area is the D-shaped stones that were erected by the railway companies. Because of the terrain the line was often several miles from the nearest town or village and these stones would encourage the use of the railway rather than the winding slower coach roads.

A complete set of six is on the road from New Abbey to the former station at Killywhan, now just a few houses off the A711 near Beeswing (DG-NABW). A few similar stones remain either side of Loch Ken linking Dalry and

New Galloway to the railway, along the coastal route to Dalbeattie and north from Gatehouse of Fleet.

In October Christine found a few more stones that Alverie hadn't yet searched for plus a lovely fingerpost in Old Bridge of Urr with a Kirkcudbrightshire halo.

There are almost 250 stones still in place in this large Scottish county with, no doubt, more to be found.

Perth and Kinross

Iain Davison reports surveying 16 milestones in the county.

IRELAND

Chris Woodard writes 'In September, my wife and I set out on a special holiday to Ireland. Our main aim was to visit many of the pre-Christian, Celtic and historic



sites which abound there, as well as to see dolphins, seals and birds of prey and places of outstanding natural beauty. Woven into our itinerary, were of course milestones, so I was more than pleased to read on our return about Mervyn Benford's quest (M&W4, p28). Before leaving, I did much research on the subject because I was aware that very little information was available, and that the stones would not be marked on the Irish OS maps. Therefore, time was needed on the internet to see what had been recorded: www.geograph.ie, Flickr and other interesting bodies (local histories) came to the rescue with some information and photographs. A number of milestones, mainly around Dublin, came to light especially on the old N1, now the R132 to Drogheda, and the N2 (part of which is now the R135) to Slane. To the SW of Dublin, milestones were said to be in situ on the old N7 at Johnstown near Naas, and also at Blessington on the N81, but sadly we were unable to find them. The above four roads are believed to have been turnpiked around 1729 making them the oldest in Ireland. There were odd recordings elsewhere around the country. They were rather sparse, but we managed to incorporate most of them into our tour around the Emerald Isle. The first major success was not by the side of the road but on the platform of Kildare railway station. It is the 30 mile marker from Dublin, and the legend appears to be painted black, over the numbers 9,3,4 which are carved down one side of the original stone. It is possibly the only one in Ireland, if not in the British Isles, to be found on a station platform.

This discovery was followed by two stones, 'Dublin 15' and 'Dublin 16' on the N2 between Ashbourne and Slane. There are certainly others on this road but our tight schedule did not allow further investigation. Additional finds include the 'Dublin 20'



On the R469 at Quinn

stone at Julianstown on the R132, and one on the R163, the old road between Slane and Kells. Before leaving County Meath, a visit to Tara, the ancient capital, brought to light a book called *Where Toll Roads Meet* by Anthony Holten (ISBN 978 1 90545176 0) - a well informed history of the N3 Dublin - Navan road, which includes photos of the three surviving milestones (13,20,24). Further discoveries were made in County Sligo, on the N4, N15, and the R293 to Ballymote. The best preserved stone located and recorded in this part of Ireland was in Dromahair in County Leitrim on the R286/288, 15 miles from Sligo. A series of stones led us into the village.

Heading south, two discoveries were made on the N63, a tollhouse at Mount Talbot - on the county boundary between Galway and Roscommon, a very distinctive stone

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on the bridge at Mountbellowbridge ('Dublin 73/Galway 23'). Further, at Quinn in County Clare on the R469 (formerly LI234) Ennis - Limerick road, we found a stone which had been privately erected by JS in 1829. Is this stone the only one of its kind in Ireland?

Taking the N69 west out of Limerick en-route to Tarbert a series of stones can be found on the seaward side of the road. Four were recorded. County Kerry has basically nothing, so news of the Ballybunion milestone reached us after our return to Wales (M&W4 p28). Time did not allow a visit to County Cork but we were aware of the many stones that are apparently painted yellow.

There was an excellent harvest of mileposts on the N72 in County Waterford, stretching from Tallowbridge to Cappoquin - nine were recorded. There may be more, east of Cappoquin.



*On the N72
in County Waterford*

One cannot visit Tipperary the county without visiting Milestone, a hamlet of two buildings, at the T junction of the R497/R503, roughly halfway between Tipperary, Thurles and Limerick. To make sure that everyone is aware of what the stone is, the word 'Milestone' is carved into the wall behind it. The R497 (formerly the L321) leads south towards Tipperary, and it is on this road that there are 2 fingerposts with different distance markings to Milestone. At Hollyford an old sign reads 'L321 / Milestone 4 miles' whilst a little further south at the junction with the R505, a modern sign reads 'Milestone 12 Km'.



Finally heading towards Waterford on the N24, an old section of road through Fiddon, at a junction can be found a tollhouse by a bridge, which claims to be the last to be closed in Ireland, sometime in the 1980s.

All in all, 33 stones, 2 toll houses, and an AA village distance plate were photographed and recorded.

(Note: Some milestones are catalogued on the National Inventory of Architectural Heritage on the Buildings of Ireland website <http://www.buildingsofireland.ie/niah> - Editor)

TREWELLARD FINGERPOST

With finance from St Just Town Council, the Cornish branch of the Society has restored the elegant cast iron signpost at Trewellard, St Just in Penwith, West Cornwall.

The fingerpost at Trewellard is unusually elaborate. Each arm features a pointing hand. The column has a barley twist pattern like a barber's pole on the upper half, while the lower half is fluted. Most cast iron fingerposts have the arms mounted on a sleeve dropped over the column, but this one has the arms fixed to a horizontal disc in a design unique to Cornwall.

This fingerpost is probably over one hundred years old. Cast iron fingerposts were ordered from a variety of Cornish foundries by the new Cornwall County Council when it was set up over 120 years ago in 1889.



With funding from the Town Council, Ian Thompson agreed to have two new arms cast and painted.

The Highways Service of Cornwall Council worked with the landlady of the Trewellard Arms to relocate the fingerpost slightly further back from the road, making it a feature of the inn car park.

Ian removed, cleaned and repainted the two surviving original arms, and arranged for the column of the fingerpost to be shot blasted and repainted by JW Engineering of Camborne.

The column and four arms were re-erected by the Highways Service at the beginning of September.

The name plate on the base of the Trewellard fingerpost shows that it was made by the firm of Holman & Sons of Penzance.

In January 2011, when Elaine Baker of St Just Town Council approached the Society, the fingerpost was in a sad condition. It was rusty, with two arms missing and was located at the road edge where it was in danger of damage from passing traffic.



Fingerposts



In September, there was an official inauguration ceremony with the Mayor of St Just, the Highways Service team, John Woodward from JW Engineering and Ian Thompson, joining the staff of the Trewellard Arms to celebrate the rejuvenated fingerpost.

Ian Thompson

Turnpikes and Tollhouses

An historic toll-house at West Bridge in Tavistock in West Devon is under threat of demolition. The land behind the house is being developed and because of its lack of listed status it has become very vulnerable. Built by the Plymouth and Tavistock Turnpike Trust in 1823 the house is of considerable heritage significance as it is one of a unique



cluster of four such houses on roads leading into the town (see *The Toll-houses of South Devon* by Tim Jenkinson & Patrick Taylor). Tim Jenkinson, Alan Rosevear and Dick Passmore from the Society along with noted Devon archaeologist Dr Tom Greeves and various local people have contacted West Devon Borough Council (WDBC) to express their objections to development and stress the importance of the toll-house that stands within a designated conservation area in the town. However the recent removal of tiles from the roof as we approach the winter months is an ominous sign. WDBC have asked the developer to protect the roof and attempts are currently under way to get the house listed but there are fears that it may be too late.

Tim Jenkinson

(The threat to this toll house was featured not only in the Tavistock Times Gazette but also in Private Eye on 25 November 2011- Editor)

GOOGLE EARTH: ORANGE LAYER

Avid watchers of the Society's excellent on-line presence will have noticed the recent arrival of the orange layer: boundary markers and commemorative stones. This disparate layer of markers contains mainly boundary stones and posts of varying functions and a smaller number of commemorative markers.

Categories are as follows:

CB: County boundary, pre-1974.

PB: Parish boundary, including any administrative area at sub-county level: city, borough, parish, township, tithing, ward, board, district; to include stones worded "Here begins xyz road". It is assumed that any marker at a current administrative boundary will be a PB, without evidence to the contrary.

EM: Estate marker; rural or urban, showing ownership of land or its use, including utilities, War Department or Trinity House.

BM: Boundary marker, without the evidence to assign to a category above.

BR: Bridge marker, giving information about the ownership or use of bridges ('C' stones, weight limits or penalties).

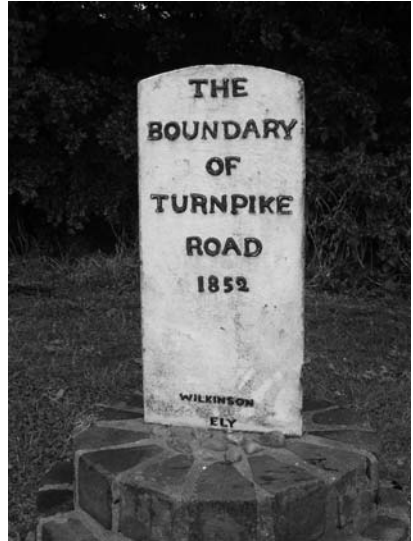
HS: Horse stones, indicating where additional horses were to be taken off.

TT: Turnpike terminus, showing the boundary of turnpike trusts.

CM: Older commemorative markers: stones relating to the history of wayside features such as roads, bridges or toll houses, but excluding mounting blocks, fountains, sundials, millennium features, etc. (the province of other societies!).

ZZ: Other markers which appear to be worthy of inclusion, or don't seem obviously to belong elsewhere.

Boundary markers form a fascinating, diverse collection of markers, dating from C18 to C20; stone, metal or concrete, in a multitude of shapes; not to everyone's taste, but recordable and of interest. New submissions are very welcome, with the usual essential information (location, grid reference, features and low-resolution picture), *on* or *off* the highway. It would be very useful if informants could indicate which current or historic parishes apply.

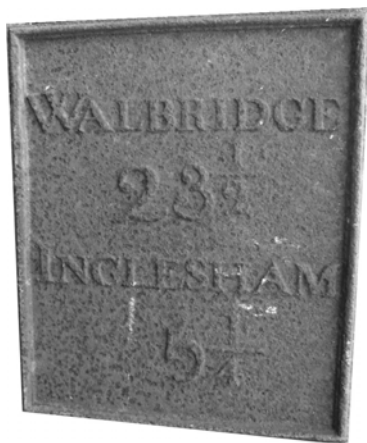


The end of the Ely Turnpike

Mike Faherty

THAMES & SEVERN CANAL MILESTONES

Many readers will be familiar with the distinctive milestones along the route of the Thames & Severn Canal. The plates record the distances to both Wallbridge (spelt Walbridge) and Inglesham, and are set at half mile intervals. David Viner wrote a piece for *Trow* No. 119 in 2002 entitled *Milestones on the canal*. This was based upon research he conducted for his book *The Thames & Severn Canal History & Guide* (Tempus Publishing, 2002). In these works he tells of the 52 original stones, of which 20 were then known to have survived in their original positions or nearby. Very few of these stones had their plates intact - most had been lost as a result of theft, vandalism



or damage. Of the remaining plates, some are originals and some are replicas, which can sometimes be difficult to determine. Some of the plates aren't mounted on milestones, but are on suitable walls (Brimscombe Port and Chalford Wharf).

David Viner noted that 14 plates were preserved in various Gloucestershire museums, the best display of which is within Stroud's Museum in the Park.

A further record of the milestones occurred in the Cotswold Archaeology survey of 2003, which can be accessed through the Cotswold Canals Partnership website. This records 'all' historical and significant artefacts along the route of both the Stroudwater Navigation and the Thames & Severn Canal. Visit www.cotswoldcanalsproject.org.

Several years ago I set out to walk the Thames & Severn Canal armed with the aforementioned records to try and locate the known milestones. When I reached each location I marked the position on my trusty 1:25 000 map. This set me wondering what might have happened to the 'missing' stones. I eventually came upon a stone lying on its back in the rubble of a collapsed dry stone wall near Cerney Wick (Walbridge 19, Inglesham 9¼). This was subsequently set upright and reinstated.

With one milestone now 'found', and knowing of at least two other stones missing from the Cotswold Archaeology survey, I wondered how many other milestones and/or plates were still in existence. Working on various parts of the canal over a few years confirmed the existence of other stones, but a recent event has prompted a renewed interest in the subject. A couple of months ago, the Trust's archivist, Keith Harding, turned up with two milestones at the new CCT Eastern Depot at Alex Farm, Eisey. One of the two milestones still has the plate intact (Walbridge 23½, Inglesham 5¼) and was originally located near Marston Meysey Roundhouse.

I started to compile a database of the original locations of the stones and whether they were still in-situ or preserved at another location. I also recorded the existence

of any plates, whether mounted on the stone or preserved in a museum. I have also contacted various knowledgeable CCT members to find out what they knew of the subject. This has resulted in the 'discovery' of another two milestones with plates currently residing in a safe location.

I have recently been made aware of two broken milestones. One of these has snapped near the base as a result of the surrounding bank freezing. This stone has now been removed by CCT volunteers for remedial work by monumental masons at no cost to the Trust. Work is being carried out with the knowledge of the local Conservation Officer and to methods approved by English Heritage and recommended in the conservation guidance of The Milestone Society (Chairman, David Viner!).

The current state of my research has identified a total of 28 milestones and the existence of 23 plates - a considerable increase upon the previously acknowledged total. Are any more in existence? Do any CCT members know where they are? Is it possible to declare an 'amnesty' and at least record their current location? Milestones could eventually be returned to their original positions whereas plates could be recorded and replicas created. It would be good to think that one day all of the original plates could be displayed in a single, central museum location. Replicas could then be fitted to all stones.

For obvious reasons, the whereabouts of some of the 'rediscovered' milestones has to remain secret but, if anyone has any knowledge about missing milestones, I would appreciate them contacting me at jon.pontefract@stroud.gov.uk.



Jon Pontefract

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(Jon's task of locating all 52 Thames and Severn mile markers has been featured in the Stroud News and Journal - Editor)

GRAND WESTERN CANAL

A series of 10 milestones running between Tiverton in Mid Devon and the hamlet of Lowdswells on the Somerset border along a restored section of the Grand Western Canal have recently been surveyed by Tim Jenkinson. The collection dates from c1814 when the canal was completed and each marker bears a Roman numeral indicating its distance from Tiverton Basin. Whilst several are rather worn and difficult to decipher it is nonetheless unusual given their age to find so many still surviving but only two of which are Grade II listed. The Canal was bought by DCC in 1971 and after dredging and relining it was turned into a Country Park. Thanks goes to fellow Devon member Don Roomes for drawing attention to this unique set. Information on the stones is in the process of being passed into the National and local Databases for future reference.



Tim Jenkinson

MANCHESTER BOLTON AND BURY CANAL DISCOVERY



In the summer a Society walk was organized along the Manchester Bolton and Bury canal. The walkers stopped for refreshments at the Horseshoe pub in Ringley and manager Karl Quinlan told them of a canal milestone that he had recently dug up outside the building. Volunteers from the Manchester Bolton and Bury Canal Society have now winched the heavy sandstone block showing 6³/₄ miles back into its rightful place on the towpath. The discovery was featured in the *Bolton News*. Despite the latest addition to the towpath, there are still 32 milestones missing and Dr Paul Hindle (pictured) says the Society would love to find and reinstate them.

TRANS-PENNINE

At 127¹/₄ miles long, the Leeds & Liverpool Canal had ¹/₄-mile, ¹/₂-mile and mile posts. And much of the towpath is readily accessible to walkers and cyclists. Surprisingly therefore, this is one of the canals for which the Society has the least survey information. If you live near this canal, Mike Hallett would appreciate survey data including photos and grid reference to newsletter@milestonesociety.co.uk.

Mike Hallett

01 OCTOBER 2011 - AUTUMN CONFERENCE

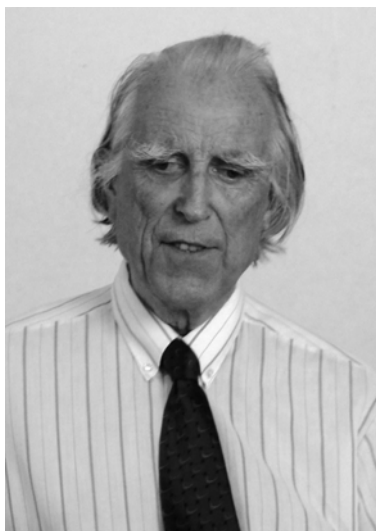
The tenth anniversary conference in 2010 at the Black Country Museum was a suitably high-profile event to mark an important milestone – what else? – in the history of the Society. A difficult act to follow but what better way to start the Society's second decade than by going back to the beginning? So in place of 18th century industrial archaeology a church hall in Bicester dedicated to a female Anglo-Saxon saint, in the grounds of a former 13th century priory and close to both the Roman road, Akeman Street, and Alchester the Roman fort-turned-town. All things Roman was the planned main theme of the day together with two additional topics: Bucks. mileposts and an 18th century Oxfordshire road map. Interestingly, as chairman David Viner pointed out, some common threads arose from all the talks, notably 'continuity' and 'change', to which one might add 'decay'.

All three threads were evident in the first talk given by Bob Hessian, chairman of Bicester Local History Society, who described the very early Roman fort and later town of Alchester but preceded this with a series of maps showing the location of both Alchester and Bicester in relation to the road system of later centuries. This illustrated both the continuity of the line of the original Akeman Street in the present day A41, and also the change brought about by re-routing it in the early 19th century through rather than past Bicester town in order to bring more trade. Today the original route is restored but the commercial enterprise of Bicester citizens lives on in the retail phenomenon that is Bicester Village, lying just off Akeman Street between modern Bicester and ancient Alchester. Bob graphically illustrated the decay of the fort and town with modern photos of an almost featureless landscape on the site of Alchester, contrasted with revealing aerial photos and shots of archaeological excavations which give a good indication of its shape and size.

The first short talk by John Nicholls on Bucks. Pressing Mileposts had the sub-title of 'The good, the bad and the ugly'. The ugly and the theme of decay were most literally visible in the Oakley milepost that contains more holes than metal. For the 'good' we had to wait to the end of the talk and the Oakley stone's southerly neighbour that John had expertly restored. In between, he showed a series of photos of mileposts around the county in various stages of decay because of the unfortunate propensity for steel to rust far faster than the cast-iron posts common elsewhere. In the discussion that followed it was suggested that the posts were mass-produced from a single design.

After lunch, the main theme returned in the form of a talk by Dr Hugh Davies entitled 'Roman Roads – what were they really for?' His answer to the question was, essentially, that they were built to allow wheeled vehicles to maintain effective supply lines for the Roman army as it fought its way from Kent to nearly all parts of present-day England. Along the way – as it were – and using his expertise as a former road designer, Dr Davies also dealt with the Roman method of building roads –

continuing virtually unchanged up to and through the Macadam era. He rehearsed the various theories about how the Romans were able to get their roads straight and pointing in the right direction, rejecting the attractive but fanciful idea that they used homing pigeons in favour of the more plausible hypothesis of surveyors following closely behind the army and mapping the territory before the roads were built. All is conjecture, however because, despite the thousands of miles of roads that the Romans built, no road building manual has survived and we don't even know the name that the Romans gave to what we and the Anglo-Saxons call Watling Street. In the ensuing discussion, there was lively debate about the extent to which the Romans used the routes of pre-existing trackways and whether Roman milestones had any mileage information painted on them in addition to the grandiloquent inscriptions commemorating emperors.



Dr Hugh Davies

The second short talk, given by Mervyn Benford, showed how much we can all learn from well produced maps that preceded the Ordnance Survey. He covered all the areas of historical Oxfordshire in a series of slides showing segments of the 1798 Richard Davis map. Once again, the themes of continuity, change and decay came through. Much of the late 18th century road network remains in place today but some major routes, notably the London to Oxford road, have changed considerably, with the original route over Shotover Hill now decayed to no more than a track. Mervyn showed us how valuable Davis's attention to detail can be. For example, comparison between the Davis map, later OS maps and surviving milemarkers shows that milestones were quite often changed to the other side of the road. Combining the map with other documentary evidence he demonstrated how the 'new' London to Oxford road was in existence before its milestones were commissioned. The Davis map also shows the impossibility of fixing a precise date or a definite boundary for the so-called historic counties. In the Banbury area for instance, in 1798, little 'islands' of Oxfordshire lay surrounded by Warwickshire or Northamptonshire, and vice-versa.

The day was well attended and the high quality of the talks prevented the unseasonal, sub-tropical weather from sapping members' concentration or enthusiasm – though the requests for orange squash, like the thermometer, reached record October levels!

Derek Turner

REMEMBER MILESTONES?

In NL21 *Iain Davison* reported finding a 'Morpeth 1' stone. Iain also found this October 1976 article in *Northumbriana* 7 which is reprinted with kind permission of the editor.

This series began because it seemed, at any rate in Morpeth district, that very few milestones had survived. I am delighted to hear from Mr. V. Fairbairn of Stocksfield that there are far more than that. Mr. Fairbairn is busy surveying Northumberland's turnpike roads, under the wing of Dr. Linsley of Newcastle University (our farmsteads contributor). He has so far tracked down the following numbers of original milestones on seven turnpikes, and photographed a large proportion: Corbridge-Elishaw, 22; Newcastle-Carter Bar, 45; Hexham-Rothbury, 30; Percy's Cross-Cornhill, 19; Newcastle-Chollerford, 20; Belsay-Morpeth, 9; Hexham-Heddon, 12. He calculates that about 60% of milestones on these roads have survived, which might mean hundreds when other turnpike roads are counted in, so that "there has been no wholesale removal as is suggested in" the first article of this series.

Equally good news from Mr. Fairbairn is that the County Council is now preserving milestones wherever possible, "which must give much satisfaction to those interested in the history of our complex road system. They are an enduring reminder of the days when foot-weary and saddlesore travellers, without maps, gained (or lost) hope of arrival at the desired town or inn before nightfall."

Altogether, it seems that this series will not expire for lack of material! However, there are miles of roads that never were turnpikes, and, while some never boasted milestones, others, perhaps, acquired odd specimens, like the Longhirst one (Morpeth-Cresswell road) in *Northumbriana* 6, and the Stobhill one below. Readers still have a part to play in spotting such stones.



I am ashamed to say that I knew nothing of this milestone until an old resident mentioned it: but it is scarcely obtrusive. The Morpeth-Shields road (a former turnpike — see *Northumbriana* 5) has been realigned to pass through Morpeth's south-eastern suburbs more freely. The older road winds through Stobhillgate estate and the two converge upon a roundabout until the old one veers madly away. Ignore the veer and you find yourself in the carpark of the Royal British Legion, with our milestone lurking in a hedge on your right.

It is difficult to imagine a simpler milestone than this. The pillar is utterly plain, simply rectangular, abrasions apart; the lettering the minimum — "M1", i.e. "Morpeth, one mile." It compares so badly with the Plessey Checks milestone on the same road (*Northumbriana* 5), that it cannot have been set

up by the same turnpike authority. Its concern with Morpeth (none at all with Shields) suggests that it was put there by Morpeth Corporation.

F MATTISON FOUNDERS OF MILEPOSTS

In the NL21 Michael Knight asks about the mileposts in the 1913 Mattison advert.

Mattison's was a foundry started by William Mattison from Richmond in 1851 on land leased from the railway company at Leeming Bar, that is in Bedale parish. His son Francis was involved and they made almost anything that could be cast in iron from mill machinery to oven doors. The firm was eventually taken over by John H Gill in 1937 and that firm is still in business as Agricultural Engineers in Leeming and Northallerton.

Mattison's made at least three designs of post of which about 100 survive in North Yorkshire. I believe the earliest are those with HD on the bevel. They have raised hands at the top of each face. However, either the wrong details were given or the founders working with a mirror image mould made a mistake. On many of the posts the



hands pointed the wrong way for the side of the road they were set. Consequently new hands were made and fixed over the offending ones and remains of this mistake can still be seen. In some cases the hands have just been painted pointing the correct way. A few of this style of post have nothing on the bevel. They are 36cm (14") wide.

The most elaborate of the three types has the same dimensions as the larger one in the advert. These have North Riding of Yorkshire on the top piece with a Yorkshire rose. On each side elegant flighted arrows indicate the direction. When only one place is indicated on each face the word MILES is cast but many have two or three towns named on each face so MILES is omitted. On the bevel is the name of the UDC or RDC.

The third style is the widest at 55cm (22") being similar to the HD type but without the hands and having NRYCC cast on the bevel. Any long names are set in a curve instead of being shortened.





I believe this was the order in which they were made. Highway Districts came before the County Councils. Of the two CC designs the rose casting as with the HD casting has 'F Mattison & Co/Bedale' inside whilst the chunkier NRYCC posts have 'F Mattison & Co/ Bedale. Yorks'.

These posts can be found on more than 25 roads from Askrigg in the west to the East Yorkshire coast with a few now in County Durham and the furthest south being near York.

Christine Minto

A PAIR OF CHESHIRE MILEPOSTS

In the database we have a category of milestone known as OOPS – Out of Place Stone, but sometimes this fails to capture the amount of displacement. Society members have interests in several other specialist groups and recently one of these intersecting circles alerted us to two cast iron mileposts that might emerge from a private collection. The posts were amid the nationally important collection of cast iron post boxes in a village near Taunton in Somerset. Sadly, the owner had died and his wife, Kate, was disposing of the collection prior to selling the house. Although a couple of Wiltshire stones had gone with a bulk purchase, two cast iron posts were still there – were the Society interested in them?

We have a clear policy on items that are in private possession since we know stolen milestones circulate in this market. Checking the photographs against the National database confirmed that these were from two roads in East Cheshire but there were no records of them being in place recently and neither had been listed. Both came from sections of road that had been 'improved' several years ago and so the presumption was that they had been 'let go' by the Council during this work. Although Kate remembers picking them up as a bonus with other cast iron items from a collector in Cambridgeshire, the lengthening trail back to the Cheshire roadside was cold.

So, having decided that these were legitimate private antiques we had to decide whether the items were of sufficient value for the Society to facilitate their return to the roadside. On balance the view was yes, the example of an Open Book design is not common and both posts would improve a run of surviving markers. Nevertheless, we cannot subsidise the owner and so some delicate negotiations were needed between East Cheshire Highways and the Society at local and national level to agree an equitable contribution. It was agreed that the Society would pay a below market price to secure the items from the present owner and East Cheshire would do the transport, restoration and reinstatement work.

That turned out to be the easy part because LA budgets got tighter and LA staff need paying by the hour. So Alan agreed to go and prepare the posts for easy collection.

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Both posts were beside a driveway and in drought conditions, the Somerset clay had set like concrete. But eventually holes big enough to rock the posts free were dug and the below ground design of the posts was revealed. The Open Book post had a flat plate on the base to spread the weight and prevent the post being forced deeper into the ground. The CCC triangular casting was a series of box sections ending in a flat plate end to spread the weight. Although Alan reckons he can shift substantial weight by careful use of levers and fulcrums, the triangular post was at the limit of what one person could move more than a few yards sideways. The Open Book was more manageable (though too heavy to lift vertically). So with some huffing and puffing both were dragged under a hedge and hidden until transport could be arranged.

But the promised transport did not arrive, and neither did the re-promised transport. The summer dragged on with Mike Griffiths chasing his tail trying to get a third party to arrange a vehicle able to carry several hundredweight of metal and Alan worrying over whether the van driver would be tough enough to help lift the posts aboard. E-mails got more and more frantic as Kate confirmed that the house was sold and the day for vacant possession loomed. On the Monday, before she was to leave on the Wednesday, Alan rang up ready to give more abject apologies and suggest a disaster plan for a rescue mission – but marvels! Kate had just bid farewell to the Cheshire men who had come down with the right equipment and muscle power to do the job. Phew! At least the posts are now back in the County where they belong. This will only become an *On The Ground* story when the two are back on the roadside, fully painted!

And the lessons – well do not doubt there are more milestones out there, cared for in private hands. They can be returned to the public space by imaginative use of mechanical and financial leverage. To be continued; I hope.

Alan Rosevear

THE THURMASTON MILESTONE

John Higgins was interested to read the article in NL21 regarding the two Roman milestones. The drawing from 1826 shows the Thurmaston milestone with the turnpike milestone in the background. Readers may be interested to know that this turnpike milestone is now safely in Newarke Houses Museum just over a mile away. It is of Swithland slate and is from the Harborough to Loughborough turnpike. Its legend is 'FROM / LONDON / 98 / MILES / FROM / HARBORO / 15 / TO / LOUGHBORO / 11 / TO / MELTON / 15'. New member *Alan Smith* alerted John to an oddity at this location. The photograph shows the



same 1826 scene today and it is possible that the three storey building is the one shown in the C19 drawing.

However, looking closely at the left-hand lower door jamb of the kebab house, one will notice that it has been carved 'TO / LONDON / 98 / HARBORO / / LOUGH-BORO / 11'. The lettering is sans serif but well carved and in no way crudely done. Could it be that a local philanthropist decided to mark the spot where the original slate milestone stood or is it possible that the good folk of Leicester simply didn't want to be without the milestone and so carved a replacement? The otherwise identical plinth on the right of the shop front is plain, which would seem to suggest that the two plinths were here before one was carved. Perhaps if we could ascertain when Newarke Houses Museum took the original into its care, we might have a clue. Any information would be welcomed by John.

THE LONDON STONE



Recently after giving a talk in Northampton John Downing gave me this photo of the London Stone which he took in 1955. Most of you will know of the London Stone, a Roman milestone which in 1742 was embedded into the south wall of St. Swithin's church in Cannon Street because it was a traffic hazard (The first mayor

of London was Henry Fitz-Ailwin de Londonestone). In 1869 the churchwardens decided to put up iron railings for more protection. They are still in place today! A plaque was put on it to record their action, in English and Latin. The London Stone remained in the wall until the church was bombed in 1940/41. Amazingly the stone was undamaged and it was then stipulated that it must be preserved in any new building. It is now in the wall of a Chinese bank.

Helen Crabtree

(Building owners Minerva are proposing to move the London stone yet again to the Walbrook Building, a move that is opposed by the Victorian Society. Editor)

A BUCKINGHAMSHIRE ASIDE

Those small number of Society county representatives able to make it to their gather-

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ing at the Chiltern Open Air Museum in early July 2011 had an enjoyable day, their deliberations enlivened by a wander around the 45 acres of the museum site, just west of the M25 but well hidden in the delightfully wooded Chiltern countryside right on the Bucks. and Herts. border. If you haven't already been it is well worth a visit; there are some 33 historic buildings, rescued and re-erected here from around the Home Counties west and north-west of London. (see www.coam.org.uk)

There is also specific interest for Milestone Society members, the most obvious being a fine brick toll house from High Wycombe on the important London to Oxford road. Dating from 1826, it replaced an earlier gate on the Beaconsfield to Stokenchurch Turnpike. A visit inside shows something of the cramped living conditions for the toll-keeper and his/her family.

Also on the museum site is a fine cylindrical but badly eroded milestone from the Hatfield to Reading Turnpike, now the A404 between Rickmansworth and Amersham. Interestingly, with an eye on Society policies these days, it survived removal, when the road was diverted in 1927, thence into a private garden and onwards to the museum where it is now preserved.

There is also a fine parish boundary marker dated 1777 and two good examples of London Coal Duty posts, a study in themselves. Watch out for more on these in future issues of the *Newsletter* or *Milestones & Waymarkers*.

David Viner

LONG DISTANCE FOOTPATH & CYCLEWAY IN CHESHIRE.



*Two-headed boar waymarker.
Delamere Forest. SJ 539 691*

waymarker, at SJ 539590 near the entrance to Beeston Castle there is recently installed standard Cheshire guidepost, and at SJ 520551 we have one of a series of rather conventional looking milestones. For more information about the Sandstone Trial visit www.sandstonetrail.co.uk.

In Cheshire we have a number of long-distance footpaths and on probably the most well-known, The Sandstone Trail, we can find milestones and waymarkers. The Trail runs from Frodsham in the north of Cheshire to Whitchurch in Shropshire.

At SJ 539691 in Delamere Forest we have a two-headed boar



*Copper Mine Lane,
Bulkeley Hill. SJ 520551*

However it is to one of our long-distance cycleways that we have to look for the most unusual milestone. National Cycle Route (NCR) 45 runs for 230 miles from Salisbury to Chester and is known as the Mercian Way. As the route approaches Combermere Park, near Wrenbury, Cheshire on a narrow little back road called Ossmere Road (SJ 569 443) we find a magnificent milepost topped with an Anglo-Saxon warrior's head. The milepost was designed by Owen Thorpe for Sustrans the sponsors of the cycle route. For more information about the cycle route visit www.ncr45mercianway.co.uk.



We would appear to be getting to the point now that there are enough of these modern stones to make them a specialist area of study.

Keith Lawrence

Anglo-Saxon milepost on the Mercian Way. Ossmere Road. SJ 569 443

GUNTER'S CHAIN, CAST IRON MILESTONES AND PRE-1963 TRAFFIC SIGNS

I was interested in Grainne Farrington's piece on Gunter's chain in *Newsletter* 20, January 2011.



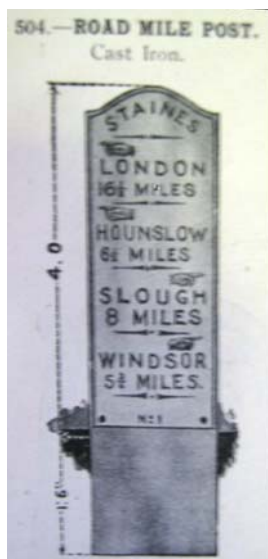
Whilst searching for local milestone information in the archives of the museum in Dalbeattie, Dumfries and Galloway, I came across an undated catalogue of Darroch, Newell and Co., Camlachie, Glasgow which features a chain.

I was keen to find out the date of the catalogue so searched in the Glasgow Post Office Directory. There was no entry for the firm before 1922-3, at which time it came under the heading 'engineering

agents and merchants'. It continued under various descriptions and at various locations in Glasgow, Coatbridge and Airdrie until, as a haulage company, it was dissolved in 2001. From the address sticker (85 Yates Street) on the



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cover, the catalogue must have been issued between 1931 and 1937. It is, however, identical to one without a sticker and showing the company's 1922-6 address (210 Great Eastern Road) and, therefore, issued at least five years previously (now in the Mitchell Library, Glasgow, Cat. No. TD 1021).

The catalogue also features the Grangemouth Foundry MS plate (left), pictured in the 'Scrapbook' of Scottish milestones compiled by Terry Keegan. In addition, for anyone interested in Ian Thompson's article (pre-1963 road signs, also in *Newsletter* 20), the catalogue would, I think, be fascinating as it features fingerposts, various warning signs including the school sign, as well as a vast range of surveying, road-making, repairing, lighting and cleaning equipment.

It would be interesting, of course, to know, at what price the items were selling (no price list was attached to either catalogue) and whether any of the Grangemouth-style milestones have shown up since the Scrapbook was compiled.

Alverie Weighill

Thanks are due to the Dalbeattie Museum Trust for permission to photograph extracts from the catalogue and to Hugh Gregory, fellow Dumfries and Galloway Milestone Society member, and Gary Miller of Belcher Engineering, for help in my preliminary and, as it turned out, misguided attempts to date the catalogue by its Ford chassis adverts.

Notes and Queries

NON-TURNPIKE WAYMARKERS

Michael Knight notes that Bedfordshire waymarkers include six non-turnpike waymarkers: a town centre water pump in Ampthill erected in 1785 by the Earl of Upper Ossory inscribed on four sides with distances to London, Dunstable, Woburn and Bedford; a millennium milestone on the B660 in Pertenhall marked '12 miles to Bedford'; a memorial stone on the Great North Road at Beeston dedicated to a famous Victorian cyclist F.T.Bidlake erected in 1934 inscribed 'to London 48¼ / to York 148'; a series of stubby ½-mile markers along the diminutive River Lea through Luton; a single small block on Bedford's southern by-pass marked 'Cambridge 26 miles' and a single 'Bucks. Pressing' steel milepost redeemed from a barn in Bedfordshire and erected on a side lane in September 2011, marked 'Valley View Farm - Carlton / Turvey', the latter measured in steps to the villages on either side!

AN HISTORICAL ATLAS OF HERTFORDSHIRE

An Historical Atlas of Hertfordshire



Edited by David Short

This book, the culmination of many years of research, is the latest volume in a series of historical atlases which have been produced for various counties since 1958. It has been a labour of love for its contributors, and is of particular interest for Milestone Society members as two of its chapters, on City of London Coal Tax Markers and Milestones, were written by the late John Donovan, the Society's Hertfordshire Representative until 2008 (for a tribute to John see NL16, January 2009).

The design of the book is innovative, as on the back cover a map of the County and its parishes can be folded outwards and thus viewed in conjunction with the 82 condensed chapters making up the 204

pages of the book.

Hertfordshire is only a small county but it punches above its weight and the variety of subjects covered in the atlas will surprise, delight, and perhaps astound many. Topics include Geology, Landscape, Local Government, Roman Buildings, Country Houses, Dovecotes, Hat Making, Cinemas, Rivers, Railways, Demography, Settlement Patterns, Garden Design, Agriculture, Religious Worship, Convicts sent to Australia, Schools, Abandoned Settlements, Garden Cities, War and Civil Unrest, Almshouses, New Towns, to name but some. As with other atlases in the series, the book has many detailed maps and colour illustrations.

The subjects of interest to Milestone Society members are well catered for. In particular there is a good section on Communication Routes, which in addition to Milestones, include Roman Roads (Isabel Thompson), Mediæval Roads and Bridges, Turnpike Roads, Coaching Roads, Post Roads and Inns (these chapters are by Philip Plumb, who sadly, like John, did not live to see the finished publication).

The chapter on turnpikes has a map showing the routes and origin dates of these highways, with detailed descriptions in the text from the earliest beginnings in the 17th century until their demise in the late 19th century. Coaching routes, post roads and inns are described in a similar way. John Donovan's milestones chapter contains a map showing the routes and locations of milestones in the County, which are categorised according to type, and there is an attractive illustration of the Barkway 'Trinity Hall' milestone. Again, there are detailed descriptions in the text, as well as a mention of the work of the Milestone Society. In a separate chapter, surviving Coal Tax markers in the County are described, illustrated, and their locations shown.

Book Review

This Atlas will be admired and enjoyed by all who are interested in the history of Hertfordshire.

Short, David (Ed), 2011 *An Historical Atlas of Hertfordshire*. University of Hertfordshire Press. 204pp ISBN 978 0 9542189 6 6

Colin Woodward

THE TURNPIKE AGE

This 17 x 11 inches softback of 42 pages is essentially an insight into turnpike activities in the Bedfordshire area. The text is brief and to the point, and is copiously illustrated with quotes from parliamentary Acts, Statement of Income from tolls, advertisements for coaching services, and vignettes drawn in 1802. An end-map of England, Wales and southern Scotland is Moggs' Improved Edition of Patterson's Roads.

To quote the author "This booklet has been produced to present a simple overall picture of road transport between 1750 and 1850." Illustrations and explanatory notes in appendices are reproduced from contemporary work by W.H.Pyne and G.Gray.

Eleven pages are devoted to vignettes under headings of Paviours, Trucks, Timber Waggons, Waggons-des-Caisons, Cart-les-Charrettes, Carts, Stage coaches, Post Chaises, Tollgates, and Farriers. Milestones are mentioned only in passing as one of many features of former road transport. Available now at modest cost through Amazon.

Smith, Peter 1970 (reprinted 1971 & 1972) *The Turnpike Age* Luton Museum and Art Gallery ISBN 978 0 95012321 9

Michael Knight

(Note: At the time of the Newsletter going to press, it appears that this book is no longer available. However it may be possible to obtain copies on the second-hand market - Editor)

THE TOLL-HOUSES OF CAMBRIDGESHIRE

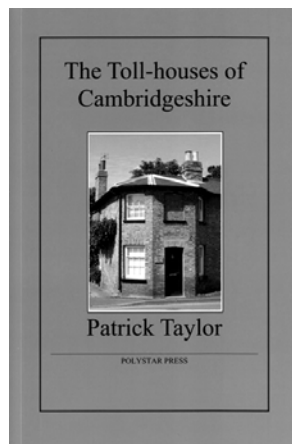
Living as I do in South Cambridgeshire on the borders with Hertfordshire, Bedfordshire and Essex, it is a real pleasure to find that the three books reviewed in this *Newsletter* cover my part of the country.

Patrick Taylor's *The Toll-houses of Cambridgeshire* continues his successful series of books on the toll-houses of Cornwall, North Devon, South Devon, Norfolk, Suffolk and Essex. The book covers the area of modern-day Cambridgeshire which includes the historic county of Huntingdonshire as well as the Soke of Peterborough and that part of Cambridgeshire which for some time was known as the County of the Isle of Ely. As the author says, turnpike roads in the area were well developed and modern Cambridgeshire has effectively two counties' worth of turnpike trusts.

The book follows the familiar pattern, describing the development of the turnpikes and examining building materials and local distinctiveness before launching into a gazetteer of toll-houses. The area is predominately chalkland, most of which is too soft for building. Most of the toll-houses therefore are of brick and tile construction; there is no common design but most are of rectangular plan and octagonal ends or bays are rare. Unfortunately many of the toll houses in the area have been lost and no fewer than six pages are devoted to toll-houses no longer in existence.

This is a well-researched and well-illustrated book and recommended for anyone with an interest in toll-houses.

Taylor, P., 2011. *The Toll-houses of Cambridgeshire* (Polystar 277 Cavendish Street, Ipswich IP3 8BQ) 80pp ISBN 978 1 907154 06 5



Mike Hallett

Forthcoming Events

3 MARCH 2012 - MID-SHIRE REGIONAL MEETING

The next annual meeting of the Mid-Shires Regional group, the Wroxton group for short, is on Saturday 3 March 2012, a few miles west of Banbury at Wroxton Village Hall, Stratford Rd., Wroxton OX15 6PZ, from 10 till 4. The main theme is 'Turnpike Trusts, Roads and Milestones'. Peter Gulland (Bucks.) will share the fruits of his recent research on Bucks. turnpikes. Alan Rosevear (formerly Oxon.) will revisit his earlier research on turnpikes in the Thames Valley. Other items will include reports on recent restoration work in North Oxfordshire and a progress report on the group research on toll-house keepers. Invitations and the programme will go out in February to all members in Oxon. and its neighbouring counties, but all other members are equally welcome. No fee but a small contribution to running costs requested.

15 APRIL 2012 - NORTHERN SPRING MEETING

Why not begin planning a spring visit to the Yorkshire Dales or to the Lake District, or both? The usual Northern Spring Meeting is on Sunday 15 April 2012 at Hebden, near Grassington. Everyone is welcome! Our guest speaker is Chris Evans on 'Trods - paved ways in NE Yorkshire', as used by the panniermen. David Garside's illustrated talk on Boundary Stones and Dr Lionel Scott's 'Clovelly & crossroads' will be followed by the usual lively question and answer sessions. Lots of displays and laughter - as well as cuppas and cake, all for £2 admission fee. Doors open 10am, bring a packed lunch or patronise the local facilities.

Forthcoming Events (continued)

12 MAY 2012 - NATIONAL SPRING MEETING

The National Spring Meeting heads to the Burton Memorial Hall, Main Street, Burton-in-Kendal LA6 1NA, close to the M6 and Carnforth station. Colin Smith will share his extensive restoration and research activities, followed by Paul Hindle on 'Turnpikes and Maps in the North West'. Andrew Gill will present an authentic Victorian Magic Lantern Show with a travel theme and Mike Lea's local medley will round off an action-packed day. Free to members, guests very welcome.

14-29 JULY 2012 - FESTIVAL OF BRITISH ARCHAEOLOGY

The Festival of British Archaeology takes place from Saturday 14 to Sunday 29 July 2012. We'll be organising walks and talks around the country to spread the word about the work of the Society in an enjoyable manner. Details are given on www.festival.britarch.ac.uk/ and in our Spring mailing.

6 OCTOBER 2012 - AGM & ANNUAL CONFERENCE

The AGM & Annual Conference will be held on Saturday 6 October 2012 in the historic Century Travelling Theatre at Snibston Discovery Park just off the A42/M1 at Ashby Road, Coalville, Leicestershire LE67 3LN. There will be opportunity to tour the site and inspect some wonderful examples of road, rail and canal transport, or the renowned Fashion Gallery. Free to members, guests very welcome.

DEADLINE FOR THE NEXT NEWSLETTER FOR JULY 2012

Contributions for inclusion in the July *Newsletter* should reach the editor Mike Hallett by Friday 8 June 2012. 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 and address details.

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