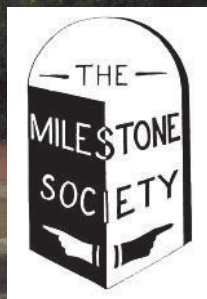


The Milestone Society

Newsletter 26

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County Representatives	See pages 6-7
County Network co-ordination	Derek Turner
Database Managers	Alan Rosevear, Mike Faherty
Web Presence Co-ordination	Jan Scrine
Repository Manager	John Armstrong
Editor, <i>Newsletter</i>	Mike Hallett
Editors, <i>Milestones & Waymarkers</i>	John V Nicholls, David Viner
Editorial Panel (in addition to above)	Carol Haines
Heritage & Conservation Agencies Liaison	Jeremy Milln
Milestone & road history & heritage	Mervyn Benford, Carol & Alan Haines
	David Viner
Highways Liaison Manager	Alan Reade
Theft & Recovery Liaison	Robert Caldicott
Insurance	Mike Buxton
Canals and Waterways Liaison	David Blackburn
Database co-ordinator (canals)	Mike Hallett

This year the Society's Spring Conference takes place in Rothwell, Northants on 10 May. The cover photo, taken by Mike Hallett, shows the obelisk in the High Street at nearby Desborough. The legend is recorded as 'London ...' although now sadly it is barely decipherable.

LETTER FROM THE CHAIR

Instead of the traditional letter from the Chair, banging on about being short of Committee members willing to play an active part (which we are), I thought I'd try to reflect our wider interests, so here are a few lines I penned while researching our Northamptonshire meeting. Lots of wayside heritage at Rothwell, at Aynho, at Hebden and in the South-West at Stoke Gifford – see you there!

Travellers through Time – 30th November 2012

I sat on the TransPennine train leaving Leeds –
Passing boarded-up houses, smart empty apartments,
Old mills sprouting shrubs from the tops of their chimneys -
Speeding to York cross agrarian landscapes;
The Wharfe bursting free from her corsetting banks,
Turning flat fields to silver in the bright winter sun.

Flashing through Linton, my thoughts collocating
Recalled other travellers from far distant days
Riders who travelled on foot or by horseback,
Footprints on muddy tracks, marking the ways

The first King Edward setting out sorrowfully
From Lincoln to London, following the coffin
Of Eleanor of Castile, his much beloved Queen,
Taking the long route around through Northampton -
The Great northwards Road, the King's very own Highway
Full flooded to quagmire from the spill of the Nene.

The farm-labourers and servants, tramping the turnpikes
To Michaelmas hiring fairs, holding mattock or mop,
To be sealed for a shilling, for another year's labour,
Their lives zig-zagging from homestead to homestead,
Passing by milestones as they moved on again -
Events marked by milestones on footpaths through time.

I thought about students whose own lives will zigzag,
Through waysides untrodden in their ancestors' time,
And events and turning points, their own personal milestones
Will be recklessly tagged on Facebook's timeline.

Jan Scrine

BY THE WAY – THE A34

As a Society, we've never tapped into the collective enthusiasm and knowledge of many of our members to produce something of general interest to the public, with a strong underlying historical theme.

So what can YOU find out about events along the old route from Manchester (or is it from Salford?) to Oxford and Winchester?

The most intriguing anecdotes are in the old newspaper archives in the many towns along the way and you can research these from anywhere in the country through their websites, even if you can't visit in person. If you can find previously unpublished illustrations, apparently it might even be a commercial proposition, too.

It will be in 'county' sections; each will be very different, reflecting the diversity of terrains and travellers. Drovers, Romans, packhorse trains, guideposts, turnpike builders and trustees, highwaymen, tollkeepers, buildings nearby, famous and infamous people (John Ogilby, Ellen Willmott, Raymond Leslie Morris) canal, rivers and railway crossings, carriages, their occupants, disasters, the M6 Toll at Cannock.

Volunteers collecting the information for each county are Keith Lawrence and Mike Griffiths for Cheshire, John Higgins (Staffordshire), Mike Buxton (Warwicks), Derek Turner (Oxon etc.) and Mervyn Benford (Hampshire). Anyone fancy picking up Birmingham?

Derek Turner (T: 01844 212448) or John Atkinson (T: 01299 832338) can put you in touch if you don't have contact details already.

Over the next couple of years, let's produce something of which Ogilby would be proud...

Jan Scrine

BEYOND GRAFFITI

Graffiti is ephemeral, carved stone lasts for generations

We've completed the first round of events generously funded by HLF and others, with considerable input by Society members. Twenty 17 year-old students on the Brickwork course at Kirklees College have experience hands-on dry stone walling as well as touring Shibden Hall, Halifax – they were repelled by the idea of a commode under the seat in the Park Drag! They've seen huge machines and precision robots in action at Johnson's Quarries and have spent two days carving stone waymarkers for Dewsbury Country Park, coached by sculptors Melanie Wilks and Dave Bradbury. They've also seen the uses of stone and other materi-

als in the impressive buildings of Huddersfield. There are four more rounds ahead, a hundred young people who will have some awareness about those quirky lumps of rock or stone by the wayside. Plus exhibitions of their outputs and other artists' work, with loads of events, brass and jazz bands, performance poetry, enactors, carving workshops, at Oakwell Hall throughout July 2014.

You can read all about Beyond Graffiti on our website, www.beyond-graffiti.co.uk – the students' reactions are on the Blog section, and also on our Facebook page, [beyond-graffiti](https://www.facebook.com/beyond-graffiti) : please 'like' it if you are able! You can also follow us on Twitter,

@storiesinstone. These new experiments with social media are a steep learning curve and time-consuming to administer, but they are gathering feedback in a manner appropriate to the participants and telling the wider world at the same time...



Jan Scrine

NEWSLETTER

What parts of the *Newsletter* do you most enjoy reading? We know that many members like to read their own *County News*. In the past, *Notes and Queries* has been a popular section although none have been forthcoming for this particular issue. Obviously your editor can only publish material if he receives it in the first place. In the last issue, David Viner started an occasional series on *A Day at the Museum*. In this issue, you'll find a poem (p3), a recipe for Tollhouse Cookies (p32) and an item about my favourite milestone (on the back page). After a brief absence, the *Book Review* returns in this issue. Do let us have some feedback on what you enjoy reading and what you don't. Better still, send in some material that you would like to see appear in the *Newsletter* and it will be considered for publication.

Mike Hallett, Editor

County News

YOUR COUNTY REPRESENTATIVES

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

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<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 (East)</u>	<i>Keith Lawrence</i>
<u>Cheshire (West)</u>	<i>Mike Griffiths</i>
<u>Cornwall</u>	<i>Ian Thompson</i>
<u>Cumbria</u>	<i>Colin Smith</i>
<u>Devon</u>	<i>Tim Jenkinson</i>
<u>Dorset</u>	<i>Mike Faherty (point of reference)</i> mf@milestonesociety.co.uk
<u>Durham</u>	<i>Iain Davison</i>
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<u>Herefordshire</u>	<i>Robert Walker</i>
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<u>Middlesex</u>	<i>Colin Woodward</i>
<u>Monmouthshire</u>	<i>Chris Woodard</i>
<u>Montgomeryshire</u>	<i>Chris Woodard</i>
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<u>Pembrokeshire</u>	<i>Chris Woodard</i>
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<u>Somerset</u>	<i>Janet Dowding</i>
<u>Staffordshire</u>	<i>Howard Price</i>
<u>Suffolk</u>	<i>John Nicholls (point of reference)</i>
<u>Surrey</u>	<i>Janet Dowding</i>
<u>East Sussex</u>	<i>Michael Worman</i>
<u>West Sussex</u>	<i>Glenda Law</i>
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<u>Worcestershire</u>	<i>David Beacham</i>
<u>Yorkshire</u>	<i>Christine Minto</i>
Yorkshire (East)	<i>John Harland</i>
Yorkshire (North and York)	<i>Jeremy Howat</i> nowell@ntlworld.com
Yorkshire (West)	<i>Jan Scrine</i> jhs@milestonesociety.co.uk
<u>Scotland</u>	<i>Christine Minto</i>

ENGLAND

Cornwall *(Ian Thompson)*

The long term survival of our roadside heritage depends on local people. The ownership of milestones and signposts should remain with the highway authority, Cornwall Council, but it seems inevitable that the maintenance burden has to shift to a local level where people see them as heritage assets for their community.

Philip Pearce went out to survey fingerposts in his area and saw that many needed some tender loving care. He approached the parish council with the results of his fieldwork and found that the council was sympathetic and willing to act. If you don't ask you don't get. Telephone them, email them, write them a letter then attend the parish meeting. You need to be persistent but not a pest.

Contact local history groups and others who might offer support. Keep the County's Historic Environment Officer in the loop, because they can see the bigger picture. Philip has worked with Feock parish and has moved on to St Newlyn East parish. He found that Mylor parish has already repainted their fingerposts and were looking to replace one missing arm and one broken arm. Philip's enthusiasm has taken him to Mabe parish and he is planning to survey Budock parish. It is a slow process, but by working on a local level and involving the local community he hopes to leave a legacy of care.

James Biscoe has drawn up a tender for the maintenance of milestones, guidestones, boundary stones and fingerposts in his Stithians parish. This comprehensive document is a model for the future, setting out the detailed work required and the correct way the work is to be done, based on Milestone Society guidelines and advice from the Historic Environment Service in Cornwall.

Councillor Bert Biscoe, James' brother, lobbied Cornwall Council's highways contractor, Cormac, to continue the Milestone Society/Cornwall Council milestone painting partnership for a further five years. Bert set up a meeting between Cormac's Simon Deacon and the Milestone Society's Ian Thompson to discuss the way forward. It was agreed that Milestone Society member Pete Goodchild should be given training in safe working in the highway so that he could work with Ian in the future. The half day training session will be run by Notter Bridge Training, who are happy to offer a similar course to other members of the Milestone Society, provided someone pays them. The plan is for Pete to be trained up and equipped with the appropriate safety equipment in time for work on the ground to begin in the spring of 2014.

Cornwall Council has long seen the advantage of an accurate record of its roadside heritage assets. Its Historic Environment Record (HER) has been uploaded to the Heritage Gateway website run by English Heritage. Much of the information on milestones and mileposts, guidestones and signposts has come from the Milestone Society in Cornwall, but the Record includes other data sourced elsewhere. Linking this data with the Milestone Society's databases is seen as an important next step.

Cumbria (Colin Smith)

The following report was submitted for NL25 but unfortunately was not received due to e-mail problems—Ed.

We have had a few successes recently in finding lost stones and restoring others. The first one is the milestone on the A590 at Backbarrow near Newby Bridge in south Cumbria, restored surprisingly by the Highways Agency after it was 'discovered' by Enterprise Mouchel whilst carrying out clearance work (see

M&W 6, p28. I say discovered because we had found it and reported it to Cumbria County Council some 4 years ago but to no avail until March this year. Anyway it's good that it has been restored at last. Only one slight error, it has been painted white all over when all the milestones along this road are bare.

A new recruit to the Society, Terry Moore, has been very active in his local area east of Carlisle. He has found two lost milestones and restored another. The restored one is on the A6071, Longtown to Brampton road. One of those found is on the A689, Carlisle to Newcastle road and was mostly buried. The legends are Carlisle 5 miles Newcastle 51 miles. He is working with a local parish council to have it restored and set up. The other he found is on the A6 near the Golden Fleece (M6 junction 42) but is severely damaged and it might not be possible to restore.

The completion of Colin Smith's project to restore 13 Township Stones in his parish of Mungrisdale (midway between Penrith and Keswick) was celebrated by the unveiling of an interpretation board giving the history and sites of the Township Stones followed by a guided walk to some of the sites. Some thirty participants took part. The interpretation board has the Society's logo plus those of the Friends of the Lake District and Cumbria County Council who part funded the project.

Dorset

Restoration of fingerposts by Plankbridge Hutmakers of Piddlehinton, supported by grants from Dorset AONB has been featured on BBC local news: www.bbc.co.uk/news/uk-england-dorset-22021975

Kent

(Colin Woodward)

The annual meeting of the Kent Group was held at Maidstone Museum on 12th October 2013. Debbie Greaves reported that the outcome of the pilot exercise to interest parish councils around Tenterden in their local milestones had been disappointing. Colin Woodward thought that perhaps an amended approach could be tried and he would draft a letter which might be sent out to parishes known to have milestones. He reported on the recent restoration at Addington (see NL25) by the parish council, circulated photos of a number of milestones and boundary stones added to the database during the year, and referred to the draft High Weald Area of Outstanding Natural Beauty Management Plan which recognised the importance of milestones and fingerposts as heritage assets (see M&W 6, p.20).

Brenda Jones reported on a number of milestones requiring attention. A milestone at Chislet (KE_RGCY11) had sustained a disfiguring corner gash, one at Littlebourne (KE_CYSW04) was sinking and becoming submerged in vegetation, and

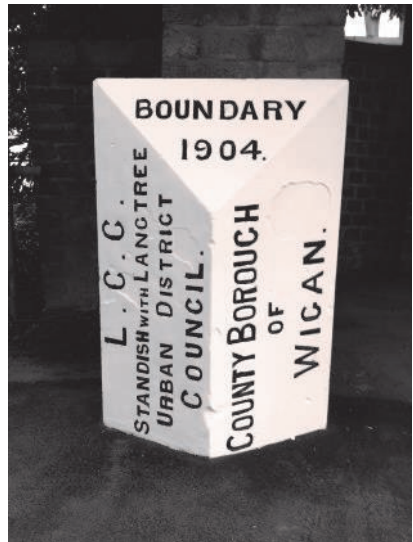
one at Ash (KE_LQ65) needed remedial work. Ron Westcott reported a milestone at Bapchild (KE_LD41) which was damaged and had lost its plates (fortunately these had been rescued by neighbours). John Nicholls noted a milestone at Smeeth (KE_LF60) which looked damaged in the photograph in Google Earth. Colin Woodward said he would write to Kent Highways on these items.

The meeting concluded with guest speaker John Nicholls demonstrating how to use Google Earth to see locations and photographs of milestones.

Lancashire *(John Armstrong)*

John Armstrong writes that the milestone (LA_BPPS14) that had been lying in a Preston City Council yard for years has now been successfully re-instated. After John's fruitless approaches to Lancashire County Council Highways Authority and Public Realm Office, Bishop Michael managed to persuade the city council to install the milestone close to its original location near a flyover on the Preston to Blackpool road at Aston (SD 48984 30029). The milestone was re-painted the following day by Bishop Michael, and, although showing a few removals scars, the milestone looks fine by the roadside once again.

Bishop Michael has had a busy 2013, repainting some 13 milestones and 5 boundary markers in all. This included the boundary marker on the A49 Wigan Lane, north Wigan (LA_WGPS01pb: SD 57888 08386) that remarkably took some 8 coats of white paint and a considerable amount of patient letter repainting with the extensive legend. Standish Community Forum had arranged for Wigan Council to raise the stone completely above pavement level and relocate a very close road sign post. We offered to repaint the boundary marker for just the paint costs as part of the project.



Blackrod Town Council commissioned the repainting of the 3 milestones in Blackrod, now part of Bolton Metropolitan Borough, on the A6. A local resident, now in his 90s, told us the story of a nearby milestone in Bolton Road, Westhoughton (LA_BOWG04: SD 66209 06487). He used to play on the milestone as a child and remembers it being buried in his back garden during the Second World War. He persuaded the local council to excavate the stone in 1984. However, it was only 4 years ago during some road works that he

managed to persuade Bolton Council to put the milestone back very close to its original location.

Duncan Armstrong has also had a very busy year with fingerpost restorations in the Ribble Valley and surrounding districts, including 4 complete traditional fingerpost style replacements for more modern Worboys fingerposts and 6 major fingerpost restorations. Duncan's services are much in demand by district and local parish councils and he has an ever growing order book. The fingerpost restoration at Read (LA_SD7634: SD 7674 3475), is a fine example of his work, involving 3 new wood arms, new plates, new finial, and re-painting.

John Armstrong has given further talks on milestones and the work of the Milestone Society to the Longridge Local History Society and Red Rose Post Card Club, adding to the Lancashire group fund. Through talks and donations there is now quite a sizeable amount in group funds so John is planning to hold another Lancashire Group meeting in the spring next year to discuss amongst other topics how best to use the fund.

There are no new milestone finds to report. Phil and Juliette Platt continue to find new boundary markers and have reported another 5 since the last newsletter. Bishop Michael has also contributed another 4.

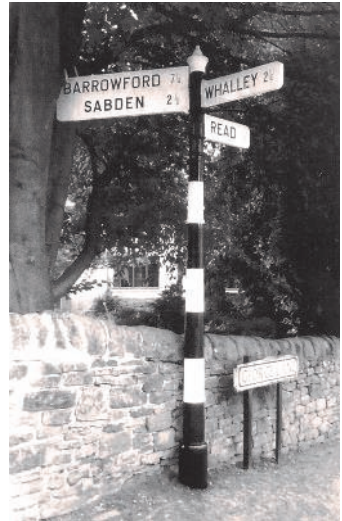
Lincolnshire

Ian Nixon of Silk Willoughby wrote about a replacement milepost being erected to commemorate the Queen's Jubilee. The original had been hidden during the war and the man who knew its location had died. The replacement has been manufactured by Hornsby in Spittlegate, Grantham and is sited very close to where the original post would have been. The story of the replacement was featured in the *Sleaford Standard* on 26 September.

Middlesex

(*Colin Woodward*)

In October 2013 the City of London approved a planning application for redevelopment of the office building where the London Stone is housed. This will comprise the rebuilding of the upper floors for office use and alterations to the sub-basement and ground floor for office, shop and restaurant/café. The London Stone would be reinstated within the building façade on Cannon Street. The plinth and the London Stone would be reinstated at the height they were in



County News

St. Swithin's Church prior to its destruction in the Second World War. This would make it more prominent than is currently the case. The stone would be installed in accordance with a Listed Building Application before the development could be occupied.

Norfolk

(Carol Haines)



NO_ScHa8

Painting and restoration work by Nigel Ford, assisted by Tony Langford and Mark Tweedie has continued, mostly in south Norfolk. An unusual stone tablet at Redenhall (NO_ScHa8), which was previously hardly noticeable in a wall, has been painted; a local resident in her mid-80s claimed it had never been painted in her lifetime. When it was cleaned, the stone in Dickleburgh (NO_NIP17) was found to have very faint traces of an inscription. A legend has now been filled in, as near as can be ascertained. A milestone on the A140 at Saxlingham Nethergate (NO_NIP07) has

been moved a few feet to a safer position. It had been at the end of a bridge parapet beside the entrance to a flour mill and was vulnerable to damage by lorry traffic. Its new location is on the old bridge, which is closed to traffic.

One loss has to be reported – NO_NWR8 at Hoveton. It had stood on a verge at the edge of a field, but the site is now an asphalt path a few feet from the entrance to a new housing estate. Neither the developer nor the road contractors had seen it. Although not in particularly good condition, it is sad to lose one when so much publicity is now given to saving milestones.

Shropshire

(Alan Reade)

Alan Reade has taken a lead, as part of his new role as the Society's Highways Liaison Manager, in the production of a schedule of milestones for the Highways Agency Area 9. This schedule includes all remaining milestones on trunk roads in the counties of Herefordshire, Shropshire, Staffordshire, Warwickshire, the former West Midlands and Worcestershire. The schedule is being used by the Managing Agent Contractor (MAC) Amey to formulate a proposal to the Highways Agency for the inspection, repair and maintenance of these milestones as part of future MAC contract specifications.

In parallel with this initiative, Alan has studied the recently-issued Department for Transport (DfT) consultative document *Action for Roads* and, by making representations through the on-line comment process, has made contact with

consulting engineers acting for DfT with recommendations for a Model Code of Practice for milestone inspection, repair and maintenance in future Asset Management Contracts. An early result of this has been the drafting of an entirely new clause covering Roadside Heritage Assets which is presently under consideration by DfT.

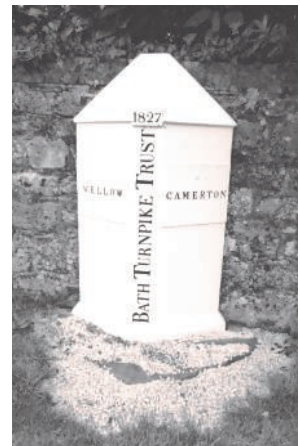
Meanwhile Shrewsbury resident *John Haynes*, besides helping with Alan's Highways Liaison activities, has become a regular volunteer assistant to Penny Ward, the Senior Historic Environment Records Officer at the Shirehall (who, with Alan gave a most interesting talk and slide show to a Society meeting in Ludlow a couple of years ago) where he is learning how information on historical subjects sent to the Council (including milestones) is converted to computer files accessible to the general public. This is a particularly useful research project by John in the context of up-coming staff cuts within Shropshire Council which seem likely further to curtail the rate of conversion of this material.

Somerset

(Janet Dowding)

The Somerset Group met on Saturday 28 September for their autumn meeting. Member Peter Banks brought along his impressive 4-board display detailing the interests and work of the Milestone Society which he had exhibited at the recent Shepton Show (an agricultural show in Shepton Mallet). It shows the origins and development of turnpike roads, with photos and written details of tollhouses and milestones, mostly of the Shepton Mallet wider area, and goes right up to more modern times with fingerposts, boundary markers and old road signs. It is such a good display that we want to use it for more exhibitions and local shows in the future.

Our efforts to record the many fingerposts in Somerset are proceeding well and, out of the estimated 2000 left in Somerset, we have already photographed just over 500. While out photographing fingerposts recently, I discovered that another local boundary marker had been lifted, renovated and repainted by persons unknown (possibly by B.A.N.E.S. Council or the local parish council). It is from the Bath Turnpike Trust and dated 1827; situated at ST 698 571 near the Red Post Inn in Peasedown St. John on the old A 367 (now by-passed).



From the old photos of Terry Keegan bequeathed to our Group, Janet has made two very interesting 'finds'. One shows the two plates on an old milestone, both missing when she photographed the stone in 2005. The stone is at ST 3329 1514 on the old A 303 west of Morton Cross and the plates indicate 'Ilminster 2 / Honiton 14½'. The other 'find' is a photo of a hitherto unknown boundary marker of the Bristol Trust which stood on the boundary between Gamely Parish and High Littleton Parish, somewhere on the A 37 between Temple Cloud and White Cross, Hallatrow, possibly at ST 6292 5685 or ST 625 574. We shall never know for certain where it stood because we have not found it marked on any map so far.

Lastly Janet was able to show the Group her new book *The Toll-houses of Somerset*, written together with Patrick Taylor, £9.95 and available from her (by post - plus £1.50 p&p.). (See book review on p37—Ed.) The next meeting will be in April 2014 and anyone interested is invited to come along.

Surrey

(Janet Dowding)

Although the autumn meeting had to be cancelled due to illness, there are several items to report. We have now added quite a few vanished milestones to the Surrey database. These are ones that are known from being found on old maps which give the mileages on them. We will be adding more in the future, thus enabling people not to waste time looking for what is no longer there. Further locations of missing ones can be found on Colin Woodward's leaflet *Metropolitan Surrey Milestones*.



Colin has also provided details and photos of two more boundary markers. One is in the London Borough of Wandsworth - TQ 227 757 - in the parish of Putney, on the west side of Hallam Road, nr. the junction with Queen's Ride (B 3067) and states 'Putney 1885 Parish'. The second one is of a completely different design and states 'Morden 1882 Parish'. It is on the west side of Canterbury Road, Morden - TQ 259 669.

A replica red sign post has also been notified to Colin by John Nicholls in the London Borough of Southwark at TQ 325 761 in Dulwich. An explanatory plaque nearby dated 2010 states 'A red painted signpost stood here for over a hundred years. It was first recorded in 1768 but almost certainly it was here earlier and became an important point of reference. Red signposts exist in small numbers in the West Country but no others are known in or around London which made the sign here

so significant. About 1834 the road then called Ashpole Lane, first mentioned in documents dating from the 14th century, was renamed Red Post Hill'. No one seems to know why it was red in the first place.

Finally Janet has resumed research into the history and location of Surrey's tollhouses. Although only 10 now survive, many more once existed along Surrey's roads as shown by copies of documents from Surrey History Centre, old OS maps, and in the histories of various towns. The census returns have revealed the existence of over 60 so far but many tollhouses ceased to exist in Surrey before the first proper census of 1841, making it difficult to learn much about them. Also, due to the great amount of road building and house building that went on in the 19th century in metropolitan Surrey, some turnpike trusts ceased operations as early as the 1860s, taking the tollhouses with them into obscurity. If anyone has any further information, drawings or photos on the subject, please let Janet know.

The next meeting will be in April 2014 and anyone interested in joining us will be very welcome.

Warwickshire *(Mike Buxton)*

The Warwickshire Group are currently pursuing the possibility of grant funding for the restoration of the remaining gaslight-style mileposts on the former Long Compton to Stratford on Avon Turnpike. The group is also continuing its historical research into these unique mileposts and is now embarking on its contribution towards the A34 Project.

Worcestershire *(David Beacham)*

Currently, the Worcestershire Group is considering the possibility of marking the location of the former mediaeval cross that was once in the centre of Worcester. The area around the cross-roads at the end of the High Street is known as 'The Cross' and derives its name from the 'Grasse Crosse' (that is, the haymarket) that once stood there. It is evident from the many 19th century milestones that remain within a twelve miles or so radius of the city that distances to Worcester were measured from this location with their cast-iron plates bearing the legend 'TO WORCESTER CROSS X MILES'. The Group is proposing to have a plaque let into the paved area at this location and the Worcester Civic Society has agreed to be partners with them in this project and to share the cost, which is in the process of being investigated.

Allied to this project is the Group's ambition to see the restoration of plates reading 'TO WORCESTER CROSS 1 MILE' at suitable locations on the nine

principal routes into the city. Of those nine, only one actual milestone remains (WO_WOFK01) which the Group re-plated a few years ago. A further two plates were placed on brick-built wall pillars near the original milestone locations (WO_WOGW01) and (WO_WOLB01R). In fact the original milestone for the latter gave rise to the house name adjacent to it: 'Mile End House'.

Yorkshire *(Christine Minto)*

The Sheffield to Buxton Turnpike first enacted in 1758 was abandoned in 1812.

One section across Hound Kirk Moor, although open to all traffic, is just a stony track. In 2007 Christine found a repaired milestone with 'Sheffield 6' on one face and 'Tidfwell (Tideswell) 10 Buxton 17' on the other. Sometime after 1985 it had been found lying in the heather, was repaired and reerected.

During wartime a decoy town had been built on the moor and lit up to distract the German bombers from Sheffield's industry. That may explain why the many guide stoops and milestones on the moors were hidden in 1940.

Forward to 2013 and another stone from the same route came to light. This had been delivered about 60 years ago in a load of stone to build a rockery.



It was seen at a garden open day and the 'owner' said how he would like it put back on the Hound Kirk. His grandsons put it back in a shallow hole near the base that is still there. But it could be easily stolen. So Mike Graves, who didn't want that to happen, collected it himself and notified us! It is now in his garden. He has enquired about getting funding and having it repaired. The site is in the Peak District NP and a contact there plus the local Heritage Society will hopefully fund the restoration. [YS_XHKK07]

In April, David Blackburn whose main interest is canal milestones was sorting out a walking route near Beauchief Abbey to the west of Sheffield. He spotted two sunken stones, one of which had most of '½ MILE' inscribed on it. The legend on the other was more worn. By the time Christine managed a ride in the area the grass, nettles and cow parsley covered the verges of the tarmacked then stony track and she couldn't find the stones. On a second try there were

brambles as well. Again no success. Third time lucky. Christine saw some dog walkers and asked if they knew where the stones might be. Yes, one was lurking just where we were talking! It was almost hidden, but secateurs and chalk out of the bike bag and the stone was recorded. [YS_SFBE02]. But Christine still could not find the second stone. So visit number 4, now having a more calculated idea where the elusive stone might be. Voilà, half way between the Abbey and the found stone, there it was hidden under the hedge. Secateurs and chalk again put to good use.

In 2010 Jeremy Howat secured funding from Ryedale Council to repair 9 milestones on the original turnpike route between Malton and Scarborough. The last one is in Scarborough District but, despite all efforts, no funding was forthcoming to deal with it. So Dave Williams prised the plate from Scarborough 2 which was coming away from the stone anyway. He took it home, repainted it and then returned with Irene. They fixed it with a new bolt and lime mortared round the edges. A superb job and no-one questioned what they were doing! [YN_MASC20]

Ian Thompson who lives in Burton in Lonsdale sent pictures to John Armstrong of the first two stones in the old West Riding on the Lancaster to Richmond road. They had been sunken, covered in vegetation and going rusty. Now both have been spruced up. YW_LARC14 is just in Lancashire so there must have been a slight boundary change in the early twentieth century.

A friend of Jeremy Howat had an unusual milemarker [YN_ROUSEMP] in her garden which borders the River Ouse at Nether Poppleton north west of York. It is made of oak but had rotted at the base so is now kept in the garage. Y is York, L for Linton-on-Ouse Lock and S is Selby. Are there milemarkers on other rivers, not canals? The question is, where is the best place for it in the future?

There are still a number of the West Riding fingerposts in situ that have the Grid Reference halo. Some are modern cast replacements particularly in villages of the West Riding that are now in North

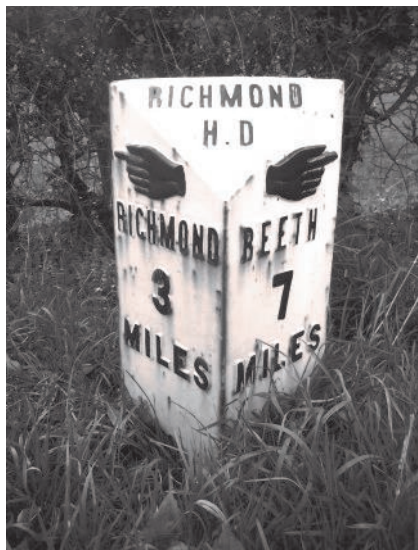


YN_ROUSEMP

County News

Yorkshire. One such village, Askwith between Ilkley and Otley, has done it their way. Not quite authentic, but acceptable.[YW_GRASKWITH]

In Saddleworth, Geoff Bayley has temporary possession of the Dobcross halo. This area is still fiercely Yorkshire in spite of being given away in 1974 to



Oldham and he would like the Yorkshire West Riding fingerposts returned to complement the many West Riding milestones.

Driving between Richmond and Reeth on the way to Ayrshire newer photographs and a GPS reading of three mileposts were taken. But one of these is 'new'. As the paint is not as old as on the others it may be one that has been found and reset. [YN_RCRT03] However the mileage to Reeth is wrong, it should be 8 not 7. Interestingly there are two styles of post along this 11 mile length, some are cast with H.D (Highways District) and others with NRYCC.

WALES

Cardiganshire

Chris Woodard)

One may think that Harbour / Port toll boards have nothing to do with roads. Ships transport goods and need to load or unload their cargo. The goods would then need to be taken by road to or from the harbour.

New Quay has three such harbour boards, that were first placed on the harbour wall in 1837. In July they were restored and re-erected by Ceredigion Museum after receiving a grant from Cynal y Cardi (*a project to enhance the quality of life in Ceredigion—Ed.*). The goods mentioned in the lists are diverse and intriguing.

For instance, the usual items: - Bushel of foods, and barrels /butts of ale. Bottles of wine by the dozen, tons of slate, marble, chimney pots etc even cwt of feathers. A four wheeled closed carriage was charged 10/-. A four wheeled open carriage only 5/- whilst a cart or waggon 2/-. Horses and mules 2/6 each.

The unusual items mentioned were:- Billiard tables at 5/-, mahogany dining table 1/6. 4d for every calf, sheep, pig or fox. Pianos or barrel organs 5/- whilst a large organ £1. Cwt of gunpowder was only charged 1/-, a coffin was charged

2/- . The corpse that went with the coffin may have been charged extra at 10/-.

What would have happened if the turnpike trusts charged such fees? One thing is certain, the gunpowder would have only travelled up the road a short distance, before being used to blow up the first of the many toll gates. At least dear Rebecca from Carmarthenshire did not use gunpowder to demolish the gates.

Merionethshire *(Chris Woodard)*

Since April 2013 cyclists and walkers using the largely wooden Grade II listed railway viaduct at Barmouth no longer have had to pay to cross the Mawddach estuary. The bridge was constructed in 1867 to carry the Cambrian Railway line, and for many years tolls were charged to maintain the upkeep of the structure.

In April, the couple living in the tollhouse were employed by the County Council to collect tolls between Easter and September. On their retirement, the couple were not replaced and therefore the local authorities have found themselves with a deficit of £23,000 in this present financial year. Plans for the future are expected to be in place by April 2014.

Monmouthshire *(Chris Woodard)*

It is believed that a milestone has been lost with the road improvement on a dangerous bend outside Monmouth. The '1 MILE TO SHIRE HALL' (one of only two surviving), located upon May Hill on the A4136 Gloucester Road, may have been removed from its position close to the dangerous turn off to The Kymin. Further research is needed.

Pembrokeshire *(Chris Woodard)*

Enquiries into the whereabouts of two milestones in the Pembroke Dock area are taking place. One is the mile marker on the A477, close to the junction to Pembroke. The other, unique to Pembrokeshire, was located less than ¼ mile from Hobbs Point. The inscription on it had the distance to London. It is believed to have been removed around the time that the Travelodge was being built.

In October an illustrated talk on the 'Turnpike Era and what survives in Pembrokeshire' was made to the St Davids and Dewisland History Society.

Two articles were published in the county monthly magazine *Pembrokeshire Life*. In November the subject was Pembrokeshire in the Turnpike Era, featuring the county's tollhouses, whilst in December the article was Road signs from a Past Transport Era, about the county's milestones and boundary stones. Thanks

to the publications, a number of requests were received for talks in 2014. (*These are two excellent articles written by Chris Woodard which will help to promote the Society in Pembrokeshire—Ed.*)

SCOTLAND

Christine Minto relates her travels around Scotland.

I heard from Terry Moore that he was hoping to re-erect a stone on the A86 (see page 21). So that was a good excuse for a few days cycling in the area before meeting up near Moy Bridge.

Train to Fort William with the first day's ride to Mallaig. When I cycled this route in the 60s with my cycling clubmates it was single track most of the way. There would have been milestones but I never noticed any. Now the road is wide with several new stretches but no stones even on the few 'old' bits. I took the scenic railway journey back to Fort William. The driver stops the train on the Glenfinnan viaduct for photos to be taken or Harry Potter sighted. Cycling up the Great Glen a number of stones were found in places where it had been impossible to stop in the car on other journeys.



Hopefully all those remaining between Fort William and 4 miles north of Invermoriston are now recorded. So the 6 miles up to Castle Urquhart is the only part that now needs riding. On one day I tackled the east side of Loch Ness. After just over 5 miles mostly Uphill two milestones and a Fundamental Bench Mark later, I reached the viewpoint at over 1300 feet. By the milestone near the summit [HI_FAIVB05] I found 22p, which didn't match the damp, folded £10 note I found near a Yorkshire milestone! As the strong wind was going to blow me down the other side and that had to be my return journey, I chickened out and flew back to Fort Augustus. And I

forgot to take a photo of one of the milestones, so another excuse to return! The next morning it was an early start in the dark and rain. With daylight, the rain stopped and I met Terry at Roy Bridge. The bike was put on top of the milestone in the trailer and it was uphill the 10 miles to Moy Bridge. I hope I made a good foreman supervising Terry's hard work!

A week later Frank and I went to Irvine by car. In four days we checked known stones in Ayrshire, found new ones and photographed several toll-houses, including Mote toll-house on the A70 just to the east of Ochiltree at NS 491 206. So it was a fruitful October for the Scottish database.



Mote tollhouse

Dumfries and Galloway

Alverie Weighill in Dumfriesshire searches old maps for possible milestones and has found more shaped stones on two country roads. On a minor road to Dunscore just where an MS is on the old map an elderly local says that under the moss and lichens a 9 is inscribed. Alverie has also found two of six stones marked on the road to Shawhead, Dumfries 2 and 3. The style of the numbers on these squarish stones found on several roads radiating from Dumfries suggests they were set up in the same period.

Lanarkshire

A stone just north of Bothwell Bridge over the R Clyde was spotted by Diana Burns from Glasgow and Bishop Michael from Lancashire. Set into a wall the legend reads 8 from GLASGOW, 1½ Mile from HAMILTON [SL_GWHM08]

Highlands *(Terry Moore)*

It was a damp weekend to welcome home milestone NMSP23, near Moy Bridge at the west end of Loch Laggan on the A86 between Newtonmore and Spean Bridge in the Highlands of Scotland.

Terry Moore from Carlisle met with Christine Minto at Moy Bridge to put back a granite milestone that was uprooted



Terry at Moy Bridge

and reduced to spoil over 33 years ago when the A86 underwent major road widening and straightening. Terry witnessed the saving of the milestone that was transported out of the area for safe keeping to RAF Leuchars in Fife, where he was based. Sadly a number of milestones along that stretch of the road are missing, probably due to excavation.

Terry arranged to put it back after recently joining the Milestone Society and following the announcement that RAF Leuchars was about to close in 2014 due to government cut backs. He met with the milestone under cover of darkness at Dalwhinnie, where he transferred it to his trailer. Christine was cycling from Fort Augustus the following day, aiming to meet Terry at Moy Bridge for what



Christine at Moy Bridge

appeared to be a clandestine operation. The rendezvous was slipping as Christine phoned from Spean Bridge, a good hour away and all uphill too. Terry picked her and the cycle up and returned to the location that was to be home for NMSP23.

The milestone was in good shape but painted over with no numbers and letters visible.

They checked the location using GPS and dead reckoning map navigation and positioned it at the new site – now a lay-by near to the bridge at the head of Loch Laggan. Terry checked the day before all possible milestone locations before agreeing on this location. The other locations were buried in new trees, spoil and out of sight for road users to see.

The grid reference remains the same as the 1974 revised 1:50 000 OS Map on Sheet 34 NN4288 8300.

Western Isles

(Christine Minto)

Jenny Hill and her husband had a holiday on the Western Isles and spotted three stones Christine had missed in 2011. Two are between Barvas and Stornoway road [WI_LBVS08] with the other on North Uist. All are without a legend as are the vast majority of stones in the far north and the Western Isles.

A TOLL BOARD PUZZLE

On turning the pages of an old (April 1977) copy of *Buckinghamshire Country-side* magazine Peter Gulland found an article by Peggy Andr  n about the turnpike toll board that, in 1977, was displayed in the village hall at Turweston, Bucks, just east of Brackley (Northants). This prompted a very pleasant visit to Turweston on one of the 2013 summer's hotter days with the thought that, if it still existed, this would be the only original turnpike toll board known to survive in Buckinghamshire. (The board facing the superb reconstruction of a tollhouse in the Chilterns Open Air Museum is a replica.)

The village hall's caretaker willingly unlocked the building and there, over the fireplace, was the toll board – and what a toll board! Headed 'TURWESTON-HILL-GATE, 14/15 Vic.' the board listed the conventional categories of turnpike traffic and tolls for them, finishing with the names of the trust's clerk (R. Weston) and surveyor (G. Cave). All very standard except that most toll boards had a flat surface, with black lettering painted on a white background, while this one has raised letters beautifully and crisply carved out of solid wood. The base from which the letters rise is uniformly level, which initially made Peter think that they had been stuck on to a plain sheet of wood, but closer examination found the grain of the wood continuing through the background board and the raised letters. Legibility has been reduced at some stage by painting the whole board in what looks like brown varnish but this does not obscure a very fine example of the woodworker's craft which, if made commercially, must have cost considerably more than a conventional toll board. Why, on a fairly cash-strapped trust, should anyone go to such lengths? This pointed to the need for research on the history of this toll gate.

The road linking Buckingham with Banbury (now A422) had been turnpiked in 1791 and initially had three toll gates, the middle one of which was at Bandlands Bridge, on the Bucks/Northants county boundary and the eastern outskirts of Brackley. That gate and its tollhouse stood at the foot of Turweston Hill until a date between 1818 and 1825 when it was abandoned and replaced by a new gate and toll house at the top of the hill, 630 yards to the east, beside the junction with the side road to the village of Turweston. A likely reason for the move was an intention to charge tolls on traffic from Turweston which turned east along the main road towards Westbury and Buckingham, but the present writer has not found any record of a side gate being erected across the turning to the village.

A routine survey of the tollhouse at Turweston Hill in 1856 found it to be be-

Turnpikes and Tollhouses

yond repair. This prompted the trustees to demolish and replace it with a new tollhouse and gate (confusingly called Turweston Mill Gate) situated 230 yards further to the east at the turning to the parish's windmill. So Turweston Hill Gate had a life of about 35 years, but information on the toll board narrows the years in which that board could have been displayed at the top of Turweston Hill. The Act of Parliament (14/15 Vic) quoted on the preserved toll board was passed in 1851 and was the trust's last continuation Act before being wound up. There were thus only five years between the passing of that Act and the removal of Turweston Hill Gate; the men named on the toll board (Robert Weston of Brackley and George Cave of Bodicote, Oxon) were the trust's clerk and surveyor or respectively for long periods including those five years.

What possible reason could there have been for going to such expense to make a new toll board between 1851 and 1856, even if it was not known until 1856 that the gate was going to be moved and another amended toll board needed? It seems extravagant to make such a work of art simply to record the passing of a new Act, when a simple repainting of the top corner of the previous board would have recorded the change. The freshness of the carving suggests that this board has spent little, if any, time out of doors. It was evidently well-established by the time of the 1977 article about it, so could have been installed at any time after the village hall was built in 1927.

So was the carved board a replica to commemorate the removal of Turweston Hill Gate? Unlikely, bearing in mind the unpopularity of turnpike gates. This leaves Peter with the possibility that, when the toll gate was moved in 1856, the [conventional] board from the old gate passed into private hands and, many years later, when the popular opposition to turnpikes had become a faint memory, was used as the subject of an amateur carving project by a local person with antiquarian interests.

All this leads to a request for help. Has any other member encountered a carved turnpike toll board? If they have, a note to dianagulland012@btinternet.com or a phone call to Peter on 01844 291154 would be much appreciated.

Peter Gulland

MYSTERY TOLL BOARD SOLD AT AUCTION

A previously unknown toll board from an unidentified location turned up as a mystery lot in a country house sale in the West Midlands in late November. Such dispersal sales held actually at the property are increasingly rare these days, and who knows what might turn up when all the rooms are cleared and the collecting habits of a lifetime are dusted off for sale!

The owner of The Grange at Acton Beauchamp between Great Malvern and Bromyard was down-sizing. Fixed firmly to the back of a stable door was the toll board, clearly from a turnpike house and dated 1st October 1866. Otherwise there was no clue as to provenance. The board had been cut down and reframed (at c.35 x 22 inches) as an honest attempt to preserve what was left, but all of the toll charges down the right hand side had gone, presumably having rotted away.

The surviving detail of the charges gives nothing else away, being pretty standard fare. But the date is interesting. Late in 1866 is getting on in the life of any turnpike and not long before abolition. Presumably this board represents the final one used on this particular tollhouse, replacing an earlier example? But it also begs the question as to whether it was in fact a re-painting with the date changed but otherwise simply refurbished?

Robin Hill of Museums Worcestershire kindly previewed the sale and captured some images for the record. He also examined the board closely to detect what seemed like some recycling and over-painting, the word 'carriage' showing through quite clearly. So perhaps the top section of the board containing the new date was itself a replacement, painted to match.

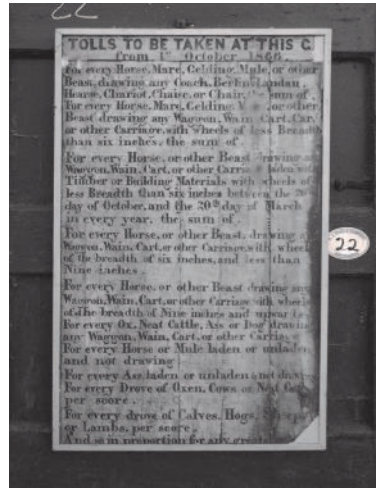


Photo: Robin Hill

A trawl amongst some Society members in Worcestershire, Herefordshire and Gloucestershire failed to add any further information (but thanks to everybody for trying), but it must remain a reasonable assumption that the board had not travelled very far and had found its way to Acton Beauchamp from some other location in the region in the years after the toll house on which it was fixed had ceased to function.

Despite being incomplete and remaining very much a mystery item, the toll board attracted a good hammer price of £210, against an estimate of £80-£120, which should at least guarantee its preservation in somebody else's care. But we are still left wondering whence it came and indeed where it has now gone. Does anybody know?

David Viner

Turnpikes and Tollhouses continues on page 32.

SADDLEWORTH BOUNDARY STONES

Standing on the western side of the Pennine watershed, many people are surprised to learn that the area of Saddleworth was, until 1974, a part of the West Riding of Yorkshire. Now part of Oldham Metropolitan Borough and Greater Manchester, its emblem defiantly remains a white rose, which sits proudly on many modern boundary signs (see NL24, p23).

This border area has a long history. Following the Norman Conquest, the area became a part of Ilbert de Laci's Honour of Pontefract. He let it to the Stapleton family who divided it into 4 quarters or 'meres' and were responsible for the building of St Chad's Church.



On the A62 at Delph

The northern quarter, the poorest land, was granted to Roche Abbey and became known for all time as Friarmere. The other meres were Lords Mere, Quick Mere and Shaw Mere. Right up to the 20th century, these names were in common usage with 2 mere boundary stones still existing today. An excellent example stands on the A62 at Delph, opposite the Old Bell Inn. A second rather eroded example at Shaw Hall reveals that the meres were further sub-divided as Shawmere Lower Division is mentioned.

The western edge of Saddleworth was the Lancashire – Yorkshire border for almost 1,000 years. Not surprisingly, this provides some superb examples of boundary stones with many easily accessible at the side of main roads:

Cherry Clough – at the side of the A640 Denshaw to Rochdale road, this stone confirms the boundary of Milnrow Local Board and Friarmere with Lancashire (left) and Yorkshire (right) confirmed on the respective edges.

Grains Bar – a few yards north of the crossroads on the A672, this example confirms the boundary of Crompton Local Board and Friarmere with both counties again noted on the edges.

Austerlands – on the south side of the A62 the boundary is confirmed as York-



At Shaw Hall

shire West Riding/Springhead UD with just Lancashire noted on the opposite side ; the stone was probably provided by the Saddleworth authorities who gave minimum information for the settlements on the other side of the border!

Quick and Dacres – along Saddleworth's southern border, a series of 4 triangular stones exist that have each had the local names chiselled away, possibly a World War II invasion precaution. The remaining wording is as follows with the possible missing wording in brackets:

- | | |
|------------|--|
| Top | - Boundary |
| Left Side | - County Of (West Riding Of Yorkshire) |
| Right Side | - County Of (Lancashire)
Hundred Borough Of (Mossley) |

Each stone is easy to find being at the side of main roads:

- | | |
|--------|-----------------------------------|
| Quick | - A6050 |
| Quick | - A670 |
| Dacres | - A635 (Calf Lane junction) |
| Dacres | - B6175 (Shadworth Lane junction) |

Saddleworth's eastern boundaries, usually up against high moorland, show less volume of boundary stones although the following are good examples:

Saddleworth Moor – this stone, on the highest part of the A635 as it crosses the notorious Saddleworth Moor, confirms the boundary of Austonely, a small township within the Grapeship of Holme, and Saddleworth.

Dean Head Moss – less than half a mile from the previous stone, you will certainly get wet feet if you try to find this one, it's in the middle of the moor and simply features 'S' for Saddleworth on one side and 'H' for Holme on the other.

David Garside



At Austerlands



Triangular stones

THE ROCHDALE CANAL

The Rochdale Canal has one major claim to fame: it was the first navigable waterway to connect the Irish and North Seas, beating both the Huddersfield Narrow and the more famous Leeds-Liverpool to the prize.

As the Calder & Hebble Navigation reached Sowerby Bridge in 1770, the pressure was on to provide a link with the Bridgewater Canal in Manchester. Although the process started in 1776, an Act of Parliament was finally passed in 1794 to allow work to start. The delay was largely due to several mill-owners complaining that the canal would affect water supplies leading to a loss of trade and unemployment. As a result, 8 reservoirs were provided on the surrounding hills to negate this problem.

The first length opened near Rochdale in 1798, another from Manchester in 1800 followed by the official opening of the whole canal in 1804.

The canal runs for 32 miles and had 92 locks at first. It was opened as a broad canal 14 feet wide. As the builder was a Yorkshireman, he insisted that Lock Number 1 must be in Sowerby Bridge with lock 92 in Manchester!! The canal quickly became the most successful commercial highway between Yorkshire and Lancashire, at its height moving almost 1 million tons of products each year. Railways caused a decline in traffic although the Rochdale Canal continued in commercial use until closed to traffic in 1952 with some sections filled-in.

That was not the end of the story as the Rochdale Canal Society was formed in 1974 intent on a full re-opening which finally happened in 2002. The following features are still in place:



*Canal Company marker
at Todmorden*

Stone Canal Company Markers

A handful of these exist, presumably confirming the boundary of Rochdale Canal Company land adjacent to the canal. Examples include Todmorden, Ludenden Foot and Mytholmroyd. The 'RCC' inscription clearly refers to Rochdale Canal Company but 'ARSL' also appears on the Mytholmroyd stone, presumably the initials of the adjacent landowner.

Stone Mile Posts

Only 2 inscribed stones still exist, at Todmorden 'Manr 22 , S 10' and Summit 'S 14 M 18'.

Metal Mile Posts

These are relatively new and have been introduced by the Rochdale Canal Society to mark the re-opening of the canal in 2002. Attractive additions to the canalside scene, examples of the 13 currently *in situ* include the following:

Sowerby Bridge – the start where the canal connects with the Calder & Hebble Navigation.

Luddenden Foot – most posts confirm the distances between Manchester and Sowerby Bridge although one example confirms the distance between the latter and Summit.

Todmorden – this confirms the distances of the earlier milestone (Manchester 22 miles – Sowerby Bridge 10 miles) and is only 50 metres away from it!!!

Warland – Post Number 13, this is near to the highest part of the canal and over 600 feet above sea level.

Castlefields Manchester - this is where the canal ends and connects to the Bridgewater Canal.



Milestone at Todmorden



Metal milepost



County boundary



Milestone at Summit

County Boundary

Another relatively modern marker is at Warland where the canal crosses the Lancashire – Yorkshire border.

David Garside

SATURDAY 5 OCTOBER 2013—AGM AND AUTUMN CONFERENCE, STAFFORD

The much trailed AGM and Autumn conference took place in Stafford on 5 October 2013, at Trinity Church Hall. The venue in a modern town centre church attracted almost 60 delegates, plus wives of the local Staffordshire group who organised the refreshments and gave a great welcome throughout the day.

The AGM itself was completed smoothly, however the appeal for a new Chair to replace Jan Scrine who has always only wished to do one year was not taken up, and Jan has undertaken to do a further year in post. Only one new committee member came forward, otherwise the same executive committee and general committee will continue to do the excellent job of running the Society.

Jan Scrine outlined the new initiatives launched this year to engage younger people in the work of the Society- a vital need as the committee is made up of people of retirement age and there should be a succession plan in place! 'Beyond Graffiti' for example aims to introduce 100 trainee bricklayers and countryside apprentices to the art of stone carving.

After the AGM, the Staffordshire group showcased some of the work they have been doing in the county on the theme of restoration. Alan Bloor illustrated some of the oddities scattered around the area - not always set in their rightful home, but nevertheless cared for and restored so that they will be accessible to future generations. At Mavesyn Ridware, in the driveway to the old Rectory there is a very unusual example behind a holly bush (which may not be in its original position) and it is possible to stay at the historic house as a B&B guest in order to get to know the site well!

David Wright gave an entertaining talk on his practical approach to restoration, coming from the perspective of a former civil engineer who worked with some of the larger contractors throughout the region. David has a 'can do' attitude to restoration, and his enthusiasm spreads to the local area Highways Depots he works with. The theme of cooperation and self help ran through all the examples he gave, and David is responsible for the excellent condition that the bulk of our stock of 360 milestones is in today.

Howard Price introduced the county Historic Environment Team who had kindly given up part of their Saturday to come to the meeting and demonstrate the database of the Historic Environment Record. Milestones are all recorded on a GIS system, as are all the former turnpike roads throughout the county. The Historic Environment Team helped John Higgins to collate his Sylloge of the milestones of Staffordshire in 2008. Local Milestone Society members have more recently helped to complete a 'Buildings at Risk' survey of the listed milestones stock, to help the county team update their records.

The final contribution before lunch was an excellent presentation by Jeremy

Milln to describe the story of the Jubilee Milestone at Wall near Lichfield. This very successful community project involved a large number of people and the outcome is a very satisfying and attractive cylindrical stone milestone sited close to the junction of two Roman roads at Watling Street and Rykneld Street to celebrate the Queen's Diamond Jubilee. The attention to detail and respect for the Roman measurements in the design and execution was inspiring.

In the afternoon, the planned speaker had dropped out at late notice, and this had given the opportunity for a motivating talk on the 'dark arts' of fund raising by Keith Tomkins, the Project Manager for the Churnet Valley Living Landscapes project in Staffordshire (below). Keith explained the process of 'growing' bids for heritage work by a process of using an offer of grant funding to add to a linked initiative, thus snowballing the size of the eventual project.



Much of the success of fund raising and successful bids rests on 'getting out there' and promoting the Society and its work. There are many small and not so small pots of money which are undersubscribed, and Keith illustrated how opportunities present themselves very quickly, providing that the Society is willing to take the initiative.

Howard Price

SATURDAY 2 NOVEMBER 2013—BREWOOD

For those interested in the Society's initiatives this year, Brewood was the place to be. Alan Reade kicked off the meeting presenting his work with Amey and Highways Agency Area 9 to draft a management plan for the repair and maintenance of roadside heritage assets. Then Alan Rosevear told us how the data we have in the Society's database compares with the information on milestones in

Meeting Reports

Historic Environment Records and how differences between the databases arose. He explained how our data was being prepared for presentation to HER teams, providing a link to the next presentation by Penny Ward from the Shropshire HER team and John Haynes. Penny and John related how historical paper records had been collected, how these had been loaded into the HER and how photographs are now being added.

After lunch Jan Scrine launched the A34 Historic Research project (see p4), which seeks to investigate the old road between Southampton and Manchester – the modern day A34. This route had been selected for its interest to the general public and because its 225 mile route crosses counties with active Society members. As a result, several members offered to work on the project. Rounding off a lively day, Derek Turner talked with the county representatives and provided an update on matters around the country.

Mike Hallett

Turnpikes and Tollhouses (continued)

TOLLHOUSE COOKIES

In the days when it was necessary to ford the Mississippi River or cross an infrequent bridge, a toll had to be paid. If one wished to rest a bit, it was possible to buy cups of coffee and cookies in the house of the toll-man; hence Tollhouse Cookies.

½ cup fat
½ cup granulated sugar
½ cup dark brown sugar
½ teaspoonful vanilla essence
½ cup chopped nuts
1 egg - well beaten
1 cup plus 2 level tablespoons plain flour
½ teaspoonful bicarbonate of soda
½ teaspoonful salt
8 oz bar plain chocolate chopped into pieces

Cream fat and two sugars and vanilla essence until light and fluffy. Add egg and beat. Sift together flour, soda and salt and add to first mixture. Stir in nuts and chocolate. Mix well. Drop from teaspoon on to lightly greased baking sheet. Bake in a moderate oven 375°F (*that's 190°C in units that I understand—Ed.*) for 10-15 minutes.

Courtesy of Helen Crabtree from Old Fashioned American Recipes

FEET INCHES AND MILES

A recent e-mail from an enthusiast for keeping old Imperial units re-ignited an old debate about whether The 'Mile'stone Society should deal primarily in traditional units of measure or metric units. He noted that we recommended metric units for surveying which he thought showed "an astonishing lack of interest in our heritage of traditional measures".

My knee jerk response is that we should use metric units in recording for the same reason that we use e-mails rather than letters for most communication, laptops rather than fountain pens to make records, digital photographs rather than sketches to capture images and do our accounts in decimal money rather than £.s.d. We need to communicate with the wider community so we adopt the conventions that are most widely used today.

Measurement should not be subjective, it records what is there; one can then speculate and hypothesise based on the facts. I might look at a milestone and think that the mason was told to cut a stone that was 1 foot deep and 18 inches wide but that should not mean that I then record the present roadside feature as 'about 12 inches by one foot six'. There is also a practical reason for recording in metric units – modern data handling presumes a decimalised system – getting fractions into a spreadsheet and trying to analyse information in duodecimal/multidecimal systems is beyond the skill of a normal mortal. Our surveying records can and do have some entries made in Imperial units – the beauty of mathematics is that measurements can be interconverted at the stroke of a key, but metric data is more easily processed, compared or exchanged and it is much easier to indicate the level of precision to which the measurement was made.

This gets me onto an old topic of precision and uncertainty. Advertised specifications for milestones were normally in feet and inches for the stone and inches/half inches for the letters. This implies that the tolerance level on the execution of the work was of the order of an inch for the stone and maybe some fraction (a quarter inch??) for the letters. Measurement of the surviving stones, particularly where there is a series of markers, suggests that the stonemason(s) worked to this level of tolerance – sometimes much wider tolerance, as they dealt with differences in this natural material. Even if stones had been perfect fits to a feet and inches specification throughout its full height and on all faces, what we now record has often been eroded, chipped, re-carved and had corners rounded off.

So what level of precision is it sensible to record? If we were using Imperial measurements, an inch would seem too imprecise a unit to capture the interesting variations, but to claim you could get a representative measurement to better than an eighth of an inch is self-delusional. So the nearest half inch for the large stone and a quarter inch on the letters is probably the compromise. But

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then this measurement is not in simple feet and inches?? Similarly, in metric measurements the precision is probably to the nearest centimetre for the stone and five millimetres for the letters.

Ah but! what about metal mileposts – surely Imperial units are more fitting for recording these pieces of precision engineering from those Victorian foundries. Well, in the experience of this "soulless bureaucrat" bits of cast iron by the road are either heavily corroded or heavily overpainted (or both). So the mould may have been to the nearest sixteenth of an inch, but accurate measurement of the 'as found' item will not come out as a perfect inch – again it's on the 5 millimetre variation level.

Then we get to the nub of it – the mile. If we use metric measurements should we not logically be the 1609.344 metrestones or 1.609344 kilometrestones Society? Thankfully not. It was clearly the intention of the turnpike surveyors to erect markers to designate the distance in miles between towns. They are undoubtedly 'milestones'. But amazingly, most towns appear to be exact numbers of miles apart. This does not imply that medieval lords had a premonition of the Statute Mile, it indicates the level of precision to which practical surveyors worked. When it mattered, for instance on turnpike terminal stones, they specified distances to the 'standard' in furlongs and even yards (though never inches I think). On the open road the distances were rounded up to the nearest 'mile' and markers evenly spaced along the road. Along the Bath Road milestones recording mileages between London and Bath may have been placed at near perfect miles from Hyde Park Corner (but not Bath) but they do not sit perfectly in the centre (or a mile outside) of intervening towns such as Reading and Newbury. Milestones marking distances on roads radiating from Reading are a nominal miles from the centre of the town to the end of that turnpike. So far we have not systematically recorded the distance between milestones - though with the milestone pins on Google Earth to help or a GPS unit this is now easily done. My guess is that the precision is similar to that on the stones i.e. about 1 in 25. – which is about 70 yards – or about 65m.

So in summary, I am as interested in miles, furlongs, chains, feet and inches as anyone but I am dedicated to accurate measurement to a precision appropriate to the task. When we want to study and analyse information we should measure milestone dimensions in centimetres and distances in metres; when we are using this information to understand the history and tell the story we must make reference to inches and miles as part of that interpretation.

I should add that, having had his say about Imperial Units (by e-mail), the man failed to join the Society.

Alan Rosevear

CORNISH MILESTONES – THE DEFINITIVE STUDY

Cornwall's milestones are special for many and varied reasons, and this volume doesn't mince its words in the opening paragraph. 'Cornwall', it says, 'has the best collection of granite milestones in Britain and therefore in the world'. That statement underlines what follows in this detailed, engrossing, excellently-produced and undoubtedly definitive study, which will stand the test of time for years to come. Ian Thompson's dedication to this topic is well-known, the fruits of his 'obsession' over twenty years being shared at a number of Society meetings and especially in the pages of the *Newsletter* and *Milestones & Waymarkers*. Drawn together now are the fruits of that endeavour, in the detail and range which other potential authors with detailed county researches in their own files might well hesitate to attempt. They should be encouraged now.

The result is a triumph of assessment, analysis and large-format presentation, in the hands of a publisher with strong West Country interests which - significantly - understands the need for quality in production as well as content.

The author presents his material from west to east along the long length of Cornwall. Ten chapters form the core of the study, based upon easily recognisable internal county divisions structured around areas of influence of the main turnpike trusts and also recognising post-turnpike highway board divisions. Nor is this just a turnpike study. Cornwall's fine examples of pre- and post-turnpike stone series are examined; so too are some fascinating private-owner projects at various of the county's larger houses, a story in itself.

The point is well made that the good state of survival in the county owes much to a stipulation by the new Cornwall County Council from 1889 requiring the erection of milestones prior to adoption of highways as Main Roads in their care. Authorities elsewhere were less determined, and the Cornish evidence is very much part of present-day legacy. Some routes e.g. around Truro stand out: 'All the Truro Trust roads from the 1756 Act onwards still carry an almost full set of milestones, which is a wonderful achievement.' Amen to that.

There is a good introductory chapter, useful to anybody approaching the complications of turnpike history anywhere. A supporting chapter summarises the five Roman milestones in Cornwall, another mini-study. A whole-page Bibliography is welcome.

Other than the cover, publication throughout in black-and-white serves well to enhance the subject, with some strong photographic images, mostly of course of the milestones themselves but also bridges, period scenes, the occasional restoration celebration, some toll-houses and a superb double-page spread of the Pennygillam Gate toll board of 1835 preserved in the museum in Launceston.



Each of the main chapters offers a detailed case study of its area, as useful for local consumption as it is for visitors to the county. The methodology provides an effective model too: a summary of trust history(ies), descriptions of each route being studied, some contemporary reference where it adds value, and a detailed study of each milestone series.

These are comprehensive and the origins of much of this work is clearly acknowledged in the author's campaign over six years to prepare and submit listed building applications for no less than 236 stones/sites. One major outcome is this comprehensive archive of over 840 illustrations, presented in groups across as

well as down the page, making best use of the two-column text format with wide margins for illustrations.

The thumb-nail format suits the subject matter very well. Each photograph is captioned in italics with OS grid reference, road number, place name/ provenance and (interestingly) EH listed building reference number. In the text, only the grid reference is used. Perhaps off-putting at first, the value of this approach soon becomes clear. Inscription wording is rendered in bold.

Typographical errors are few and criticisms fewer. Maps accompanying each of the studied routes clearly show runs of stones, route development with dates etc. The whole book including the maps is presented portrait format with nothing 'landscape' which is a great joy, albeit perhaps some of the maps suffer in consequence from being squeezed a bit too much?

What is striking is the range as well as the quality of what survives and the degree to which it has been restored. Here we have milestones, finger-stones and guide-stones. Some examples from West Penwith are visually and stylistically interesting enough to grace any book cover for their idiosyncrasy and local distinctiveness. The majority of stones illustrated have been comprehensively repainted in recent times, in strong contrast to virtually every other UK county. This alone gives the book its especial attraction. Buy it and see.

Cornwall's roadside heritage is not only recorded in detail here, it has clearly been subjected to a great deal of restorative action, creating a profile as strong as

perhaps anywhere else. The volume therefore presents a clear case for 'higher profile equals better protection' as its author clearly intends. Congratulations all round.

Ian Thompson. *Cornish Milestones: The development of Cornwall's Roads in the eighteenth and nineteenth centuries*. Twelveheads Press, Truro, 2013. www.twelveheads.com. 184pp. £18.50. ISBN 978 0 906294 78 9.

David Viner

THE TOLLHOUSES OF SOMERSET

Janet Dowding has documented Somerset milestones for the Milestone Society database. Milestones are important survivors from the days when life moved more slowly. The tollhouses that controlled the traffic are scarcer. That Somerset has so many, well over 200, is a surprise and this book recording them reflects fine research done for the history of travel in the county.

In this very informative book the maps, photographs, diagrams and architectural details tell of the subject very graphically and in good detail but what most fascinates is the directly personal information about individual toll keepers and their circumstances.

The book presents a succinct but sufficiently comprehensive account of the background to their existence and purpose, namely the development of roads and the turnpike system of trusts established to maintain and improve them. Their eventual demise is also well covered including the circumstances, human and economic, that brought an essential voluntary system into decline. Highways Boards were established to take over responsibility at a time when traffic was declining with the arrival of railways and receipts falling.

The individual stories of so many Somerset examples expose just how very individual most were. No common design emerged. Local circumstance governed relevant decisions and the generous detail in the book, not least of the many 'lost' examples, very clearly demonstrates this. The book is commendable reading to anyone interested in the subject and joins others in the Milestone Society library on the same subject but different counties.

Janet Dowding and Patrick Taylor. *The Toll-houses of Somerset* Polystar Press 2013. 176pp. £9.95 ISBN 978 1 907154 05 8.n

Mervyn Benford

DISCOVERING AUSTRALIA'S HISTORICAL MILEMARKERS AND BOUNDARY STONES

In NL25 (p35) Iain Davison and David Garside told us about the obelisk in Macquarie Place in central Sydney, NSW - a point from which all the roads into the inte-

Book Review

rior were measured. Distances are given on the obelisk to Bathurst, Windsor, Parramatta and Liverpool and Iain and David wondered whether milestones were placed every mile on the roads to these towns.

A newly published book by Robert and Sandra Crofts tells us that there were indeed milestones on these roads. The book is the result of a project to investigate and record the milestones around Sydney which was then expanded to include historical markers in rural New South Wales, Victoria and Tasmania. The first chapter describes the history of the road network around Sydney. Since the construction of roads around Sydney did not begin until 1789, the history of milestones in Australia is more recent than that in Britain. Sandstone markers do remain but others are concrete. Despite the use of the more modern material since the 1930s, which may be regarded as much less attractive by some, the milestones represent an important part of Australia's roadside heritage. Australia has used metric measurements since the 1970s and therefore a brief chapter is necessary to explain imperial measurements and Roman numerals.

The authors have researched and chronicled over 250 markers including also boundary stones around Sydney. Information on individual milestones is attractively presented: details of the location and condition of each marker are given together with many colour photographs. An extensive list of references is provided.

As well as being an important record, this book will be of interest to anyone thinking of visiting the area or having relatives there.

Crofts, Robert and Sandra, 2013. *Discovering Australia's Historical Milemarkers and Boundary Stones*. Xlibris. £34.56 ISBN 978 1 4836 3689 4.

Mike Hallett

Forthcoming Events

SATURDAY 15 MARCH 2014: MIDSHIRES REGION ANNUAL MEETING, AYNHO

The programme includes Peter Gulland on the work of Bucks Turnpike Trustees; Roger Templeman on Milestones and Benchmarks and David Webb on an A-Z of roadside furniture. Aynho Village Hall 10am to 3.30pm. All welcome. Fee: £2.50 to cover costs.

SATURDAY 29 MARCH 2014: SOUTH WEST REGIONAL MEETING, STOKE GIFFORD, BRISTOL

A new date for your diary – a get-together with speakers, regional and national updates! Provisionally booked at the Little Stoke Community Hall, 10.30 am – 3.30 pm. Full details in the spring mailing and on the regional web page.

SUNDAY 13 APRIL 2014—NORTHERN SPRING MEETING, HEBDEN

Everyone welcome! Doors open 10am for 10.30 start. Milestones Miscellany, Village Signs and much more, with questions, displays, laughter, cuppas and cakes. Admission £2, free roadside parking. Put the date in your diary now...

SATURDAY 10 MAY 2014—NATIONAL SPRING MEETING, ROTHWELL

The Spring meeting will be held in the school hall at Rothwell Junior School, half a mile from the A14 near Kettering, Northants. Rothwell is an historic market town granted a Royal charter in 1204 for a Monday market and an annual fair which still take place today. It was once the third largest town in the county and still retains many local historical sites. There will be an introduction to Northamptonshire, a talk on Northants turnpikes and one on tollkeepers. Helen Crabtree will close the morning with Northants milestones. In the afternoon there will be a very interesting talk on Queen Eleanor and the crosses and Helen will tell you all you ever wanted to know about post boxes!! Pubs and cafes nearby and plenty of parking space and tables for displays.

DEADLINE FOR THE NEXT NEWSLETTER FOR JULY 2014

Contributions for inclusion in the July *Newsletter* should reach the editor Mike Hallett by Monday 2 June 2014. Contributions are very welcome but are accepted on the understanding that the editor reserves the right to modify submitted material 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) or Open Document Format (*.odt) and pictures in JPEG or PNG format (*.jpg or *.png) is particularly convenient but paper copy is also accepted. Please note that due to postage costs, material submitted is not normally returned unless specifically requested.

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

Opinions and statements expressed in this publication are those of the contributing individuals and are not necessarily those of the Milestone Society, its Executive Committee, the editor or the general membership. Photographs and drawings are by the contributors except where otherwise stated.

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And finally

YOUR COMMITTEE AT WORK



Mike Faherty, Jan Scrine, John Atkinson, Brian Barrow and David Viner with (back to camera) John Nicholls, John Haynes and Mike Buxton meet in the Venture Centre at Warwick University to plan future activities. Also present were Nigel Ford, Mike Hallett and Julia and Peter Stanbridge. Derek Turner attended by Skype.



MY FAVOURITE MILESTONE

Yes, here it is again on a sunny day! Asked for a picture of her favourite milestone, Helen Crabtree, the Society's Northamptonshire representative chose the very same milestone in Desborough that your editor had already chosen for the front cover of January's *Newsletter*. You can faintly see '81 miles from London' when the sun is shining on it. So many locals have no idea there is writing on it and it has always been called the Desborough Cross. Helen is in the process of arranging for the lettering to be restored and hopes it will be done by May 2014. The milestone has been moved twice, only short distances and was situated by the tollhouse. The tollhouse was also a seed and hardware shop.