

The Milestone Society

Newsletter 27

July 2014



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The cover picture shows a Bradley stone near Feckenham on the Salt Way B4090 8 miles east of Droitwich. Spa This year the AGM and Autumn Conference are in Droitwich on Saturday 4 October (see p38 and the enclosed flyer)
(Photo: Mike Hallett)

LETTER FROM THE CHAIR

As noted in my previous letter with the Spring Mailing, we all recognise that the cost of travel is a major factor in attending Society meetings around the country. We had an excellent attendance at the lively meeting at Rothwell, Northampton, as well as bumper attendances at Hebden and Aynho and a crowded room for the inaugural South West Meeting held in Bristol. Write-ups of all these meetings follow in this newsletter, with thanks to all who organised, in particular Helen Crabtree and her colleagues, and to those who attended so enthusiastically.

Continuing the regional approach, next year's meetings are already provisionally booked: Hebden for 19 April and Bristol for 14 March; Chieveley on 16 May combines Aynho with the National Spring Meeting at the southern end of the 'A34' and the AGM/Annual Conference will be held in Wilmslow at the northern end of the 'A34' on 3 October 2015.

If you were wondering why 'A34' is in quotation marks, that's because it's shorthand for the route from Manchester to Oxford and thence to Southampton, with a variety of deviations. We have set up a 'blog' where anyone can read the fascinating information about the route that we are garnering – there is a link on our regional website and it costs nothing to access, peruse or comment.

We are also planning a meeting in Spring around Newmarket – we don't want the eastern part of the country to feel neglected!

There is a reminder below from Brian Barrow if renewing your subscription has slipped your mind – we rely on your support to keep going. A big thank you to the many members who renewed so quickly, especially those using Paypal.

We aren't telepathic and we would like to know what you like about the Society's efforts and its publications and what you don't like – so please do get in touch with any Committee member with your brickbats or praises.

Hoping to see you at Droitwich on 4 October the AGM & Annual Conference on 4 October 2014 – details enclosed.

Jan Scrine

IS THIS YOUR LAST NEWSLETTER?

We hope you enjoy reading the *Newsletter* and *Milestones & Waymarkers*. Membership renewals fell due on 1 June and most members have already renewed. Unfortunately, if you have not yet renewed, this is the last Society publication that you will receive. You can use the renewal form that was sent with the Spring mailing or you can go to the Society website and follow the procedure in the 'Join Us' pages.

Brian Barrow

ENGLAND

Cambridgeshire

The Highways Agency have been consulting on a project to improve the A14 between Huntingdon and Cambridge, a project that puts several milestones at risk. A representation has been submitted.

Cornwall *(Ian Thompson)*

A theme running through several of the snippets of news from Cornwall is the advantage of listing milestones which highlights them in any document search before work takes place and gives council officers the power to intervene when necessary.

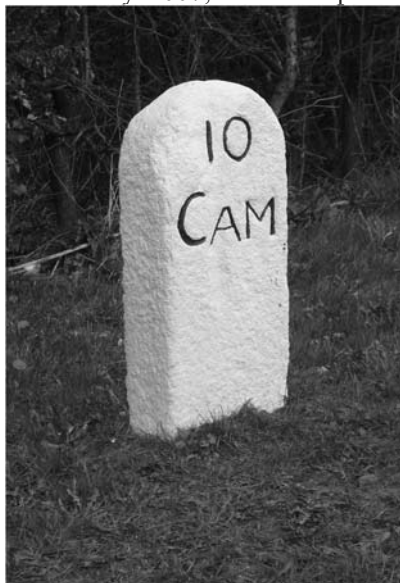
Wadebridge Saga

The Haleworthy Trust milestones on the A39 north of Wadebridge all give distances to CAM, short for Camelford. Seven of the original ten milestones survive. This is the story of the ten mile stone, just north of the medieval bridge which gave Wadebridge its name.

In 1993 a new bridge and bypass was opened, taking traffic away from the town centre and the narrow old bridge. The bypass cut off a section of the old turnpike road, leaving the ten mile stone in a cul de sac just south of a new roundabout at Ball.

In March 2006, Milestone Society member Andrew Langdon surveyed the 10 mile stone in this location, recording damage to the number 1 on the stone and noting that the cul de sac was overgrown.

In January 2007, Ian Thompson found the cul de sac buried beneath a three



metre high embankment, as work began on a new builders' merchants superstore. The milestone, located by GPS fix in Andrew's survey the previous year, was beneath the new embankment. Negotiations began with the developer to recover the milestone. Promises were made, but deadlines passed and nothing happened. Ian approached the Conservation Officer for North Cornwall District Council who had offices a few yards from the milestone asking for help, but was told that the milestone was *not listed* and so the Conservation Officer could do nothing.

In July 2007 Ian applied to English Heritage to have the milestone grade II listed. It was intact and in its original position, albeit now three metres below an earth bank.

In October 2010 the milestone was grade II listed with number 505802. The listing notification from English Heritage reads:

The milestone 100m north of the council offices in Egloshayle is designated at Grade II for the following reasons:

The milestone is an intact example of a pre-1840 milestone, which is in its original position and retains its carved inscription.

Group value with the other listed milestones of the same type and date along this turnpike road.

In 2011 Ian was contacted by an archaeologist hired by a chain store planning to build a new supermarket next to the builders' merchants. The archaeologist's search of the records at County Hall had picked up the now *listed* milestone and he wanted the chain store to pay for relocation beside the modern carriageway. The milestone was recovered, now in two pieces to the highways depot, where Ian was able to see it in August 2011.

Plans for the new supermarket did not go ahead so there were no private funds for the milestone. Nothing happened.

In 2013 Ian raised the case of the ten mile stone with senior managers of Cornwall Council's contractor, Cormac, and funding was approved to have the milestone repaired and re-erected at a site agreed with the county's Historic Environment Service. A really neat joint was made between the two halves of the stone by De Lank Quarry at St Breward. Ian painted the stone white in the highways depot in November 2013. The stone was re-erected, but the winter storms and rain delayed the letter painting until March 2014, when Ian was able to complete the restoration of the milestone.

Saltash milestones

Peter Clements wanted some help with a broken milestone near Saltash, on A388 south of Hatt. He was so impressed with the Milestone Society's response that he applied for membership. Peter was keen to find all the milestones of the Saltash Turnpike Trust and one appeared to be missing – the three mile stone on A38 trunk road near Notter Bridge. Ian Thompson had searched for this milestone in the past without success despite the fact that it had been *listed*. He had concluded that it had been lost during



Peter Clements rediscovers the milestone at Notter Bridge

road improvements. Peter was not to be deterred and Ian agreed to meet him to look for it on a cold, wet day in early March. Peter had done his homework and had a GPS fix on the likely location which he had marked with a discarded crisp packet on a bramble on the overgrown bank two metres from the traffic. Armed with bramble cutting and undergrowth bashing tools, Ian began working uphill while Peter worked downhill. Within a few seconds Peter called Ian back. The milestone was under the brambles, half buried in the bank and covered with long grass, exactly where he had placed the crisp packet! Between them they cleared back the undergrowth and dug away the encroaching bank to reveal a milestone with a unique inscription. This is the only Saltash Trust milestone to give the distance *from* Saltash.

With the approval of the Highways Agency's contractor EnterpriseMouchel, Ian Thompson and Peter Goodchild repainted the milestone in April.

Looking at the national databases, Peter Clements spotted that we had not found another Saltash Trust marker at Latchbrook House. This was set into a wall and read S T 1830. After a site visit, Ian concluded that this stone probably marked improvement work by the Trust to the bridge over the stream at Latchbrook. Did this make it a bridge stone?

The milestone south of Hatt is now in the highways depot awaiting repair and relocation to an agreed, safer site a few yards north of the dangerous bend where it had been damaged by traffic three times in the last ten years.

Gang cottage guidestone

The granite guidestone in the garden opposite Gang Cottage marks an ancient road between Launceston and St Germans on the south coast. The section of road between Gang and St Ive is now fields, its route marked only by the hedge line, and the guidestone at Gang Cottage.

The cottage owners, ignoring the Grade II listed status of the stone, moved it across the road to form a gatepost to their drive, adding a conical stone finial. The matter was taken up by Cornwall Council's Planning Enforcement Team because the guidestone was *listed*. They sought advice on the details of the listing from the Milestone Society's Cornwall Rep.

The guidestone has now been returned to its original location.

A30 Temple to Higher Carblake Improvement

The A30 is the main spine road through Cornwall and is now dual carriageway for most of its length. Only one section on Bodmin Moor carries two-way traffic and this is a bottleneck every summer, causing tailbacks miles long in both directions. The only major road improvement in Cornwall approved by the current government was to this section of single carriageway – from Temple to Higher Carblake. At the beginning of May, Ian Thompson met with the Major Projects Senior Officer for Cornwall Council in charge of the Improvement

Project to discuss the impact on the historic roadside furniture on this section of the A30. Two milestones and one granite fingerpost were identified and ideas were discussed to protect them during construction and to improve their presentation to the travelling public. Being involved at the early planning stage is the best way of ensuring that our voice is heard. Construction work will not begin until 2015.

Cast Iron Fingerposts

Cornwall Councillor Bert Biscoe, a friend of the Milestone Society, picked up the unspent money in a number of Councillor's small budgets for local improvements at the end of the last financial year and allocated it to improving some of the county's increasingly well recognised collection of early twentieth century cast iron fingerposts. Twenty fingerposts have been selected to be refurbished.

St Newlyn East parish has engaged a local to repaint two of their four cast iron fingerposts, following an approach by Milestone Society member Philip Pearce.

A group of four fingerposts around New Mill, just north of Penzance, was selected as part of Bert Biscoe's twenty fingerposts to be refurbished. Unfortunately the oldest and historically most important was overlooked. Local householder Phil Budden took up the challenge. The fingerpost is outside his house. He removed the two surviving arms and has repainted them and refitted them with new stainless steel bolts and is now investigating the possibility of making a new cast iron arm to replace the missing third arm.

Penzance Boundary Stones

This year Penzance is celebrating the four hundredth anniversary of the town's charter. The charter gave the town a unique circular boundary, which was marked by four boundary stones in 1687. Two of the original boundary stones survive and a replica is being made by a local stonemason to replace the missing boundary stone at Wherrytown on Penzance's promenade.

Devon

(Tim Jenkinson)

The Plotting Plymouth's Past project outlined by Nigel Overton at the Spring Meeting in Teignmouth in May 2013 and reported upon in the latest *Milestones and Waymarkers* (Volume 6 pp 13-14) is coming to a close. The year-long survey by Milestone Society members Mark Fenlon and Ernie Stanton of all surviving boundary markers and milestones within a 5 mile radius of the city has resulted in the discovery of over 500 inscribed stones that have been logged into the City Museum's database. Three postcards and two beer mats depicting images of various different types of stone have been produced by the Old Plymouth Society to advertise the project and encourage members of the public to volunteer information on any stones that they may know of that might have escaped the attention of the survey team. As reported in *Milestones &*

Waymarkers the project has been particularly successful in the discovery of previously unrecorded boundary stones ranging from a number of War Department stones to Plymouth Corporation and Leat markers although they remain at risk from the various regenerative programmes that are currently taking place across the city boundary, particularly in the Devonport and Millbay areas. Most recently a milestone has been found in Plympton thanks to the help of Sally Luscombe of the local Civic Society. It is faintly inscribed with 'V/Miles/From/Plymo/' and is currently being used as a step.

In connection with this project Tim was contacted as a matter of urgency by our Hon. Sec. John Atkinson in April 2014, regarding the movement of a parish boundary stone in Tavistock Road (A386) five miles outside of Plymouth to make way for a life size gorilla sculpture. Further investigation revealed that the stone inscribed with a 'T' for Tamerton Foliot and 'B' for Bickleigh was now positioned behind the exhibit. Tim contacted the Old Plymouth Society regarding the incident and currently the stone is being watched over to ensure that it remains in the vicinity. The marker was surveyed as part of the Plotting Plymouth's Past project in July 2012 along with two other boundary stones that are set in the wall below, both of which remain intact. This whole bizarre episode illustrates that the threat to Devon's roadside heritage continues sometimes in the strangest of ways.

The A382 runs between the town of Newton Abbot and the village of Whiddon Down on the eastern edge of Dartmoor. Twelve milestones showing distances in miles, furlongs and poles were set up between the town and Moretonhampstead by the Newton Bushel Turnpike Trust in the late 1820s but strangely none were set further along the turnpike to the north where the management of the road and the state of passage was frequently in dispute with local users. The road here is notoriously narrow and convoluted and very busy with haulage vehicles, particularly in the summer months that operate out of Moretonhampstead, making searches of the road quite difficult and dangerous to undertake. For this reason it has taken the Devon team around 10 years to find just 11 of the stones with most recent discoveries in 2011 by Alan Rosevear at King's Cross (SX 804800) and Slade Cross (SX 798813) and as late as October 2013 another by Tim between Forches Cross and Stover School at SX 841735. For



Nacho and three boundary stones

this latest survey Tim was able to enlist the help of Devon County Council who kindly facilitated an on-site visit to allow for an assessment and photographs of the marker that had evaded numerous searches in the area. Information on all the surviving milestones along this route has now been passed to the County Council to be included in the Historic Environment Record, but there is still one more to find. The quest continues.

Road developments in the county continue apace. The long awaited South Devon Link Road between Newton Abbot and Torquay by-passing the village of Kingskerswell is scheduled for completion in December 2015. Several road improvements and widening have occurred in the vicinity of Clyst Honiton in East Devon on the old A30 with the opening of a by-pass and construction of a new town at Cranbrook. Preliminary work has begun on the construction of a cycle path between Drumbridges roundabout and Newton Abbot alongside the A382. A pedestrian bridge is planned over the A38 dual carriageway, and on the B3193 'Claypits Road' near to the village of Kingsteignton a new bypass is being constructed from Rixey Park Corner to Sandy Gate which is scheduled for completion in Spring 2014 (reported in *Milestones & Waymarkers* Vol.6 (2013) pp 17-18). Keeping tabs on all these changes is almost a full time occupation and the developments particularly on the A382 and B3193 are likely to affect at least four different milestones and possibly other boundary stones. There is a real need to monitor the safety and custody of the markers during the road builds and the Society is currently liaising very closely with Devon County Council to raise awareness and ensure that they are suitably protected during work and if repositioning is required that this is carefully planned and sympathetic to the original alignment.

Kent (Colin Woodward)

Hildenborough Parish Council recently restored two listed milestones on the Sevenoaks to Tonbridge Road. These now have new plates, one (KE_LR2Y) reading 'LONDON/27/TUNBRIDGE/3', and the other (KE_LH28) reading 'LONDON/28/TUNBRIDGE/2'. The parish has been hoping to restore these milestones for several years but there were funding difficulties. The parish council organised and paid for the work itself, assisted by a grant from Kent County Council.

Tenterden Town Council has improved the appearance of the milestone in its High Street by highlighting the inscriptions in black paint. This follows extensive restoration in the last few years after the milestone was almost destroyed in a traffic accident (see *On the Ground* No.5, 2008). The milestone, is now easily read, despite looking as though it has been in a war.

The High Weald Area of Outstanding Natural Beauty Management Plan 2014 - 2019 has taken on board the Milestone Society's comments on the draft document (see *Milestones and Waymarkers* Vol.6 (2013) p.20) The Plan,

recently published, now includes reference to toll houses, cast iron fingerposts and boundary stones as well as a Weald-wide initiative to restore milestones within the A.O.N.B., which also covers parts of Sussex and Surrey. Targets for 2019 include increasing engagement of parish councils and community groups in conserving and protecting ancient routeways. Under the Countryside and Rights of Way Act 2000, local authorities have a duty to follow the Management Plan when formulating their policies.

The Pembury History website has produced a study of turnpikes and milestones around Pembury. This can be viewed on pembury.org/history/localities/milestones.

Lancashire (John Armstrong)

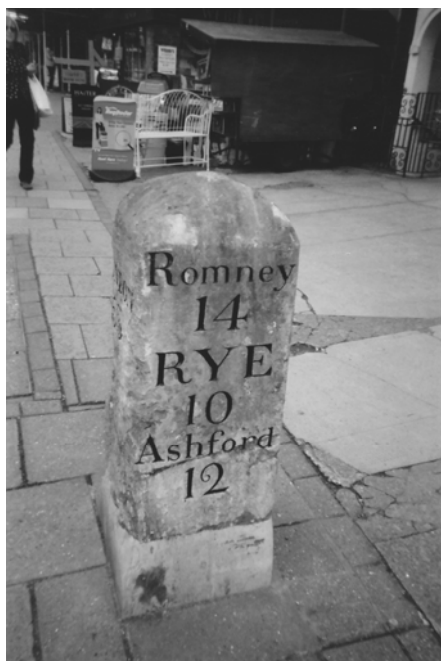
Phil and Juliette Platt have reported a new milestone of the post 1939 category on Grape Lane, Croston, LA_CROS01N (SD 49946 17649). Croston residents must be



interested in new milestones as there is another on Highfield Road that was installed a few years ago.

Phil and Juliette have also reported a new boundary marker at Haigh near Wigan and have broadened their searches to other waymarkers such as crosses, fingerposts, canal mileposts and tollhouses. John Armstrong also received details of another new boundary marker at Appley Bridge near Wigan from the secretary of Wigan Archaeological Society.

Keith Robinson sent John details of waymarkers he had recorded in his area, resulting in 2 new boundary markers and 9 new fingerposts for the Society's records. A member of the public has



Tenterden High Street

also sent in details of an unrecorded milestone on a footpath near Accrington. John will be visiting these new discoveries for full survey and registration in the national databases.

Fortunately, there are no more missing milestones or boundary markers to report. The boundary marker LA_PSCL09pb (SD 67305 33705) on the A59 near Salesbury did go missing temporarily, as spotted by an eagle-eyed Keith Robinson, but John was aware of the situation. Bishop Michael and John had noticed the boundary marker some months ago in a somewhat perilous position as a result of a new housing development on the old Brown Leaves hotel site. They called to see the site manager who was very helpful, explaining that the stone would have to be moved because a wider access road was being built and that he had already been in touch with the relevant Lancashire county council highways officer.

They were able to agree a new location for the stone, just 15 metres to the west of its current location. The stone was removed to store while the road works were completed and John received an e-mail recently from the highways engineer that the stone had just been installed in its new position, ready for Bishop Michael to paint.



On the A59 near Salesbury

Bishop Michael has turned his attention to the milestones and boundary markers on the Blackpool to Preston road and has already repainted three of the milestones - LA_BPPS06, Little Plumpton (SD 3772 3261), LA_BPPS11, Newton with Scales (SD 4486 3113), LA_BPPS12, Clifton (SD 4622 3044). This photograph is of LA_BPPS12. He has surveyed the remainder of the stones on the road and plans to complete them this summer.

Middlesex

(Colin Woodward)

Ealing Council has recently restored a milepost at Uxbridge Road (A4020) Ealing Common. The milestone has been refurbished, repainted, and is now at full height. It is a Barretts of London type reading 'EALING PARISH/

County News

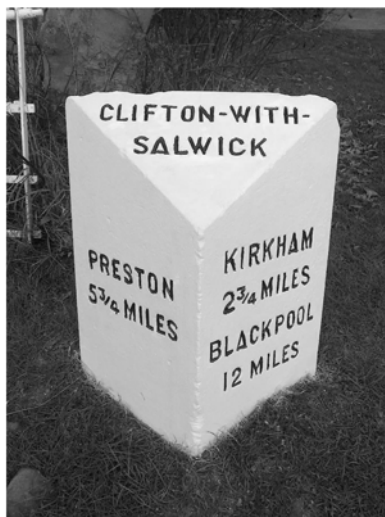
UXBRIDGE/9' (east elevation) and 'LONDON/6' (west elevation), with the founders' mark 'RJ & J BARRETT, LONDON 1832' below.

Milestones at distances 13, 14, 15 and 16 miles from London along the Bath Road are threatened by a possible scheme to build an additional runway to the north west of Heathrow Airport. This is at a preliminary consultation stage only. Plans show that the Bath Road at Harmondsworth and part of the M25 would be put in a tunnel. The village of Longford, where the Old Bath Road runs towards Colnbrook, would be demolished. The scheme would also threaten the cannon marking the northern end of General Roy's Base. In the event of the Government agreeing support there would be further detailed consultation in association with a planning application.

Norfolk (Carol Haines)

Milestones in Norfolk are continuing to receive attention from Nigel Ford and his helpers, mostly in the centre and south of the county, while Carol and Alan Haines are doing some painting closer to home near Norwich. Major damage was reported to NO_NSM 26 a mile from Swaffham after it was hit by a vehicle. Two more milestones have been located: the Yarmouth 13/Bungay 5 stone at Geldeston was noted in the 1990s but was missed in a later survey, possibly because it was hidden in vegetation. The Norwich 13/Fakenham 11 cast iron post from Sparham was seen in the 1980s but has been missing from the A1067 for many years. It has now been tracked down to a pigsty.

John Atkinson passed on an email in early April from a resident of Horsford who has been compiling a village website and who wanted information about the three milestones in the parish. Details were sent and he has now incorporated these and given an enthusiastic reference to the Milestone Society (www.horsfordlife.com).



At Little Plumpton



On Ealing Common

The Norfolk milestone booklet is undergoing a major update as many details have changed since it was last reprinted in 2006. Carol is also trying to transfer a large amount of historical information on Norfolk roads, collected over many years, onto the computer, partly to save shelf space, and partly to make it easier to pass on archives in the future.

Northamptonshire (*Helen Crabtree*)

Finally work has started on the Desborough milestone - see the next issue of *Milestones & Waymarkers*.

At one of Helen's talks a lady told her that a farmer in Maidwell had a milestone in his garden; when she went there, she found it was made of slate with the legend 'From London 77'. The farmer was anxious that she wasn't going to make him move it; he had rescued it from a ditch 20 years ago.

Originally there were three pairs of milestones on the roads approaching Stanford Hall, near Jct 19 of the M1. One set features in Mervyn Benford's Shire book and one of these stones has a ball missing from the top. Helen wanted to restore it and approached the owner of the Hall, the County Council and English Heritage but none of them were interested. After 2 years the owner finally contacted Helen and told her the missing ball was embedded in the grounds of the hall. He isn't too keen to have it moved but Helen need to check to see when it was listed. Phil Langmead went to look at the pair on the Clay Coton road and spoke to a farmer who told him that a neighbouring farmer had two parts of another set in his yard; when Helen phoned him he told her that the ball had been stolen 2 years ago!

Helen was very pleased with the attendance at Rothwell on 10 May 10 and would like to thank Janet and Tony Kirby for serving the refreshments.

Northumberland (*Iain Davison*)

Ponteland Town Council are very pro-active and proud of their local heritage. Milepost NB_NCBS11, three miles north of Ponteland on the A696 has been refurbished and re-installed. The work was commissioned and financed by the Town Council and carried out by David Gosling of Signpost Restoration Ltd of Lanercost, Cumbria. This is the second milepost that the Council has had refurbished. The milepost was placed within a wooden surround on a concrete flagstone to prevent settlement. After setting the milepost with a few bags of concrete, the excavated soil was replaced, covered with weed suppressant fabric and topped off with pea gravel.

Iain understands that it may be considering a third one, NB_NCBS08 which is sunken and showing only the shield and the bottom edge of the lower plate. The maker's name is totally obscured.

Nottinghamshire (*Colin Woodward*)

Southwell Civic Society has applied to Newark and Sherwood District Council for listed building consent to demolish a Grade II Listed milestone at the Saracen's

Head Hotel, Market Place, Southwell and replace it with a replica. The milestone (Data Base Ref: NT_L132) is described as being disintegrated. This is attributed to be a result of a number of factors, including an unsuccessful attempt to treat the stone, traffic fumes, road salts and general wear, and tear. The stone has lost its inscriptions and is crumbling away. In 1992 it was said to be then partly illegible.

The replacement would be an exact replica of the original but would include a small date mark to confirm that it is a replica.

The scheme is supported by the Town Council, Nottingham Building Preservation Trust, and the Conservation Officer. English Heritage objects on the grounds that the existing stone still has some interest and it would be better to place a replica near the existing milestone or a plaque describing the milestone and recognising its significance.



Reinstalling NB_NCBS11

The scheme was approved at the Council's planning committee meeting on 6 May, subject to agreement with the owner of the Saracen's Head and the Secretary of State's approval.

Somerset

(Janet Dowding)

The Somerset Group met on Saturday 26 April. As a result of Janet's Somerset article in *Newsletter* 26 in which she mentioned a hitherto unknown boundary marker of the Bristol Trust on the A 37, member Phil Urch sent in a photo and details of another one in the same series. This second one once stood at ST 618 587 in the parish of Clutton, east of Cholwell House where the parish boundary crosses the A37. The photo shows a removed and renovated marker but whoever removed it did not put it back and its present whereabouts is unknown. Phil says the

photo was taken at least 15 years ago. Both the marker Janet mentioned and this second one have now been found on old maps and the correct grid ref. for the first is ST 627 572 (parish of High Littleton).

Some less welcome news is that two Somerset milestones have been knocked down. The first was brought to Janet's attention by Surrey member Jenny Hills who, while on holiday in Somerset, found the stone at SS 9701 4282 in the parish of Dunster, knocked down. West Somerset D.C. were notified and the same week Somerset C.C, notified Janet of the one at ST 4687 2527 in the parish of Long Sutton which had been knocked down and damaged. As the appropriate authorities both now know of these, it is to be hoped that they will be re-erected soon.

David Webb from Wilts attended the meeting and told us about three stones in his village of Atworth, each of which says 'Tithe' on one side and 'No tithe' on the other. Obviously something to do with different plots of local land which paid tithes or otherwise. These stones were of great interest as no one in the group had ever heard of them before. Anyone interested can obtain photos of them from David on road365webb@tiscali.co.uk David also gave the group copies of the relevant Somerset pages of linear maps produced by Edward Mogg in 1828 from *Survey of the High Roads of England & Wales*, on a scale of one inch to a mile and measured from Hyde Park Corner. These show the position of some turnpike gates (as well as "the seats of the Nobility & Gentry, and every object worthy of remark, whether situated on or contiguous to the Road").

Staffordshire (Howard Price)

Fragments of two broken milestones have been found and recovered: at the A51 near the Swan with 2 Necks PH in Maer parish; and on the A53 at Loggerheads. A metal detector has been borrowed in an attempt to find the remaining pieces and a quote is being obtained for their specialist welding at a blacksmiths in Eccleshall.

Yoxall Parish council are currently considering funding the replacement of two missing milestones in the style of the others in the series. The replacements would be cast by James Shenton of Tipton.

Cresswell parish near Stafford have asked us to re-paint their milemarkers and boundary markers.

Surrey (Janet Dowding)

The Surrey Group met on 24 May in Send Marsh for the Spring meeting. Colin Woodward again provided us with details of 8 more boundary markers he had come across in Surrey as follows:



Missing Clutton boundary marker

County News

1. TQ 218 755 Parish of Putney. Legend - 'W.B.C.' (i.e. Wandsworth Borough Council).
2. TQ 263 686 Parish of Mitcham. Legend - 'Mitcham/Parish'.
3. TQ 230725 Parish of Wimbledon. Legend - none remaining (on Wimbledon Common, NE of the windmill).
4. TQ 225 675 District of Motspur Park. Legend - 'Boundary' /(l.h.s.) 'Malden & Coombe' / (r.h.s.) 'Merton & Morden'.
5. TQ 262 686 In Morden Hall Park. Legend - (S face) 'Mitcham / Parish' / (N face) 'Morden (sic) /Parish'.
6. SU 878 353 Parish of Grayshott. Legend - 'H/S'.
7. TQ 285 646 Parish of Carshalton. Legend - 'C P / 1792'. (on a pillar in Westcroft Road).
8. SU 905 332 Parish of Haslemere. Legend - 'B H'

Details & photos of all these have been added to our records. Also added to our fingerpost records is a very decorative one in Frensham Parish, with four arms & fingers at the end of each arm. It is listed and is at Millbridge on the A287. Also one at TQ 217 666 in the parish of Malden, with three wooden arms all with black painted ends showing the road numbers.

Colin has also provided details of an 'ancient' boundary stone at TQ 038 587, parish of Pyrford. Known as 'The Pyrford Stone', it has no markings but its accompanying plaque reads: 'This boundary stone dates from before the Norman Conquest and is possibly a prehistoric standing stone. Situated on this corner since time immemorial, it was moved to its present position during road widening. This plaque was donated by residents in 1976'.

Photos of all these stones mentioned above can be supplied to anyone interested.

Also provided for the Group records by David Webb of Wiltshire are copies of the appropriate linear maps for Surrey from *Survey of the High Roads of England & Wales*, produced by Edward Mogg in 1828, on a scale of one inch to a mile and showing quite a few turnpike gates.

Lionel Joseph provided photos and a resume of his production of a miniature of the very early Wandsworth 3-stepped 'upping stock' stone. It has been presented to Wandsworth Historical Society for Wandsworth Museum. He also gave us details of his production of a commemorative milestone for the school in Bucklebury which reads 'Bucklebury / 52½ / from King Charles / Statue/ Whitehall / London / This stone celebrates 22 July 2013' (i.e. the birth of Prince George).

Rodney Hills also gave us a short presentation showing photos of the new Roman

style milestone at Wall (see article in *Milestones & Waymarkers* Vol 6 (2013), p45) and photos of the surviving Eleanor Cross at Geddington (seen on his trip to the Rothwell meeting).

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

Worcestershire (*David Beacham*)

The Terry Keegan memorial plaque has been fixed to the top of our Jubilee Milestone on the A449 near the Claines roundabout (see p.40). This concrete Bradley stone had a slightly curved surface that needed to be flattened. On March 12, two of Alan Scaplehorn's friends from Bewdley came along with portable generator, angle grinder and diamond discs. Following their quick work, David drilled the fixing holes for the screws. As an anti-theft measure, when finally fixed the plate will be bedded-down with adhesive kindly supplied by Peter Willis's neighbour who is an adhesives specialist.

On March 18 the Hundred House stone, the long-lost first generation milestone that had turned up in a reclamation yard at Leominster, was reinstated by the entrance to The Green Business Centre on the B4203 Great Witley to Stanford Bridge road.

Yorkshire (*Christine Minto*)

In *Newsletter 26* Christine wrote about a stone that had been rescued after 60 years as part of a rockery. Its original site had been on part of the 18C Sheffield to Buxton Turnpike, now just a stony Public Byway across Hound Kirk Moor to the south west of Sheffield. Although damaged, it has been reunited with its base which was still in situ. The Peak District National Park arranged for the two pieces to be joined with stainless steel rods and 'glue'. It is about 0.3 of a mile from the A625, 7 miles from Sheffield, 9 to Tideswell (Tideswell) and 16 to Buxton. The ID of this stone is now YS_SFBX07. [pic YS_SFBX07]

One mile nearer Sheffield on the byway is a similar stone, also broken across about the same height but repaired a few years ago. New ID YS_SFBX06. And one mile further on, just in Derbyshire, in Longshaw Meadow near the visitor centre is the third remaining, undamaged stone DE_SFBX08. So three relics on this section of a short-lived turnpike road which was abandoned when roads with easier gradients out of Sheffield were built in the early 19C.

Dave Williams and Jeremy Howat have been busy repainting three of the distinctive West Riding milestones that are on the route of the Tour de France in Yorkshire. They were last painted by Brian Bradley-Smith in 2003 but however careful the preparation rust eventually recurs so they were due for a makeover.

Jan Scrine reports on Beyond Graffiti: Seventy six students and their tutors now know something about milestones as well as having tried new skills of dry stone

walling and stone masonry. Thirty children and some of their parents understand about milestones and have made waymarkers and written poems.

The 'celebrating stone in our landscape' exhibitions and activities are running throughout July at Oakwell Hall in Birstall, just off the M62, and at the Packhorse Gallery in Huddersfield; details were given in the Spring Mailing and are on our website, www.beyond-graffiti.co.uk The get-together for milestoneers is on Weds 16 July at 11:00.

Twenty more students and a dozen children to go... and a write-up in *Milestones & Waymarkers*!

WALES

Carmarthenshire (Chris Woodard)

On a pre arranged visit to the County Museum in March this year, the two milestone plates that they had in store were duly recorded for the Society. They came from the A40, west of Carmarthen, near what was the Travellers Rest Inn, The inscription read '2 miles to Carmarthen / 31 miles to Hobbs Point'.

The Museum is housed in what was originally the Bishop of St Davids' Palace and



YS_SFBX07

close to the entrance outside are two milestones. With a little research, it was discovered that the first was actually a direction stone. One legend with its pointing hand read, 'Over / the mountain/ to / Carmarthen'. The other hand pointed towards 'To Newcastle / Cardigan'. It came from the junction of the A484 and B4333 on the outskirts of Newcastle Emlyn. The second was a boundary stone, similar to those belonging to the Swansea Turnpike Trust in Glamorganshire. The Trust had no control of roads in Carmarthenshire, except possibly those approaching a bridge. The legend reads 'County Road Board / Boundary / To County Bridge 100 yards'. There are two County boundary bridges which might qualify here. The first is Loughor Bridge on the A484 between Swansea and Llanelli. However, a surviving Swansea Trust

boundary stone can be found outside the Inn at Kings Bridge on the present A4070. The site is about two miles east of Loughor Bridge. The second site is more likely to be the bridge at Pontardulais on the A48. The Swansea Trust controlled the road as far as the bridge; sadly no milestones or boundary stones seem to have survived on this stretch of road from Swansea. Could this be classified as the only 'C' stone, in Wales, as it was placed within 100 yards of a bridge ?

Finally, a further mystery has been laid to rest. Close by the two milestones are two metal posts all of which had been donated to the County Museum many years ago by the Carmarthenshire Antiquities Society. The posts are very similar to the posts at the National Trust's Colby Lodge in Pembrokeshire. It was pointed out to a very excited new curator, that these were actually Toll Gate Posts. It remains the curator's task now, to ascertain from which toll gate these posts are from. He was grateful for all the work the Society had done to help locate and identify what the County Museum had in their possession.

Pembrokeshire (Chris Woodard)

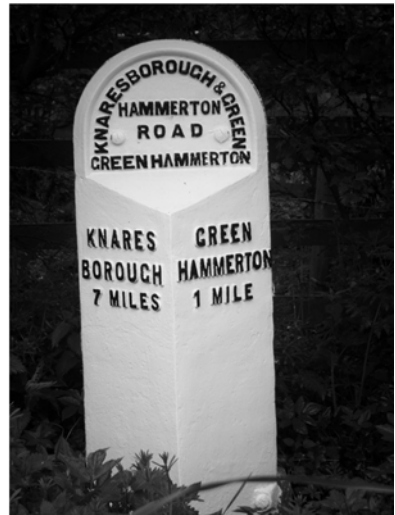
In Pembrokeshire late last November a fatal accident took place outside the Haverfordwest Golf Club on the A40, in which the milestone '1 mile to Haverfordwest' was totally destroyed. There seem to be no plans to erect another one. There now is only one milestone left on the present A40 in Pembrokeshire.

The milestone plate that is mentioned in *Newsletter* 25 p21, will shortly be given a new home at the Haverfordwest Town Museum.

SCOTLAND

Christine Minto writes that January came in with a bang with two new milestones many miles apart but with an historical connection.

Terry Moore was in Moray, walking on the Dunphail estate when he came across a gabled milestone indicating 7 (to Forres) and 15 (to Grantown). Two stones found on the A490 main road north of Dunphail are circular. This one with gabled sides may be a stone erected by the estate owners [MO_FOGS07]. On the 2nd edition OS map milestones 1 to 14 are marked southwards on the main road from Forres to the parish boundary at Bridgend near Dava. From Grantown northwards numbers 1 – 7 are marked. Dava is now the boundary between Moray and Highland. But the area between Forres and Grantown was Elginshire at the time of the 2nd Edition. Part of the Old Military Road northwards from Grantown to Forres and also Fort George at Ardersier runs through the Dunphail Estate. This was built by William Caulfeild (sic) who had taken over from General Wade in 1740. It dates from 1753 and was the last military road to be built in the Highlands. Although Wade is the more well-known he only built 250 miles of road whereas Caulfeild was responsible for 800.



*Repainted by Dave Williams and
Jeremy Howat*

A parcel of photographs taken in the 1980s in Scotland was passed on to Christine 3 or 4 years ago. Amongst them were black & white pictures of five milestones on the Corse of Slakes road in Kirkcudbrightshire between Gatehouse of Fleet and Creetown. The 3 miles of road west of Anwoth are unmetalled but the rest, on which Christine and Frank cycled over 35 years ago from Glen, is tarmacked. Christine had sent Alverie Weighill copies of the photographs and after two or three searches she has located the 2 miles from Gatehouse stone hidden under a gorse bush. This track was part of the post road from Carlisle to Port Patrick for Ireland from the mid 1600s. Most of it was over difficult terrain so the posts were carried on horseback.

In the 1760s it was decided that a military road was needed to get the troops quickly to Ireland. William Caulfeild again surveyed and organized its construction. The road was made in 1763-4 mostly following the post road but new bridges were built and some easier lines taken. There are no fortifications along its length unlike the roads in the Highlands built to suppress the Jacobites and it is the only Military Road south of Edinburgh/Glasgow.

Having previously only travelled the A1 north of the border by car, Christine wanted to take a closer look at a few more roads around Edinburgh. So, in February, she took a train to Berwick for the next day's ride up to North Berwick. One post at the turnoff for Burnmouth, one in Houndwood and another in Grantshouse are all that are left of the series.

In the Lothians and Edinburgh Christine visited several stones reported by Adrian Sumner and Iain Davison and was fortunate to find two new ones.

One is in a wall, hidden behind a black plastic litter bin on a road through Gracemount heading for Lasswade, now unclassified but on my 1946 Bart's ½-inch map as a B road

The other is in a wall at Winchburgh in West Lothian, making three on the B9080 to Linlithgow. (WL_EDLL09) This was the route of the A9 from the A8 west of Corstorphine before Edinburgh Airport was developed.

In March, Iain took his annual pilgrimage to Perthshire and on the way found another City of Edinburgh stone on the old A9, now unclassified, east of the airport, so with CE_EDLL07 west of the airport that makes five remaining on the 12 miles of this old turnpike road. Milestones are not marked on the 1857 1st Ed OS map although a TP at Boat House Bridge over the River Almond is. However the Almond was the boundary between Edinburghshire and Linlithgowshire and mileages are marked on the 1898 2nd Ed. But when were these milestones put in place?



MO_FOGS07

Photo: Terry Moore

Going through the western edge of Fife, Iain confirmed one stone and found another that isn't even mentioned in *Milestones of Fife* and is completely different to the various styles within the Kingdom. In Perthshire he explored minor roads, some of which were once main routes. Others such as the south side of Lochs Tay and Rannoch and the Schiehallion Way on the north side of the mountain to Kinloch Rannoch may have been drove roads. Of over thirty 'new' stones the biggest surprise was when, on his last night at Aberfeldy, he went out for a paper and found one by the hotel wall!



BE_EDBW52



CE_EDLL05 on the old A9
Photo: Iain Davison



FF_DFRB03
A different style in Fife
Photo: Iain Davison

THE DROITWICH TURNPIKES

In 1705 Worcester was the first town in the county to ask for a Turnpike Act but was refused. Droitwich with its salt industry involving heavy loads of fuel coming in and heavy loads of salt going out had more success and its first Turnpike Act was passed in 1714 and came into operation on 1st June of that year.

It was the first of thirty-seven turnpike trusts to operate in the county.

This Act applied to the six miles from Droitwich to Worcester. Over forty trustees were appointed, the list headed by Sir John Pakington, all of whom would invest money in the trust and receive 6% interest on the loans.

Many had a vested interest in improved roads but most took no active part in administration.

A quorum of nine was required to make executive decisions.

The Act allowed for the appointment of a surveyor, the erection of toll gates or bars and the collection of tolls. This first Act laid down a very simple list of charges - 1s for a coach or wagon, 6d for a cartload of hay, 1d for a horse, mule or ass and 10d per score for pigs or sheep. There were exemptions for loads going to market, passage of farming implements and harvest, loads of road-making material and soldiers on the move. Refusal to pay incurred a fine of 5s or confiscation of stock or goods to that value.

Loads in excess of 30 hundredweight incurred a fine of 40s. Salt is heavy so this hit hard. Anyone transporting salt had to produce a permit.

Landowners were still responsible for keeping their ditches clear and adequately deep to carry off excess water. Failure to do so meant paying a team of men sent in to do the necessary work.

The Act was to be in force for twenty-one years which was the norm though in many cases trusts wanted to make changes and further Acts were necessary to allow for increasing the mileage of turnpike road, increase or alter the charges, appoint more trustees and so on all of which necessitated new legislation.

Droitwich had Turnpike Acts in 1714, 1725, 1749, 1755, 1767, 1793, 1803, 1824, 1859 and 1877 when the roads were disturnpiked.

The Droitwich Trust was increased in stages from the original six miles and by 1793 extended north to the Spadesbourne Bridge in Bromsgrove, east through Hanbury to the Bradley Brook where it met the Alcester Trust with a side road from Hanbury through Stoke Prior to meet the Bromsgrove road at 'The Hanbury Turn', south to Barbourne in Worcester and west to Holt Fleet where there was a ferry before the bridge was built in 1838, with a side road through Claines to the Worcester road, and to Low Hill in Hartlebury Parish with a branch to Mustow Green where the Kidderminster Trust road crossed and a Stourbridge Trust road went on north. In 1824, for more administrative efficiency, the Trust was split into four divisions. Bromsgrove and Worcester Division included the main road, now the A38, and Droitwich town roads. Hanbury and Stoke Division covered the roads to the east, while Ombersley Division had the Ombersley road. The

Turnpikes and Tollhouses

branch through Claines was disturnpiked in the same Act. Hampden Lane Division included the Low Hill and Mustow Green roads.

Milestones were erected and replaced at various times as they were damaged or weathered. They were important not only to inform travellers of their progress but to settle disputes with carriers and post boys who were paid by the recipients of letters according to the distance carried. The first milestones had to state the distance from London.

One of the oldest milestones remaining in this county is set into a bridge near Feckenham and bears the legend 'To Alcester 6 / To London 108 Miles'. The angled metal plate of a milestone that was just up the road from the Jinney Ring is in a nearby garden with the legend 'Hanby 1 mile / Bromsge 4 Miles'. Apparently it was mounted on a wooden post which does not survive. There are a number of the large concrete milestones erected in the 1930s at the instigation of the then Deputy County Surveyor, Brooke Bradley, on the A38 and the B4090. The Milestone Society has, in the last few years, replaced three of these which were missing or damaged.

In 1840 the Droitwich Trust was responsible for 37.8 miles of road with twenty-four tollgates/bars.

In the early days of turnpike trusts toll keepers were employed by the trusts but later it was usual to let the tolls in auctions every three years or so.

A *Worcester Herald* of 1816 reports the letting of the Droitwich Tolls:

Several toll houses remain – on Hanbury road in Droitwich, at Barbourne at the junction with the Kidderminster road and in Stoke Prior by the railway bridge.

With the building of canals and the coming of trains much freight left the roads and many people found other ways to travel so the importance and income of the toll roads declined. Roads were disturnpiked and turnpike trusts wound up, mostly in the 1870s and 80s. Droitwich Trust went in 1877.

In 1888 responsibility for the upkeep of roads passed to County Councils.

Claines	£625	Bromsgrove	£455	Hill End	£213.8.5
Hanbury	£159	Berry Hill	£ 40	Sloop and Cursley Lane	£ 80

Connie Swann

TERCENTENARY OF THE DROITWICH TURNPIKE TRUST

Droitwich Turnpike Trust was the first to be authorised in Worcestershire after Worcester City's earlier application to Parliament to set up a Trust had been refused and tolls were collected for the first time on 1 June 1714. The turnpike was six miles long and was probably one of the busiest stretches of road in the county with cart-loads of salt derived from Droitwich's naturally occurring underground brine springs being transported daily to the River Severn at Worcester. The road would also have seen heavy loads of fuel going in the opposite direction.

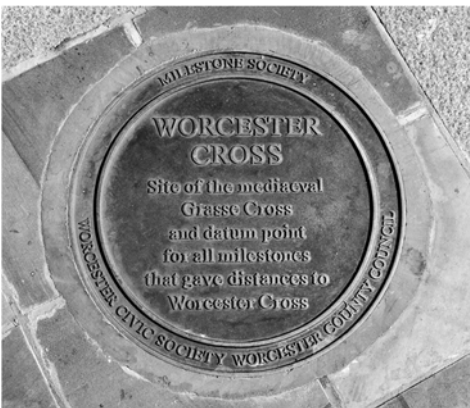
Droitwich History & Archaeology Society, together with the Droitwich Civic Society decided that the Tercentenary was an occasion worth celebrating and with the actual 300th anniversary falling conveniently on Sunday 1 June 2014, a commemorative plaque was unveiled by the Lord Lieutenant of the County. This was preceded by street entertainment provided by community groups and actors from the local theatre provided a cameo scene of an altercation between a toll collector and a market trader.

On the same day in Worcester, a plaque commissioned jointly by the Worcestershire Group of the Milestone Society and Worcester Civic Society was unveiled by the Mayor of



Worcester. This plaque is set into the paved area at Worcester Cross with a legend that denotes it as being the datum point for all milestones that give distances to Worcester Cross. Ringway, the County Council's contractors for highway maintenance, have also contributed to both projects.

David Beacham



Boundary Markers

INDUSTRIAL BOUNDARY MARKERS IN THE SOUTH PENNINES

With the onset of the Industrial Revolution, individual canals and railways were confirmed by Acts of Parliament. The companies formed were keen to confirm their boundary of ownership and this led to the erection of many boundary stones.

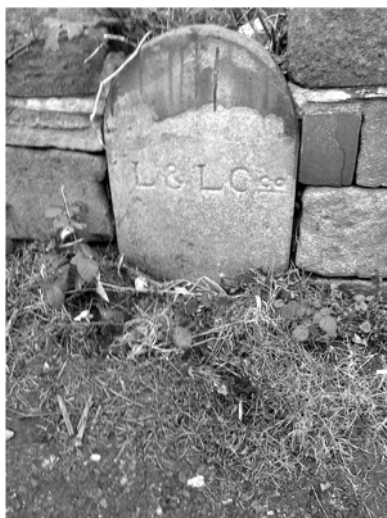
CANALS. Canal Companies provided stones to mark their territories:



R C Co at Todmorden

Rochdale Canal – stones can still be found at Todmorden, Luddenden Foot and Mytholmroyd with the 'RCCo' carving.

Leeds-Liverpool Canal – a stone remains at Oddy Lock, Armley marked 'L&L Co'.



L & L C Co at Armley Lock

RAILWAYS.

These soon replaced canals as the powerhouse behind industry with the boom time from the middle of the 19th century. A proliferation of companies quickly covered much of the country with lines:



LYR at Kirklees Lock

LYR – the Lancashire and Yorkshire Railway left a number of boundary stones:

Kirklees Lock near Brighouse – faces onto the Calder & Hebble Navigation along with 3 other markers whilst other examples can be found at Luddenden Foot and Anchor Pit.

L&NWR – The London and North West Railway left stones at Pule Hill near Marsden – around 12 stones on the hillside mark the boundary around ventilation

shafts to service the 3-mile long tunnel under the Pennines - and at Beldon Brook near Lepton – a handful of stones mark the company boundary around the foot of an impressive disused viaduct.

WATERWORKS. As the 19th century progressed, many boroughs turned their attention to the task of providing water for a rapidly-expanding urban population. These also needed boundaries:

HCWW denotes Huddersfield Corporation Water Works in this example in the Wessenden Valley near Marsden



L&NW Ry at Beldon Brook



HCWW in the Wessenden Valley



OCWW at Broadhead Noddle

ASDWW denotes Ashton, Stalybridge and Denton Waterworks in this example high on the moors above Greenfield. It is one of a series of 6 stones that can be found around Chew Reservoir, the highest in England.

BWB is Bradford Water Board – around 20 stones are placed around the two Lanshaw Dams on Burley Moor near Ilkley.

OCWW is Oldham Corporation Waterworks with a fine example at the delightfully-named Broadhead Noddle in Saddleworth.

David Garside

Meeting Reports

SATURDAY 15 MARCH 2014: MIDSHIRES REGION ANNUAL MEETING, AYNHO

In the corner of the Village Hall at Aynho hangs a huge brass bell and Derek Turner took pleasure in ringing it at the start to draw the meeting to order. The Mid-Shires Group had been expanding with interest from other counties and attendance was even better this year with 28 members present. Peter Gulland told us of the turnpike trustees at work, drawing on his examination of the minute books of several Buckinghamshire trusts. The typical trustee was from the upper echelons of society and trustees often knew each other on the same social circuit. The trustees' own businesses often benefited from any improvement in the road. Trustees often met in a private room at an inn along the road but it wasn't always possible to get a quorum. The men who actually erected the milestones often left very little record as they had more pressing matters on their mind. Unfortunately the next speaker, Roger Templeman, was unable to attend due to illness and Derek gave Roger's presentation on Milestones and Benchmarks. Derek told us about the first geodetic levelling done in the 1840s and 1850s using a datum point in Liverpool, the second geodetic levelling done between 1912 and 1921 using a datum point in Newlyn and the third geodetic levelling done post-1950. He showed us the different types: flush brackets, projecting brackets, rivets, pivots and cut marks. Milestones are often used for benchmarks but are unsatisfactory as the milestones are often moved. After lunch, we listened to an A-Z of roadside furniture from David Webb and then took a quick regional round-up with reports from Gloucestershire, Northamptonshire, Oxfordshire, Wiltshire and Warwickshire. Derek concluded a most interesting day by showing us some Oxfordshire curiosities including the Oxford mileway stones from the 1600s which are probably unique in England.

Mike Hallett

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

Like all good parties, this one started with refreshments in the kitchen at Little Stoke Community Hall, on the outskirts of Bristol, with twenty eight attendees.

Then Richard Raynsford introduced Bristol and its transport infrastructure, covering Roman roads, bridges and fords over the Avon, clapper bridges, city roads with the use of sledges and donkeys, post roads and coaches on the Milford Haven route (40 hours to London!), Ogilby and Peters, coaching inns and turnpikes. Richard included pictures of various markers around the city.

Ian Thompson's first slot described West Penwith 'finger stones'. He established that stones with pointing hands were the work of two masons, Billy Foss and Henry Quick, and gave details of their contrasting lives (see p.31).

Connie Swann described Worcestershire turnpikes and their stones, county posts and later Bradley concrete posts. She showed pictures and a display of the new

castings produced by the group, spurred on by commercial prices quoted! Connie mentioned the recently-acquired Hundred House stone (see p.18) and its financing including a contribution from the Worcestershire Group's own funds.

Ian Thompson returned to the floor, to talk about 'Bringing Confusion to the Enemy', the Home Office's instructions to remove waymarkers in WWII. Methods included removal or defacement; markers were sometimes re-fixed after the war, sometimes not.

Neville Billington's session covered the Worcestershire section of the Saltway from Worcester to Wall. He mentioned various types of wayfarers prior to the 1824 Vagrancy Act, showed old pictures of features on the route, and found accounts by contemporary travellers and extracts from parish records.

Ian Thompson then expounded on Russell's Flying Waggon, running between Falmouth and London from 1833. Different versions of a painting produced for the company had raised questions in his mind, which he interpreted for our benefit.

Displays were also provided by Janet Dowding. The attendees voted unanimously for another meeting in March 2015, noting that a larger room would be required!!

Jan Scrine

SUNDAY 13 APRIL 2014 —NORTHERN SPRING MEETING, HEBDEN

Whilst the village of Rylstone may be famous for its Womens' Institute and the *Calendar Girls*, it was nearby Hebden that was drawing the crowds that Sunday. The village hall was packed to overflowing as Jan Scrine opened the Northern Spring Meeting.

Dorothy Burrows started with a Milestone Miscellany - everything from the ubiquitous Brayshaw and Booth mileposts through to private milestones, AA signs and a 1927 solar eclipse marker. Dorothy knew her subject but if there was anything she wasn't sure about, the knowledgeable Yorkshire audience were quick to provide the answer.

Then Shirley Addy from the Village Sign Society told us about village signs with interest being generated by a Daily Mail exhibition of village signs in 1920. The interest was strong in East Anglia and almost every village here had its village sign. Shirley showed us various styles including carved wooden signs and cast metal signs, as well as a modern sign for Sutton Valence made from fibre glass and painted. She finished with a photo of her husband posing suitably under the village sign for Great Snoring!

After lunch Jan Scrine drew attention to the Beyond Graffiti programme at Oakwell Hall Country Park and showed us the Beyond Graffiti video made by the digital media students of Kirklees College. Richard Heywood then explained

Meeting Reports

the origin of street names. Many, like Windmill Lane and Canal Street, are obvious but others, like North Brink and Goit Side, use local dialect ('Brink' = bank and 'Goit' = man-made stream). David Garside drew an interesting day to a close with a presentation on churchyard and wayside crosses in Derbyshire and Yorkshire.

Mike Hallett

SATURDAY 10 MAY 2014 —SPRING CONFERENCE, ROTHWELL

'Northamptonshire', said Michael Knight as he gave the first talk at the Society's Spring Conference at Rothwell on Saturday 10 May, 'is a county of spires, squires and stately homes'. The conference in Rothwell Infants School was well attended with 50 people turning up. Michael took us through the very slow gestation of turnpikes in the county over 120 years between 1707 and 1827 followed by a rapid decline over just 12 years. In 1747 the Market Harborough to Northampton turnpike was so bad that people got off the coaches and walked. Soldiers had to be used to prevent riots and destruction of the gates. Keith Lawrence explained to us that whilst the Turnpike Acts listed many trustees, the working trustees were limited to those who passed their credentials, mostly landowners. In contrast toll collectors were mostly agricultural labourers. At the peak, a Yorkshire 'mafia' including Joshua Bower I – described as 'an obnoxious little man' – and Joshua Bower II from Hunslet controlled all the tolls between London and Leeds. Rounding off the morning, Helen Crabtree took us on a tour of Northamptonshire milestones, finishing with the Desborough Cross 81 miles from London which is undergoing a £3000 restoration project. After lunch guest speaker Chris Rowe told us about Eleanor Crosses which were erected by Edward I to mark the journey taken by the coffin of his wife, Eleanor of Castile. Only three of the original crosses survive, two of them in Northamptonshire. Concluding a fascinating day, Helen Crabtree told us all we wanted to know about postboxes: how their introduction had been facilitated by the prepaid penny post and the first postbox in Jersey through to some modern experimental types.

Mike Hallett

WEST PENWITH FINGERSTONES – BILLY FOSS AND HENRY QUICK

The far west of Cornwall is a very special place for countless reasons. One of its many mysteries is the large number of granite guide stones at road junctions which are carved with pointing hands – known locally as 'fingerstones'. West Penwith has fifteen fingerstones, more than the whole of the rest of Cornwall. Why does it have so many? Who carved them? When and why?



Two local characters are associated with some of the fingerstones. Both were renowned for their ability to compose rhymes or 'drolls', and both are said to have carved some of the fingerstones.

Billy Foss was baptised on 2 December 1790 at Sancreed, the son of William and Sarah Foss. He had an older brother Hugh (baptised 15 October 1786), a sister Jane (baptised 24 February 1789) and a younger brother Thomas (baptised 9 June 1794). As an adult, Billy was renowned for his ability to make clocks go 'after all the goldsmiths in Penzance had given them up' (William Bottrell, *Traditions and Hearthside Stories of West Penwith*). He was a talented musician with excellent pitch, leading the church singers at Sancreed on an hautboy (oboe) before the days of the church organ (R. Morton Nance, *Old Cornwall* Vol 1 Part 10). Billy Foss, nicknamed 'Frost',

also had a gift for carving slate monuments and gravestones. Specimens of his delicate work can still be found, one in Zennor church tower, another close to the gate of Madron churchyard. According to Henry Weymouth, writing in 1880, Billy was particularly proud of the gilded lettering on a stone in St Levan churchyard. Some of his carving is signed 'William Frost, Sancreed' and some have his initials.

Local historian Cyril Noall described Foss's work on milestones in an article in the *Western Morning News* (8 December 1975). He quotes from a newspaper article in the *Royal Cornwall Gazette* of 1819 about a directing post that had for some time stood on the road leading from Penzance to St Just North (Pendeen) and St Just Churchtown whose 'wretched orthography was a disgrace to the county and the laughing stock of every traveller'. Billy resolved to correct the offending inscription.

The success which attended his effort was celebrated in verse in the 1819 newspaper:

Who saw the old directing post
As finished by Trevellian first,

Features

Unless his senses all were lost
That did not into laughter burst.
Friend Foss resolved at his first view
This shameful sculpture to deface
And the directions form anew
To save his parish from disgrace.
This work now done to places nigh
The post an ornament shall stand
And long shall shew the passing eye
The sculpture of an able hand.

Comparing the work on this stone with that at Crows
were made by the same pair of hands.



Henry Quick senior came to Concor (Conquer) or Lady Downs in 1789 to build a house and improve a farm (Letter from Henry Thomas of St Just to R. Morton Nance, now in Courtney Library, Truro). Henry the poet was born on 4 December 1792 and baptised at Zennor on 16 December. An only child, Henry was weakly and suffered fits, but showed an aptitude for reading. In 1805 when young Henry was 12, his father died. The moorland farm was too much for the widow and had to be sold. They moved to nearby Mill Downs but after five years they were destitute and were reduced to begging in the street.

It occurred to some benefactor that Henry could earn money from his versification. His earliest printed work is dated 1826. Henry would hawk his broadsheets of doggerel, commemorating sensational local events such as shipwrecks, suicides and mine disasters, through the streets of Penzance, wearing a battered top hat and ringing a large bell (Peter Pool, *The Life and Times of Henry Quick of Zennor*). His mother died in 1834.

(Two rhymes on the illustration of Henry Quick are as follows:

In Zennor parish I was born
On Cornwall coast remember
My birthday was in ninety two
The fourth day of December

Oft times abroad I take my flight
Take pity on poor Henry
Come buy my books -'tis my delight
To gain an honest penny)

Henry published an autobiography in verse in 1835, which included his stone carving.

It seems likely that some of the fingerstones dated 1836 were carved by Quick. They are less elaborate than the Crows and Wra stones, usually with the pointing hand in an oval recess



The neat stone near Labour in Vain, St Just is dated 1835. Its original design suggests the work of Foss, as does the varied lettering styles of the guidestone east of Sennen School dated 1834.



Two fingerstones on the north coast, at Treen and Trewey Hill have neat pointing hands but crude lettering, not worthy of either Foss or Quick. These may be examples of the earlier work Billy Foss sought to improve at Tregerest.

Ian Thompson

WOODEN MILEPOSTS

As a broad generalisation, some of the earliest turnpike trusts did not indicate mileages along their roads for many years, while others did so, but with painted wooden posts. Wood was replaced by stone later in the eighteenth century, and many milestones were replaced by cast iron mileposts in the nineteenth century. Continuing with generalisations, many early turnpike trusts initially indicated distances with Roman numerals, and replaced these with Arabic numerals later in the eighteenth century to improve legibility. This note looks at one trust which did not follow fashion.

The Sparrows Herne Trust controlled 25½ miles of road from Bushey Heath (just south of Watford, Herts.) to Aylesbury, Bucks; this route became the A41 in 1919 but, in recent years, has largely lost that identity through the extensive building of bypasses. The trust obtained its first Act of Parliament in 1762 and

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went on to become one of the more active road-improvers in the area.

The trust's minute books, which are held by Hertfordshire Archives and Local Studies, show that, at their 4 June 1764 meeting, trustees discussed the possibility of indicating mileage along their road. They instructed their clerk to find the relative costs of wooden posts and shaped stones. Predictably, wooden posts won and, at their meeting on 4 July, they contracted with Mr. Goodwin of Watford to make 25 posts of heart of oak, each of them 12 inches square and 5ft. 6 in. high, of which 3ft. was to stand above ground surface. On 10 September they decided that numerals on the posts would be Roman (at a time when other trusts were replacing Roman numbers with Arabic) and agreed a sample inscription :--

'VI
miles from
LONDON'

The trustees next needed to know where to place their mileposts. Ideally their southernmost post would have been erected one mile from the northernmost mile-marker of the next trust towards London. However, that trust (the Kilburn Trust) does not appear to have had milemarkers in 1764, so it was necessary for the Sparrows Herne Trust to measure the road all the way to the starting point for London mileages in this sector – Tyburn Turnpike. After obtaining the consent of the Kilburn Trust, trustees ordered Mr. Goodwin to measure the road and his survey found that the southernmost milepost would stand on Bushey Heath, reading XIII miles from London.

The mileposts appear to have lasted quite well for it was not until 26 October 1802 that the trust agreed that repair, repainting, or replacement (where decayed) was needed; a survey to assess milepost condition was ordered. This revealed that two wooden posts (at Bushey and Oxhey) had been replaced by milestones which were now to have their inscriptions recut and blackened. Of the remaining 23 wooden posts, six were rotten and were to be replaced by new posts "of sound heart of oak, properly painted and lettered". The remainder were to be repainted and relettered; there is no indication in the minutes as to whether the relettering perpetuated the Roman numerals or switched to the more fashionable Arabic. It is possible that the 1802 survey did not find all the rot in the retained posts because, in 1804, enquiries were made as to the cost of two new milestones.

In 1826 the wooden posts were replaced by a set of attractive cast iron posts by R.J. & J. Barratt. These, presumably, lasted until the general milepost removal at the start of the Second World War because the Ordnance Survey recorded all mileposts in place between Bushey and the Bucks. county boundary, west of

Tring, in 1935. Today only two cast iron mileposts survive, at Tring and Aylesbury, the latter one neatly repainted recently.

The Sparrows Herne trustees clearly demonstrated their independence by starting with wooden mileposts with Roman numerals as late as 1764 and by retaining wooden posts for so long into the nineteenth century that they were directly replaced by cast iron, thereby cutting out the stone phase. They also demonstrated that, for every rule, there is an exception.

Peter Gulland

MY FAVOURITE MILESTONE

Being a proud Yorkshireman, it may surprise members that my favourite milestone lies many miles away in deepest rural Shropshire.

It is a magnificent obelisk that features 36 destinations from a relatively minor T-junction in south Shropshire in the quaintly-named village of Craven Arms. Evidently, the village is named after the hotel on the junction and enjoyed meteoric growth after the railway reached the settlement.



Does any other milestone feature so many destinations?

David Garside

WHERE ARE OUR TRAVEL BUGS?!

You may recall that as another contribution to raising awareness of milestones and sharing our enthusiasms, we have been active in Geocaching – which has been described as 'playing hide and seek with satnavs and tupperware'. You can do it with OS maps and other containers, too!

Our cache site at Elland has had plenty of visitors, many of whom commented that they had never noticed the milestone previously, even though they had driven the steep road frequently.

We have seven 'Travel Bugs', numbered tags attached to mini-milestones, which are travelling the UK – and beyond. Number One left Elland with the mission of

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reaching BadChaps' cache in Wiltshire; it's been round the Cambridge region but is now back touring West Yorkshire, having travelled 921 miles.

And each tag has a description telling the finder about milestones and the Society. Again, we've had lots of comments about how interesting they find the information; a couple have joined the Society. BadChaps has managed to get his local council to agree to restore a couple of damaged milestones, too!

All the other Travel Bugs have the mission of reaching the Elland cache, meeting other milestones on the way. Here's their story:

Number Six has found a real friend, who looks on our Google Earth maps then takes the little milestone to visit his relatives, building up a Geocaching gallery of over 70 photographs (all correctly labelled with our ID numbers) of milestones and tollhouses. He spotted one that was in our 'lost' layer too!

So it's a bit of fun, and it has raised awareness of milestones in dozens of younger people who travel the highways and byways for their own hobby. We're setting up a couple of new caches as part of our Beyond-Graffiti project and maybe launching another Travel Bug to celebrate. It doesn't cost anything to play – or to watch progress on www.geocaching.com

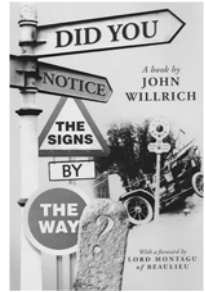
No	Start	Current Location & journey	Distance Travelled
2	Kirkby Stephen	Ipswich, eastern England	258 miles
3	Cornwall	Yorkshire, via Austria (and aeroplane!)	1840 miles
4	Cumbria	Kidnapped to Stavanger in August	817 miles
5	Wiltshire	Evesham, the south west	410 miles
6	Dover	Travelling Warks and Worcs	1102 miles
7	Holyhead	London, via Ireland and SEast	818 miles

Highway Hazel ☺

DID YOU NOTICE THE SIGNS BY THE WAY? FINALLY APPEARS!

Completed in manuscript over 25 years ago, this study of the history of road signage in the UK (but mostly England) has finally seen the light of day thanks to a commitment made by Ralph Montagu at Beaulieu, home of the National Motor Museum.

Beaulieu Enterprises Ltd has produced *Did you Notice the Signs by the Way?*, an intriguing title with a nice interplay between signage concept and function.



When author John Willrich was a senior manager within the Beaulieu organisation back in the 1980s he researched this topic over a period of some ten years, intended then as an Ian Allan Publishing title. Even in that particular publisher's wide-ranging portfolio, road history titles were always at the margins; this one didn't survive various cutbacks, and so was mothballed for the duration.

Now, in over 200 pages, the subject is given a thorough review, suitably supplemented by some third-party updating. The search to source the latter appeared in *Newsletter 21* page 4. In twenty-one chapters it covers a full history of the development of forms of road signage, including specific-purpose signs such as bridge and locomotive notices (always a collectors' favourite), guidance for cyclists and pedestrians and even some one-off military adventures. Many of the photographs used in this album were the author's own, increasing in interest as time has passed.

The critical point of change in this story has to be the Worboys years of the 1960s onwards, creating the pattern which today's motorists take as standard. Occasionally showing through this uniformity are stand-alone heritage items which largely survive not only from benign neglect but by the efforts over the years of local conservationists and increasingly from Society members determinedly keeping some 'local distinctiveness' in situ.

'Official' literature from government agencies apart, this is hardly a crowded field of titles. The late Stuart Hands' detailed, informative and heavily-illustrated Shire Book on *Road Signs* first appeared in 2002, and although still available by print-on-demand will not now alas be updated by its author.

John Willrich's book, after a long and no doubt frustrating wait, could well fill that gap, and deserves to do so. Much depends of course on how dated it actually remains to the reader after such a long time on the shelf.

Did you Notice the Signs by the Way? is available from the Book Shop, Beaulieu Enterprises Ltd, John Montagu Building, Beaulieu. Hants SO42 7ZN, phone 01590 612345, at £14.99 plus £3.75 p&p (UK).

David Viner

Puzzle Corner

What do these images have in common? Clue – absolutely nothing to do with way-markers, perhaps in the names!



St Clement Danes



St Martin Orgar
(image courtesy
Museum of London)



St Sepulchre London –
you will need to find out
a famous public building
nearby in the parish



St Leonard Shoreditch



St Dunstan Stepney – no
markers seem to have
survived, or were there
in the first place



St Mary le Bow – St
Stephen Coleman Street
is not relevant

Still puzzled? Find the
answer on page 22.

SUNDAY 17TH AUGUST 2014 - MOFFAT

Forthcoming Events

A horse drawn mail coach will be passing through Moffat, a charity event partly to raise money for the restoration of the so-called 'Postie Stone' memorial just north of the Devil's Beef Tub on the A701. A postman and guard perished there in a snow storm battling to get the mail through.

SATURDAY 4 OCTOBER, 2014 - AGM & ANNUAL CONFERENCE, DROITWICH
Methodist Church Hall, Worcester Road, Droitwich Spa WR9 8AN in Droitwich Turnpike Tercentenary year. Doors open 9.30 for 10.15 start. Members £3 inc. refreshments. Bargain home-cooked lunch available. Speakers include Anthony Collis on Roadside Heritage.

SATURDAY 14 MARCH 2015 - SOUTH WEST SPRING MEETING, BRISTOL
By popular request, another get-together to share information and learn more,

with displays and laughter - admission £3 includes refreshments. Doors open 10am for a 10.30 start.

SATURDAY 21 MARCH 2015 - EAST ANGLIAN MEETING, DULLINGHAM

A Spring meeting in the Newmarket area. Watch out for further details.

SUNDAY 19 APRIL 2015 - NORTHERN SPRING MEETING, HEBDEN

Everyone welcome! Doors open 10am for 10.30 start. Enjoy more banter with Dorothy Burrows and other speakers, with questions, displays, laughter, cuppas and cakes. Admission £2, free roadside parking.

SATURDAY 16 MAY, 2015 - SPRING MEETING, CHIEVELEY VILLAGE HALL

close to A34/M4 Junction 13 in Downton Abbey (well, Highclere Castle) country. Contributions from Alan Rosevear and Peter Gulland on Berks and Bucks turnpikes and milestones. Some gems from the A34 project (south) by Derek Turner.

SATURDAY 3 OCTOBER 2015 - AGM & ANNUAL CONFERENCE, WILMSLOW

At the northern end of the Manchester to Oxford/Southampton route, with way-side contributions from Paul Hindle, Birgitta Hoffmann and others.

Put the dates in your diary now...

DEADLINE FOR THE NEXT NEWSLETTER FOR JANUARY 2015

Contributions for inclusion in the July *Newsletter* should reach the editor Mike Hallett by Monday 1 December 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.

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And finally

FROM WORCESTERSHIRE NEWS 51



David Beacham and Alan Scaplehorn fix the Terry Keegan memorial plaque to the Jubilee milestone on the A449 near the Claines roundabout.