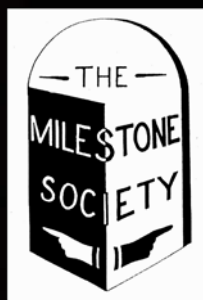


The Milestone Society

Newsletter 28

January 2015



ISSN 1476-3136

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Specific Roles and Responsibilities

Local Representatives	See page 6
Local 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; Keith Lawrence
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

The cover picture, courtesy of Andrew Farthing, shows a window at St Giles church, Nether Whitacre, North Warwickshire. The widow features a traditional finger post with a halo finial and the legend 'Small is the gate and narrow the road that leads to life and only few find it'.

LETTER FROM THE CHAIR

One of the best things about the Milestone Society is that it attracts people from many different walks of life, with a range of different skills and leisure interests. This reflects breadth of the Society's aims: 'to identify, record, protect, preserve, research and publicise ...'. Recently, the Society has been particularly successful in preserving and publicising with high-profile initiatives such as Beyond Graffiti in Yorkshire, 60 Jubilee milestone restorations in Norfolk, the Judges' Road project in Cornwall and the geocache trackables wandering nationwide, not to mention the many others elsewhere. These initiatives are important as they do much to raise awareness both of milestones themselves and the work of the Society. Equally important, however, is the less obviously newsworthy but continuing work of the Society in furthering other aims: 'identify, record and research'. For example, the database managers continue regularly to update the master databases and the Google Earth Repository information, not just for milemarkers but other wayside heritage assets, making these databases a valuable and in some respects unique resource for use by Society members, the public, governmental and other organisations charged with maintaining our heritage. Our database is held in sufficient regard for it soon to become an official part of English Heritage's Heritage Gateway project. Back-room historical research in, for example, the operation of turnpike trusts and the nature of tollgate keepers, is also important. All reflect the enthusiasm, dedication and persistence of individual members and those that support them. Group projects are valuable in strengthening the Society's cohesion and shared sense of purpose. They make it possible for those who lack the time, expertise or confidence to initiate major projects nevertheless to contribute to them. Project leaders need support to make their work fully effective. The quality of the updated database information, for example, can only be as good as the information provided regularly by members. There is still a long way to go before we can be satisfied that our databases are 'as good as it gets'. While most of the 9,000 surviving milemarkers have probably been located and recorded, even a cursory glance at the fingerpost layer in the Repository reveals large gaps. Already, some these are being filled, as for example in the major task of recording all of Somerset's many surviving fingerposts. Similarly, research into the fate of milestones and other waymarkers during and after World War Two has made a solid start but the full story is far from being known and, as pointed out in the recent article in *Milestones and Waymarkers*, the evidence lies scattered throughout sundry local history and newspaper archives. We know from what you tell us that some of you do just like to read but I hope that during 2015 an increasing number will become active contributors towards furthering the Society's aims, whether it is finding and recording new waymarkers, updating information on those already recorded or contributing to research projects. Getting out on the ground will always remain an essential part of what active members do but, thanks to the internet, it is also

increasingly possible to be an active member without moving from your favourite arm chair.

Derek Turner

CROSSING THE PENNINES HERITAGE TRAIL

Back in early summer, as a result of our successful Beyond Graffiti project, the Walkers are Welcome groups in the Yorkshire Colne Valley asked if I could help raise some funding to restore part of an ancient packhorse route that runs from Halifax to Oldham. This isn't exactly a milestone-rich route but it is part of the Summerwine Heritage Walk I set up a few years ago; that has four types of milestone (Roman, 1760s, 1890s and canal) within a five miles amble. So the Crossing the Pennines Heritage Trail was born, linking Huddersfield with Saddleworth, particularly around Slaithwaite and Marsden.

Jeremy Howat had suggested applying for Big Lottery / Peoples Millions funding, up to £50k. If I'd known it was a telephone vote not an internet one, I'd have walked away rapidly, but I filled in the forms. Then on 4th August I found we had reached the second round – more forms and detailed quotations for the work. After some consultation, I produced a spec and some excellent local contractors tendered. The die was cast! I discovered on 28th October that we were finalists, but we were not allowed to tell anyone.

Maggie ('Madge') Kennedy developed a superb website to showcase the Trail and to link it to other walks in the area. Whether or not we won the funding, telling people about the Milestone Society and the Trail on the prime time regional ITV news programme was worth a great deal of effort! But we would be up against major charities with paid staff: our only funding was my Yorkshire Talks kitty.

An appeal for volunteers brought several new team members, Val who became our 'Press Officer' and Harry who rapidly learned how to lever social media, Twitter and Facebook. An undergraduate group at Huddersfield University are developing an App for smartphones, too. We printed fliers and traipsed round pubs, libraries, museums and charity shops, most of whom were happy to display them. We had small cards printed too, with reminders of the date of the vote. We emailed, we tweeted, we blogged and we Facebooked everyone we could find. We attended farmers markets, poetry events, a beer festival, Xmas fairs, posed with horses, spoke on two local radio stations and a local TV station, got into the *Huddersfield Examiner* a couple of times – and I had to script a 90 second film to explain the project. We walked it out, Colin sorted views and angles – and we drafted in Julian the poet and a lass we grabbed on the street because she had a winsome smile and loved the walk. And also Year Five from Marsden Junior School to shout from the Bandstand in the park – we had to get permissions for that, too. We gave out our cards by Huddersfield station, more forms to complete.

The day for filming was bitterly cold, but the rain held off. The reporter/cameraman from Yorkshire ITV was delighted by the scenery, liked our material and made a great job of producing the film. It was shown at 6.24pm on 26th November and the following day we were told to re-assemble in the park to hear the outcome. The children thought it a great game! We were told we had won and we were given a large size cheque for the £49,200. I had requested to restore the pack-



horse track authentically. The enthusiasm and goodwill generated by this project has been amazing!

The packhorse track will be a reminder to future generations of how their ancestors travelled. The project will run until autumn 2015, with work experience for young people from colleges and schools, plus events and celebrations – and the website will point people to these, attracting green tourism to the valley's shops, cafes and galleries. You can follow the Trail yourself, on foot, by car or by bike – or from your sofa on the website! www.CrossingthePennines.co.uk Enjoy!

Jan Scrine

YOUR LOCAL REPRESENTATIVES

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

Bedfordshire	<i>Michael Knight</i>
Berkshire	<i>Victor Markham</i>
Brecknockshire	<i>Chris Woodard</i>
Buckinghamshire	<i>Derek Turner (point of reference)</i>
Cardiganshire	<i>Chris Woodard</i>
Carmarthenshire	<i>Chris Woodard</i>
Cheshire (East)	<i>Keith Lawrence</i>
Cheshire (West)	<i>Mike Griffiths</i>
Cornwall	<i>Ian Thompson</i>
Cumbria	<i>Colin Smith</i>
Devon	<i>Tim Jenkinson</i>
Dorset	<i>Mike Faherty (point of reference)</i> mf@milestonesociety.co.uk
Durham	<i>Iain Davison</i>
Essex	<i>John V Nicholls</i> jv@milestonesociety.co.uk
Glamorgan	<i>Chris Woodard</i>
Gloucestershire	<i>Jan Scrine (point of reference)</i>
Hampshire	<i>Mike Faherty (point of reference)</i>
Herefordshire	<i>Robert Walker</i>
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Northumberland	<i>Iain Davison</i>
Oxfordshire	<i>Derek Turner</i>
Pembrokeshire	<i>Chris Woodard</i>
Radnorshire	<i>Chris Woodard</i>
Shropshire	<i>Alan Reade</i>

Somerset	<i>Janet Dowding</i>
Staffordshire	<i>Howard Price</i>
Suffolk	<i>John Nicholls (point of reference)</i>
Surrey	<i>Janet Dowding</i>
East Sussex	<i>Michael Worman</i>
West Sussex	<i>Glenda Law</i>
Warwickshire	<i>Mike Buxton</i> mbuxton295@btinternet.com
Wiltshire	<i>Doug Roseaman</i> douglas.roseaman@tesco.net
Worcestershire	<i>David Beacham</i>
Yorkshire	<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
Scotland	<i>Christine Minto</i>

ENGLAND

Berkshire, Buckinghamshire and Oxfordshire (*Derek Turner*)

After a lull during 2013, a range of restorations have taken place across all three counties during 2014. On the Berkshire/Hampshire border south of Newbury just down the road from Highclere (aka Downton) a local initiative, with some encouragement and advice from a Society member, has resulted in the cleaning of three stones on the A343 Newbury to Andover road (HA_NEAN 29-31). Inspired by the example of a fine repainting nearby of the milestone at Pangbourne and photos of Nigel Ford's work in Norfolk the restorer, Christine Leach, plans to paint the stones in 2015. As the illustration on the previous page shows, the distance to Sarum will need to be adjusted to what it should be, 29 not 27; the distance to Andover is also wrong.

Near Shillingford in south Oxfordshire the long-awaited restoration of the rare for Oxfordshire, all-metal 19th century milepost has been completed. It is the only metal Oxfordshire waymarker on the former Oxford to Henley on



Thames turnpike, the other survivors being 18th century stones re-carved in the 19th century. OX_LG48 lay hidden deep in a ditch, with one fragment, which was never found and has not been replaced, broken off. Because of the extreme narrowness of the verge and the density of high-speed traffic at its original



location it was decided, after discussion with Society members, that Oxfordshire Highways would re-locate it a few hundred yards further north in a much safer and more accessible position where the old road through Dorchester on Thames diverges from the modern Dorchester bypass.

At the NE corner of Oxfordshire near Mixbury, close to the Northamptonshire border, a milestone OX_LC63 also lay in the ditch for at least a decade. It has now been rescued by Oxfordshire Highways, prompted by the Society, thanks to the initiative of a local resident. Unlike the Shillingford stone, the Mixbury stone has been returned to its original location as the verge is just wide enough to give the stone a fair chance of avoiding being struck by a car.

In Buckinghamshire, local member Peter Gulland, by dint of getting up early on summer Sunday mornings to avoid the otherwise endless heavy traffic on the A418 Aylesbury to Thame road, managed to de-rust and repaint the milepost. It remains at a rakish angle but this is something of a feature of the posts on this stretch of the former Aylesbury to Thame turnpike and attempts to right it only served to confirm that it was firmly bedded in.

There have been disappointments too. A determined attempt by a local enthusiast to restore the milepost at Wing in Buckinghamshire further east along the A418 which JV Nicholls was willing to undertake at minimal cost was frustrated by the procrastination and eventual unwillingness of the parish council to come up with the modest funds needed. Restoration of the Wendlebury milestone in Oxfordshire remains stalled because of the declining health of the mason who started the work and the reluctance of any other mason in the area, so far at least, to complete it.

Cornwall *(Ian Thompson)*

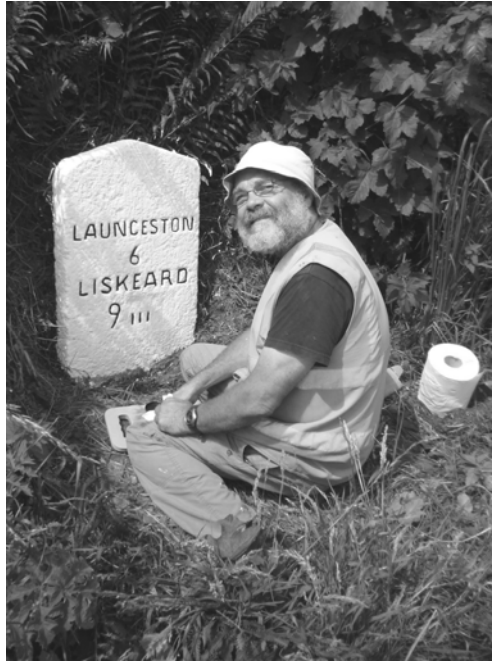
There is a lot going on in Cornwall, but not everything is ready to be reported on yet. Some things are on-going and are reported here. Some things we may tell you about in the future if they work out.

Painting Milestones

Pete Goodchild was kitted out with traffic cones and Men at Work signs at the start of the year. He joined Ian Thompson to paint milestones in East Cornwall as part of the Cornwall Council/Milestone Society Painting Partnership. There

was a delay, but eventually Pete attended a course at Natter Bridge Training to qualify him to work safely in the highway. Unfortunately, shortly after this a new manager at Cornwall Council pulled the plug on funding for the Painting Partnership, despite the support of their main contractor Cormac Solutions. This means that only thirty milestones were refurbished by the Milestone Society in Cornwall this year.

The Painting Partnership was never seen as a long-term solution to milestone maintenance. Its purpose was to highlight the wonderful collection of milestones in the county and to make them more visible and therefore less likely to accidental damage. It should be noted that Cornwall County Council used to paint its milestones as a routine until 1999. The Painting Partnership only repainted where there was evidence of old painting.



Pete Goodchild paints a milestone on B3254 near North Hill after completing a one day training course on safe highway working.

Milestone Repairs

A number of milestones and guide stones were knocked over and some were broken during the bad weather of last winter. Cormac teams recovered them to the nearest depot, but then nothing much seemed to happen. This may have been due to the same funding change that put a stop to the painting agreement. There is now some funding and quotes are being sought for repairing the broken stones. One milestone that was simply knocked over has been reinstated (after being painted by the Milestone Society in the depot).

Cornwall's Parish Councils

Cornwall Council is a unitary authority, not a county council. There is no middle tier of District Councils. This makes the parish councils very important players in maintaining our roadside heritage assets.

In August a meeting at County Hall between Ian Thompson from the Milestone Society and Rob Andrew, Head of Localism and Devolution discussed ways of involving parish councils. As always, funding was a key issue, but first there was the question of communication. Rob had set up a newsletter to contact the

over two hundred parishes in Cornwall and invited Ian to write something in it on behalf of the Milestone Society. This was an opportunity to tell every parish in the county about the Society's work painting milestones and how parishes could help by keeping their milestones clean (with an annual bucket of water) and clear of weeds. The county's fingerposts were also mentioned as these are often a focal point in many rural communities.

The response to the newsletter has been most rewarding, enabling Ian to talk to the local people who are keen to help preserve their milestones and fingerposts. Some offered to set up an annual clean and Ian told them where their milestones were. Some asked for advice on fingerpost restoration. The clerk to one parish council asked about listing a granite wall built by the American troops to widen a parish road during the build-up to D-Day. This parish had already listed its cast iron fingerposts.

Saltash Heritage

Peter Clements has produced an excellent little book *Milestones and Boundary Markers* about those to be found in his town. Saltash set up its own Turnpike Trust in 1762. In his book Peter tells the history of the Trust and describes and illustrates its milestones with up to date photographs. Maps and historic and modern photographs are used to tell the story of the municipal, borough and town boundaries and their marker stones. This is a well organised and very readable record, and is an example of what needs to be done on a local level to help preserve and promote our milestones and boundary stones. Money raised from book sales supports the very active local history group in Saltash. Copies can be obtained via www.Saltash-Heritage.org.uk price £1.60 plus p&p.

Milestone South of Hatt

The milestone on A388 at SX398611 south of the hamlet of Hatt (Grade II listed Saltash 60414) was the victim of repeated vehicle strikes. It was broken into several pieces in 2009 and repaired by the County later that year. It was smashed again last year. This was reported to Highways, but the pieces were not recovered for some months, by which time one large fragment had been lost, making a repair impossible. It was agreed that a replica should be made. Funding would be sought from the insurer of the vehicle involved in the latest collision, and the replica would be re-sited in a safer place a few yards away from the original location. Peter Clements is keeping an eye on progress.

Fingerpost Campaign

Philip Pearce continues working to persuade his local parishes in mid-Cornwall to repair and repaint their historic cast iron fingerposts. Surveying the County's fingerposts continues. So far over 350 have been recorded. Remarkably, all but one of these were made in Cornish foundries. (See also article on page 29).

Philip persuaded Newlyn East Parish Council to repaint some of its fingerposts, though not yet the one pointing to the long vanished railway station at Trewerry Halt near Newquay. Philip shares his home parish of Feock with Head of

Localism, Rob Andrew and retired head of the Cornwall Archaeology Unit, Nick Johnson, so he has powerful local support.

Temple to Higher Carblake Improvement

If you drive to Cornwall in the summer season, you will probably get stuck near Temple on Bodmin Moor where the dual carriageway is reduced to two-way traffic. The tail back sometimes extends for several miles. This section of the A30 trunk road across Bodmin Moor is to be made dual carriageway soon.

A large team is involved in the preparation for the Temple to Higher Carblake Improvement, which includes planning what needs to be done to protect archaeological sites along the route. Since this included milestones and guidestones, Ann Preston-Jones of Cornwall Council's Archaeology Department, consulted the Milestone Society about the best way to remove store and reinstate these roadside heritage assets. This gave Ian Thompson the opportunity to check that the two milestones and the granite fingerpost (guide stone) were included in the correct way in the plan. Expect more on this at a later date.

Cumbria

(Colin Smith)

The entries we now have on our database has now topped 650 following a big influx of boundary stones we have found and surveyed, and we are expecting this to increase by another 100. The dry weather has enabled a thorough search of the whole of the east boundary of Cumbria over very tortuous moors on the Pennines where we found over 200 boundary stones, most of which had legends inscribed on them. We will soon be updating the national database.

Terry Moore has been approaching parish councils along the A595 Carlisle to Cockermouth road to offer his services to help restore milestones in their parishes. Only one, Bolton PC responded and he has restored their three milestones CLCM13, CLCM14, and CLCM16. Terry also found LTBR07 east of Highberies Bridge on the A6071 Longtown to Brampton road and restored it.

We have been pleased to find some milestones have been restored through parish councils' own initiatives, for example two on the Keswick to Grasmere road and one on the Wigton to Caldbeck road.

We have found two milestones near the summit of Stainmore, one (APST06) on the side of the A66 with the legends Bowes 7 miles Brough 6 and the other (APST05) on the minor road from the A66 to Tan Hill with the legends Bowes 8 miles Brough 5 miles. On the deficit side the milestone KDSP14 (Shap 2 miles Kendal 14 miles) on the A6 has been stolen.

A quirky milestone is to be found in the centre of Ambleside. It has been installed at the rear of the pavement outside an outdoor clothing shop. It was installed by the company Stewart R Cunningham. On the opposite side to that shown in the photo are the legends Hawes 33 miles/Betws-Y-Coed 139 miles/Windermere 5 miles. On top right hand side is inscribed 2003. The distances are to other shops in the company!

Devon

(Tim Jenkinson)

A new boundary stone commissioned by the Old Plymouth Society (OPS) to coincide with the conclusion of the Plotting Plymouth Past (PPP) project was unveiled by Lord Mayor Councillor M.R. Fox on November 1st 2014 in Victoria Park Millbridge (SX 466550) to commemorate the centenary of the amalgamation of the then three towns of Plymouth, East Stonehouse and Devonport. City status for Plymouth was acquired in 1928.



At Nest Brow, Keswick

The stone designed by ex Milestone Society member Ernie Stanton shows the coat of arms of each former town on its faces and in keeping with tradition from the past, for the first time in 101 years the name of the mayor has been inscribed on to the

boundary marker. Following the ceremony the Mayor led a procession to several other boundary stones within the park and entered into the spirit of beating the bounds, by striking his ceremonial baton three times on each of the markers. The walk concluded at the last known stone to be erected in 1913 inscribed with the name of the Mayor of that time, JWS Godding.

Launched in November 2012 the PPP project has now identified over 500 inscribed stones as still extant within a five mile radius of the city centre. The

original survey team comprising of Milestone Society members Mark Fenlon, Ernie Stanton and Tim Jenkinson have together compiled a comprehensive record of all surviving markers with photographic and location details that have been uploaded to the City Museum website for public information. Even though the project is reaching its conclusion the ongoing aim is to encourage members of the public to look out for the stones as they walk around the city and notify the Museum and OPS of any that are damaged or under threat from redevelopment.

The review of the late Dave Brewer's field notes and photographs as detailed in the most recent *Milestones and Waymarkers* (Vol. 7, 2014, p.14) has revealed some very interesting wayside features on Dartmoor roads that have not been previously recorded in his celebrated books or articles on the subject. Most notably Mark and Tim have been able to locate two pre-turnpike granite guide posts each inscribed with a simple 'P' and 'M' on opposite faces that once formed a series running across Dartmoor between Plymouth and Moretonhampstead. Dave advises that at one time there were in the region of 15 such markers but all



Outside the clothing shop

were taken down when the turnpike was built between 1772 and 1792 and subsequently replaced with milestones. The whereabouts and fate of most of the posts is unknown but Dave's notes contain details on two now clearly moved, one is set well back from the road (B3212) as a redundant gatepost in a section of wall near to Lower Cherry Brook (SX 640781) and the second is now being used as a door jamb in a barn of the longhouse in the hamlet of Lettaford (SX 702840). Great finds these.

More discoveries from Dave's notes include important photographic evidence from ca. 1990 that the rough now a seemingly plain stone at a fork known as Clampits Stile on the old mid 18th century turnpike between South Brent and Buckfastleigh on South Dartmoor at SX 721632 was at one time inscribed with raised letters 'B' (Brent) and 'A' (Ashburton) on its faces in a similar style to the much better preserved examples at Cross Furzes (SX 699668) and Stony Post (SX 717702).

On the same route as the Clampits Stile guide stone passing through South Brent towards Wrangaton two brick pillars at the old south entrance to Summerswood at Aish Cross (SX 693595) have been known since 2004 to contain narrow slate panels atop showing distances to nearby locations. Due to their height and them being invariably overgrown with brambles and ivy, two attempts to clear the pillars by Alan Rosevear and Tim have only resulted in two panels on each side becoming visible. The left pillar shows 'Aish/Dartmoor/' with pointing hand and 'Summerswood 1/Private Road' with the right indicating 'Ivybridge 5/Plymouth 15' along with 'Ashburton 8/ Totnes 8' both panels here also with a pointing hand.

Thanks to information contained within Dave's notes and his detailed drawing of the inscriptions on the pillars when they were clear of vegetation in the early 1990s we are now able to see that two other panels that are currently obscured are fixed to the side and back of each pillar. So from Dave's assessment we understand that on the left pillar there is also a panel showing 'Modbury 6/ Kingsbridge 7' along with one at the rear that is inscribed with the words 'Ways of Pleasure/Path of Peace'. On the right pillar we have the interpretation of 'Brent 4/Buckfastleigh 6' and on the rear side 'J.B. 1863/Diriget Deus/', the Latin inscription translated as 'God will direct it.'



Beating the Bounds

Apart from the Brent mileage which must be a mis-transcription by Dave, as the village is merely a mile from this point, we now know that the pillars were erected in 1863 at the time that the Reverend Dr John Butter (J.B.) was in residence at Summerswood and that the Latin inscription is a family motto once used as a war cry. These milestones albeit private ones, are nonetheless fascinating artefacts from the mid 19th century and it has been a great privilege to not only review Dave's work, but to also gain these invaluable insights.

Kent (Colin Woodward)

The Society has written to 75 parishes and town councils enclosing information about the Milestone Society, details of how parishes can help to conserve milestones, and enclosing photos and survey notes of the relevant milestones identified in the Kent survey. A subsequent 'trawl' of parish websites shows that over 25 parishes have responded. This is an under-estimate as at the time of writing some parishes have yet to publish minutes of their committee meetings. It is a good response for such an exercise.

Responses vary, some simply noting the consultation, but others going further, such as contacting local amenity or history societies, Kent County Council Highways, publishing the news on parish websites, seeking restoration possibilities themselves, or asking the Society for further advice.

It is clear that the consultation exercise has heightened awareness of milestone conservation. It is hoped that if the parishes persevere with their efforts, some local milestones will be looked after and restored in the not too distant future.

Lancashire

John Armstrong writes that there are no new milestone discoveries to report but a few new boundary markers. Phil and Juliette Platt have found a further three bridge boundary markers but they had to stray into Yorkshire for two of them. The Lancashire one on the bridge at Sabden, near Pendle Hill in the Ribble Valley, that has the Read and Pendleton parish names inscribed in one of the bridge walls.

Bishop Michael sent John details of an interesting boundary marker (right) that was erected by the Preston and Wyre Railway in 1840 to mark the end of the railway line at Fleetwood.

Following a talk John gave to the Irlam Historical Society, he was contacted by a couple of members of the Lowton East Neighbourhood Forum for advice as they were planning to repaint a number of milestones and boundary markers in the Lowton district near Haydock. Bishop Michael and John have both provided advice and they recently visited Lowton to meet the Forum members and have a look at the first boundary marker and milestone they have repainted.

The repainted boundary marker on Kenyon Lane is a new discovery, and is interesting because it has the word boundary split across the two side faces rather than on a top face. John has never come across such an example before

and would be interested to hear if any reader has.

Both the repainted boundary marker and the milestone were in a very poor state previously and the initiative by the Forum members is to be much commended.

Bishop Michael has now completed re-painting the remaining milestones on the Blackpool to Preston road. It is encouraging that two of the 12 milestones on road did not require any work as they had recently been painted by local residents.

Duncan Armstrong continues to be busy with fingerpost restorations, and has a number of orders from local district and parish councils on his books. Work recently completed includes three restorations for Briercliffe Parish Council. Duncan has also recently been interviewed by Radio Lancashire for a feature on unusual pastimes.

Middlesex (Colin Woodward)

In NL 23 (July 2012) it was reported that two milestones and two boundary stones displayed in the grounds of Church Farm House Museum, Hendon were under threat as a result of the closure of the Museum. This problem appears to have been resolved, at least temporarily. Barnet Council has proposed to lease the Grade II Listed former museum to nearby Middlesex University for a period of seven years during which time the grounds would continue to remain available for the public.

Norfolk (Carol Haines)

Two developments have resulted from members of the public contacting the Society. In December 2012 a landowner at Burnham Deepdale in north Norfolk reported that his local milestone (NO_KLW25) on the



A149 was leaning, sunken and needed painting. Nigel Ford has worked on this and it is now upright and repainted. The land-owner has agreed to fund most of the cost. Nigel has also repainted two more stones in this series (NO_KLW29 and 30). They both stand against the wall around the Holkham estate, and the estate is contributing to most of the cost. It is hoped that some more funding will also come from

Norfolk County Council. Another of Nigel's restorations is to NO_NIP08 at Tasburgh on the A140. This was revealed three years ago when a very large hedge was removed. The stone was leaning precariously over a ditch. As the

original base was missing Nigel attached a plinth by metal rods drilled into the bottom of the stone. It was planned to re-site it at the rear of the ditch on a narrow strip of land in front of a fence, but this proved difficult and it had to be placed on the road side of the ditch, which again is not very wide. Meanwhile Alan and Carol have just finished painting NO_NC05 on the Cromer road at Horsford, another of the concrete NCC Main Road milestones.

The second communication to the Society resulted in a new record going into the database - NO_KLW9a. A resident of Tilney All Saints notified us of this milestone, but as it is in the very far west of the county it required a long drive for the county rep. to visit it. When an opportunity for a detour off the A17 occurred last year, the stone could not be found. Two highway workmen eating their lunch nearby had a vague idea there was a milestone in the area but couldn't remember where. Our most westerly member, Tim Richards, was put on the case and he eventually tracked down the stone, near the bottom of a steep overgrown bank. In October the county rep. was again travelling that way and with Tim's directions the stone was seen and details taken, although close access was not possible. On the OS map of 1887 it is marked as King's Lynn 9, but on the 1906 map it is 'defaced'. The road was a branch of the Wisbech-King's Lynn Turnpike.



NO_KLW25

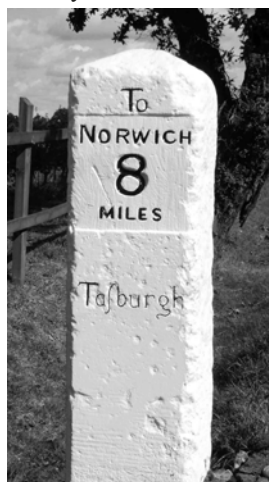
at Welford so she contacted a W. I. member she knew there and the milestone was in her friend's garden! Helen went to photograph it, the details can be seen very faintly (80 miles from London) but we don't know where it came from as it was in the garden when the lady bought the house. Enquiries are continuing.

Norfolk Historic Environment Service are drawing up a report form to be completed for each milestone that is renovated in the county. It will include full details of the work done on the stone and by whom. Photos will also be included. NHES now have their own ID numbers for almost all the milestones found in the county, but also use the Society's national ID.

Northamptonshire (Helen Crabtree)

After all the excitement of the Desborough milestone restoration last year, Helen is hoping to move on to the Stanford on Avon stones this year.

Phil Langmead told Helen about a milestone in a garden



NO_NIP08

You may remember reading about a milepost from Rushden which is in a car park in Plaistow (NL18, January 2010). Helen gave her milestone talk to Higham and Rushden U3A recently and they know a lady on the council who will be very interested in finding out the possibility of having it returned to Rushden.

Somerset *(Janet Dowding)*

The Somerset Group met on Sat. 18th October. Phil Urch, our Bath member, had reported his concern about the milestone at ST 708 663 near the entrance to Kelston Park, 3 miles from Bath. There had been a very large landslide here last winter with a long stretch of road collapsing. The milestone was behind this landslide in the hedge. On approaching the 'powers that be' he was told by the person in charge of the roadworks that the milestone was quite safe and would not have to be moved.

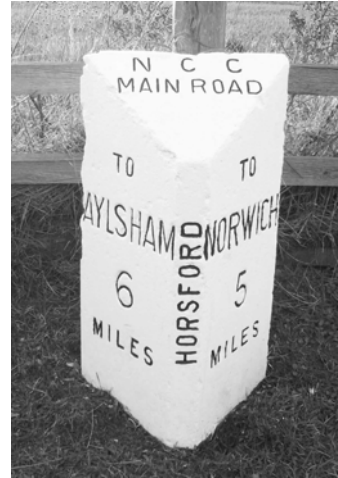
Richard Raynsford had reported the finding of a Wilts. stone milestone in the garden of a café in Lacock village. It says '2 miles to Calne' on one side and '(?) miles from Devizes' on the other with a benchmark beneath. We do not know its original position.

Further to the reporting of the knocking down of two Somerset milestones in NL27 (July 2014), Nicholas Wall of Somerset C.C. has informed us that he had visited the Dunster one. His view is that it would be better on the other side of the road in a wide verge that is well maintained by the local farmer. They would not normally relocate milestones but this is a modern stone and would remain vulnerable in its present position. They are happy to reinstate this one. The Long Load stone is apparently more of a long term project. Little is left of the fragments and it would need further investigation.

He also reported the lopping of the cast iron Denning boundary post near Ilminster. (Somerset HER entry 29071). It is a boundary post of cast iron dated 1899; one side says IUC (Ilminster Urban District Council) and the other RDC (Rural District Council). It was seemingly the result of accidental damage by a flail hedger back in July 2014.

We again used Peter Banks' milestone and turnpike road display at the Mid Somerset (Shepton) Show back in the summer but so far have not obtained any new members from it! Our finger post photographing project goes from strength to strength as we have now done over 840 between us. Our next meeting will be in April 2015.

Staffordshire *(Howard Price)*



NO_NC05

Sponsored by Stoke on Trent City Council, David Wright has refurbished all sixteen milestones in the City Council area. The county council has not been forthcoming with any funding this year due to cutbacks and should take note of the good example set by the City Council.

John Higgins has submitted a bid to the Churnet Valley Living landscapes project to investigate, identify and interpret some historic boundary stones in the project area near Kingsley Moor. The Milestone Society is named as the responsible organisation in the bid and whilst the objects are on private land there may be opportunities for better public access as a result of his work.

Surrey (Janet Dowding)

The Surrey Group met on Sat. 8th Nov. 2014 at Send Manor, Ripley. Colin Woodward had again found details for us of three more boundary stones:

1. TQ 350 733 – Parish – Lewisham (old county of Kent bordering Surrey) at junction of Westwood Park and Horniman Drive, Forest Hill, stating (N) C (P)/1857/1896, (S) LP/1858/1896.

2. TQ 173 713 – Ham, Surrey, on west side of cycle track parallel (east) of tow path, R. Thames, stating on its plaque; 'Royal (crown emblem) Kingston (3 dolphins emblem). This stone marks the boundary of the Royal Borough of Kingston upon Thames and the London Borough of Richmond upon Thames. It also commemorates a new public park at 'Royal Park Gate' on the site of a former British Aerospace Factory. Opened by David Jacobs CBE, Representative Deputy Lieutenant and Freeman of the Royal Borough of Kingston upon Thames 1998.'

3. TQ 173 713 –Ham, on west side of cycle track just behind the 1998 boundary stone – see item 2.

The Group was shown an article from *The Municipal Journal* dated 23 Sep. 1960 which states: 'After 25 years East Sussex County Council has filled the gaps in the series of Bow Bells mileposts on the A22 London to Eastbourne & A26 London to Lewes roads by having replica mileposts cast by Lintotts of Horsham'. It now has to be determined which of the present surviving ones could possibly be replicas (Glenda Law, W. Sussex Rep., is planning to update her Bow Bells leaflet).

The Group was also shown a cutting from the *Local Council Review* of Sep. 1995 showing a photo of the '130 miles to Ypres' milestone in Shooters Hill. Coincidentally details and a photo of this milestone appear in *Milestones & Waymarkers*, Vol. 7 (2014) p.37.

Surrey has its share of 'downed' milestones, this time the 'London 28' one at West Clandon and coincidentally again, full details and photo are given in this year's *Milestones & Waymarkers* in an article by Colin (ibid. p.18)

In an old book called *Just beyond London* by Gordon Maxwell, published in 1927, a copy of which Colin owns, is an article giving a description of the still

surviving Dulwich Toll Gate, Grade II listed, at that date. It was actually a private toll gate, not a turnpike one. According to Images of England a toll was first established on Dulwich Common in 1789 and the surviving gate is the only functioning example in Greater London. The article interestingly states 'There were once two other toll gates in Dulwich, one at the end of Croxted Road and one at the Lordship Lane end of Court Lane, but both these have now disappeared, as have also the rural aspects of the roads they stood besides'. Nothing further is known of these two gates at present.



*Restored
by David Wright*

The same book also has details of the milestones around Clapham Common. It states that there were once four, two on the south side, one near Rookery Road and one almost opposite Cavendish Road, and another at the bottom of the High Street. 'The one on the North Side opposite Victoria Road, appears to be the oldest of all'. It also states 'There is a fifth stone (dated 1743) in a front garden in Cavendish Road' but it is no longer there in 2014. Of the four milestones mentioned, there are only three surviving:

1. TQ 293 751 South Side (Royal Exchange 4½ / Whitehall 4 miles).
2. TQ 2881 7520 North Side opposite Victoria Rise (V miles from the Cornhill Standard).
3. TQ 2886 7439 South Side (Royal Exchange 5 / Whitehall 4½)

Jenny Hills told us about some Pembrokeshire milestones she came across while on holiday and Lionel Joseph gave us a talk on the Bucklebury commemorative stone he has done for the school there to mark the birth of Prince George – how he prepared the stone tablet, how the bricks were made to surround it, and all the negotiations and bureaucracy involved in completing the project. See *Milestones & Waymarkers* Vol.7 (2014) p.34. The formal unveiling will probably take place in 2015, some time after the birth of the second royal baby.

Worcestershire (David Beacham)

Christine Minto reports that Terry Keegan had told her about two AA signs belonging to Feckenham, one in Graham Stanton's collection and the other at the Alcester end of the village. With Neville Billington's help this was located and photographed in 2013. In October David Viner spotted it for sale by auction in his local auction house in Cirencester with a guide price of £100-150. David has a very good friend in the village, and so he attended the auction and outbid an Internet bidder at a hammer price of £240. David had a lot of moral support for Worcs. Group members, who supported the idea that it be displayed somewhere safe in the village. The sign is in quite good condition despite being almost 100 years old so now Worcestershire has three signs in situ. The earliest, the winged badge shape, is at Bredon on the wall of the village stores whilst that at Clifton

on Teme on 'The Lion' is the last design from 1923 without the Motor Union reference. Another Worcestershire sign from Welland on the A4140 between Upton and Ledbury is in private hands but Christine doesn't know where.

Yorkshire (Christine Minto)

After so many years with several members recording milestones it is amazing that more are still found in Yorkshire. However in the summer, during drainage work in Hebden where the Yorkshire Group Spring meeting is held, a stone from the pre-turnpike route between Grassington and Pateley Bridge [YN_GSPB01] was unearthed and reset. The legend reads 'To Griflington 1 M/ To Pateley Bridge ?M' Not only the old fashioned 'f' but just how the stonemason would have pronounced the village name.

Then in October, Tom Harland, who works for the Yorkshire Dales National Park (YDNP), found a metal post hidden under vegetation on the Leyburn to Hawes road near Aysgarth [YN_LBHW07]. Unfortunately he also had to report that YN_LBHW05 outside Swinithwaite Hall had been destroyed by a vehicle strike. This was only set up on view in 2005 when a new wall was built. However YDNP have, in the past, sourced money to recast broken or lost mileposts and hopefully that will happen this time.

Having a new contact at YDNP Christine enquired about the old stone from Four Lane Ends south of Sedburgh. It was propped up by a wall for several years, moved round the corner and then was taken into 'custody' in 2004. In spite of several attempts to find out what had happened to it whilst in YDNP care eventually it was tracked down in 2013 on the storeroom floor at the Dales Museum in Hawes. Now, it is said it would incur further delamination if erected back by the roadside or even outside the museum but hopefully it will be put on display shortly. [YW_XSEDb]

Jeremy Howat & Dave Williams have a good rapport with Leeds Highways. Damaged stones from the A58 at Bardsey and the A64 at Bimbo Farm are ready to be set up and work is in progress on another from the old A1 south of Wetherby.

Unfortunately Jan Scrine reported that a Huddersfield To and From stone ½ mile north of her house had been uprooted. Two out of the 28 similar stones have disappeared since recording started and the remnants of one on the pavement near Jan's have been covered in tarmac.

Jan has put in a great deal of time and effort to promote the Colne Valley with the project called Crossing the Pennines (see page 4). Part of this involved stripping and repainting Brayshaw & Booth stones on the A62 out of Huddersfield. With the help of York member, Brian Slater, and Christine three stones have had the old flaking paint stripped off and two have been repainted including YW_HUOD07. Under the old layers of paint was evidence of the original blue that the Steads who had the contract to erect this kind of milestone

for the West Riding CC had to paint them in 1893/4. Jan's project won the money, £49,200, to resurface the packhorse trail. So a big Thank You to all the Society members who helped by phoning in their vote. And it also brought forth a volunteer to repaint the other four milestones along Manchester Road.

Being in the area prompted Christine to go back and have a good look along the length of the Huddersfield Narrow Canal from Marsden where it goes under the Pennines to Lancashire, down to Huddersfield. She knew there were at least two canal milestones but managed to locate those at 7, 6, 5 and 4 miles. With a bike clogged up with mud and 3 and 2 not being there she resisted the temptation to look for number 1 and returned to the road after washing her wheels in the canal!



WALES

Carmarthenshire (Chris Woodard)

The milestone that was removed to make way for the Llanddowror - Red Roses By-pass (A477), as mentioned in NL25 p.19, was re-erected on the 25th February last, some 46.2 m (151 ft) away from its original location. As erroneously reported previously, the ancient and ancient historical road has actually not been dissected by the bypass. One can travel freely between Llanddowror and Tavernspite.



YN_LBHW07

A milestone that went missing in the 1960s, was replaced in early September on the old section of the A40 in the village of Bancyfelin, between Carmarthen and St Clears. Local resident and historian Bruce Wallace, was very keen to re-erect a replacement stone, and was fortunate to get help from the Carmarthen Landscape and Heritage Grants Scheme, who in turn received donations from the Tywi Centre, National Resources Wales, Carmarthenshire County Council, The Natural Trust, The European Agricultural Fund for Rural Development and

The Welsh Government. The plates were made by local man, Martin Bellwood, of M.B. Fine Arts Foundry at Clynderwen. The legend read 'Carmarthen 6,

Hobbs Point 27'. The stone was unveiled at a small ceremony by the Mayor of St Clears Town Council, Graham Edwards.

The local publicity has caused a small flutter among other communities in Carmarthenshire, to think about re-erecting their missing stones.

(An article on the Bancyfelin milestone is under consideration for the next edition of Milestones & Waymarkers - Ed.)

Pembrokeshire (Chris Woodard)

In October, the milestone plate with the legend 'Fishg 10 Haverw 5' was finally handed over to the Haverfordwest Town Museum. Although the museum is now closed until the spring of 2015, the curator, Simon Hancock, will attempt to restore the plate to its former glory, and have it on display when the museum re-opens.

As reported in NL27 p20, the milestone that was destroyed due to a fatal accident, a mile from Haverfordwest on the A40 in November last year, has now been replaced. It was reinstated in October and stands out for all to see. Information about who was responsible for the restoration, and other details have not been forthcoming.



YW_HUOD07

Very unfortunately, lack of research has led to misinformation on the plates. The legend 'Pembroke' has been replaced by 'St Clears'. The milestone 5 miles to the east, near Canaston Bridge is correctly shown as 'Pembroke'. No other milestone plate within the county reads 'St Clears' and the actual distance from this stone by Haverfordwest Golf Club is 19 miles - not as the legend now reads '17 miles 922 Yard'. The distance is correct to Pembroke.

The County Council Highways Department, The County Heritage Officer, The South Wales Trunk Road Agency, and the local press have all been notified of the error. The South Wales Trunk Road Agency has investigated and acknowledged the error.

Unfortunately, these are not the first errors on display in Pembrokeshire. There is a stone that has its plates the wrong way round, and two milestones three miles apart that have plates that belong to each other. Again the authorities have been notified. So, can one assume that Pembrokeshire is a county 'with four errors of their ways'.

Radnorshire (Tony Boyce)

A Radnorshire hat-trick! Malcolm Evans, a member of the Society's Radnorshire group, is a keen walker and, one day on the outskirts of Knighton, he spotted what looked like milestones in a laneside ditch. That was some time ago, but now two have been returned to the road beside which they stood originally after being partially submerged for at least 50 years.

Although he now lives in Herefordshire, Malcolm grew up in the Radnorshire town and says his father recalls the stones being used as ballast when the course of the ditch was altered in the 1960s. They were probably placed there by the old Knighton Urban District Council.

More recently, the stones were further exposed as a result of serious flooding at Cwmgilla, although removing them from the ditch was not easy and, eventually, a local farmer and his tractor provided welcome assistance. The stones were then repainted by Tony Boyce at considerably less cost than anticipated as Keim Mineral Paints, a specialist firm at Telford, Shropshire, waived its normal minimum order and delivery charge.

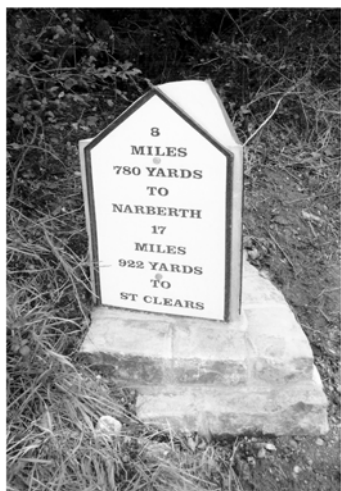
With the help of Knighton Town Forum, a site meeting was arranged between George Lloyd, from Powys County Council's Penybont highways depot, and Tony - then the Radnorshire rep - to decide where to 'replant' the stones. Outside Knighton's Presteigne Road cemetery was one obvious choice, being in a prominent position but well off the carriageway, but the second stone's location was not so simple as the spot where it might have gone was, at the time, the proposed access for an intended wind turbine (since turned down by planners). That meant siting it further up the road at Rhos-y-meirch, where it now adorns a junction.

Apparently, the milestones were ordered at a cost of 15s (75p) each by magistrates. Despite such a long sojourn under water, the stones' fine lettering was still evident and, thanks to Penybont member Chris Carpenter, Mr Lloyd arranged for the stones' installation by the council in the summer of 2014. The whole exercise attracted some attention in the local newspapers (partially thanks to one of the Radnorshire group being a retired scribbler).

Keim supplied sufficient material for four other Radnorshire stones left off by Mr Lloyd to be repainted as well. Three are badly damaged, while the other is less so, being the top part of one from Evenjobb, where the base is known to remain in situ.

Meanwhile, Malcolm and assistants have managed to lift a third discarded





milestone from the ditch at Cwmgilla - and there's enough precious paint for that one too! Its condition is not as good as the other two and its bottom half is split, but the intention is to return this stone to its original location in Penybont Road, Knighton, after some remedial work and repainting.

§ Radnorshire now comes under the wing of Wales rep Chris Woodard.

SCOTLAND

Argyll and Bute *(Trevor Heaton)*

AB_TGOF02 saved by its weight and AB_TGOF01 may be repainted!

On a holiday earlier this year in Scotland my wife and I revisited some mileposts in the AB_TGOF

(previously AB_TGCD) series that we had photographed the previous year.

Thinking that we were lost, a local farmer, high up on his John Deere, stopped to talk to us. In conversation he told us that some time ago a chap had asked him to extricate AB_TGCD02 (now AB_TGOF02) so that he could take it back to Australia with him! As it was seemingly on his land the farmer 'helpfully' tried to pull it out but on discovering its weight the enterprise was abandoned and AB_TGOF02 is (as at May 2014) still in place with the farmer hopefully realising the importance of same.

The first in the same series (unrecorded AB_TGOF01) was also revisited. This is in the frontage of Tighnabruich Service Station, somewhat sunken and leaning back but with an indication of repaint from the garage proprietor.

(Christine Minto)

Spending a second holiday in the Loch Fyne area, Trevor & Mandy Heaton found all but two of thirteen possibly pre County Council stones from 2 miles south of the Crinan Canal down to Kilmory - although two are badly broken. On another day they searched for and found most of the metal posts between Otter Ferry and Tighnabruaich including one broken into several pieces (see page 44). There is also a milestone shaped stone opposite AB_TGOF04 which possibly predates the metal County Council posts. A day on Bute resulted in five that Frank and Christine failed to find in 2008. So this small island has 35 stones with only three marked MSs not found.

In August Christine had the honour of observing and timing a recognized record attempt by a woman on a tricycle from Lands End to John o' Groats. A rest stop in Carnwath in South Lanarkshire gave the opportunity to photograph the obelisk in the village which she knew about from a sketch in Ken Diamond's

archives. It has mileages to various places including AIR! Unfortunately the picture had to be taken facing the sun so the inscription doesn't show. Jane Moore completed the ride in 3 days 16 hours 45 minutes 21 seconds beating the set standard of 4½ days.



Malcolm Evans and Tony Boyce with the Rhos-y-meirch stone

Dumfries and Galloway

(Christine Minto)

In September Alverie Weighill reported that a tree had fallen near one of the set of five stones on her road between New Abbey and Beeswing on the A711. Fortunately no damage was done and now the stone is more obvious. When the vegetation has died down searching for possible milestones is made easier and in October Alverie found a stone from the Carlisle to Edinburgh route in Dumfriesshire. It is on a very minor road which, looking at old maps, shows it was once the main road north of Canonbie. Three more stones on Scottish soil south of this one were similarly plated as was one just over the border at Scotsdike in Cumberland. In May 2010 Hugh Gregory picked up the plate from the 10 miles from

Dumfries stone on the Lockerbie road. It was taken to the road depot, repainted and reattached. A November 2014 photo shows it covered in rust. Was it emulsion they used?

Then Frank and Christine had a few days driving around Galloway and into South Ayrshire. Serendipity. Looking for a tollhouse (not found) in Ringford which the A75 now bypasses, another stone with Affleck plates was spotted [DG_PPLN58]. The top plate is missing but would have said 'London 356 Port Patrick 58'. Twelve of these stones, not all on their original sites, are now recorded. They found a number of new stones especially on the A77 coast road between Stranraer and Girvan and between Girvan and Barrhill.

South Ayrshire

(Christine Minto)

One afternoon Christine left Frank at Cairnryan watching the ferries on the loch and cycled up Glen App to Ballantrae. Stones 6 & 7 from Stranraer are in Galloway and from the ten others to Ballantrae seven were found.



AB_TGOF08



DG_PPLN58



AYS_STBL17

IZOD'S (NEW) POST BACK IN PLACE – PUBLIC CONCERN ALLEVIATED.

Passing motorists using the busy A44 across the Cotswolds between Moreton-in-Marsh and Broadway have been wondering (and asking questions) as to where the well-known and long-established guide post at the junction with the B4081 turn to Chipping Campden may have gone, as they flashed past following one of the old great roads, between Oxford and Worcester.

They need not have worried as its disappearance for some time during 2014 was for all the right reasons, as Gloucestershire County Highways has been busy refurbishing this Grade II listed historic post. Bob Skillern, GCC's Local Highways Manager (East) told me that 'we have removed the old wooden post which had deteriorated badly and erected a new replica, manufactured locally at Batsford Timber,' in accordance with a requirement within the planning approval that 'the new post shall be painted in a white colour to match the existing and to match the reinstated metal finger sign cap, and shall thereafter be maintained in that colour.'

Also known as Cross Hands, the post in its present design dates from 1669 (it can be found on Ogilby); the fourth route at the cross-roads is the minor road to Snowhill (SP 131359). The sign is not only dated, making it an early and historically significant example, but also 'signed' by NI, believed to be a member of the local Izod family in the Campden area (where they are still represented). This could be either a Nicholas or a Nathaniel Izod.



The four hands give directions and distances to Worcester, Warwick, Oxford and Gloucester i.e. standing at the crossing of important routes between four historic county towns. As well as trying to identify which Izod promoted and had the post erected, the mileages shown are another subject of debate, at least when compared to present-day distances along these routes.

In fact Izod's Post, standing alone and now set back from the junction, is an 'Irishman's shovel'. The new post's predecessor itself dated only from the 1980s, and it was during that renewal that the 'original' top section, also wooden but housing the four metal finger arms made from sheet iron, was removed for permanent safe keeping in the Old Police Station community centre in Chipping Campden where it can be seen on display in the former courtroom (see

www.chippingcampdenonline.org/peelerstrust). But none of that reduces its heritage value as representing one of England's earliest dated guide posts, seen if only briefly by thousands of motorists every day.

A more detailed study of the Post is planned for a future issue of *Milestones & Waymarkers* including whether it is in fact the oldest dated example of its type in the UK. Input and counter-arguments from those advocating examples elsewhere would be very welcome (dv@milestonesociety.co.uk). Meanwhile many thanks to Mike Faherty for the image and Mike Buxton, Robert Caldicott and Chipping Campden town council for sharing information.

David Viner

FINGERPOSTS IN ST ALLEN PARISH, CORNWALL

Why does Cornwall have over 350 surviving metal fingerposts when they should all have been swept away and replaced by big, modern, reflective aluminium billboards in the 1970s?

The answer is partly benign neglect. Why spend money replacing a perfectly good signpost on a quiet road with an expensive modern sign? In other words, if it ain't broke don't fix it.

The answer is also the enthusiasm of local people to preserve what is special in their area.

You can see evidence of this in three surviving fingerposts in St Allen Parish, just north of Truro.

CW_SW8149 is a fine example of a cast iron fingerpost made by Walter Visick & Sons Ltd at the Basset Foundry in Devoran. Notice the pyramid topped finial and CORNWALL written on the column which distinguishes this design. It stands on the unclassified road between Zelah and Truro which was once maintained by the Truro Turnpike Trust. (All the milestones still survive.) The road is now a 'rat run' for commuters from the north Cornwall coast to work in Truro. The fingerpost shows evidence of past damage and the care taken to repair it. The Marazanvose arm has a neat strapping repair from perhaps thirty years ago. The reason why the top arm to St Allen is not rusty is because it is an alloy replacement, possibly from the 1950s. Towards the end of last year the fingerpost was cleared of ivy and undergrowth, cleaned and repainted at the expense of the parish council.

This rural parish had a population of 435 in the 2001 census so there is not a big parish budget, but they did more than just repaint this fingerpost:

CW_SW8251 one mile north of St Allen Church-



CW_SW8149

Fingerposts

Town is an example of a different design by the same foundry, distinguished by the chamfered corners of the arm ends and a conical top to the finial. This was grade II listed in 1988 (St Allen 63905), but by 2003 when the Images of England team came to take its photograph it had lost its finial and the top Newquay



CW_SW8251



CW_SW8051

8 arm. This year the parish council not only repainted it, but fitted a new alloy arm and finial. The destination on the new arm is Mitchell not Newquay and the finial is the wrong design, which will not please the listing people at English Heritage, but the fingerpost now looks smart and cared for.

The best news is what has been achieved with the third fingerpost in the parish:

CW_SW8051 at the Cost Is Lost crossroads near Zelah is a splendid example of a disc mounting fingerpost made by Sara & Burgess at Penryn. The disc mounting, with each arm secured to a slotted horizontal disc by two vertical bolts is unique to Cornwall. Examples from Sara & Burgess can be distinguished by the onion finial and the fluted and multisided column.

This fingerpost was grade II listed in 1988 (Perranzabuloe 63679) when it had 'one surviving round-ended pointer bolted on' with the 'embossed inscription TRURO' according to the listing details. By 2004 it had lost this last arm and in 2011 someone sprayed it with bright blue paint from an aerosol can. It was a sad fingerpost!

Now it is a joy! The Parish Council commissioned Irons Brothers foundry at Wadebridge to make four new arms to the original design at £500 per arm. These were painted and fitted by Mr Curnow of Perfect Choice Maintenance in Camborne, who also painted the other two fingerposts. This fingerpost stands at the boundary with neighbouring Perranzabuloe Parish, a large parish including the seaside resort of Perranporth, but the entire cost was born by St Allen Parish as a Special Project. Well done, St Allen!

The Sara and Burgess Foundry in Church Road, Penryn was set up in 1857 by Nicholas Sara, the ex-foreman at Perran Foundry. The foundry made all sorts of stuff. It is recorded as building a steam-powered barge in 1865. It built the first steam powered iron 'floating bridge' for the King Harry Ferry in 1889. It built a railway locomotive for the Treffry estate in 1912. Sara & Burgess went out of business in 1918, so the fingerpost at Cost Is Lost was made before this date.

There is a surviving Sara's Foundry at Town Mill, Redruth some miles from Penryn. This is on the site of an old water powered corn mill and was a metal working shop rather than a foundry, with some splendid examples of large scale machining equipment including a lathe with an eight feet long bed. There are plans to turn this site into a museum.



CW_SW8051 restored

Ian Thompson

AND FINALLY FROM KERALA IN INDIA

(I say 'and finally' not just because this is the last item in the this section but also because this item is now two years old - lack of space has prevented its appearance until now -Ed.)

I mentioned a year ago that I took a photo of a milestone *[sic]* in Kerala, India.

It was taken in MUNNAR, and made me feel sad! I had just been to visit a Victorian church and there was an out-of-tune organ and choir singing their hearts out. I wonder how many milestones were in India when the British were there.

Susan Bowditch



Turnpikes and Tollhouses

DUMFRIES AND GALLOWAY TOLL-HOUSES IN THE NEWS: FOR THE RIGHT AND WRONG REASONS

The toll-house on the old Glasgow and Carlisle road at Gretna was for many years in the 19th century the destination of runaway couples from England seeking the services of the toll-collectors who ran a lucrative sideline in the irregular marriage trade. Owned by the Houston family since 1934, it was for many years the base and shop for a caravan and camping site. Since closing in 2008, it has lain empty until a recent £200,000 renovation transformed it into a smart café lounge. The main part of the renovation has been on the various extensions but the 'marrying room' in the original part of the house has been restored. The owners hope to complete the rest of the house at some point. It so happens that I have been researching the house for the last year so hope to offer members a full account of its history in due course.

The first photograph shows Mrs Moira Houston cutting the ribbon at the Opening Ceremony on 5th June 2014, attended by the media and well-wishers, including a descendant of a man whose marriage there resulted in a notorious court case.

A newly made fingerpost showing Land's End and John O'Groats reflects the long distance cycle trade the present-day toll-house keepers hope to attract.



Subsequent to the re-opening, the Better Together campaign in the Scottish referendum invited supporters to contribute messages on stones to form the Auld Acquaintance Cairn in the grounds of the toll-house, a fitting place to display the symbol another type of cross-border union.

The toll-house is well worth a visit, not only for its intrinsic interest to milestoners and for viewing the cairn but also because of its excellent food!

The heading: 'Knife man shocks staff in shop raid' is not one we would wish to see in connection with a toll-house. It is from the *Dumfries Courier* of 10th October, 2014 and the shop referred to is in the old Rotchell toll bar (NX96507545). 'Toll Bar Cottage' is carved on the door lintel though the present owners advertise it as 'The Olde Toll Bar Shoppe'. The route of the Old Military Road from Carlisle to Portpatrick, built in the 1760s to assist the movement of troops to Ireland, passed through Dumfries and right past this site. The toll-house was, however, built for the later New



The old Rotchell toll bar cottage

Abbey Turnpike Trust. It would originally have been in open land but is now surrounded by houses built from the late nineteenth century onwards. The road from New Abbey to Dumfries (A710) still passes in front of it, as seen in my photo of 2011. What my photo does not show are the inappropriate solar panels now bedecking its roof!

Alverie Weighill

PLIMSOLL'S OTHER LINE

Keith Lawrence's article on 'Turnpike Toll Collectors - an introduction' (*Milestones & Waymarkers*, vol 6, 2013, p.3) brings to mind a diligent Victorian toll keeper on London's Waterloo Bridge who played an unwitting part in the career of a most notable English social reformer and Member of Parliament.

Before Mr Samuel Plimsoll (1824-1898) became famous for his life-saving load-line on the sides of merchant ships, and well before his name was assigned to a form of casual footwear, he pursued a variety of occupations from brewer's clerk to coal merchant. As the latter, he succumbed to bankruptcy in London in 1855. Not long after this particular career turning point, he was making his way to the toll at Waterloo Bridge. The bridge has always been associated with suicides, poignantly illustrated by Thomas Hood in his poem *Bridge of Sighs* (1844). Remarkably, on Tuesday 11 November 1856, an unnamed man had paid his toll fee to Mr Kirk the keeper, even though his next action was to jump from the bridge and disappear forever into the Thames. Whilst there is no suggestion that

Turnpikes and Tollhouses

Mr Plimsoll's temporary financial demise had led him to any such fatal considerations, dramatic events of another kind were about to unfold.

Mr Plimsoll approached the toll with a friend who paid the fee of a penny for both of them. Whilst the friend proceeded through the counting turnstile, Mr Plimsoll ignored this requirement and set off resolutely. The toll keeper protested that he should return, but Mr Plimsoll refused, maintaining his right to proceed. The incident escalated, drawing a crowd, and the commotion only ended with Mr Plimsoll being arrested for assault.

Thus it was that in 1856 Mr Samuel Plimsoll delivered one of his earliest and lesser-known speeches of protest, arguing in the dock at Bow Street court that The Waterloo Bridge Company had no right to dictate to him the particular mode in which he should cross that bridge's line. Parliament, he said, had not enabled the Company to compel the public to go through turnstiles, and the moment a man paid his half-penny at the toll he purchased his freedom to take his own course. However, the court had already dealt with several similar cases and had an established ruling; the Company had complete control of the bridge and was entitled to prevent access to anyone who failed to comply with its regulations. Mr Plimsoll was fined £3 and dismissed. The fine was paid.

A few months later, a curious item appeared in 'The Christmas Column' of the *The Sherborne Mercury* (23 December 1856). Under the sub-heading 'Domestic hints, more useful in the breach than the observance', readers were recommended 'TO ROAST A PIKE-Go to the toll-house on Waterloo Bridge and chaff the toll-keeper respecting that valuable property. You can dish him at the same time, by riding through behind a coach'.

Nicolette Jones's acclaimed 2006 biography, *The Plimsoll Sensation*, states that the incident on Waterloo Bridge occurred one September evening in 1856, whilst her book's summarised chronology states 22nd of January that year. However, I find that it was reported in 1856 on 26th June by the *London Daily News* and the *Morning Post*. Whichever date, it certainly makes for another good tale.

Susie Timms

THE WRONG PIKE!

The problems a society has with the general perceptions of the public are epitomised in the fact that The Turnpike pub in Yarnton illustrates its celebrated name with a picture of a mediaeval weapon - a natural mistake maybe, but they had only recently changed it from a large fish!

The pub sits at the start almost of the original A34 road from Oxford to Stratford and further places northwards. There is a stone milepost not far away in the verge approximately where Wolvercote station used to be. It seems a little cheeky to call in and let him know that the little window very visible in the photograph was there to spot traffic that had to be charged before it could pass the

object from which his hostelry really drew its name - likewise the one at the other end!

Mervyn Benford

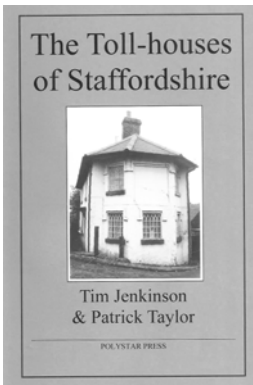
THE TOLLHOUSES OF STAFFORDSHIRE

The latest book in the nationwide series on toll-houses by Patrick Taylor co authored this time with Stafford born Tim Jenkinson who collaborated on the Devon editions, was published on November 30th 2014 by Polystar Press. In accordance with previous publications on the subject *The Toll-houses of Staffordshire* contains information on the various turnpikes within the county and includes details of surviving toll-houses along with those now gone. The book contains a good



number of archive photographs and also includes accounts of some of the toll-houses that were used on the canals. The commentary is complemented by reference to mid to late 19th century census returns with details of some of the inhabitants of the toll-houses at that time. The book retails at £9.95 per copy (plus p+p) and copies can be ordered direct by either contacting Tim Jenkinson at jatpjenk@aol.com or by phone on 01626 824808 or from Patrick Taylor at polystar@ntworld.com.

Tim Jenkinson



Milestone Society Constitution

The Society's Constitution is being updated and a draft has been prepared which will be presented to a Special General Meeting to be held at the start of the Chieveley Spring meeting. Copies of the draft are available on request to the Editor, Mike Hallett.

Boundary Markers

WAR DEPARTMENT BOUNDARY MARKERS

The War Department was set up in the late 18th century to take responsibility for the pursuit of military activity and the supply of equipment to the armed forces within the UK. In 1964 its name changed to the Ministry of Defence and that name is current today.



Fig. 1 - at Les Landes in Jersey



Fig. 2 - in Bermuda

Hundreds of these markers remain, mainly on the UK mainland although examples can be found at Les Landes in Jersey (Figure 1) and Bermuda (Figure 2) and probably in other locations where the War Department was present.

Mainland examples include markers at



Fig. 3 - at Fishergate in York

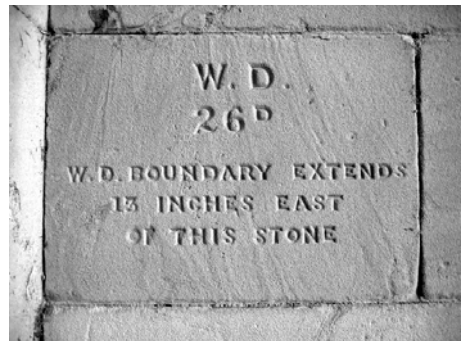


Fig. 4 - at Chester Castle

Fishergate in York City Centre (Figure 3), Chester Castle (Figure 4), Dartmouth Castle (Figure 5) and high moorland such as the Forest Of Bowland in Lanca-

shire (Figure 6).

The boundaries usually marked buildings or land used for training and were



Fig. 5- At Dartmouth Castle

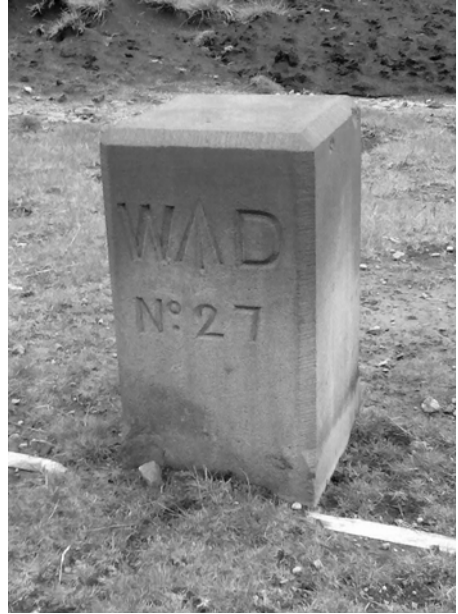


Fig. 6 - Fair Snape Fell in Bowland

mostly in stone but occasionally in metal. The format was usually a 'broad arrow' at the top (the organisations symbol), the initials 'W D' in the centre whilst many were numbered. A few have been found stating distances to the boundary.

If you want to see more examples, Flickr has a site entitled 'War Department Boundary Stones' where around 300 images are available to view.

David Garside

**WEST PENWITH FINGERSTONES – BILLY FOSS AND HENRY QUICK:
AN APOLOGY**

In NL27, two photographs in the above article were transposed. The Editor extends his apology to readers and to the author for any confusion caused.

It isn't always possible to include all photographs submitted. Sometimes, there just isn't the space. Sometimes photographs look dull when reduced to black and white. But at least we do aim to get photographs in the right place in the text!

Editor

MILESTONES ON THE HEREFORD AND GLOUCESTER CANAL



The Ordnance Survey maps of around 1882 were made just as the canal was closing and did not show the half mile stones, and several of the mile stones are not shown either. This is probably more the lack of diligence of the surveyor as there would only be about a foot or so of stone showing and, with it being on the offside bank, it could soon become overgrown.

Three new ones were erected by the Hereford and Gloucester Canal Trust in 2008 to commemorate the 25th anniversary of the founding of the Canal Society and there was only one other known (20½) which is still in its original position. There are two more which have been removed from their original position and now sit either side of a path leading up to the resident's front door.

David Bick, in his history of the canal, considers milestones on the Hereford and Gloucester Canal to be simple and 'reflected the poverty of the company' but I would dispute that. They were expertly crafted from Forest of Dean stone, which was not cheap, with each one having a cast iron metal plate inserted into a recess at the top denoting the mileage from the river Severn at Gloucester. If you want to see a cheap and simple mile post then go to our Llanthony Lock site where, almost hidden in the grass outside the cottages, there is one giving the mileage to Worcester consisting of just a small metal plate.

Most of the canal from Ledbury to Gloucester was obliterated by the new railway, built around 1883, and much of the stone recovered from the milestones and locks would have been used for construction of the new bridges, but the whole length from Ledbury to Hereford was untouched. It is significant that the three known milestones come from this stretch and perhaps there could be others waiting to be found. The stones themselves are extremely heavy as we discovered when carving those we did for the anniversary so there is a good chance that they have not been removed and some are still extant.

Indeed, it came to the notice of the Canal Trust a while ago that two of the original metal plates showing the mileages had been discovered, and they are now in the possession of one of our members. Apparently they were removed from the stones some 30 years ago, with the permission of the landowner at the time, for 'safe keeping'.

The plates show mileages of 19 and 19½. It would be reasonable to assume that if the plate was removed only 30 years ago then there was a good chance that the stone was still there now. A reference to the old OS map indicated that the 19 milestone stood alongside the canal about 2 miles north of Ledbury.

It just so happens that the length of canal in question is still full of water with

a towpath which is mown regularly and looking just as a canal should look. It is about 600 yards long and is owned by Mrs Morris who maintains it, with the help of her brother, for the use of the occasional fisherman. It is stocked with coarse fish including carp, bream and tench, and is full of water, despite the dry weather, thanks to local springs and run off from surrounding fields.



When Mrs Morris bought it 19 years ago the fields were grazed by cattle but that all changed about 10 years ago when the strawberry growers moved in. It has now become a green oasis surrounded by acres of white plastic polytunnels which fortunately are virtually invisible from the towpath in the summer.

Mrs Morris kindly allowed me to walk her length of canal and what a joy it turned out to be. Ducks pairing off for the mating season, large ripples on the surface indicating the movement of the fish beneath and a seat conveniently placed to take it all in. At the far end, where the milestone was shown on the map, I paced out the distance and within a minute it was found. A few leaves and brambles covered it but the distinctive curved shape of the top was clearly recognisable and about 1ft of the stone was soon revealed clearly showing the hole where the metal plate had been wrenched from it.

There hasn't been enough time to look for the 19½ stone but there is a good chance it is still there and what about the others? Should we now reunite the plate with the milestone or is it best to leave it where it is -in safe keeping? What do you think?

Brian Fox

This article first appeared in issue 121 of The Wharfinger, the magazine of the Hereford and Gloucester Canal Trust and is reproduced with permission. Please remember that much of the route of the H&G Canal lies on private land. Unless indicated it should not be assumed that Rights of Way exist. Please help to maintain good relations with landowners and their neighbours. Thank you.

Meeting Reports

SATURDAY 4 OCTOBER 2014: AGM & ANNUAL CONFERENCE—DROITWICH



*Jan Scrine hands over the reins to
Derek Turner*

Saturday started off very wet but it was a very warm welcome that awaited the 43 people who turned up for the AGM and Annual Conference at the Methodist Church Hall in Droitwich Spa - and the prospect of a tasty hot lunch ably prepared by Connie Swann and her helpers. Jan Scrine welcomed us all to the AGM and steered us efficiently through the business of the meeting. Brian Barrow noted that we had fewer members this year and that a follow up had been done. Alan Rosevear told us that finances were on the positive side of stable. And Jan noted that we had a toe in the door at English Heritage with plans to put the Society's database on the Heritage Gateway. Officers and Committee were duly elected with Derek Turner taking over the position of Chairman.

Introducing the Annual Conference, David Beacham noted that it was the tercentenary of the Droitwich Turnpike Trust. He made a presentation to Chris Bowers who had arranged the installation of a plaque marking the Worcester Cross from which the miles were measured. Concluding the morning, Ray Worth told us about a series of Worcestershire conservation projects, from the first project to restore 11 stones on the Worcester to Great Witley turnpike through to present day restoration.

After lunch, Anthony Collis of the Inn Sign Society told us of a history of inn signs that dated back to the Romans and showed us images of inn signs, many with turnpike and tollhouse connections. Closing an interesting day, Connie Swann described the Worcestershire turnpikes and gave us an insight into the history of Droitwich.

Mike Hallett (Photo: David Webb)

Missing Newsletters

A few members reported that they did not receive the July Newsletter. It seems a glitch at Royal Mail was responsible. A small number of spare copies are available. If you didn't receive a copy and would like one, please call the Editor, Mike Hallett on 01763 246521

A MILESTONE IN OUR GARDEN



For the last 13 months we have had an old milestone residing (temporarily) in our garden. How it came to be here is as follows:

Many years ago this old stone dated 1766 was replaced by a cast iron one; it was smashed into three pieces by sledgehammer and buried. Some 40 or so years ago a council building project was taking place (in Codford, Wilts) and the three pieces of the stone were unearthed. One of the council workers, a Ray Love, decided to take it home as it was intended to load it on to a lorry to be dumped. So he took it home to Bourton in Dorset and it stayed in his garden, together with other old stone objects in his collection, for the next 40 years.

In 2013 Ray Love decided he wanted to move house and needed to get rid of all his old stone objects.

He contacted Wilts C.C., who put him in touch with Doug Roseman of the Milestone Society. Doug visited him a couple of times and told Ray that it would be a while before he got back to him as they were unable at that time to positively locate the stone's original position. All this took time but Ray, thinking that nothing was happening about the milestone, decided to advertise it for sale. The advert was put in the Vale of Blackmore local newspaper and was seen by Alan Connock, our agricultural engineer friend, who immediately contacted Peter Banks of the Somerset Group, who immediately contacted me.

We decided that this sounded like an interesting milestone which ought to be rescued if possible so the next day, 24 October 2013, three of us went down to Bourton to see Ray Love and the milestone. It turned out to be an old Wiltshire stone milestone with 'Sarum XI / Warminster X / 1766' on it. Ray told us how he had acquired it and that a local builder's yard was interested in having it. But we said "No, we are members of the Milestone Society and we want it. The builder's yard cannot have it!" We promised to do something about removing it from his garden and hopefully to get it reinstated eventually in its old position. I contacted Doug who, it turned out, had known all about it for some months and indeed Alan Rosevear had determined in the meantime that it did indeed come from Codford originally.

Ray Love agreed to a payment of £100 for the stone (knocked down from the £180 he had advertised it for) and Mike Faherty kindly offered to pay this. Ray also wanted to see it returned to its original setting. Arrangements were made with Alan Connock for heavy lifting gear to retrieve it from Bourton. Peter Banks and Alan's son duly got it and brought it to our front garden for safe keeping while Doug continued to make arrangements with Codford Parish Council for its hopeful rein-

Features

statement. (The transport costs of £50 from Bourton to Croscombe were paid by Peter Banks and myself).

So it has been in our garden ever since and many people have shown interest in it and come to our garden to admire it. I contacted Doug again recently for progress on his negotiations with Codford Parish Council. He informed me that someone has been found to repair it back into one piece and someone else has offered to transport it for free from Croscombe to Codford. Hopefully the Wilts people will provide a further report on its repair and reinstatement next to its cast iron successor in the village main street in Codford in due course. Somerset Group members are very interested in going down to Codford to see it reinstated in due course so - watch this space!

Janet Dowding

BUDAPEST'S ZERO MILESTONE

Well, it's actually a zero kilometre stone but it is billed as a tourist attraction!

There is a long tradition of measuring distances in Hungary from a central spot in Hungary's capital city. For centuries the symbolic hub of the road network was the threshold of the Royal Palace. Following the opening of Szechenyi Chain Bridge in 1849, the first of the great crossings of the River Danube to link



Buda with Pest, the hub was transferred to Clark Adam Square. This is at the Buda end of the bridge, where a sculpture of the Virgin Mary was erected. Adam Clark, a British engineer, was appointed to supervise the construction of the bridge, which was designed by William Clark (no relation) and the square was named after him.

In 1975, the statue was replaced by the Zero Milestone. The three metre high zero is carved from a single block of limestone and is the work of sculptor Miklos Boros. The circular marble base shows the direction and distance to some 30 of the main towns and cities in Hungary. The location is a very prominent one, close the end of the bridge and the funicular up Castle Hill. The stone is

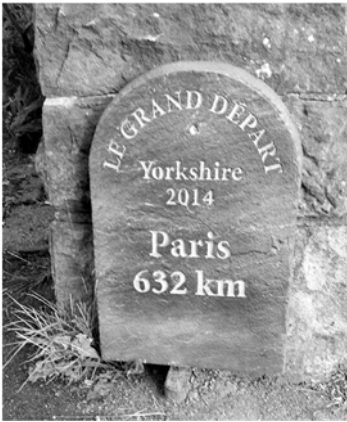
much photographed as a result. It even has its own Zero km snack bar close by and directly facing the stone.

David Blackburn

(Photo: David Garside)

MY FAVOURITE MILESTONE

Although this is not a milestone in the truest sense (the distance is incorrect and it is in kilometres) it is for me a reminder of another wonderful summer of British sport and the year that the Grand Depart of the Tour de France came to Yorkshire. For one glorious weekend in July the eyes of the (cycling) world were on Yorkshire and for once the sun shone. The route took in many of the county's beauty spots, Buttertubs Pass and Wharfedale my favourite Yorkshire dale, it also passed many important milestones on ancient roads such as Cragg Vale.



But the highlight for many was the climb up onto Holme Moss, this was where the TV cameras and radio channels gathered along with thousands of spectators. Tucked away in the village of Holme at the start of the climb was this modern gem and it remains for now, my favourite milestone.

Steven Rose.

COUNTY TRANSACTIONS OFFER PUBLICATION OPPORTUNITIES

Despite all the pressures on traditional print formats created by the world wide web, the network of county archaeological and natural history society annual publications (often *Transactions*, sometimes *Proceedings*) continues to function in

a pattern established way back in the later nineteenth century when many of these county societies were formed.

Archaeology and natural history remain the dominant subject areas for the specialist nature of information and research published here, but many also house a wider range of interests, including social and local history, and this can also include transport history too.

In addition, over the past half century or more, those counties lucky enough also to have (or have had) a county industrial archaeology or local history society, each with its own journal, have another outlet for publishing research, usually with a good track record on transport history too, including monographs. So, although scattered and perhaps a bit daunting at first, the opportunities are there. All this is in addition to our own Society-based *Newsletter* and *Journal Milestones & Waymarkers*, of course!

These routes into print have given some immensely valuable road history research a home, as well as often being very typical of their time and type. Nonetheless this remains essential data for our use today. One might quote as random examples the several studies in the 1960s by R.T. Pritchard of turnpike trusts in Mid and North Wales counties, and Arthur Cossons' many studies across the

English Midlands. Somerset IA Society's definitive package of two volumes on Somerset Roads, first produced in the 1980s, has since been reprinted and is still available (see www.sias.me.uk). Indeed, another good example, the annual *Sussex Industrial History* journal produced by that county's IA Society was an AIA Award winner in 2014 for the high standard of its publications over many years. Anybody looking at Sussex's milestone series has an excellent place to start (see www.sussexias.co.uk, which has useful indices).

Now a new study on Herefordshire has appeared from Society member and county representative Robert Walker, published in the perhaps quaintly-named *Transactions of the Woolhope Naturalists Field Club* (who would otherwise think to look there, I wonder?) and it is certainly definitive in its sweep of 'Herefordshire Mile Markers and their makers' (vol 61, 2013 pp.40-69). Undertaking his task 'mainly by bicycle', Robert viewed his work as a 'rapid, comprehensive survey'; indeed it is, providing a very good model for other counties. The Woolhope Transactions has provided a home for earlier related studies too, not least 'Herefordshire Toll-houses – Then and Now' by Muriel Tonkin (vol 48, part III, 1996, 398-433), another definitive study.

A good place to study all these English county journals (Wales and Scotland have their own archive centres) is at what used to be called English Heritage's NMR (National Monuments Record) at Swindon. Now the English Heritage Archive, details can be found at www.english-heritage.org.uk/professional/archive; search under Library.

David Viner

UNRECORDED MILESTONES IN KNAPDALE, SCOTLAND

I usually bear in mind the motto 'always expect the unexpected' as a defensive driving strategy, not a holiday pastime but earlier this year the unexpected did manifest itself, well, unexpectedly!

My wife, Mandy, and I decided to holiday in Scotland again in May 2014 at the same location in the Argyll and Bute region as in 2013 when we found some unrecorded milestones. A further check of the area this year revealed a few more and I must find time to input the details via the website.

However, our most interesting find was a series of rough stones on an unclassified road off the B8025 south of Bellanoch, from NR790911 to its truncated termination south of Kilmory at NR708741.

We had investigated the B8024 from Tarbert towards Lochgilphead (3 cast iron posts seen to be in good condition) and then had a look round Crinan. So what to do then? 'Let's go down here just to see where it goes.' Out of the corner of my eye I saw what looked like a gravestone at the side of this single track road to nowhere. On the way back we stopped to look but it was seemingly just an upright natural stone. We were not looking for, nor anticipating, milestones on such a minor road.

Continuing on our way, Mandy saw another similar stone and with now obvious but then unannounced forethought said that it was exactly one mile on the car's odometer from the previous one! Could they be milestones?

For that particular area we only had a Landranger map and they were not marked on it. Nevertheless we backtracked to the end of the road and every mile found another. In total we found ten rough unmarked stone slabs of varying sizes, the largest, at NR746829, being 1.36 metres high and 630mm wide (some 4ft 6in by 2ft) with the remainder much smaller. There was also a single dressed stone with a triangular face similar to those on the A83. Some of the stones we later found marked on the Explorer 358 map that I felt compelled to buy in Lochgilphead.

Just south of Kilmory, at the house called Balimore the road ends as a car park but continues through private estate land as a footpath to meet the single track road at Ellary. Due to the path being blocked by cattle with calf at foot and our having dogs, we decided that it was not prudent to go any further. On the premise that the road at one time continued we did drive round to Achahoish and searched the other end from its junction with the B8024 to Ellary but could see no trace of any milestones, although as it was mid May there was quite a luxuriant growth at each side of the road.

None of these rough stones appeared on the MSS database when I checked and it is difficult to imagine why they are there on such a minor road.

Is anyone more local to the area able to add any information or research any further?

Trevor Heaton

A LEICESTERSHIRE CONUNDRUM



This metal marker is beside the unclassified road through the small Leicestershire village of Newton Harcourt.

What is its purpose?

While a canal and a railway line are both in the vicinity, this is definitely a roadside object.

Tony Boyce (Herefordshire)

SATURDAY 14 MARCH 2015 - SOUTH WEST

Forthcoming Events

SPRING MEETING, BRISTOL

By popular request -Talks, displays, chatter, cuppas and biccies -

In St Michael's Community Hall, Stoke Gifford, Bristol BS34 8PD, seven minutes walk from Parkway Station across the Village Green, it's the snazzy modern building behind the Old School Rooms. Buses (No. 73) from Bristol Temple Meads to Parkway at frequent intervals. Plenty of free parking on Hatchet Road, in marked bays or along the roadside. A Co-op supermarket, Tesco Express and The Beaufort Arms within a few minutes walk, or bring a packed lunch. Admission £3 to cover hall hire.

SATURDAY 21 MARCH 2015 - EAST ANGLIAN MEETING, DULLINGHAM

Our first meeting in this area on the borders of Cambridgeshire and Suffolk. 10am to 4pm at the Sidney Taylor Hall, Church Close, Dullingham, Newmarket, CB8 9UW. Speakers include Patrick Taylor on Cambridgeshire Toll-Houses, Rod Chapman on Hidden Stones, John Nicholls on A Finger Post Miscellany and Nigel Ford on Norfolk Milestone Restoration. Admission including refreshments £2.

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

After a short Special General Meeting to vote on revised constitution, Alan Rosevear surveys turnpikes and milestone in the Upper Thames Valley. Peter Gulland: 'Researchers Beware'; some tales of the unexpected In Buckinghamshire; Derek Turner: 'A history of the A34 in twenty episodes', from important through bloody to bizarre. Surprise talk on an alternative form of 18/19th century transport. Doors open 10am for 10.30am start. Members £3, visitors £5. Easy access by road and ample parking. Not to be missed!

SATURDAY 3 OCTOBER 2015 - AGM & ANNUAL CONFERENCE

St Chad's Church Hall, Wilmslow Rd, Handforth, Wilmslow SK9 3ES.

At the northern end of the the A34, the Manchester to Oxford/Southampton route, with way-side contributions from Paul Hindle, Birgitta Hoffmann and others. Admission £3. Free parking in the adjacent Library car-park and on the roadside; Greggs, Tesco etc nearby or bring a packed lunch.

Put the dates in your diary now...

DEADLINE FOR THE NEXT NEWSLETTER FOR JULY 2015

Contributions for inclusion in the July *Newsletter* should reach the editor Mike Hallett by Monday 1 June 2015. 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 high definition 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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Registered Charity 1105688

Printed by Hales Printers, Jarman Way, Royston SG8 5HW



And finally



This stone has been re-lettered several times but it is clearly 55 miles from somewhere. It is actually in Dullingham, where the East Anglian meeting will be held on 21 March, on the road between Six Mile Bottom and Newmarket. Be prepared to scramble through the undergrowth if you want to find it!