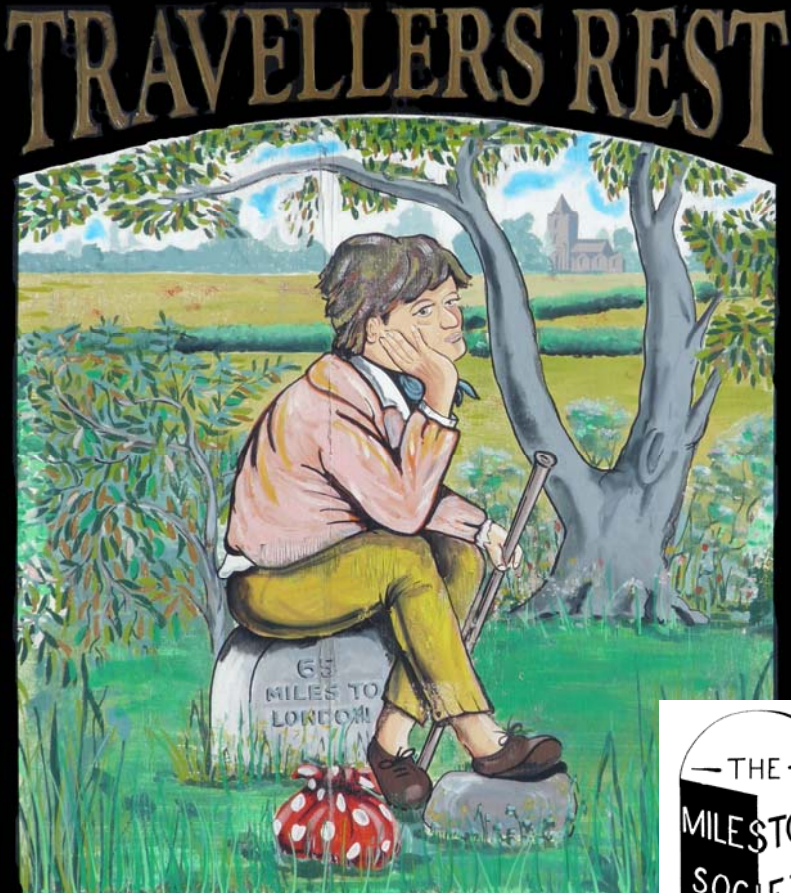


The Milestone Society

Newsletter 29

July 2015



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MILESTONE SOCIETY COMMITTEE 2014/2015

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Specific Roles and Responsibilities

Local Representatives	See page 6 of <i>Newsletter 28</i>
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 is taken from the inn sign of the Travellers Rest in Chittering on the A10 south of Ely, Cambridgeshire. There is a milestone CA_LK59 not far away and the distance of 65 miles shown on the inn sign is not correct.

LETTER FROM THE CHAIR

'Legacy': for the optimistic or the fortunate this conjures up the warm glow occasioned by the unexpected receipt of a handsome cheque from long-forgotten but surprisingly wealthy Aunt Agatha. For the Milestone Society it means the challenge posed by securing the Society's future. There is a modest legacy fund and the committee continues to consider how best it might be spent, whether now or in the future. But legacy is by no means all about money nor about trying to predict future needs and challenges. It also involves assisting the evolution of the Society to survive here and now in a changing world. A good example of effective evolution has been the success of the increased number of spring meetings around the country, a development which will hopefully continue to gather pace in future years. Behind the scenes, the committee has been working on the boring but important issue of ensuring that the increasing range of activities and responsibilities now undertaken by members and officers of the Society is adequately covered by insurance. The focus is now shifting – once again – to ensuring the accessibility and survival of the Society's records and archives. This is a complex issue, not made any easier by the rapid changes in information technology, but one that all of us need to bear in mind. While we rightly enjoy finding and photographing waymarkers of various kinds, restoring them, researching and reading about them, we all need to be constantly aware of saving for future generations the results of our efforts and enjoyment; and for some of you at least the expertise that you have acquired along the way. There are many ways of ensuring your legacy: publishing books, depositing records in local archives, sharing your expertise on social media sites and plenty of others. The Society stands ready to help you secure this legacy – draft policy guidance on archives and records should soon be finalised – but ultimately it is up to all of us individually to take the initiative to preserve our work so that others can benefit from what we have enjoyed doing.

Derek Turner

IS THIS YOUR LAST NEWSLETTER?

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

Brian Barrow

APPEAL FOR SPEAKERS

In the fourteen years since the Society was formed we have had numerous good speakers at our meetings. But as time goes on it becomes more difficult to find original topics. Have you recently heard a good speaker? Do you know anyone who might speak at our meetings? Have you recently been involved in a project that our members would like to hear about? If so, please do let me know and I will pass the message on.

Mike Hallett

CROSSING THE PENNINES

The Travel Heritage Trail project by the West Yorkshire group has finally come



to fruition, with a Grand Opening on 4th July, in the presence of Her Majesty's representative, Deputy Lieutenant of West Yorkshire David Pearson - a Picnic in Marsden Park, an Afternoon Tea in the Bandroom, a jazz band and a brass band, a flag waving procession, a visit by Highwayman 'Swift Nicks' Nevison and pop up happenings. Themed public walks are being led by other groups; on Sunday 12th July, it's 'In the Steps of the Romans' with Huddersfield Archaeological Society and on Sunday 19th July, Kirklees Countryside Volunteers will lead 'I-Spy Waymarkers' around the Travel Heritage Trail.

Information on the history, the travellers through the spectacular scenery of the Yorkshire Colne Valley and the Trail routes can be found on www.CrossingthePennines.co.uk. Why not take a few days' break in this hospitable area and see how many of the milestones and other waymarkers you can spot ... Roman, 1770s, 1890s, canal, an estate boundary marker, a new guide stoop... and some sculptures too!

Jan Scrine

BACK COPIES OF SOCIETY PUBLICATIONS

Some members may not be aware that the Society holds a back stock of copies for sale of virtually all its publications produced over the last fifteen years or so. It may be that your own run is in some way incomplete, with a copy or two lost

somewhere along the way, or that you'd like to acquire publications produced before you joined. If so, help is at hand! Society committee members have worked hard to bring remaining stock together, which is now held in one location. Only a few issues are now out of print or the stock reserved.

We have all the *Milestones & Waymarkers* from Vol One (2004) to Vol Seven (2014) at £3.00 each, except Vol Four (2011) which is out of print. We're also pleased to say that we have copies from the run of *On The Ground*, published in seven issues between Sept 2004 and Sept 2010, but without issues 3 and 4 (2006 and 2007) which are out of print. These are £2.00 each. And not least there is a good run of the *Newsletters* from our very early days, from issue no 1 in July 2001 right through to the latest issue no 28 in January 2015. Some are low stocks, some are plentiful. These are £1 each.

All in all a bumper bundle of information for the interested reader! All prices are plus p&p at cost price, calculated at time of order. For further information or to place an order contact David Viner preferably by email on dv@milestonesociety.co.uk, or by post at 8, Tower Street, Cirencester, Glos, GL7 1EF, or leave a message on 01285 651513.

David Viner

COULD YOU BE OUR NEXT CHAIRMAN OR TRUSTEE?

With the AGM in mind, members are asked to consider how they might individually serve the Society, or with their permission suggest someone who might. As is often said, without a thriving core group of officers and committee no society can hope to achieve its full potential. Committee contributions are always welcome, and we also have two retirees, Derek Turner as Chairman and Jan Scrine as one of our five Trustees. Do please get in touch with any committee member if you might be interested in finding out more.

David Viner

THE SOCIETY'S CONSTITUTION

Amendments to the Constitution were put to a Special General Meeting at Chieveley. Unfortunately not enough members were present to form a quorum. The amendments will therefore be put to the Annual General Meeting at Wilmslow on 3 October 2015. Minor changes to the draft were made at the Chieveley meeting, notably to permit voting by proxy. The draft constitution is available to view on the Society's website and hard copy is available on request.

Mike Hallett

ENGLAND

Cornwall (Ian Thompson)

In the last *Newsletter* there seemed to be a lot of meetings going on in Cornwall, but only limited practical success. Some of those meetings have now born fruit and the future is looking more promising.

Painting Milestones again

It was a chance meeting with a member of Cornwall Council staff at one of the winter lectures on Cornish milestones, this one tailored to the roads around Wadebridge. Ian Thompson remembered that he had worked with Dale very successfully some years ago on two occasions to have milestones restored to the roadside. Ian told him that we had lost the support of Cornwall Council Highways for painting milestones. It was surely no coincidence that within a month the Painting Partnership was back in business with funding secured for a further two years.

And a milestone just south of Wadebridge, lying knocked sideways for more than a decade on a dangerous bend, was set upright by the 'road train' – the mobile road works convoy of vehicles, men and traffic control which runs along each of the county's roads, clearing gutters, cleaning signs and generally tidying up. The 'road train' had never done work on milestones before.

Milestone Repairs

1. By Cornwall Council/Cormac



Bodmin Trust stone at SX086662

Two milestones and a guidestone which had been broken and recovered from the roadside over the last year or more have now all been returned to their original location. Repairs sub-contracted by Cornwall Council to De Lank Quarry at St Breward on Bodmin Moor had been completed to a high standard and the stones were re-erected by Cormac:

(i) At SX086662 on A38, Bodmin is a triangular granite 1835 Bodmin Trust milestone. It was broken in two in 2012 and the parts recovered to the highways depot. Unfortunately the bottom half was then lost. De Lank Quarry made a new granite bottom half to join to the inscribed top half.

(ii) At SX076667 on Priors Barn Road in

Bodmin is a triangular capped guidestone giving directions to 'LANSON' (Launceston) and 'LISKEARD' with a pointing hand labelled 'TO STATION' added on the column below the cap. Tim Jenkinson from Devon spotted it broken into three pieces. These were recovered and successfully fixed back together with hidden metal studs.

(iii) At SW849604 on A3058 at Quintrell Downs is one of a series of non-turnpike milestones marking the roads into Newquay. It was broken in two by the grass cutter. The pieces were recovered by Ian, with the help of Dave Woodhouse who lives nearby and Ian took them to De Lank Quarry in June last year. The repair included making a triangular fillet of granite to replace a lost fragment. Dave and Ian have surrounded the milestone with a weed proof membrane topped with chippings to make the milestone's location even more obvious to the grass cutter in the future.

And one more:

In January 2015, Ian saw the milestone at Burras Bridge, at SW678348 on B3297 the Redruth to Helston road, had been uprooted and thrown to the ground by a vehicle collision that had also destroyed part of the steel railings on the bridge itself. This was reported to the highways team at Scorrier who promised to look into it straight away. The milestone was re-erected in the first week of February, which was excellent.

2. By Milestone Society members and friends

(i) In November 2014, Pete Goodchild saw a fallen milestone on A388, the Launceston to Callington road. This was 'LANSON 4 MILE' (at SX347796) erected by Launceston Trust in 1836, with the extra inscription 'CALL 6½' added in 1839. Like the milestone at Quintrell Downs, this had been hit by a grass cutter. Pete and Ian saw that the milestone was in one piece and were able to set it upright again, reporting the incident and their action to the county's highways team.

(ii) In March 2015, Dave Richardson from Launcells spotted a broken milestone on B3254 just south of Red Post at SS264049. This is one of a complete set of surviving 1890s 'handover' milestones, set up when this road was made a 'Main Road' by the new Cornwall County Council. Ian and Dave met at the milestone and saw that it had broken along an old fracture line. They decided to fit the upper and lower halves back together using metal pegs from the previous repair and prop the back of the milestone with stones to resist future impacts.

(iii) In May, new member of the Milestone Society Roger Fleet found that one of the six Luxulyan Parish milestones was hidden in the undergrowth and lying on



*Luxulyan MS set upright by
Roger Fleet*

its side. After an email discussion with Ian, they met at the milestone and Roger set it straight.

Replica Milestones

It was Milestone Society member Peter Clements' persistence that made sure the replacement for the wrecked milestone south of Hatt near Saltash was erected in February 2015 at a spot a few yards from the original where the narrow twisting A388 opens out and there is a wide verge. This should ensure that the replica does not suffer repeated vehicle impacts like the original Saltash Trust milestone so sadly destroyed.

Peter Clements and Peter Goodchild felt that another replica milestone would complete the continuous run between their two respective towns and turnpike trusts of Saltash and Callington. A sponsor was found for a

replacement for the Callington Trust milestone one and a half miles south of the town on the A388. The original was lost many years ago in a road widening scheme. An order was placed with measurements and design based on the surviving neighbouring milestones. It is hoped to have the replica in place by the autumn.

Fingerpost restored

There are many early cast iron fingerposts in Cornwall, but the county town of Truro has only one survivor from the days when long distance traffic battled its way through the heart of the city. Milestone Society member Philip Pearce was determined to restore it and worked to secure funds to do the work himself. The fingerpost has just one single-sided arm pointing the way for Through Traffic. This is the only fingerpost found in the county so far which was not made in Cornwall.

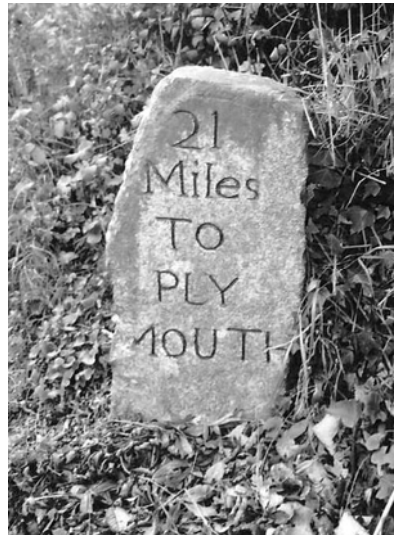
Devon (Tim Jenkinson)

South Devon is currently experiencing a wave of unprecedented house and road building projects. New estates in and around Exeter (Cranbrook etc) have been underway for some years but it is currently Newton Abbot which is in the spotlight with developments now in evidence on most roads leading into the

town. The long awaited South Devon Link Road through the village of Kingskerswell remains on schedule for completion in December 2015 and an improvement programme for the widening, straightening and levelling of the A382 between Drumbridges and the town (some 3 miles) has been announced for 2018. Adding to this new housing being built on the A383 at Hele Park on the road to Ashburton and more just off Vicarage Hill in Kingsteignton heading out to Teignmouth, makes it seem like the town is under siege.

Whilst thankfully most of these projects do not involve the county's roadside heritage the aforementioned A382 work will indeed affect at least two milestones, three boundary markers and possibly a rare waterworks marker at Whitehill inscribed TW/M/ (Torquay Water Main) and dated 1858 that is sat part buried in tarmac not far from the town centre. Close liaison with Devon County Council (DCC) over the next two years or so will be imperative to ensure the ongoing protection and safety of the markers during the works programme. To this end Tim Jenkinson has provided DCC with details of all locations on this route and has now had the opportunity to review and discuss the proposals with members of the project team at an open day in March held at Newton Abbot Library. There is currently a lengthy consultation process in progress with landowners before work is estimated to commence in three years time.

Routine checks on milestones in the South Hams, a large area that was first surveyed from 2004 onwards, has found a number of new problems developing including the recent loss of two markers. One of these, a Grade II listed milestone (UID 101014) standing near to Lownard Cross at Dartington (SX 781618), was found to be missing earlier in the year (2015) a most probable victim of vehicular impact. The stone was set very close to the road edge and showed 2 miles to Totnes and 21 to Plymouth. Given its listed status both DCC and English Heritage were duly informed and consequently the local Police were notified of the disappearance. However, as yet no trace of the stone has been found.



Dartington MS a few years ago

Another marker, this time a mid to late 18th Century granite guide post was found to be missing from the Cross in Hand junction (SX 647561) on the B3123 half a mile out of Ivybridge heading towards

the village of Bittaford. The stone was last photographed in May 2011 and was set upright by Alan Rosevear and Tim at that time as it had become unstable. Set on a grass bank below a modern finger post outside the entrance to the Rugby Club, the marker was inscribed on each side with the raised letters B (Brent) P (Plymouth) and M (Modbury). DCC has been notified and is currently investigating the disappearance in case someone might have taken it in for safe keeping.



A recent trip to the long road running parallel to Slapton Sands (Ley) on the A379 revealed a totally unexpected problem for the milestone at Torcross (SX 824426). Set at seven miles from Kingsbridge and eight from Dartmouth, the stone is currently being used by British Telecom to show directions to a nearby cover plate. Sprayed with a large white arrow and the letters 'BT' the legend is now totally obscured. Whilst it is hoped that over time the paint will either wear or wash away I think you will agree that this action shows a shocking disregard for the heritage significance of this turnpike milestone.

Ending on a more positive note the editor of the *Dartmoor Magazine* in Devon Sue Viccars has agreed to commission two articles

for 2016 on the discoveries made as a result of examining the Dave Brewer archive (see NL28 pp 13-14). This will not only give an opportunity to inform readers of fascinating markers not previously described in literature, but will also help to promote the ongoing work of the Milestone Society in the county and more specifically on Dartmoor.

Hampshire (Colin Woodward)

Denmead Parish Council is proposing to restore one of its milestones. The works are expected to take place later in the year and will be reported in the forthcoming issue of *Milestones & Waymarkers*.

Herefordshire

Ron Shackell reports that he was visiting Weobley when he spotted the village newsletter *Magpie* in a shop window. The restored 'HEREFORD/12/MILES' milepost in Weobley (HF_HFWB12) was featured on the front cover. The milepost had been decapitated by a passing vehicle (see NL24 p8).

Magpie reports that thirteen pieces of the milepost had been found using a metal detector and recovered by Chris Breen. Chris also found the funding for the repair from Weobley Music, Weobley History Society and the Parish Council. Adrian Legge, the blacksmith at Bringsty Forge restored it and it was reinstated in February by Bob Best and Chris Breen. An excellent local effort!

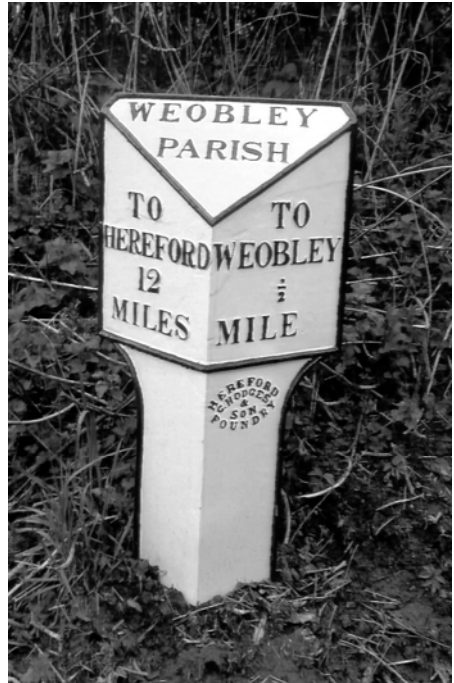
Hertfordshire

In April *Mike Hallett* noted that the BBC and the *Herts Advertiser* reported the finding by the police of two milestones stolen from the A5183 near Redbourn. The 23-mile stone (HE_LH23) stolen three years ago from opposite Punch Bowl Lane was recovered after it had been found in a lay-by. The same day, the 24-mile stone (HE_LH24) recently stolen from St Albans Road opposite the Chequers Inn was found six miles away in Kings Langley. According to reports, the community had been running a Facebook campaign to try and locate the stones.

Kent (*Colin Woodward*)



*Detail from the Canterbury 18 stone
(Debbie Greaves)*



Restored Weobley milepost

Parish Councils at Chilham (Ashford), Broomfield and Kingswood (Maidstone), Aylesford (Tonbridge and Malling), and East Peckham (Tonbridge and Malling) are actively seeking restoration of their milestones. East Peckham is also in the process of renewing a number of fingerposts in the village.

Member Debbie Greaves spotted a milestone at Halden Hill on the A28 at High Halden which had been knocked over in an accident in December 2014.

She liaised with the Conservation Officer at Ashford Borough Council and also with Kent C.C. Highways, who have now re-erected the stone. The stone reads '(CANTE)RBURY/18'. It once had a mileplate on the side facing the rear. Unfortunately this was removed long ago. The mileplate may have recorded the right distance but the engraved mileage under-estimates the distance to Canterbury. Possibly the stone was reinstalled in the wrong position after World War II but with a correct distance on the plate. The milestone was not recorded on the database and has now been added.

Eastry Parish Council (Dover) has repainted its milestone, which now looks very smart. Farnborough Parish (Bromley) has recently produced a history of the Bromley to Sevenoaks Turnpike which can be seen on its website www.farnborough-kent-parish.org.uk.

Lancashire

John Armstrong writes that a new milestone has recently been discovered by Victor Markham in the grounds of the Old Parsonage in Didsbury, Manchester. The milestone was originally located on the Manchester to Wilmslow road at the junction of Parrs Wood Lane and Wilmslow Road in East Didsbury (SJ 85427 90427). The milestone was part of the collection of Fletcher Moss, a philanthropist and leader of many public works in Manchester, who lived in the Old Parsonage until his death in 1919.



Phil Platt sent John this pre-second world war picture of a fine milestone in Harwood, Bolton at the junction of Stitch Mi Lane and Arthur Lane (SD 751 113), that he found in a local history book. Sadly the milestone has long since disappeared. The old 1890s OS 6 inch First Edition map of the area marks the milestone with the legend Bolton 2½ Bury

3¾. The milestone must therefore have had a legend on three faces, with the Bury legend on one of the two hidden faces.

Bishop Michael has drawn up his plans for milestone and boundary marker repaints this summer but is waiting for finer weather before commencing work. In the meantime, he has been doing vegetation clearance around some overgrown milestones.

Phil and Juliette Platt have reported 2 more new boundary markers - one in Yorkshire and another bridge-inscribed boundary marker, this one between

Arkholme and Whittington on the B6254, near Tunstall. They have also been busy submitting pictures of milestones for which there were no current repository pictures.

Tim Richards, a Norfolk member, sent John photographs of 10 boundary markers in the Lancaster area, taken while on holiday, which included 4 new finds. Two of the new finds, near Cockerham, are particularly interesting because they are mark boundaries between two of the old hundred divisions in Lancashire – Lonsdale South and Amounderness. There are some examples of boundary markers in Lancashire with parish and hundred boundary markings, but these are the first examples I have come across with just hundred boundaries.

Following a talk John gave to the Culcheth Local History Society recently, a member of the audience sent him details and pictures of 4 more boundary markers in the area with the same wedge design and word boundary split across the side faces as the distinctive boundary marker in Lowton he reported in the last *Newsletter* (NL28 p15). As the pictures were taken in 2001, John is planning site visits to check the markers are still there and to do full surveys.

Duncan Armstrong continues to have a full order book of fingerpost restorations and new fingerposts, particularly from Lancashire County Council, with some 8 projects currently in progress. The council has received favourable comments from the general public on fingerpost restorations, and given that Duncan is the lowest cost option, the council is now also contracting him to provide traditional fingerposts for new road signs, where appropriate, instead of the standard Warboys design. Duncan is also planning to extend his activities, being in discussions with a local parish council to provide a new guide stone.

Middlesex (*Colin Woodward*)

The London Stone in Cannon Street is now once again visible from the rear inside the ground floor shop (W.H. Smith) as the shop shelves have been moved away from the stone. This has improved illumination for the display when viewed from the grille in the street. The works described in NL 26 (January 2014) have yet to take place.

Norfolk (*Carol Haines*)

Several people have contacted the Society to point out milestones that are in need of attention, and they will be added to the list of work to be done in the future if it is at all possible. Meanwhile, Tony Garrod and Roger Harvey have been clearing vegetation and cleaning some of the cast iron posts between Swaffham and Fakenham, and Tony Langford has re-lettered several in the North Elmham area.

Tony is also going to undertake the renovation of the 1921 place name sign in Hethersett which had become very rusty. The parish council has now given the go-ahead for the work.

Some War Department boundary markers have been found on the edge of Mousehold Heath, Norwich. Early OS maps show over 30 numbered BSs around the former site of the Cavalry Barracks, and the Britannia Barracks. Many of these markers now seem to have been replaced with other numbered posts with the initials PD – presumably something to do with adjacent Norwich Prison.

The booklet on Norfolk milestones first produced in 2001 under the auspices of Norfolk Industrial Archaeology Society has now been thoroughly updated and reprinted.

Northamptonshire (*Helen Crabtree*)



Grendon medieval cross

Helen thought she had found a new milestone in Northants. Someone told her at one of her talks recently about a milestone in Main Road, Grendon, near Wellingborough. She remembers walking past it regularly with her children years ago and they always remembered the stone showed 63 Miles to London.

Further investigations have revealed it as a Grade II listed building (Medieval Cross; listing number 1040748). It looks strange being on a plinth and also it is on a minor road. If you look carefully you can see the 63.

Grendon Hall is about 250 yards along towards village centre on same side.

The Desborough milestone used to be a gatepost, so perhaps this was a cross turned into a milestone.

At another talk in Rushden Helen mentioned that she would love to see the Rushden milestone (London 62) repainted. She was told of a member who wasn't at the meeting but was on the local council and also a sign writer who might be interested in renovating it.

Helen is not having much success with the Stanford Hall stone but is still pursuing the matter.

Staffordshire *(Howard Price)*



The Blackbrook milepost

We can report that thanks to David Wright's tenacity and Howard's form filling skills we have been awarded an £800.00 Community Chest grant and a £200.00 Newcastle under Lyme Listed Building repair grant to restore the shattered fragments of the Blackbrook milestone. A specialist blacksmith Frosts of Eccleshall has undertaken the welding work. David has re-painted the completed work, and the County council have kindly agreed to transport and re-set the feature in its rightful place near the Swan with Two Necks pub. The Parish Council of Maer and Aston supported our application and a prompt decision was made to award the grant. The Milestone Society is acting nationally as banker for the grant funds so all in all it is a great collaborative effort. Charles Lathe would be proud of us all for the efforts to conserve his casting.

The highways contractor at a recent improvement scheme on the A511 at Beam Hill made a fuss of the Thornehill type milestone which had to be lifted and re-set adjacent to the new traffic island. It now sits proudly in a brick surround for all to admire as they pass by.



Brereton milestone

Brereton Parish council commissioned Howard to restore the listed milestone on the A51 near Rugeley. Howard took up the challenge, referring to John Higgins' syllog for information about the indistinct mileages on the corroded plate. The sponsor of the restoration contacted Howard concerned that passing cars would run out of fuel before reaching Stone as he originally painted the mileage incorrectly! The Parish Council are now pleased with the results and the local community enjoyed the spectacle of a tall cyclist on his knees, praying in front of the milestone for nearly 2 half days!

Surrey

(Janet Dowding)

On Saturday 6th June 18 people, including 5 county reps., Milestone Society members from Somerset and Sussex, and a new member Tim, met at Send

Manor for the Spring meeting. This meeting differed from all previous ones in that it was all taken up by two presentations, one being given by our very first invited speaker.

Gordon Knowles, author of the book *Surrey Roads from Turnpike to Motorway* gave us a very interesting talk beginning with a general history of the development of British roads and then going on to describe how they developed in Surrey. Some of the topics covered were Surrey before the turnpikes, Surrey turnpikes, 19th century legislation, and early years of the 20th century. These were illustrated with old drawings of early roads, some Surrey toll houses, and illustrations from coaching days and the early motor cars. Gordon also showed us some cartoons of policemen checking the speeds of early motor cars and old photos of roads being tarred by hand and machine.

His book is published by Surrey Industrial History Group at £3. Janet can give anyone interested in obtaining a copy Gordon's contact details.

Our second presentation was by John Nicholls on Essex fingerposts. He showed some interesting 'before and after' photos where fingerposts have either been lost or have been altered, restored or permanently damaged. He showed photos of a great variety of Essex posts, some with spelling and/or directional anomalies and described his efforts to get some restored and wholly or partly replaced. It was a short but very entertaining and interesting presentation.

Our next meeting will be in October/November (date to be fixed). Anyone interested in joining us should please contact Janet. We hope that member Ron Westcott will be able to give us another presentation.

Colin Woodward reports that the uprooted milestone SY_GULH02 on the A246 at Merrow, two miles from Guildford (reported in *Milestones & Waymarkers* vol.7) has been re-erected by Surrey County Council Highways.



SY_GULH02

Warwickshire (Mike Buxton)

After a lot of work the Warwickshire Group submitted its bid to the Heritage Lottery for funding towards the restoration of the six remaining gaslight-style mileposts along the former Stratford on Avon to Long Compton turnpike at the end of March 2015. A decision is expected at the end of May 2015. (*We have since learnt that despite the hard work by the Group and getting the support of local organizations, the bid to the HLF for funding was not successful - Ed.*)

The highway contractor working on the Tollbar End Coventry improvements has discovered two further Coventry City boundary markers to add to the one which

recently stood by the earlier roundabout. The contractor is seeking advice from the Milestone Society about the repair of one, which has a damaged plate, and restoration procedures for all three boundary markers with a view to re-instating them all in locations to closely reflect where they originally stood.

Worcestershire *(David Beacham; Photos by Peter Willis)*

The Worcestershire Group have now re-plated five more milestones. The equipment and expertise was provided by Group member Mike Holford with David Beacham and Peter Willis assisting. They began at Upton Snodsbury on the A422 Worcester – Stratford road where the early-1900s concrete milestone (WO_WOSF06) stood on the boundary of The Coventry Arms pub, Claire the Landlady kindly providing tea and coffee for the workforce. Next was WO_WOPS08 at Allesborough Hill on the B4084 (old A44) Worcester – Pershore road followed by re-plating WO_WOTW09 at Earls



Mike Holford, David Beacham, Claire Gormley and Peter Willis at WO_WOSF06



David Beacham and Mike Holford with WO_WOPS08



WO_WOMV08

Croome on the A38 Worcester – Tewkesbury road. Lunch was taken at The Three Kings, Hanley Castle where the landlady, Sue Roberts, is Chair of the Hanleys Parish Council. After lunch both WO_WOMV08 and WO_WOMV09, on unclassified roads in Hanley Swan were re-plated to complete the day's work. Grants towards the milestone at Allesborough Hill and the last two were kindly supported by grants from Pershore Town Council and The Hanleys Parish Council. Of just over two hundred milestones in the Group's area, only about eighteen are now without plates.

Yorkshire...*(Christine Minto)*

Land in the north of Yorkshire was given to County Durham in the 1970s. In 2007 Iain Davison had found two milestones on old bits of the A66 route from Scotch Corner to Bowes and these had been put into the Co. Durham database. They have now been returned to their rightful place in God's Own County!



YN_GSPB01

In Hebden for the Yorkshire Group meeting, Christine walked up to the 'new' stone found last year (YN_GSPB01) and was surprised how chunky it was. No doubt, being buried, has preserved it somewhat with very little of the legend eroded.

Christine also went into Wensleydale and removed more ivy from the Leyburn 7 milepost that was found last year hidden under the vegetation. However it is in danger of being pushed over by the adjacent tree. And sadly, she photographed the remnants of Leyburn 5. This should be recast, together with others long lost along this route, when Yorkshire Dales National Park source the funding. A visit to the museum in Hawes

brought no joy about the Four Lanes End stone from south of Sedbergh that is still in their store. A further nagging email has been dispatched. However the museum has made a good feature of the two inscribed Roman milestones, originally set up on Stainmore, that have been taken out of their glass case (YN_XMUHWab).

A legacy of the Tour de France in Yorkshire last year was that a

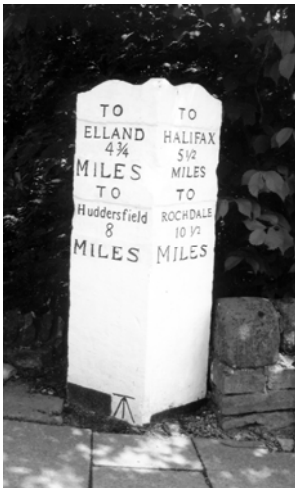


YN_XMUHWab

stone seen by Brian Davey in the Highways yard at Mytholmroyd was repainted and reset at its original site on the A58 above Ripponden (YW_HAR008). Although it was listed the foreman had told him it couldn't be put back at the roadside! Another nearby stone to receive Tour de France treatment was that in Ripponden opposite The Milestone PH, latterly The Golden Lion (YW_ROEL10). A local wanted the defaced stone reinscribed but there was no record of what the legend was. Following a visit by Jan and Christine in 2011 (see the back of *Milestones & Waymarkers* Vol.4) two inscribed stones were found in a nearby garden (see NL22 p19) and it is their legends that have been used. Dave and Jeremy from York also spruced up stones on



YW_HAR008



YW_ROEL10

the York to Knaresborough leg. Thank you Tour de France.

A cycling friend who is a painter was doing some decorating for a lady in Cawthorne near Barnsley. She asked him if he would repaint the five milestones in the parish, three are WRCC Brayshaw & Booths and the other two stone guideposts. Hopefully that will be done this summer.

Dave Williams found that a WRCC stone north of the River Wharfe 7 miles south of Harrogate was on the ground. It is more than a one man job to uplift it but no doubt Dave will enlist some help.

Another Brayshaw & Booth milepost with a sad tale to tell is the one just south of Pontefract on the Doncaster road. In 2004 a local painted the first three southwards but by August 2007 the attachment of

Doncaster 13 had been stolen. As the stone was set high, all four retaining bolts were visible. Now a local man, Bob Evison, who has made patterns for flat cast iron street names, has made the protruding pattern and is negotiating with a foundry for it to be cast. There are 118 letters and numbers plus a $\frac{1}{4}$, two $\frac{1}{2}$ s and a $\frac{3}{4}$. He has plans to use fixing screws that can't be unscrewed, so a

challenge, but hopefully a worthwhile conclusion.

On a recent ride to Selby Christine checked on one of the Selby to Leeds stones. The attachment was missing when she surveyed it in January 2002. The stone was usually hidden in vegetation in the summer but now it has disappeared.

The West Riding was one of the few areas asked to trial finials on fingerposts



with a Grid Reference. Only a small percentage of the originals remain. However some of the villages in the Yorkshire Dales which were sent from the West Riding to North Yorkshire in the 1970s have had replacements cast to show their 'heritage'.

Malham (YW_WRGRMALHAM) is the latest. It has square ended fingers, usually they were pointed, but it is quite a feature in the village centre

WALES

Pembrokeshire (*Chris Woodard*)

The Pembrokeshire National Park has decided to replace their old wooden distance and destination finger posts, with a series of beautiful slate milestones, along the 180 mile coast path. The severe weather in this exposed area of the world made wood an unviable material to use. The new signs have been engraved by the esteemed slate carver from St Davids, Malcolm Gray. To date approximately 16 of the estimated 30 have been completed and placed in rocks and stone walls along the way. These can be found between Strumble Head, near Fishguard, and Marloes to the south.

SCOTLAND

Glasgow, East Dunbarton and West Dunbarton (*Christine Minto*)

Christine spent three days in Glasgow in February looking for tollhouses and milestones. The City of Glasgow still has only one milestone which is near Ibrox (CG_GWPS02). But one mile from Dumbarton, West Dunbarton a suspected milemarker was found. Rather scruffy, looking as if a bag of soot has been thrown over it, but intact on its own wall (WD_DMGW01). Other similar metal posts with the distance to Glasgow Royal Exchange are to be found in East Dunbarton and several were visited. The most spectacular of the tollhouses is the Roundhouse (disused) on the edge of a very busy traffic island in



Pollockshaws Roundhouse

more of the kilometre! plaques on their lumps of stone. The only one not covered in graffiti was at Old Kilpatrick. The branch towards Port Dundas in the city has been developed into a leisure route with exercise points along the way. And at its end the vast warehouse buildings have been converted into luxury flats with fantastic views over the city.

Borders *(Christine Minto)*

Iain Davison has had three forays north of the border this year to the Selkirk, Hawick, Galashiels and St Boswells areas. After studying pre 1900s 6" maps he has discovered 24 new stones. That has sometimes involved scraping away the soil, even climbing over an electrified fence, to reveal one between Hawick and Tushielaw (BD_HWTL15). The first 9 miles of this route, B711, are in the old Roxburghshire and the stones have two faces inscribed Hawick and St Marys (BD_HWTL09). These days there is no direct route of 22 miles to St Marys. The road enters Selkirkshire between the 9 and 10 mile stones and from the border the stones are flat and the legend would have been painted on, though no remnants remain. Iain also explored some very minor roads which must have been a main thoroughfare in times past. One such is the road from the B711 at Robertson south along Borthwick Water to a dead end at Howpasley. There are

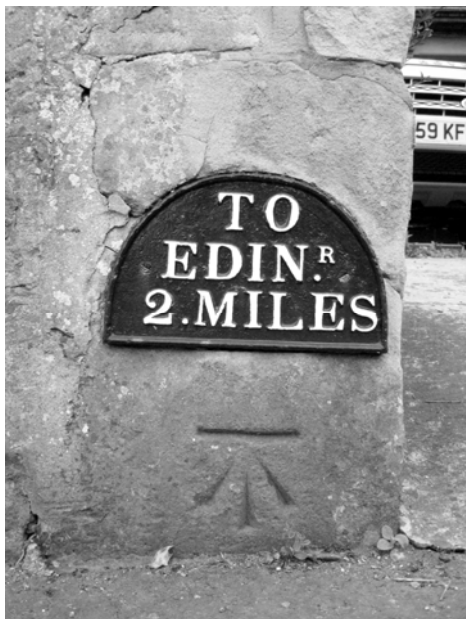
Pollockshaws (CG_POLLOCK). Although Christine got lost several times in the city, it is quite cycle friendly. There are marked red routes along many of the main roads, signed cycleways, hire bike stations and a lovely cycle path on the north side of the Clyde on which you can reach Loch Lomond. Christine also rode along part of the Forth Clyde canal from its start near Bowling to Stockingfield junction spotting



Canal waymarker at Old Kilpatrick

three beautiful stones on, perhaps, an old drovers' route to Eskdalemuir which is also the line of a Roman road (BD_HWHP10).

Dumfries and Galloway *(Christine Minto)*



Alverie Weighill has had a hip replacement so no searching the hedgerows this winter. However her son, Hal, found another milestone in Edinburgh (CE_EDPB02). This one, complete with its plate, brings the tally in the city to 32. There are two new members in this large county, Trish and Jonathan, who live at Whithorn. So, there is someone to keep an eye on things at that end of the land and they have already found one new stone.

CE_EDPB02

NORTHERN IRELAND *(John Higgins)*

You are right - this is the first time that you have seen this! John Higgins and Mike Faherty met in a pub (where else?) a few weeks ago and decided that they ought to get a database under way for Northern Ireland. The six counties of Antrim, Armagh, Derry, Down, Fermanagh and Tyrone are part of the United Kingdom but before this meeting had remained unrepresented here.

John researched the Department of the Environment for Northern Ireland's historic buildings register whilst Mike checked out Geograph and they now have a basic database; however they are sure that there must be many more waymarkers out there. The message is this: if you have any information, please let either of them know (e-mail Mike at mf@milestonesociety.co.uk or call John at 01538 703331). Otherwise, try taking a holiday in that beautiful part of the world - there are the Giant's Causeway, the Mountains of Mourne and the Lakes of Fermanagh for starters. Please let Mike and John know your findings and help them put the Northern Irish milestones on the map.

AN ATWORTH BOUNDARY MARKER



Back in 1990 my farming neighbour who was retiring to Devon told me he intended to walk the parish boundary before he retired and left the parish. I said I would like to join him so he agreed but said we should start early. He wanted to complete the walk in time to get back for breakfast. Seeing it is about ten miles we started just as it was light in the middle of June. After I had completed, I started to think it might be a good idea to organise a village parish boundary walk.

So early in 1992 after consulting the Chairman of Atworth History Group I placed a notice in our village magazine that there would be a parish boundary walk on the last Saturday in September.

We arranged someone to give out free tickets and make a list of those who wanted to take part.

We said that we had no insurance so everyone was walking at their own risk. We arranged for a car to be waiting at each spot where the walk would cross a road, in order to ferry any who felt they had walked far enough back to the village. We had a successful walk so in the following December we had a Cheese & Wine evening where everyone was presented with a certificate.

After the occasion a Director of a building firm suggested we should erect a parish boundary stone at a chosen spot on the boundary to record the occasion. He contacted the stone engraving department of Bath College who agreed to engrave one for us as part on one of their projects.

I found a large stone but it was not of the quality that was really suitable, so the college let a piece of slate into it and the markings are on the slate. We held an unveiling the following year, again in September. So Atworth now has a parish boundary stone. It is not easy to find as the nettles grow around it and conceal it. Parish boundary walks were held again in 1992, 1995, 1999, 2004, 2009 and 2014

David Webb

Boundary Markers

WAR DEPARTMENT BOUNDARY MARKERS IN GUERNSEY

Further to the article in *Newsletter 28* War Department boundary markers are also to be found on the island of Guernsey.

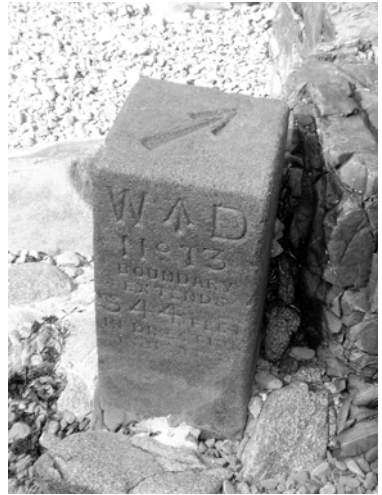
The photograph shows a granite stone, set on a beach, the inscription relating to the northern boundary of Fort George, which is just south of St. Peter Port.

Originally there were 13 but in the 1930s the States purchased land from the War Department to build a new road (Val de Terres). During the construction the other 12 were removed as they no longer marked the correct boundary.

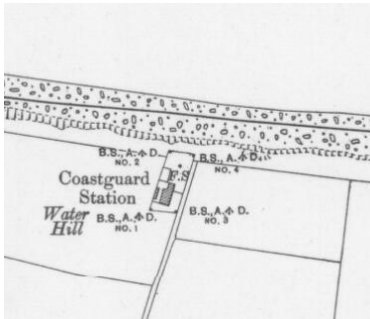
Other War Department military installations on the island have boundaries marked B↑O, denoting Board of Ordnance, whilst the Guernsey owned Militia site boundaries are marked S1, S2, S3 and S4 also on granite stones.

Grateful thanks to David Kreckeler of Guernsey for the information.

John Harland



MORE MILITARY BOUNDARY MARKERS



Besides the WD (War Department) boundary stones (NL28, pp.36-37) there are others marked as AD on early OS maps (presumably standing for Admiralty Department). A chance find was made while walking along the North Norfolk Coast Path near Weybourne. It

is at the corner of a wall surrounding a former coastguard station (TG 1164 4358). A map of 1926 showed numbered stones at each corner of the wall. The northern part of the wall has fallen over the cliff, and No.1 seems to be the only survivor.

Carol Haines



SATURDAY 14 MARCH 2015: SOUTH WEST SPRING MEETING, BRISTOL

Stoke Gifford proved to be an extremely popular venue with 46 people attending the meeting in a modern church hall. Good transport links encouraged Society members from afar and good publicity resulted in non-members attending too. Jan Scrine welcomed us to the meeting and introduced Richard Raynsford, the first speaker, on Bath Roads. With the aid of numerous maps Richard described how the geography of the Bath area had dictated the road layout and how the river crossings presented a barrier. The roads in the area were amongst some of the earliest turnpikes with the Bath Turnpike Trust dating from 1707. Bath has many of its original milestones and boundary stones remaining and Richard told us of these and other turnpike features such as the water pump at Calne used for laying the dust on the road. Concluding, Richard described how the Kennet and Avon Canal, the Somerset Coal Canal and the Great Western Railway provided the competition for the turnpikes.

Ian Thompson started his talk Why list milestones? with an update on about the milestone north of Wadebridge on the Camelford road (see NL27 p4). In brief, this milestone was buried and could not be recovered because it was not listed. Ian got it listed and then it became a priority of the land developer to recover it and eventually for the County highways sub-contractor Cormac to have the two halves fixed very neatly back together and the milestone re-erected at a new location beside the new road. Unfortunately, someone forgot they were putting in a new cycle track beside the new road. Because the milestone was listed, it could not just be moved. A mound of new paperwork was required to move the milestone a few feet back from the road to make room for the cyclists.

A guidestone at Gang near Liskeard was saved recently because it was listed. It was going to be used as a gatepost until a Council enforcement officer took action based on Milestone Society evidence.

Following Ian, John Higgins told us about waggonways, inclined roads built by the canal engineers to take materials from quarries down to the canal wharves. In 1777 a waggonway was built to take waggons down from the Caldon Quarry to a wharf on the Trent & Mersey canal and metal plates were used to keep the waggons on track. John followed the development to tramways, rack railways and then to ordinary railways on a shallower incline.

Returning to the theme of milestones Ian Thompson reminded us John Higgins made an excellent job of setting out the facts about what we call 'Roman Milestones' in Britain (*Milestones & Waymarkers* Vol.5 p7). John found 95 surviving examples but are they milestones or are they honorific pillars? In Britain only eight record a distance, so by a very basic definition the other 87 are not

milestones. Nor can we show that they were set up a Roman mile apart, partly because almost none are in their original Roman location.

John showed that most of the survivors date from the late 3rd and early 4th centuries AD. This was a time of tremendous upheaval, of schisms, civil wars, rebellion and murder. In the period 250 to 300 AD there were 58 Roman Emperors!

In the far south west of England there are five 'Roman Milestones' in Cornwall, none in Devon and just one in Somerset. Ian examined a group of five milestones close together on a route in South Wales between Bridgend and Neath. Each stone was inscribed to the honour of a different emperor. One had three inscriptions to three different emperors. The stones were erected over a period of 75 years, based on the dates of the brief reigns of the emperors. On our experience of 18th century turnpikes, this is not what you would expect from **milestones**, which would have been set up all at the same time to mark the miles. No milestones in this group or in the other milestones studied in the south west of England gave a mileage or place name.

Ian turned next to recent work on a 'Roman Milestone' near Tintagel in Cornwall. This had been re-sited and restored in 2009 and a full report was written by Ann Preston-Jones of the Cornwall Historic Environment Service. Ann was quite certain that this stone had nothing to do with a road and perhaps something to do with a nearby holy well and spring. She called it a Roman Inscribed Pillar and was certain that it was not a 'milestone'.

Ian contacted Professor Mary Beard at Cambridge who advised him to contact Professor Alison Cooley at Warwick University. This was excellent advice as Professor Cooley had published a book on Roman Epigraphy in 2012. In the book Professor Cooley uses the term 'Roman Milestones' to distinguish them from other groups of inscribed stones such as building foundation stones. However, she suggests that while the earliest milestones in Italy (3rd and 2nd centuries BC) may have been set up to mark the Roman miles on a newly built road, their function changed and by the late Roman period their honorific function appeared their most important.

After an interlude in which Neville Billington talked to us about nomenclature, Ian returned to tell us about inscribed stones. When the Romans left Britain in the 4th century there could be no more 'Roman Milestones', but did the habit of erecting roadside honorific stones leave Britain with the Romans? Ian took the example of the Tristan Stone near Fowey and told its story to suggest that, certainly in the far south west of England, inscribed honorific stones continued to be set up throughout the Dark Ages following the Roman period and that a large

number of these survive and are worth further investigation.

Jan Scrine concluded a successful day with an update on the Crossing the Penines project. Further details can be found on page 4 of this issue.

Mike Hallett and Ian Thompson

SATURDAY 21 MARCH 2015: EAST ANGLIAN MEETING, DULLINGHAM

The first regional meeting for this part of the country started off with an account by Nigel Ford of some of his restorations and what he has learnt from them. He is now equipped with a 1 tonne hoist and a trailer, which enables him to lift broken milestones and take them home to his workshop. He has had poor results with Keim paint and now uses Sandtex, but Patrick Taylor (a buildings conservation officer) said lime wash should ideally be used. The general opinion was that this needed constant renewing and was not very practical. For joining broken milestones Nigel inserts threaded stainless steel rods into drilled holes filled with resin bond, and uses lime mortar to join the two sections. He recommends finding a friendly farmer with a teleporter for lifting stones.

Patrick Taylor, who has now published several books on tollhouses, began with a short history of the turnpike system, then showed us tollhouses in Cambridgeshire. He pointed out that those in the west of England were often octagonal, but those in the east were usually small cottages. They were made of local materials, usually of local clays, and tollhouses were probably the last truly vernacular buildings before the railways facilitated the transport of building materials from other parts of the country. It seems likely that drovers often travelled along the banks of waterways in the Fens, and tollhouses were put up to collect money on these routes, but more research is needed into this.

Rod Chapman has lumps of stone in his garden – probably glacial erratics. He is interested in most kinds of stone and showed pictures of objects such as carvings celebrating the millennium, Roman ruins in Albania, a plague stone, a dolmen, wayside crosses and mark stones.

Finally John Nicholls showed us a miscellany of Essex fingerposts, from 18th and 19th century drawings, early postcards and photographs, to those still in place. He pointed out the different designs produced by various foundries in the county, and the variety of shapes of finials that can be found.

Carol Haines

SUNDAY 19 APRIL 2015: NORTHERN SPRING MEETING, HEBDEN

If you like scones and chocolate cake, Hebden was very much the place to be on that sunny Sunday. It did my diet no good at all! Despite the Northern Spring meeting having almost entirely a Yorkshire theme, the meeting drew members

from far and wide with 39 people crammed into the small village hall. Dorothy and Brian Burrows presented their slide show in the now familiar format, Jeremy Howat told us about mileposts from different ironfounders in the Thirsk area and Mike Lea educated us about the drove routes for cattle from Scotland and Ireland through Malham and Skipton down to market near Norwich and on to London. The Northern Spring meeting covers a wide variety of topics and David Garside went on to tell us about turbary (the right to cut turves), estover (the right to cut rushes and take wood) and sheep gait (the right to graze) in the areas around Holme (south of Holmfirth), Langfield Common and Marsden Moor. Jan Scrine rounded off the day with a presentation she had prepared for the Colne Valley Business Network about the Crossing the Pennines project how she encouraged us all to vote for the project when it was presented on Yorkshire ITV. She must have been convincing because the project won the vote and a grant of £49,200!

Mike Hallett

SATURDAY 16 MAY 2015: SPRING MEETING, CHIEVELEY

Derek Turner welcomed the 35 attendees to the Spring Conference, now merged with the Midshires Meeting under the Regional Meetings programme; the Special General Meeting opened with Mike Hallett presenting the revised Constitution as proposed by the Committee. Some amendments were proposed by those present; these amendments were carried but since the meeting was not quorate (which requires 48 members to be physically present) the revised Constitution will be presented again at the AGM in October.

The first Conference speaker was Alan Rosevear, who took the Thames Valley as a whole, not as separate counties. The clay and chalk terrain has low rolling gradients, dominated by the linear radial roads into London and its markets, unlike the 'spider' configurations around large towns such as Bristol. Peter Gulland contrasted four examples in 'Researchers Beware', from original sources – the Turnpike Acts held in Parliament – to local histories and folk lore. Beau Nash's apparent ordering of a water pump on the Bath Road was chronologically incorrect, despite the plaque to that effect; houses called Tollgate House could be fanciful but be unquestioningly incorporated into local history texts. Sir Francis Dashwood (of Hellfire Club fame) initiated only a short stretch of the straight A40 to West Wycombe, despite the impressive commemorative obelisk. The Gout Track was not built by the Marquis of Salisbury as a shortcut to ease his annual journey for treatment in Bath, it was actually a cobbling together of medieval tracks. This also sparked some discussion about three surviving milestones on the route; did they date from the 1700s rather than the 1770s after the

Meeting Reports

passing of the 1767 Act? Was there a continuum of waymarking from the 1697/1730s guide stones legislation onwards, with milestones along the new highways, though not necessarily at one-mile intervals?

Lionel Joseph had provided an eclectic display of materials and Derek Turner described the Bucklebury milestone which Lionel had created to honour the birth of Prince George. A dozen members visited this after the meeting and were most impressed by Lionel's craftsmanship and innovative approach.

After lunch, Derek Turner described the History of the A34 in twenty intriguing episodes, from the Wayfarers' Dole at St Cross and the premier English Middle Ages Sheep Market at East Illsley, to Mickey the C12th Monk and Swampy the Newbury By-pass protestor of 1996. His twentieth episode related to a balloon landing at Bicester which linked with the theme of Richard O Smith, about James Sadler – the Man with his Head in the Clouds. A pasty cook, he produced his own hydrogen and followed on the heels of the Montgolfiers crossing the Channel by balloon. He flew from Manchester, Nottingham and across the Irish Sea, to popular acclaim. Coach proprietors petitioned to prevent balloonists taking paying passengers and spoiling their trade! The meeting closed with Derek exhorting members to attend the AGM in October to ensure it was quorate.

Jan Scrine

Features

WALKING OGILBY'S ROUTE FROM LONDON TO ST DAVID'S

Dr John Morgan who lives in South Australia has been, as he describes it, a 'student/researcher' of John Ogilby for many years and, now retired, plans 'an expedition in September this year walking along the seventeenth century road from the Standard in Cornhill in the City of London to St David's in Pembrokeshire, as is depicted in the atlas *Britannia* published by John Ogilby in 1675'. Moreover 'it will be more an historic walk literally along the road with its attendant traffic rather than one necessarily along footpaths through quiet countryside'.

Dr Morgan has written to a number of local history societies along the route, seeking advice and what might be called 'local colour' for sections of his walk. This appeal has also been forwarded to the Society. Dr Morgan writes: 'In addition to specific queries about the line of the route and in an attempt to juxtapose the 18th, 19th, 20th and any 21st century events along the seventeenth century road as I keep a diary of my journey, I am interested to learn of any events of note and interest that might have happened along the road'. Such information, he

Features

writes, 'would add to the anecdotal interest of my journey, and of any account of it that I may get around to writing in the subsequent months'.

If you have any such information or guidance on the line of this particular Ogilby road, please feel free to get in touch with Dr Morgan on his email address at john.morgan@alongtheroad.com

David Viner

IN A DIFFERENT LEAGUE

At least one French village has a milestone. It was left behind by the Romans! The village is Bruere Allichamps and it is on the river Cher, which explains why the milestone is there. The Romans put a wooden bridge here because three of their roads meet at this point, and doubtless the milestone indicated both destinations and distances - plus of course, the obligatory mention or dedication to the esteemed dignitary who may have been responsible for it.

The milestone was still, in Mediaeval times, on the higher slope above the river, and had at that time been encompassed by the growing village. Eventually the whole village re-located on to the higher ground - the ridge above the river. By now a 'new' road was taking the majority of the traffic, and it appears that a local priest had the milestone moved to the 'new' main crossroads of the enlarged village. To mark the former site of the milestone, a tree was planted, and is still there - the attached notice uses 'leagues' (approx.1.5 miles) to indicate distances to the former Gallo-Roman towns - now known as Bourges, Neris-Les-Bains and Chateameillant.



The Roman milestone now forms a mini-roundabout and has so far (June 2014) avoided the unwelcome attentions of vehicles both large and small.

Alan Smith

(There are many other Roman milestones, bornes milliaires, in France but this one is a fine example and deserves its mention here - Ed.)

WAYSIDE CROSSES

I was reading the reprint of a 1910 book entitled *Vanishing England* the other day, when a chapter on crosses started me thinking. As far as the Milestone Society is concerned, we produce and look after all forms of waymark, one of which - of course - is the wayside cross. However, how many of us fully understand exactly what a wayside cross is ? I read further.

To start with, it is important to differentiate between wayside crosses and other crosses, in order to ascertain whether or not they were erected as waymarkers. The book helps us on this point, as it includes paragraphs on differing forms of cross, and their presumed purpose. The book's list is as follows: Wayside or weeping crosses, market crosses, boundary crosses, crosses at crossroads and holy wells, sanctuary crosses and crosses used as guide posts. To this list I personally would add churchyard or preaching crosses, which as such are not waymarks*. A synopsis of each type of cross described is as thus:

Wayside or Weeping Crosses

An explanation dated 1496 is quoted in the book: 'ye crosses be ye way, that when folk passynge see the crosses, they sholde thynke on Hym that deyed on the crosse and worshyppe Hym'. This would explain the *raison d'être* for weeping crosses, however, crosses were also erected as indicators of the road to the church or waymarks along a coffin route. Here it is worth noting that in 1496 the only type of waymark (except for Roman milestones) would have been wayside crosses, as many journeys undertaken were of a religious nature.

Boundary Crosses

The 1910 book gives scant time to this category, thus it is worth quoting here in full: 'Crosses marked in mediaeval times the boundaries of ecclesiastical properties, which by this sacred symbol, were thus protected from encroachment and spoilation. County boundaries were also marked by crosses and meare stones. The seven crosses of Oldham marked the estate owned by the Hospital of St John of Jerusalem'. By all accounts, these are boundary stones, and should thus come under the aegis of the Society. So far, we now have crosses falling into two distinctly differing forms: waymarkers and boundary markers. Simply listing crosses as 'crosses' in the database might need to be upgraded.

Crosses at Cross-roads

These can be described as wayside crosses, but as they were erected only at crossroads, they served more as guide posts than waymarkers. They no doubt also served as places where the travellers might seek God's blessing for the journey being undertaken. *Vanishing England* states that they undoubtedly served as guideposts as many were painted white so as to be easily seen, especially at night. Thus, we still to this day have many places bearing the name 'Whitecross', and now three differing forms of cross!

Crosses at Holy Wells

These were erected to remind travellers that they were taking Holy Water, and thus gave them the opportunity to give thanks. The problem for the Society comes in distinguishing between these and other forms of cross, as proof of the

Features

former existence of an adjacent holy well might sometimes prove difficult.

Sanctuary Crosses

These were placed in order to mark boundary of jurisdiction of a sanctuary (normally a monastery), thus informing those taking advantage, the exact limits of the sanctuary on offer. Some church sanctuaries extended for up to a mile from the churchyard in every direction, thus all these are true boundary stones.

Crosses as Guide Posts

The Milestone Society is well acquainted with guide stones in wild and remote areas; in mediaeval times when most such travel was undertaken by pilgrims, the form of these guide stones took would have been crosses. They were often placed on hill tops so as to be seen for miles around; many such crosses still exist in Cornwall, Lancashire, Yorkshire and the north Pennines.

I have not included a description of market crosses, as these were not erected as guide or boundary markers, yet for every other category, crosses formed a vital part of the traveller's life, and probably should command more of the Society's attention than they at present have. In any case, they fill a vital era for the Society between the departure of the Romans and the reformation - an era which we often pass by as being of no interest to us. Perhaps county representatives could pay more attention to crosses in their area, and try and differentiate whether they are waymarkers, boundary markers or guide posts. This is an onerous task, I know, but one which could benefit us all.

* Many crosses that are at present in churchyards were brought there for safe keeping, and many of these might have been wayside crosses, so the distinction here becomes blurred.

John Higgins

STEVE FUELL'S MILESTONE

I am not sure how many people own a milestone but when we bought our bungalow in Fakenham, Norfolk in July 2012 we discovered that we also took possession of a milestone residing in the front garden. Indeed the name 'Milestone' was engraved under the property number on a plaque on the wall beside the front door. The milestone used to be beside the Fakenham to Holt Road A149 which ran the other side of the hedge to our private cul-de-sac. The Holt Road was altered and the section of Holt Road near us was decommissioned when a supermarket and health centre were built and opened with new ac-



cess roads.

The milestone (NO_FH1) is made of York stone with a wide base. It was in the way of our plans to enlarge our drive so I set about digging it out with a view to re-installing it further into the front garden. Fortunately the soil is very light so digging was easy but I had not anticipated the depth that it was set at nor its weight. However, I managed to get it out with the help of a length of wood to rock it on and gradually prise its wider base out of the soil. It was a large slab of stone with a lovely natural finish of lichen and other primitive forms of life that reside on this type of stone. The weather had worn the information so much it was almost unreadable.

York stone is not a normal milestone material because it is not impervious to water and thus can split if water seeps within the block and the temperature falls well below freezing. Alas upon inspection there was a split emerging down the wider face of my milestone.

Once we bought the house I searched the web for information about milestones and came across the Milestone Society which we joined in July 2012. Correspondence passed between the county officers and myself. I offered my services in helping with the renovation and caring for North Norfolk milestones and was introduced to Nigel Ford. Soon Nigel was in contact to let me know there was a milestone that needed to be dug up and taken to his workshop for restoration because a hedge trimmer had taken a chunk out of it. So he and two stalwarts arrived one morning to pick me up and we went and recovered the stone. I was unable to help re-instate that stone but I helped retrieve and re-instate the milestone at Sculthorpe (NO_FKL01) along with Nigel's other volunteers Mark Tweedie and Tony Langford. (See them with Nigel and my refurbished milestone in the picture.) Stones are rather heavy and cumbersome but Nigel has taken a leaf out of the history books and we moved the stones up and onto his trailer with sections of round fence post and a ramp as used by



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the ancient Egyptians to build the pyramids!

Before extracting the Sculthorpe stone we put my stone on his trailer. Upon inspection in his workshop he found that the split was serious and further damage could only be prevented by inserting a special adhesive otherwise the face would have to be cut away and the lettering re-cut, which would have meant we would lose part of the stone's history. So having given it some thought because the stone would have to be painted white to cover and help preserve it with the lettering redefined and painted black, I agreed to lose the lovely weathered look.

Now the stone is back and 'planted' in my front lawn. It is painted brilliant white with the words highlighted in black but weather and some yoghurt will soon have it looking as if it had been there for ever! We went to Walsingham Snow-drop Walk in the spring and I bought a pot of snowdrops which I have planted in front of the side section facing our front windows which reads 'Fakenham 1 mile'. Because there is the possibility that the winter weather could in time split the stone again through a small existing crack, following Nigel's suggestion I am constructing a cosy box of wood and polystyrene to place over the milestone during winter.

Steve Fuell

A MILESTONE IN OUR LIVES

When the Duchess of Cambridge's home village of Bucklebury was contemplating a commemoration of the royal birth of Prince George, the Milestone Society suggested a milestone which would last two hundred years at least.

It is all credit to all at East Surrey and St. George's Hospitals that this was ever possible, simply by keeping me alive in 2012, albeit a 'little' past the 'sell by' date for the heart surgery undertaken! I am probably the only person in that Milestone Society capable of producing a commemorative stone. It had to be a tablet stone due to my lifting strength being limited to half a hundredweight (25Kg) now, which is what the stone tablet weighs.

Items which are related to the Royal Family have to be approved, as they are within the Queen's gift. That includes the site, which being at the village school was perfectly acceptable, as was the form of the milestone. The use of just the date of commemoration was deliberate to make people in future decades think, but it is happening already!

The inscription reads:- *Bucklebury/ 52½ / from King Charles Statue/ Whitehall/ London/ This stone commemorates 22nd July 2013*. It is, and will be, the only milestone with that London O/S datum, all the other twenty known historic datum points are peripheral to The City and Westminster. That choice brings it

within the children's experience as there is a plate in the pavement to that effect which they can visit.

The top quality handmade bricks were given by a local brick company, and likewise the tablet stone (York stone) by a quarry merchant. The brickwork has a local element as it was done by a superb bricklayer living in nearby Pangbourne.

The 'Thomas the Tank Engine' overalls will be presented by the young boy who gives the vote of thanks when the stone is unveiled either by the Royal couple or her parents who are villagers, in May/June. I did the embroidery as my wife Joyce doesn't know enough about railway engines (*after all that sort of embroidery is only 'painting' with a needle and thread, using half a dozen different stitches!*) Joyce made the 'Saville Row' tailored overalls complete with two side pockets. The two gilt buttons at the back are embossed with crowns, which probably in the past, were on a full dress military uniform. She reduced an adult pattern of old, to the scale for a three/four year old.

Lionel and Joyce Joseph

THE STONE CHAIR

At Stone Chair, in the village of Shelf between Halifax and Bradford, is a very unusual guide post. It was built in 1737 in the form of a stone chair, which gave the name to the surrounding area. The monument is now Grade II listed, although the present construction dates from 1891. It consists of two large upright stone slabs set at an angle to each other and joined at the top by an iron strap. Between the two is a large triangular stone block which acts as a seat, hence the name 'Stone Chair'.



William Clayton was a blacksmith and seems to have been the publican at the Duke of York Inn, on the opposite side of the road from the Stone Chair itself. Prior to the 1820s the Inn was on one of the main roads between Halifax and Bradford. It has been suggested that the Chair served as a resting place for people waiting for stage coaches or other transport. Clayton was the Township Surveyor of the Highways in 1727 when the Chair was built. His yearly accounts

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still survive and record that 'a gide erecting and seting up' cost 4s. 6d., and 'aile when stone was sett up' a further 1s. 6d. Further references to the carrying of stones are likely to relate mostly to the purchase of stones to fill pot-holes in the roads.

He died in 1766 aged 72 and was buried at nearby Coley Church. His grave-stone still survives, as one of the stones forming an approach to the church. His headstone reads 'Anvil and Hammer lie declin'd, my Bellows [too] have lost their Wind, my Fire ext[inguished and] my Forge decay'd, And in the dust my Vice is laid, my Coals are spent my Iron's gone, Last nail I've drove my work is done".

During the 19th century the Chair seems to have been destroyed or otherwise to have fallen apart. In 1890 local writer Harry Speight claimed to have unearthed one of the stone slabs with a defaced inscription from beneath a heap of rubbish on the original site. This slab is likely to be the one dated 1737 which is now built onto the wall of the adjoining house. It was apparently rebuilt (using new stone slabs) the following year in 1891, and the present structure corresponds with Speight's description and illustration of the previous Stone Chair, although there seems to be no way of confirming the original appearance of the previous Chair.

Ben Stables

On the Canal Towpath

IN THE PRESS

Several members, including David Blackburn, John Higgins and Ron Shackell have drawn the editor's attention to articles which appeared in the canal magazine *Towpath Talk*. In March the magazine featured an article by Phillippa Greenwood: 'Milepost - Humble nuggets of history' which was adapted from *Britain's Canals - A National Treasure in 100 Must-see Objects*. Heavily illustrated with examples of many different styles of canal milepost, the article also drew attention to the Milestone Society. A follow-up article mentioned the Ashby canal, stretches of which are being restored and on which two new mileposts have been placed at Spring Cottage and Bath Yard Basin.

Mike Hallett

LANCASTER CANAL

The Lancaster Canal Trust has been disputing with the Canal and River Trust whether milestones on the canal should be painted or not. Currently the CRT is insisting that no painting is done. What do you think?

Mike Hallett

THE STORY OF THE SNAKE ROAD

by Howard Smith with Angie Pyatt and Ann Beedham

The Society is currently undertaking a major literary study of an English road - namely the A34 from Manchester to Southampton. We are given a fine example of what to do and how to do it in this book by Howard Smith, describing a journey today along the A57, or Snake Road, between Sheffield and Glossop but with eyes trained on evidence of its history.

The road will be known among many travellers, not least our members, for its high moorland passes regularly succumbing to heavy snowfall. They may not know that as a turnpike road in effect it ultimately failed because pre-existing competition in the form of a northern route through Woodhead and a southern one through Chapel were regularly and sufficiently up-graded by their Trustees making the more direct route, when completed, not so attractive as backers had imagined.

Howard tells the history very clearly and describes the construction indicating clear features and those that have survived for today's travellers to observe. He explains how the coup de grace was the railway constructed along the line of the northern turnpike which, once the 3-mile Woodhead Tunnel had been completed radically reduced journey times despite the enhanced speeds that improvements in stage coach design had brought. Howard describes several such ancillary features of turnpike era travel that enable the reader to sense much that was involved, from the finance and tolls to the packhorse trails and bridleways that also survived and, being free, also reduced revenues.

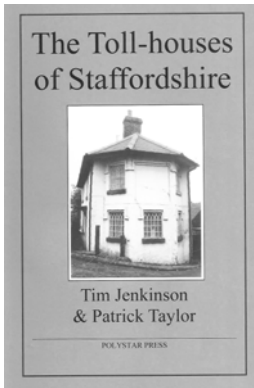
Significant related events of the period are described, and their impact, such as the construction of the Ladybower Reservoir and the impact on the villages affected. A useful appendix deals with Guide Stoops. Towns and villages on the route are described - not least the Snake Inn - as well as other new features such as the meeting with the Pennine Way. By taking his readers on today's journey Howard skilfully brings to life the story of the origins of the road presented in the first half of this very well illustrated 70-page book.

The illustrations breathe the character and maybe nostalgia of contemporary life across the centuries involved. It goes without saying that milestones are significant in the story! The book costs £10 but is available only locally so members may obtain it direct from Howard at £12 which includes post and packing. The address is 7 Ridge Court, Redmires Road, Sheffield S10 4LY (Tel: 0114 4491596). It makes interesting reading, provides accurate detail and would add effectively to any interested traveller's bookshelves.

Mervyn Benford

THE TOLL-HOUSES OF STAFFORDSHIRE

By Tim Jenkinson and Patrick Taylor



Following Patrick Taylor's successful series of tollhouse books on the West Country and the East of England, Staffordshire-born Tim Jenkinson partners with him to author his latest book on the tollhouses of Staffordshire. The book follows a familiar format, describing the history of the highways, the development of the turnpikes and local distinctiveness in tollhouse construction before turning to the Staffordshire turnpikes in particular and presenting a gazetteer of Staffordshire tollhouses. Unlike the radial routes of the home counties, Staffordshire had an extensive network of local turnpikes on both cross-country roads and moorland routes. The coalfields and the potter-

ies are briefly mentioned but I was left with an unanswered question about the nature of the trade that had driven such extensive turnpike development and provided such a large number of tollhouses. As in other counties, there is a variety of tollhouses both octagonal and rectangular with stone-built properties being prevalent in the moorland areas and brick being more common in the Midland plains. Research into the census returns has provided an interesting human touch with information being presented on some of the tollhouse keepers. My unanswered question is but a minor criticism and the book is well-researched, highly informative and nicely illustrated. I noted the authors' preview in the last Newsletter (NL28 p35) and when I had the book in my hands I wasn't disappointed - well recommended.

Mike Hallett

Jenkinson, T and Taylor, P, 2015. *The Toll-houses of Staffordshire*. Polystar Press. £9.95 ISBN 978 1 907154 07 2

(Copies can be ordered direct from Patrick Taylor at polystar@ntworld.com or from Tim Jenkinson at jatpjenk@aol.com, phone 01626 824808.)

MILESTONE SOCIETY FACEBOOK GROUP

The Facebook group continues to grow in popularity and now has over 90 members, some of whom are Society members and others who just enjoy sharing their milestone photos. And it's a means of keeping up to date with activities in the world of milestones. You don't think social media are for you? Give it a try and you may be pleasantly surprised. Go to <https://www.facebook.com/groups/MilestoneSociety/>



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, John Higgins and Mervyn Benford. Admission £3. Free parking in the adjacent Library car-park and on the roadside; Greggs, Tesco etc nearby or bring a packed lunch.

SATURDAY 12 MARCH 2016 : SOUTH WEST SPRING MEETING, AT STOKE GIFFORD, BRISTOL.

Speakers will include favourites Ian Thompson and Richard Raynsford.

SUNDAY 17 APRIL 2016: NORTHERN SPRING MEETING AT HEBDEN, GRASSINGTON.

There will be another entertaining line-up of contributors!

All meetings open 10am for refreshments and a 10.30 start, till 3.30pm

Put the dates in your diary now...

DEADLINE FOR THE NEXT NEWSLETTER FOR FEBRUARY 2016

Contributions for inclusion in the February *Newsletter* should reach the editor Mike Hallett by Monday 4 January 2016. Busy over Christmas? - don't worry, your November contributions are still welcome. Contributions 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.

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It was a sunny May day when members attending the Spring meeting at Chieveley went on afterwards to visit the commemorative milestone in the grounds of the Bucklebury Church of England Primary School. The inscription on the milestone reads:- *Bucklebury/ 52½ / from King Charles Statue/ Whitehall/ London/ This stone commemorates 22nd July 2013.* There is a report on the Chieveley meeting on page 28. 'A Milestone in Our Lives' on page 32 tells the background to the Bucklebury milestone (see also *Milestones & Waymarkers* vol.7 p.34).