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# THE MILESTONE SOCIETY

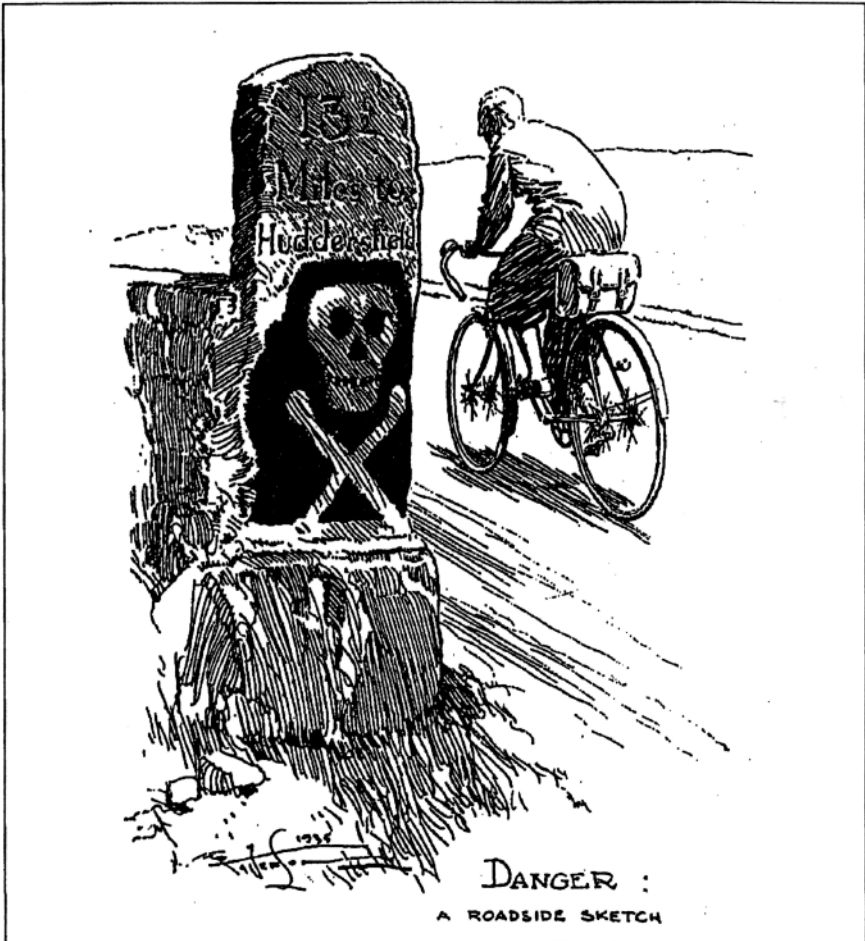
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Newsletter 7

July 2004

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**The Cover Picture** - The cover picture, drawn in 1935, is by Frank Patterson (1871-1952). A short article with more information on this prolific artist appears in this issue. The milestone stood at a particularly dangerous fork in the Manchester to Sheffield road at Woodhead and according to information available at that time was kept in good order by the proprietors of the 'George and Dragon' inn opposite.

**EDITORS' COMMENTS** - While we usually have a cover picture 'in reserve', we encourage those with an artistic flair to submit line drawings for possible future use. Pictures showing milestones or other waymarkers set in a suitable context seems particularly appropriate. We also take this opportunity to ask once again for a member to take on the important task of publicity for the Society, after the post has again become vacant. In the very many households with a PC, the computer most often represents a solution in search of a problem. Since many people have a latent desire to 'get into print' (we all have one novel in us!) this represents a golden opportunity to write about our cause to newspapers and journals, to produce brochures, etc., and to develop hidden talent.

**COMMITTEE MEETING (Jewry Wall Museum, Leicester, 20 March 2004)** - Apologies were received from Jeremy Milln, Jan Scrine, Carol Haines and Alan Haines. Published Minutes were accepted and signed by the chairman as a true record. Society insurance was considered - continuation under the present arrangements will be at a premium of £128.55 for £2M cover; the Committee were happy to stay at £2M cover. Mike Buxton was to put the question on the agenda of a Branch Coordinator meeting, and specific insurance might be considered when big projects are being planned.

Regarding Finance, the Accounts distributed by Jan in advance show we are £1k up on the last statement. Mervyn Benford had found a volunteer accountant, R. G. Frost, who is a very experienced professional who does accounts and auditing for other voluntary groups without charge, and the Committee were delighted to accept the offer from Mr Frost to audit our accounts.

Brian Barrow noted that several Clubs have 3 or 5 year subscription options. The Chairman noted that we had already agreed that life membership was inappropriate and that the agreed policy is that there is no official long-term membership. Informal arrangements to cover several years of fees were thought generally inappropriate. Given the recent loss of members it was agreed to keep the subscription the same, there being no reason to increase it. Consideration of longer-term subscription options should be included when we do eventually change the fees, may be with the use of a 3 or 5 year option. Brian noted that we had 384 members but 87 had not renewed. (57 were lost in previous year). This turnover means we need a constant supply of new members. The Committee considered whether we are seen to be doing enough to keep members engaged. The feeling was that we need to increase branch activity. It is not known whether the leavers were close to an active branch but Brian had analysed the 35 replies from leavers. Most were just too busy; the issue of non-activity of the Society was low down the list. Some may be local issues relating to the way that County was run. Mervyn Benford thought the amount of information provided determines interest, and that members

need to have information sent frequently. The Newsletter was thought to be excellent and provides two significant mailings per year. There was discussion of how other ready-made sources might be used, e.g. County Newsletters, which should boost the AGM mailing. It was agreed that we need an information rich mailing and that 4 mailing events per year should be an aim.

With respect to the application for Charitable status, David thanked Laurence Dopson for his robust letter of reply to the Commissioners' initial response. Laurence reported that the Commissioners have now accepted our Constitution with the exception of one paragraph (a sheet with the change was tabled). This involves limitation of our objectives to preservation and conservation. This has removed educational and public promotional elements from the objectives. However, the committee felt these could be emphasised in our Aims (not part of the constitution) as the means by which our objective was achieved. The wording of the objectives could be interpreted to cover milestones with only text or numbers. The Chairman will revisit the Aims text for the AGM. The Committee accepted the proposed change in Objectives and signed a copy for the record. Objectives and aims need presenting to the AGM; and the revised Constitution needs pre-circulating to members for consideration at the AGM. The AGM needs to vote to accept the Constitutional change, and the Commissioners will proceed once the revised Constitution is in place. Our application must be accepted before we can claim tax back on subscriptions. Jan Scrine asked for rules that will apply to branches underneath the constitution and the Committee was asked to look at other organisations for examples that might be tabled as model rules for branches.

The Journal had been promised at an earlier AGM so any further delay after this AGM would be embarrassing. Galley Proofs have been produced but page proofs are awaited. A deadline of April 1<sup>st</sup> was agreed. For the future, the journal needs to have an Autumn Meeting deadline and the target for second journal is Autumn 2005.

It was generally agreed that the Styal Meeting had been successful with a high standard of talks. Minor criticism that assistance with a microphone would have helped and this should be noted for future meetings. Financially it had been neutral thanks to the £5 fee and free accommodation; speakers costs were £150. The AGM is scheduled for Saturday 12<sup>th</sup> June 2004 at Tile Hill Coventry. Richard Oliver will give main talk on milestones on OS and Enclosure maps. One member will have a stall selling maps. Continuing the theme of maps we will plan to have informal projects in the afternoon where members can share views on maps. Mervyn will give an introduction and bring his Oxfordshire map. Coordinators are asked to bring copies of their newsletter.

Regarding nomination of officers, David requested attendees to confirm their continuing in present roles. Tony Boyce said that he is withdrawing as publicity officer so he can concentrate on the Coordinator role and Brian Barrow warned that he would want to withdraw in 2005 and would like an understudy this year.

The Autumn Meeting had been arranged for Saturday 9<sup>th</sup> October 2004 at the Museum 'Milestones' Basingstoke - the AA collection is located there. The education room is available for £100; full cost £200. A Museum visit will cost

£4.50 per person, at discount rate. We actually would be interested in visiting the AA signs in-store. However, Laurence Dopson proposed Cosford; it has easy access; good accommodation, and the museum is free; this will be held in reserve but is rather far north as an optimum venue for this autumn. Terry Keegan has booked Avoncroft for AGM on Sat 11<sup>th</sup> June 2005. Mike Buxton will plan a date for the County Coordinators Network & Regional Groups meeting in early November at the Banbury Museum working on the basis of a full weekend with the coordinators on Sunday and the Committee meeting the day before.

Alan Rosevear reported that for the National Database data entry has now passed the 50% mark for England. The question of what databases there are for Wales needs to be addressed. There had been debate over charging for outputs from the MSS database. Some authorities are commissioning organisations to provide survey data (David declared an interest outside the Milestone area for Devon). The general feeling of the meeting was that our stated objectives, as agreed with the Charity Commissioners, was to disseminate information as freely as possible. There may be justification for access charges but these could be inconvenient to administer. We might look for donations or getting something back in kind; getting something back is a better public record. It was agreed there would be no policy of charging membership or specific costs for access to the database for public bodies. However this should be dealt with locally. Where encouraging membership by authorities has other benefits this would be appropriate but access of authorities to their own area should be at the discretion of the local coordinator and in general should not be inhibited by charges. If there is a commercial approach, guidance from the Committee should be sought. Several local Authorities, and the National Trust have requested copies of the restoration guidance. Alan Rosevear will produce a Generic Risk assessment which will form Milestone Note Number 11 and will be included as an appendix in the guidance notes.

Mervyn Benford distributed additional copies of the postcards for use by the Committee. Based on costs, Mervyn will use his judgement over whether to order 1000 or 2000 copies of the next postcard. The article by Mervyn in Industrial Archaeology News was noted.

It was Agreed that David Viner be paid the £142 so the Society will then own the Gloucester plate rescued by him. The next Committee Meeting will be 10<sup>th</sup> July in Leicester.

*Alan Rosevear*

**THE WINTER MEETING (Quarry Bank Mill, Styal, 28 February 2004).** - Seventy-two members and guests assembled on a bright cold Saturday, to be greeted by coffee and luxurious cakes. David Viner opened the meeting with thanks to the National Trust for their hospitality; Adam the curator introduced Quarry Bank Mill, which supplied 1% of the entire world's cotton in 1784. The Mill Village and Estate were donated to the NT in 1959 and is now their flagship property for school parties.

Dr Angus Winchester gave a very informative presentation on Boundary Stones, explaining how local boundaries came into existence and how they were

marked. Parish boundaries may often date back to the C13th; they were altered for example when rough grazing land was divided up in the Enclosure Acts. Numbered boundary stones were in use at this time. Boundaries were maintained by 'Beating the Bounds' at Rogationtide, with some painful reminders being administered to local youths. After 1555, the responsibility for highways was laid on the parishes (civil townships in the north, ecclesiastical tythings in the south) and they delineated the extent of their responsibilities with boundary markers. These were also placed across open land, for example the royal Forest of Exmoor lies on top of common open moorland and the boundaries are marked by stones, cairns and crosses, a mixture of natural and man-made devices. Angus concluded with examples from Ingleborough, including a stone bearing the footprints of 'hare and hound', natural erosions in rock.

Next, Mervyn Benford showed a sample of his vast collection of slides, majoring on Cheshire mileposts, including the 'pages of a book' winged style. He noted that one of these had recently been advertised on e-bay and appealed for members to be vigilant, but to ask for provenance because some mileposts may have been acquired legitimately.

Frank Minto drew members' attention to items in the Diamond Collection that were still un-identified. David Viner summed up, commenting that the Society had amassed a great deal of knowledge in its four years of existence.

The lunch break offered the opportunity to enjoy a good selection of dishes and to browse the interesting displays or to purchase books and the society's first issues of postcards.

Telford's Holyhead Road was the subject of Jamie Quartermaine's session, a restoration project carried out under the auspices of Archaeology North. Jamie gave a well-illustrated potted history of the construction of the road, the first civil engineering project to be financed by Parliament. Unlike the turnpikes, this was a consistent approach, from London to Dublin. Henry Parnell headed the Committee, appointing Telford in 1815. The opening of the Menai Bridge completed the route but by 1839, the road had been superseded by the railways. This was the first project to recognise that speed was important, aiming to reduce the journey-time from Shrewsbury to Holyhead from 17 hours to 11. Gradients and bends were flattened, bridges were designed without humps, drainage was managed. Jamie showed intriguing slides of many features - the Waterloo and Menai bridges, the 'depot' areas beside the road, the elegant toll-houses to attract good staff. Jamie also described restoring and replacing the milestones and their metal plates, the lettering originally having been on black backgrounds. Telford had paid £2 per plate and stone: the restored plates cost £120 each!

Terry Keegan continued the story across the Irish Sea, sprinkling it with amusing anecdotes. He noted that the Dublin/Howth stone is granite, not carboniferous limestone as Telford's Welsh ones. The Irish long mile was 2240 yards (thanks to Oliver Cromwell) and some stones confusingly have distances in a mixture of long and statute miles. Ireland has embraced the kilometre: "Km" = "kind of a mile". Terry described the Presentment/Grand Jury system, roughly equivalent to Quarter Sessions, where two individuals could decree that a road or

bridge needed repair, could submit estimates and obtain a grant for the work. Turnpikes had less finance available to them and were abolished in Ireland in 1850 in favour of the Grand Jury approach.

At the end of a lively and informative day, David Viner thanked the presenters warmly and all showed their appreciation with enthusiasm.

*Jan Scrine*

**THE AGM AND SUMMER MEETING (12 June 2004, Tile Hill, Coventry)** - This the Society's third AGM was held at a venue close to a rail station, but the attendance was disappointingly low (approximately 40) and few people had taken the opportunity of arriving by train. After the apologies for absence and the Secretary's report, the Membership Secretary gave the current membership at approximately 370 but there was each year a disappointing number of non-renewals. Fortunately, present losses are largely balanced by new recruits. The Treasurer provided a financial summary for 1 June 2003 to 31 May 2004 which revealed an increase in balance from £7102.37 to £9337.33. The point was made again of the projected cost of £2000 of the proposed journal, which is still in preparation. The Chairman then gave his report which raised a variety of issues including the loss of members and what the Society currently provides (2 Meetings and 2 Newsletters), the fact that the Society is now recognised as a National body, progress towards a registered charity status, the county activities (strong in parts) with the new meeting of coordinators, and the need to encourage activity in Wales, Scotland and Ireland. Apologies were given for the Journal being later than planned, but a summer mailing was envisaged with a 52 page issue. Recording and conservation had been notable successes for the Society, with over 50% of milemarkers in England now entered in the database. The Guidance notes were being continually revised but were well used. Our promotion and publicity was helped significantly by a fine illustrated article by Mervyn Benford in the *Industrial Archaeology News* (2004, Number 12, pp 4-5) and by an excellent recent interview with Jan Scrine on *Woman's Hour*. Unfortunately, efforts in this regard have been set back by resignation of the Publicity Officer, and a replacement is required urgently. Dates of future meetings are Sat. 9 October 2004 for the Autumn meeting at the Milestones Museum, Basingstoke (venue to be confirmed), and Sat. 11 June 2005 for the AGM and Summer meeting at the Avoncroft Museum in Bromsgrove. The existing committee were re-elected with the exception of Tony Boyce who resigned as publicity officer, but Brian Barrow indicated his wish to continue for this year only. The proposal by Mervyn Benford of Richard Frost for the post of Hon. Auditor was endorsed by the Committee, and the post of Vice-Chairman is proposed and nominations are sought for this post. Laurence Dopson circulated a sheet containing some minor amendments to the proposed constitution which were adopted. Membership of the Editorial panel was unchanged and membership fees were to remain the same. Under other business, verbal reports were received from Mike Hallett, Chris Woodard, John Nicholls, and Christine Minto. Theft was now a major concern of the Society, particularly now that an item had appeared on the internet auction site of e-bay, and the importance of authentic records and

provenance of milemarkers was clearly vital if this type of operation, with the possibility of serial theft, is to be avoided.

The main theme of the Meeting was maps and their use in aiding the location of milemarkers and associated toll roads, and Dr Richard Oliver gave an erudite account on the subject in an engaging illustrated lecture, drawing on his professional experience as a research fellow at the University of Exeter. Interestingly, no references to maps appear in the works of Dickens and only one in Trollope! Difficulties in finding those milestones distinctly marked on maps were illustrated and specific examples discussed with the aid of a photocopy given to those present. After lunch Mervyn Benford initiated a seminar type session with an illustrated talk based on old maps of Oxfordshire; members were then invited to examine various old maps brought by some members and laid out on separate tables for inspection. Some successes in the conservation and restoration of milestones were provided in an illustrated hand-out provided by Alan Rosevear.

## **NEWS FROM THE COUNTY GROUPS**

Bedfordshire - Michael Knight continues to give talks on milestones and turnpikes to organisations in Bedfordshire and adjacent counties. He takes along Milestone Society information and follows up any feedback arising from the meetings. He is particularly hopeful of a good response from cycling groups as they are the most likely to notice way markers in their travels. He has found sources of Acts of Parliament and Inclosure Acts which provide additional information for his talks. Berkshire - Because of extensive boundary changes in the recent past, the coordinators of the three counties of the Upper Thames Valley (Berks, Bucks and Oxon) have developed a close liaison and produced their first newsletter in February. Alan Rosevear and Derek Turner report that the national database now contains 172 records from old Berkshire, 153 from Buckinghamshire and 85 from old Oxfordshire, representing about 6% of England's surviving milestones. Having found most of the stones, they are now turning their attention to restoration and renovation. Oxfordshire Conservation Officers have identified grants that could be used for restoration work, and Alan successfully applied for a grant to restore the four milestones in Wantage. Applications have also been made to List some stones. A metal mileage plate has been found from the Towcester to Weston on the Green Turnpike, with mileages to Brackley and Oxford. It had been stored safely by the owner of Milestone Cottage. Using this plate, copies have been cast and it is hoped, eventually, to replace other missing plates along this route. Several stones from the series dated 1776 along the A34 have been lost as the road has been improved, but contractors working on the Newbury by-pass have re-instated one previously missing, and another may now be on private land.

Buckinghamshire - See under Berkshire.

Cheshire - As 'caretaker' coordinator for Cheshire, John Nicholls has produced a newsletter for members in the county, the first issue detailing some of the assorted milestone designs to be found. He has now identified six different types of 'open book' mileposts. John visits the county frequently and is steadily building up

milestone records, assisted by information supplied by local members, particularly a map of Lancashire and Cheshire turnpikes in a local society journal of 1892 spotted while browsing in a library.

Cornwall - See separate article by Ian Thompson.

Derbyshire John Higgins writes: I will be giving up as coordinator this summer when, hopefully, a replacement will have been found. David Blackburn has produced a list of the cast iron Peak and Northern Footpath Society signs, many of which show mileage, and often also height above sea level. As many of these are splendid signs, I think that they should be recorded by the Milestone Society. Some also occur in Staffordshire. Paul Gibbons has a list of boundary stones, and these are to be investigated. I have been asked to write an article on Derbyshire milestones in the Peak Park for *The Peak District Magazine*. If a new coordinator can be found, it would be possible to apply for a grant to repaint the county's mileposts. The County Council has specified the paints to be used, necessitating five trips to each post to apply red oxide primer, undercoat, two white topcoats and black lettering. The next meetings of the group are on Tuesday 10 August and Tuesday 9 November at the Cross Keys in Turnditch, starting at 7.30 pm.

Devon - County coordinator Tim Jenkinson reports that recording of milestones in Devon is well underway. Devon retains a few metal mile plates but most stones are of granite often dating back to the 18th century. Just 3 of the original 15 iron mile posts survive on the Plymouth to Exeter line. Good links have been established with Devon CC and he is currently engaged in encouraging local parishes to adopt stones in their area.

Over Christmas 2003 there was much discussion between Mervyn Benford and local authorities in Torbay over the fate of a missing mile plate from Babbacombe. The plate was taken from a pillar outside a construction site and feared stolen. However, investigation showed that the landowner had taken it for safe keeping until work was completed. This episode highlights the need for vigilance in all counties.

Some stones show distances in miles, furlongs and poles, in particular those on the Newton Bushel (Abbot) Turnpike. Membership for the county remains small but a good written contact is maintained and the first Devon Milestones Newsletter was issued in May. A main aim is to increase county membership where possible and Tim has been invited to talk on Dartmoor's milestones to the Princetown History Club in September. Other news includes the discovery of a rare terminus stone in Newton Abbot which once belonged to the Torquay and Dartmouth Turnpike and DCC are currently in the process of acquiring Grade II listed status for it. On 25 May 2004 a recovered mile plate was restored by DCC in the parish of Cruwys Morchard, west of Tiverton on the B3137 (see photo and report on p. 21). It is thought that the plate was stolen just over two years ago and it was subsequently rescued from an antique shop in Wells, Somerset, by Society member Janet Dowding. A ceremony to unveil the plate was conducted jointly by Janet and the CC's Historic Environment champion, Councillor Chris Gale.

Dorset - John Tybjerg reports: Two new members in Dorset are Michael Crisford and David Fox. In January a letter was sent to all Councils with milestones within



their boundaries yielding 18 replies to the 83 sent, with varying enthusiasm in response. I have firm commitments from Councils to refurbish 12 milestones and a few more offers to look at them. However, Dorset County Council were more positive and a representative visited me in March. He now has a copy of the Dorset CD and has sent copies to his compatriots who cover other areas of the county. His 'Pothole repair team' were instructed to straighten up and clean up milestones as part of their routine. The County Council has re-erected milestones at Thornicombe, Lytchett Minster and just south of Dorchester and a milestone that has lain on two pieces just east of Blandford has been repaired, repainted and re-erected. David Fox, has offered to repaint the newly erected one just south of Dorchester, on the A352 Wareham road.

A local couple have repainted a cast iron V-post 1 mile north of Wimborne on the Cranborne road. Neil Child, MSS member and also Parish Councillor, is working hard to get their local Milestone replaced which has been knocked off just above ground level. Hopefully we will soon see some repainted cast iron posts in Ferndown and Shaftesbury, one of which, at Longcross on the A30 Sherborne road, will be moved a short distance to a safer position. In summary of our achievements so far, 11 milestones require no work (mostly are bare eroded stone), 7 were restored in 2002, 10 in 2003 and 12-15 in 2004. Only 180 to go!

Hertfordshire - John Donovan reports: About 80% of Herts, milestones have been photographed and measured. More members are needed before we can consider renovation and regular monitoring. Members of The Ware Society want to renovate their local stones. County Hall put them in contact with me and I have sent renovation guidance and asked them to monitor all their local stones and report any problems to Highways or to me. I am now looking at milestones in north London directly south of Hertfordshire, and at old maps to locate former turnpike routes.

The milestone nearly stolen last year from Kitts End Lane near Barnet is still in a barn in the grounds of Wrotham Park. I have been writing to Hertsmeres's Environmental Officer since last summer and, although sympathetic, nothing has been done. Another saga is that of the stolen plate from the important stone on the Barley-Barkway road. My local council contact produced an aluminium replacement last year and is *still* awaiting the approval of English Heritage.

Norfolk - With considerable help from Mike Hallett (Herts.) milestone database records for the county now number 240, with possibly another 160 to go. An addition we may not see just yet is from Worstead (where the cloth came from!). An elderly resident remembered a stone being buried during the war, and it was proposed to dig it up, as has happened to two others in the series in a neighbouring parish. The stone is probably under tarmac, and while the Highways Dept. is willing to do the job, they want absolute proof that it is there, i.e. a radar scan. They have to borrow the equipment from Northants CC, and this project doesn't warrant the expense. Archaeologists in the County Museum Service hire private contractors, although it is quite a costly exercise. Details have been sent and passed on, along with suggestions about possible grants that could be applied for by the parish council to do this restoration. Meanwhile another in this series has been identified and duly recorded. The new milestone at Spixworth is now in place to

replace one buried under a cycle path. It is of Portland stone, modelled on the original from a 1980s photo, and looks very smart.

Oxfordshire - See under Berkshire

Somerset - Janet Dowding reports: The spring meeting of the Somerset Group was held on 20 March 2003 at my home with half of the membership of 12 attending. Official permission by Somerset C.C. Highways Dept. has been refused to renovate and paint milestones in the county as 'we are not qualified to work on the highways' (which includes grass verges). I pointed out that if we did decide to go ahead and renovate and paint them or even just clean them or clear vegetation, members must realise this is without official sanction and subject to the stringent rules of Somerset's health and safety policy.

All Conservation Officers in Somerset are being approached. Mendip DC's reply was quite encouraging in that 'The DC would be happy to support a project, in partnership with the Society and Somerset CC for a more organised recording and preservation exercise. Some very modest financial assistance may be available for such a project.' It is hoped to send a standard letter to Parish Councils with milestones. Meanwhile all the obvious stones have been surveyed, and further searches are being carried out for those missed first time around. This has shown that a great many have vanished since the 1980s.

The meeting agreed that an annual survey of milestones in the county was impracticable at present, but members will keep an eye on milestones in their own areas and on any they pass while on their travels.

Staffordshire - John Higgins reports in his newsletters that he has obtained the contract for repainting all the mileposts in the Staffordshire Moorlands DC area that falls outside the Peak National Park. He believes those within the National Park are that authority's responsibility, but is hoping to get that contract too. Lichfield DC is interested in getting all their milestones not already listed onto the English Heritage register. Photographs of over 50 have been sent to the conservation officer. John had also been asked to quote for repainting all the milestones in the Lichfield district, so will be having a very busy summer. Recently a cast iron post in Uttoxeter was hit by a car and shattered. John collected all the pieces he could find but some were missing. An account in the *Uttoxeter Advertiser* has not brought any more of the post to light. A Charles Lathe post at Rocester has vanished, presumably stolen (this has been publicised on the Society's website). If it is not found, the county has promised to replace it with a replica. On a happier note, the mileage plate stolen from Stone High Street will soon be united with its stone. The future of the mileplate bought by the Society last year may also soon be resolved. The owners of a building close to the original site are keen to place it on a barn wall facing the road and take care of it. As finance to get a new stone cut has been difficult, this seems an ideal solution.

Worcestershire - Terry Keegan reports in one of his latest newsletters that several parishes have now responded to the initiative, originated by the Highways Partnership Unit, to take on the responsibility of caring for the milestones within their boundaries, and enquiries have been received from other parishes. Two of the four areas of the county have now been surveyed and the milestone records entered

on the national database. It is hoped to complete the task this year. Graham Stanton's collection of roadside memorabilia has again been appearing in the media and he has given the Milestone Society a good plug. In issue 12 (May 2004) good progress of replating the chain of eleven milestones on the A443 is reported - only three of the eleven remain to be completed. Terry has been out with his Hammerite to the benefit of the listed stone in Welland and he has located another 'out of place' stone during a conversation with an engineering firm regarding the fixing of plates; the stone had been rescued from a ditch and placed in a garden for safety! A tale of the rescue of a fingerpost by Keith Shaw is heartening and Neville Billington reports on an examination the group are undertaking of the Worcestershire Photographic Survey to find entries for milestones. This active group keep in touch through regular coffee mornings.

Yorkshire - The group had a meeting, organised by Jan Scrine and Terry Whitham, at Hebden near Grassington in March. There were 23 members present from all four quarters of the county. Brian Ellis and Lionel Scott gave talks about milestones and roads (what else!) and at lunch we sampled Terry's chocolate cake. In general discussion it was agreed that an occasional Yorkshire Newsletter would help to keep our far-flung members in touch with activities throughout our large county. The first issue has now been produced. At present there are over 800 milestones, plaques, obelisks and guide stones fully recorded with well over 200 more, including many moorland guide stoops, already known about. A little restoration has taken place in various areas but much more needs to be done. Frank and Christine Minto volunteered to produce the Newsletter (No.1 Spring 2004 has appeared!) and Christine is the archivist.

Jan Scrine has won a grant of £600 from Kirklees Environment Unit to print a Highways and Byways walk leaflet, to help raise awareness of the local environment and its distinctive nature. The leaflet is being circulated to local schools, housing developments, etc., as well as tourist info offices. Jan is leading a guided version of the walk on 4th July (for details visit the Society website <http://www.milestone-society.co.uk> ). Jan says they are still short of members in Kirklees. A stand at a local history fair in May generated a few enquiries. A photo record of The Walk at bluebell time has been made, which we will be able to deliver as a talk to local groups and perhaps to the Milestone Society at a future meeting. Encouragingly, Kirkburton Parish Council (W. Yorks) has voted over £2000 to restore a number of guide stoops and have joined the Society to ensure that this is accomplished as 'best practice'.

June Scott reported to Jan Scrine that a stone with an uncertain history outside Wetherby has just been neatly re-installed at the foot of a new retaining-wall and pretty well in line with its original place. However, it has been installed with its old back side, so to speak, now facing outwards, judging by the position of the old indentation on it which may represent the original position where a plate was attached! A local historian, noted that a fairly recent map had the word "stone" on it in the place where this stone was, so now it seems that it was something; the question is, what?. There the matter rests - but at least the stone is back!

Yorkshire, East Riding - John and Janet Harland report on a cast iron milepost

found in Brandesburton: Hazel Armstrong had asked a friend to keep a look out for any milestones in the area, as he was a frequent traveller on minor roads and farms. After some months he reported that there was a metal post set in grass part of the way along a private road. She had a look and confirmed that it was a cast iron milepost in the same style as three others still in situ on the present A165 and two others in museums. The Highway Authority wrote to the occupier of the adjacent bungalow informing him that it was a milepost and stating that they were willing to reinstate it at its original location at no cost to himself. A response was received that he dug the plate up in the garden when digging a pond some years previously and that he was happy for it to be returned to its rightful place. The Highway Authority duly obliged.

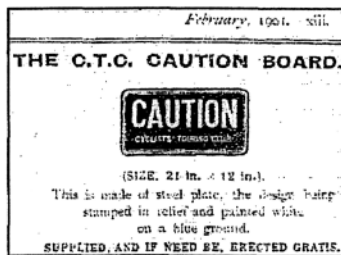
'Stolen' milestone on the B1246 - While travelling along the road heading from Driffeld to Pocklington I noted that I could not see a particular stone and stopped to investigate. Where the stone should have been there was just a patch of bare earth. Calling at the nearby farm, the farmer told me that he had removed the stone and it was in his yard. I informed him that it was the property of the Highway Authority and needed to be reinstated which he said he would do later that day. He was intrigued as to how it was noticed so quickly so I took the opportunity of introducing him to the aims and objectives of the Society and let him know that each one in the East Riding had been photographed and recorded. He was as good as his word and by the evening the stone was back in its correct place.

## NOTES AND QUERIES

Caution cyclists. Lionel Joseph (Surrey) has sent some further information on an item that appeared in NL6 (p.9), under *Caution cyclists*. The National Cyclists' Union sign illustrated could not be later than 1884 because in that year the NCU combined with the Cyclists' Touring Club to erect danger boards, which then carried the names of both organisations. In about 1900 the NCU withdrew from the scheme and the CTC produced pressed steel plates, one of which still exists on the road to Cape Wrath in Scotland. Lionel remembers a sign at Hunters Inn on the North Devon coast which read 'Cyclists if you can't stop turn left'. The steep descent ended facing the wall of a pub at a very sharp T-junction. The sign disappeared during the war and the junction is now much altered.

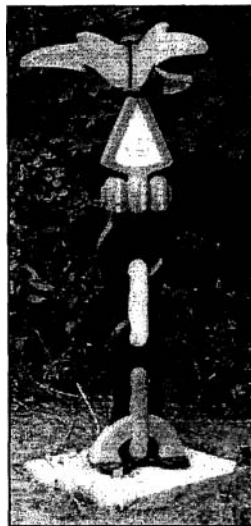


*Warning signs for cyclists.*  
*Left* - Produced in 1884, in annealed cast iron, jointly by the NCU and CTC; white background, black letters but "dangerous" in red.  
*Right* - A CTC caution board produced in 1901, in steel plate, white lettering on a blue background.



More on Second City. In NL6, p. 10 Michael Knight (Beds.) commented that we see few milestones referring to Birmingham. Terry Keegan, in his Worcestershire Newsletter, tells the story of another at Blakedown on the A456. It was hidden in a hedge and few knew of its whereabouts. When a visit was made only a hole was found. The owners of the hedge recounted how, the previous week, they had surprised two men in the process of removing the stone. When challenged they claimed they wished to renovate it and set it up outside a nearby pub. They then changed their minds and melted into the night. The householders informed the council and it is now hoped to have the stone renovated and resited in a position shown on old maps before the road was altered in the 1920s. Its metal plate reads TO/BIRM/14/MILES and it is one of only two to survive, the other being the 1-mile stone in Birmingham.

Surrey cycle route post. 'One of the most peculiar and colourful waymarkers ever devised' is how Norman Sherry (Surrey) describes a mileage marker installed on National Cycle Network No.21 at the East Grinstead end of Worth Way, formerly the East Grinstead-Three Bridges railway line (map ref. TQ 386387). The post is one of four designs being used for these posts around the country, and in this case represents the nautical and industrial heritage of Swansea, designed by Welsh artist Andrew Rowe (see Newsletter 2, p. 19). The East Grinstead post is painted red, yellow, blue and white. Another of the 'Welsh' posts, situated at the start of the Tissington Trail in Ashbourne, Derbyshire (another redundant railway line), is painted a rather boring black.



The arm of the Surrey post pointing west says Town Centre ½ ml, Forest Way T, to the east 'Three Bridges 7' and to the north 'St Margaret's Loop, Hospital 1'. This last is the strangest of all. St Margaret's Loop was the rail route from the Three Bridges line down on to the main East Grinstead-London line. It has not been touched for 35 years and is impassable, ending at the safety fence along the main line. The local hospital (Queen Victoria) is nowhere near it!



Welsh milestone curiosity. Derek Renn (Surrey) sends the following note: *Archaeologia Cambrensis*, the journal of the Cambrian Archaeological Association, contains a note by W. Gwyn Williams (vol.138, pp. 111-113) describing an early, perhaps pre-Norman, sundial found on the site of Ynysmaengwyn, a mansion north of Tywyn (Merioneth) destroyed in 1986. The sundial was incised at the damaged end of a long stone measuring 260 x 34 x 23 cm. Just below, and overlapping two circles are the words 'From/Towyn/1/Mile' in eighteenth-century script (see picture left). Whatever its original height above the ground, most of the stone must have been buried when it was re-used as a

milestone. The site is near a station on the Talylyn railway, and 'A New Map of England and Wales, adapted to Cary's New Itinerary' 1828 (printed in WJ. Reader: Macadam: *The Macadam Family and the Turnpike Roads 1798-1861*) shows a turnpike running east here.

Suffolk Suicide A note from *Cycling* (23 March 1916, p.224) sent by Michael Knight (Beds.) describes a boundary stone beside the Icknield Way in Suffolk. It had the letters B and E inscribed on it, denoting the parishes of Barnham and Elveden. The spot was known locally as 'Marman's Grave' because years ago someone of that name who had committed suicide was buried there. Is the stone still there, and is anything more known of Marman?

French stamps. The kilometre stones on La Voie de la Liberté in northern France described by Michael Knight (NL6, p.21) appear to follow the precedent of the



post-Great War La Voie Sacrée to Verdun. The 60th Anniversary of Verdun was commemorated by the French Post Office with a stamp showing a stone inscribed 'Voie Sacrée 55km'. A stamp has also been issued showing a kilometre stone from La Voie de la Liberté; this stamp has a surcharge over the amount of postage for, according to the Stanley Gibbons catalogue, 'Road maintenance fund'. This presumably refers to maintenance of La Voie.

Does any Society member know of any other stamp with a milestone/post design, asks Colin Williams (Hants.)?

Cheshire coach route John Nicholls (Essex) has come across an unusual milestone in Cheshire. He noted Old Coach Road on the map and MS along its route. The MS in question is dated 1761 and the rest of the legend is: 'the half / way houfe / from Chefter / to Whitchurch / 10 Miles / EACH'.

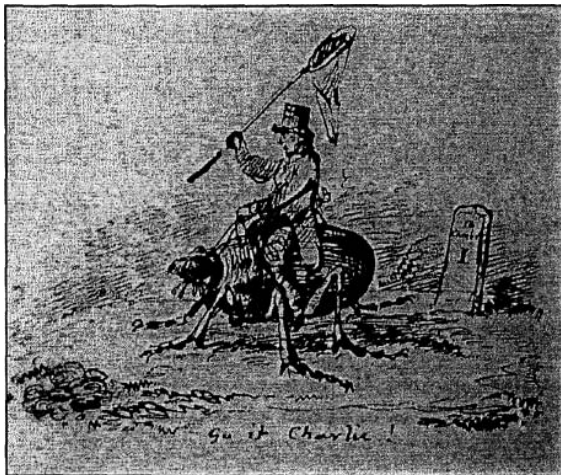
WW1 memorial A note of a plate on a house wall near North Cave (E. Yorks.) has been sent by Christine Minto. It reads 'Ypres 347 miles' and lists the number of casualties 'in defending the Salient'. The plate is on the gatehouse to Hotham Hall which once belonged to Colonel Clitherow of the East Yorkshire Regiment. The plate is almost identical to that on a milestone in Shooters Hill, SE London - 130 miles from Ypres. Can there be a connection?

The Holyhead Road Two leaflets have been acquired detailing the Welsh section of Telford's road between Holyhead and Chirk to emphasise its historic status. One gives a short history of the route, while the other details Telford's milestones. The leaflets have been produced by the Welsh Assembly Government, although it is not clear where they can be obtained.

Of Woodmice and Men - Researchers at Oxford University have found that woodmice find their way to good foraging sites by setting bright leaves and twigs as signposts. They report that they know of no other instance of waymarking behaviour by any other mammal, so it looks as if whoever put waymarkers across

the moors in England was a long way behind with their good idea, writes Jenny Courts (Kent). Less helpfully, the 1765 milestone on Holly Hill, Goudhurst on the Kippings Cross and Willesley Green Turnpike says only 'XXXX/III'.

A Milestone in Darwin's Research - While listening to an excellent lecture on 'Darwin and the Galapagos' by Klaus Fielsch, Expedition Leader aboard the M/N



Santa Cruz, the Editors were greatly surprised to see a slide, reproduced here, showing Charles Darwin riding a beetle and carrying a butterfly net, with a milestone having the inscription 'To Cambr. I' in the background. The encouragement 'Go it Charlie!' appears below the picture. The lecturer did not know the origin of this curious cartoon - can any of our readers enlighten us? [We thank Klaus Fielsch for providing us with a copy of the cartoon.]

## MILESTONES AND OS MAPS: A FEW FURTHER REMARKS

I wrote on this in Newsletter 3 (July 2002), but two recent developments prompt these further comments. Mervyn Benford draws my attention to a curious state of things recorded on One-inch Old Series sheet 45 (sheet 61 in the David & Charles edition). The mileage on the road from Buckingham to Banbury starts at 58 on the first mile out from Buckingham (0 being London), and increases logically a mile at a time to 68 at Aynho. It then goes back to 63, and then increases a mile at a time, 64, 65, 66 etc, to Banbury and beyond. However, on the road to Warwick out of Banbury the first mile is given as 76 rather than 71. These apparently anomalous mileages are repeated on the 1:2500 and six-inch first editions, surveyed around 1882.

As these mileages appear on the later large-scale map as well as on the earlier small-scale one, it seems safe to infer that the practice of the surveyors for the Old Series in the first part of the nineteenth century was in principle the same as in the last part: they recorded what they saw on the milestones, and were not concerned with whether it 'made sense' or not. As a matter of fact the mileage '63' at Aynho *does* make sense for the direct route from London via Bicester. The one-inch Old Series does not record milestones on this route, but this should not be taken as an indication that none were present: perhaps they were omitted for some reason. As an illustration of this, the milestones are shown along the Ermine Street north of

Lincoln on Old Series sheet 83, but not along its continuation to the Humber in sheet 86.

As a further illustration of the OS surveyors recording what was there: on the British Library's copy of Oxfordshire six-inch sheet 5, published in 1887, the distance between milestones is about 6.02 inches. As the paper has shrunk slightly after printing (normal for maps engraved on copper), the true scale of this copy of the map is about 5.97 inches to 1 mile, and so the horizontal distance between the two, not allowing for rises and falls in the road, is about 1.02 miles, or about 1790 yards, as compared with the statute mile of 1760 yards. This is presumably a consequence of faulty measurement when the road was 'stoned'.

The other development is the finding of a new abbreviation 'M.T.', which I take to stand for 'Mile Tablet'. Two very close together are to be found on 1:2500 Leicestershire first edition sheet 31.7, surveyed 1884-5 and published in 1887, at Belgrave, on the north of Leicester, at the junction of the Foss Way [later A.46] with the road to Loughborough [later A.6], at approximately SK 59530632. They are not indicated on the 1:1250 of 1995, and presumably had disappeared sometime before, perhaps in 1940. Presumably they resembled the stones set into walls discussed by Carol Haines on pp. 108-112 of *Marking the miles* (2000). Of the two illustrated there, that at Lewes does not appear on the 1:2500 first edition; that at North Elmham in Norfolk is treated as 'M.S.', i.e. a mile stone. It is possible that 'M.T.' was a very short-lived abbreviation in use in the mid-1880s: has anyone encountered it elsewhere?

*Richard Oliver (Devon)*

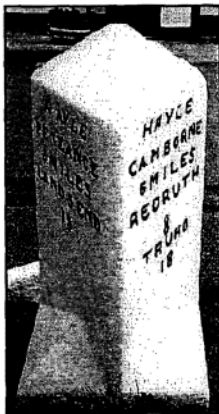
## **MILESTONE DATABASE - CORNWALL**

The national database is one of the key features of the Milestone Society and clearly there must be a standard way of recording our data. In my own county, Cornwall, I had not begun to organise my photographs of local milestones. I contacted Alan Rosevear, last autumn and he was patient and supportive as I wrestled with the new technology. Using the detailed framework provided by Alan, I began to sort out Cornwall. I opted to divide the county into ten kilometre squares, using the Ordnance Survey grid letters and numbers as my reference number. This seemed to give me groups of ten or twenty stones in each square, which I thought would be manageable.

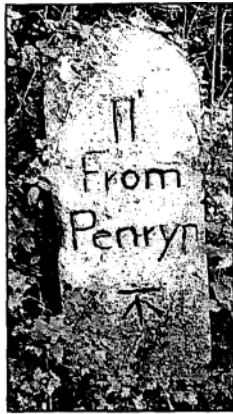
Identifying the milestones and guidestones on Alan's initial list and linking them to my photographs took three months of evenings. The trickiest ones were the ones without grid references. Each stone in the database was given a two letter, six figure grid reference, a ten kilometre square reference number, a road number if appropriate, a detailed location, note of material, height if measured, details of wording, date of entry in the file and details of English Heritage listing. 340 Milestones and 78 guidestones were listed as grade two monuments by English Heritage. Both figures, taken from the existing Milestone Society national database, were the highest in the country. I added the stones from my collection which were not on Alan's list. This took no little time, especially identifying the correct parish.



At last I was ready to press the magic button, which enabled the computer to sort them all out for me into my ten kilometre square reference system. After correcting for duplicate entries my database contained 690 milestones and guidestones. To celebrate, I went for a ride with my local Vintage Motor Cycle Club and found five milestones I had never seen before!



*A fancy stone from the heyday of the turnpike, outside a coaching inn at Hayle (Cornwall).*



*Early tombstone shaped milestone with Roman numerals (Cornwall). Note the benchmark.*

Almost all Cornish milestones are granite. I have found one run of slate milestones near the Delabole slate quarry. There are some cast iron mileposts in the south-east of the county across the Tamar from Plymouth. Granite is made of very hard quartz crystals in a matrix of softer stone. It endures well, which is one reason the county has so many milestones, but it does not hold detail. The softer stone erodes and letters become illegible, unless picked out in paint every few years.

In general, Cornish milestones have been excellently maintained by Cornwall County Council Highways Department. The road gangs keep a regular check on them and maintenance is carried out

periodically or when needed. Milestones do seem to be regarded as an important part of Cornwall's heritage, not just by the Highways Department, but by the Cornishmen who maintain our roads day in and day out.

My experience of creating the database shows that it is no easy task. However, I hope I can reap the benefit in my future discussions with parishes, local interest groups, the Highway Authority and English Heritage, when I can speak from a position of strength.

*Ian Thompson (Cornwall)*



## **A MILESTONE FOR THE CORNISH DATABASE**

The sketch by Hazel Perham shows a milestone which is not recorded on the OS map. It is situated (OS SW 710 300) in a granite wall outside a cottage on a country lane from Gweek to the A394 (the Helston to Penryn road). Since it is close to the large country estate of Trelowarren, she wonders if it was meant purely for visitors to the estate in days gone by. Having an interest in Cornish granite, she asks which quarry the Hampshire Millennium stone (see Newsletter 6, p. 20) came from - maybe Mabe near Penryn?

## EARLY REFERENCES TO MILESTONES IN WALES

William Hutton visited Wales five times between 1787 and 1800 and he published accounts of these in *Remarks upon North Wales: being the Result of Sixteen Tours Through that part of the Principality* (Birmingham, 1803). He devoted a whole section to roads and made some interesting remarks on milestones only a few decades after they became common features of the road-scape; thus on page 167: 'Lord Penryn is constructing excellent roads [in north Wales]? and he will, no doubt, accommodate the traveller with one of the greatest benefits, which comes at the least expense, mile stones. The stranger is always glad to see one, because he sees a friend, who will not deceive him. They enliven a tedious journey, and are peaceable company in solitude'.

He then quotes from his History of Blackpool: 'Milestones are an acceptable amusement. Nothing should be denied the traveller which tends to alleviate the fatigue of his journey. Everyman wishes to know where he is: mile stones will inform him. They ascertain the exact portion of his past, and future labour, but when obliterated, he meets with a dumb friend who can give no intelligence. I think in most of our roads, there are either none, or they are defaced, hid in banks, hedges, or so far destroyed by the rude inhabitant, as to deny information. Though their construction is modern, they quickly assume the antique. Permit me, as a remedy, to share a little invention which I introduced when I conducted the Alcester road. It is only a plate of cast iron, half an inch thick, sixteen inches tall and eleven inches wide, with the letters raised. The ground black and the letters white. The plate is laid into a block of wood or stone.' I would be interested to know what is meant by 'I conducted the Alcester Road'

On page 25 he has another go at those responsible for milestones. 'Milestones in England are in a disgraceful state, in Wales much worse: the generality of their roads are without them, and where they exist, they are of little use, being mostly obliterated'.

In the first Act of Parliament for Cardiganshire Roads (1770) there is a clause that states that anyone found guilty of erasing, defacing, obliterating, breaking or pulling down a milestone shall be fined 40 shillings for each offence.

William Hutton (1723-1815) was a book binder and publisher and he travelled extensively, particularly during his later years. He was often accompanied by his daughter, Catherine, whose letters to her brother during their travels were also published. In 1801 they travelled together from their home near Birmingham to the Lake district, he on foot and she on a pillion on horse-back. He continued to walk alone to Carlisle and then along the entire length of Hadrian's Wall and back - and all of this at the age of 79.

*Michael Freeman (Curator, Ceredigion Museum, Aberystwyth)*

## SOMERSET WAYMARKERS

The Syrens Project of waymarkers are located along the footpath/cyclepath between Wells Cathedral and Glastonbury Tor. They are a series of linked sculptures

inspired by the 'Blest Pair of Syrens' from Milton's poem *At a Solemn Music*.

There are nine markers, modern interpretations of neolithic standing stones, linking the ancient sites of Glastonbury and Wells, the pilgrimage route between two of England's best-known religious sites. The stones are rough-hewn carboniferous limestone from the Mendip Hills. Mounted within a carved niche is a small tuned bell to be sounded by the flick of a finger. On each stone is carved an image which relates to aspects of the journey:

1. Chalice or grail atop a labyrinth in the form of Glastonbury Tor;
2. Dragon based on spiral motif symbolising struggle of good over evil;
3. Representing core relations in this series; 4. A triple spiral or triskel, an ancient reference in this series; 5. A trefoil symbolising the viewing point of the three landmarks at Launcherly; 6. Willow leaves representing life on the Somerset Levels; 7. Three bicycle wheels beside the new bridge at Hartlake; 8. A scallop shell, the emblem adopted by medieval pilgrims in northern Spain; 9. Three swans from Wells Palace moat which sound a bell calling for nourishment.

*Shirley Melligan (Somerset)*

## HEREFORDSHIRE TALES

Rough old ways In the 18th century Herefordshire's roads were notoriously bad, and virtually impassable to wheeled traffic for six months of the year. In 1755 the principal road from Hereford to Ross was reported to be 'rough, stony and hilly', while that to Monmouth was 'hilly and very stony'. However, the condition of the county's highways was obviously none too good well into the 19th century if local folklore is to be relied upon. Writing in Bromyard History Society's 2004 Journal, Charles Hopkinson says he remembers being told 40 years ago that in Herefordshire incest was accepted as a fact of life 'because of the state of the roads'. He didn't know whether his leg was being pulled until a few years ago when he mentioned this in a talk. An elderly woman said she well remembered her grandmother telling her elliptically that incest was far from uncommon in the country district around Hay-on-Wye. These days the book town is too full of luvvies for such errant behaviour!

A Roman milestone? In Herefordshire, a stretch of Roman road has been uncovered at Stretton Sugwas, a short distance from Kenchester (the small Roman town of Magna Castra). Fittingly enough, what is thought to be a Roman milestone is on display at Hereford Museum and Art Gallery. It comes from Kenchester and is dated AD283-4. Its inscription, IMPC/MARAVR/NUMORIAN/O/RPCD, may refer to Emperor Caesar Marcus Aurelius.

As is the case with most Roman milestones, no distance is given, but the name of the ruling emperor is shown. According to the museum, this one may have been such a stone. It was used later in the rebuilding of Magna and given to the museum in 1880 after removal from Kenchester in 1796.

*Tony Boyce (Herefordshire)*

## FRANK PATTERSON

Frank Patterson was born in Portsmouth in 1871 and rather than following the family seafaring tradition enrolled at the Art School. Upon completion of his studies he walked to London to seek his fortune and quickly discovered that talent has nothing to do with success. He found work illustrating books and magazines, which is where his true genius lay. His fine pen and ink drawings have been admired by generations of cyclists and art lovers.

Patterson travelled the country on his bicycle using the countryside, towns and villages as his subjects. In addition to this he produced drawings of the Boer War for *The Illustrated London News* and furniture drawings for home decor magazines. His output was phenomenal producing 26,000 drawings during his lifetime. Even at 80 years old he was capable of delicate and accurate draughtsmanship although in 1950 his health deteriorated and he died on 17 July 1952.

Two drawings from Yorkshire are shown in this Newsletter, one of them on the front cover, the second on the end page. The former is from 1935, the other from 1946 - are the milestones still in situ?

*John & Janet Harland (Yorks.)*

*[Permission to use these drawings has kindly been given by Gerry Moore of Weeting, Norfolk. He, in turn, has permission from the Patterson family. Interestingly, a drawing of the same milestone with the skull and crossbones appears in Passing the Milestones, the second in the series of Famous Milestones issued by National Benzole, copies of which may be purchased from the Secretary. No artist is mentioned in the book, and the view is of the other fork in the road. Does anyone know if this is also by Patterson? Eds.]*

## RESTORING A WILTSHIRE MILESTONE

In 2003, for the second time in its life, the 18th-century milestone in Purton has suffered severe damage. A car travelling towards Wootton Bassett ran out of road late at night fracturing the stone in half and uprooting it, pushing the parts into a hedge. The stone stands on a grass triangle at a part of the village called Restrop, and reminds us of the mileage on the unclassified road between Wootton Bassett and Cricklade. We have three milestones in the parish, all maintained by our local Historical Society. Permission was given by Wiltshire Highway Authority for the Society to take on the task of restoring the stone. For the repair epoxy resin was used, and a cement mix with adhesive added to join the pieces back together. The repaint was done with Weathercoat paint, not limewash as originally used. Although this type of paint is not recommended for these stones, as it does not allow the stone to breathe, we have found that, due to problems with increased traffic fumes now, there is no detrimental effect. This paint has been used by myself for some four years on our milestones and it is no hardship just to wash the grime off with water.

The stone in question has, over a period of time, been attacked by car

pollution and much of the engraved lettering has been lost leaving much to guesswork when repainting, but it was a worthwhile challenge to restore this important piece of our history.

*Roger Lawrence (Purton Historical Society)*

## **DETECTIVE WORK**

Mervyn Benford and colleagues have been on the track of a missing mileplate in Babbacombe Devon which disappeared from a building site where it nicely sat as the up-graded version of the original stone one which remained beside it. Other nearby plates have disappeared in the last few years and theft was suspected. The builders let someone purporting to be from us unscrew it and take it away for safe keeping. Mervyn contacted the council, the Press and the police and after a police visit the builders suddenly remembered it had been the owner of the site who had taken it for safe keeping. Mervyn suggests that a careful watch on the sale of items through the internet might be worthwhile - any such items of potential interest to the Society should be drawn to the attention of the Committee.

## **MILEPLATE RESCUED AND RESTORED**

A mileplate that has been on a mystery tour was reinstated alongside the B3137 at Cruwys Morchard on 25 May. The cast iron mileplate has been given back to Devon County Council by Janet Dowding, one of the Society members, who found it in an antique shop in Somerset. The mileplate (see photo on right) has been mounted on a new stone and replaced in its original position five miles west of Tiverton on the B3137 Tiverton to Witheridge road. The mileplate reads '5 TIVERTON 16 SOUTH

MOLTON' with the name of the parish Cruwys Morchard in smaller lettering at its base. It was originally put in place by the Tiverton Turnpike Trust which was responsible for 84 miles of road around Tiverton. It is thought to be the only surviving mileplate along this stretch of road. A Council spokesman expressed gratitude for the recovery and return of the mileplate stating "items such as these are very important to local history". Clearly, the initiative shown by Janet Dowding has raised the profile of the Society and its aims, and shows the importance of constant vigilance with regard to mis-placed milestones and plates. (See also the report from Devon [p. 8] in 'NEWS FROM THE COUNTY GROUPS').



## CUTTINGS

Milestones in industrial archaeology A two-page article by Mervyn Benford (Oxon) in *Industrial Archaeology News* (No. 128, Spring 2004) focuses mainly on cast iron mileposts and their makers. He encourages research into the foundries that made them and lists some of the firms whose names can be found on posts around the country such as Nichols of Ross, Herefordshire, Joseph Hilston, Victoria Foundry, Leicester, and Alexander Russell, Kirkaldy. In promoting the work of the Milestone Society, he emphasises the need to preserve these relics of industrial archaeology, and to raise awareness of their importance.

Nottinghamshire Butter Stumps A cutting from the *Nottingham Evening Post* (16.1.04) sent by John Beniston (Leics.) resolves the mystery of some lumps of stone in Mansfield Woodhouse. The seven stones, which are marked on old maps, can be found at the junction of Leeming Lane South and Mansfield Road in the town. It is thought that the 18 inch high round-topped stones were an early form of traffic calming, keeping horse-drawn vehicles apart to avoid collision at the junction. The stones probably date from the late 18th century and got their name because women gathered by them to sell dairy produce. The county council and Mansfield Woodhouse Community Development Group are keen to preserve them.

Comings and goings in Wales A milepost puzzle was detailed in *The Western Mail* (4.12.03). The accompanying photograph illustrated a well-preserved cast iron post showing, on adjacent angled faces, 11 miles to Hobb's Point [in Pembroke Dock] and 22 miles to Carmarthen. However, travellers coming from Carmarthen are greeted by the face showing how far they have just come, and not how much further it is to the docks. Several years ago the post was removed during road resurfacing and was then put back on the wrong side of the highway. It has been cared for by the owners of the property in whose hedge it stands in Kilgetty. Although some local people would like the milepost to be resited, the local Milestone Society coordinator, Anthony Rhys Davies, would prefer the post to remain where it is to avoid possible damage. It is, apparently, becoming a tourist attraction.

The Great North Road Two cuttings from *The Northumbrian* have been sent by Iain Davison. In the Oct./Nov. 2003 issue (No.76), an article about the A1 from Belford to Haggerston by Steve Newman mentions the milepost 14 miles from Berwick to be found just outside Belford, accompanied by its photograph. This prompted a letter, printed in the following issue, from George Lennox Batty. He has been told that one of his relatives, Lennox Batty, had a contract to rebuild the road from Newcastle to Berwick. Lennox Batty bought all the milestones, horse troughs and signposts from his brother Joseph (1817-1890), George Lennox Batty's great grandfather, at the Bedlington Iron Works.

Hampshire old and new A photograph printed in *The Countryman* (March 2002)

shows two people sitting on a milestone in Hampshire. The London distance on the metal plate is reported to be 80 miles, although this is partly obscured by one of the people. The other distances are 6 miles from Winton [Winchester] and 6 from Southton [Southampton]. The photograph was taken in 1932, and was reported to be from Chandler's Ford, now on the B3043. Thanks to Michael Knight (Beds.) for sending this.

*[The editors found a similar stone in Chandler's Ford in 1995. It was of the same style as the 1932 photo but read 70 miles from London, 7 from Winton and 5 from Southton. The metal plate had IRS LTD NORFOLK cast at the base and was traced to a firm of roadsign makers in Swaffham. They were unable to say when they had made it. Are either of these two stones still in place and has there been a readjustment of mileage?]*

Rural routes Another contribution from Michael Knight is a report produced by the Institution of Civil Engineers in 2002 entitled 'Rural routes and networks. Creating and preserving routes that are sustainable, convenient, tranquil, attractive and safe'. It advocates rethinking road design to re-create a network of safe and pleasant rural routes for walking, cycling and horse riding and to restore and protect the character and beauty of the countryside. In a section on signs and street furniture it suggests that signage should be kept to a minimum and local styles should be favoured. It mentions milestones as part of the tradition of the countryside which are useful features for walkers and riders, and pictures a milestone with metal plate from Kent. A very rusty example was chosen, but with the aid of a magnifying glass MAIDSTONE/12 can just be made out.

Broadcasts Two members have recently been on the radio. Listeners to *Woman's Hour* (BBC Radio 4) on 3 May would have heard our Treasurer, Jan Scrine, talking about her long-time interest in milestones and her efforts to preserve them in Yorkshire. She spoke about trying to encourage Women's Institutes, parish councils and other local organisations to take care of them. She took the interviewer to an old guide stone, now scarcely noticed in the wall of a supermarket and with a café sign tied to it. It was once on a salt route across the moors but it has now been overtaken and enveloped by modern development.

In April Lionel Joseph (Surrey) was interviewed about the Cyclists' Touring Club on one of a fascinating series of programmes on BBC Radio 4 entitled *Pedalling to Freedom*. They were an account of how the bicycle changed our lives, enabling the less-well-off members of society to venture beyond their own towns, and leading to affordable holidays (particularly camping), road books and road signs. Members of the CTC (founded by Thomas Hiram Holding) sent in reports of routes they had travelled, and these were gathered into the society's road books, first published in 1896 and containing details of over 7,000 routes.

What would we do without Radio 4? In May the first programme in a series entitled *Route Masters* featured the work of Margaret Calvert, creator of modern road signs. In 1957, with Britain's first motorway under construction, it was decided to update Britain's road signage from the milestone and wooden fingerpost

era. Jock Kinneir and his student Margaret Calvert were given the task. Their initial motorway signs were so successful they were then asked to consider the rest of the road network. One important calculation was whether the country produced enough steel to make the signs, and therefore space between letters had to be the minimum possible to reduce the materials required. Many people were upset by the move to lower case letters from all capitals on older signs. A test was run with volunteers sitting on an airfield in Oxfordshire and old and new signs attached to cars being driven past them. The results showed little difference in readability but lower case letters were thought more aesthetically pleasing. Margaret Calvert went on to develop most of the pictorial signs now in use. She drew the beast depicted on the cattle crossing sign from a picture of a bullock in *Farmers' Weekly*. She was told that it should look more like a cow, so udders were added! The pictorial signs have become international, but each country can produce its own variation.

## **TWO MINUTES OF FAME**

The following account is taken from the newsletter produced by the coordinators of Berkshire, Buckinghamshire and Oxfordshire:

Andy Warhol said that in everyone's life there is 5 minutes of fame. Following a programme on South Today, Keith Lawrence observed that Alan Rosevear still has 3 minutes to go!

This all arose from the BBC Restoration series in the summer. John Tybjerg, the Dorset Coordinator, had contacted the BBC pointing out that milestones were listed monuments and deserved some attention in the national events the BBC was undertaking. One outcome was that Alan was contacted by Radio Oxford to appear on the morning show - the deal was that anyone who phoned in would get advice and background on their local milestone. As it happens the only substantial contact with the public was Ted Flaxman - who knows more than anyone about the A43 stones! However, this first contact led to a TV slot for Ted and Alan talking about the loss of milestones and a slot on Radio Berkshire. Finally milestones got tagged onto the main South Today series in which a roving Architectural Historian magically appeared beside milestones on the Bath Road and made approving comments.

The only tangible outcome from this has been to unearth a collection of 50 photographs of milestones taken in the 1930s by Mr Watts of Portsmouth. Less easy to judge is whether the profile of milestones has been raised - perhaps a bit? Hopefully as the restoration projects progress there is something to build upon.

## **SHOPPING**

Turnpike Acts Michael Knight (Beds.) writes that copies of Turnpike Acts can be obtained from the House of Lords Record Office. One needs to state the formal designation of the Public Act, e.g. 11 George I cap. 20, 1725. The cost can be established via telephone (020 7219 3074), fax (020 7219 2570) or e-mail (hlro@parliament.uk). The postal address is: House of Lords Record Office,



London SW1A 0PW, web address: [www.parliament.uk](http://www.parliament.uk).

Monument cleaner Michael has also spotted an advertisement for a cleaning spray 'for removing dirt, dust, water spots and grime from all types of gravestones'. It is reported to be non-toxic and non-corrosive and also ideal for garden ornaments. If anyone knows any more about this, and whether it could be used on milestones, we would be pleased to hear.

Postcards Three amusing milestone postcards have been produced by Chris Woodard, one of our Welsh members. They depict a postboy, a milestone inspector, and the changing of the calendar in 1752. A complete set costs £1.25, including postage and packing. He will also take commissions to paint your favourite milestone or toll house. Chris also produced in a limited edition at £10 a booklet (126 pp) entitled 'A History of Devonshire Roads'. Contact Chris Woodard, Blaenwaun Cefn, Llangrannog Road, Llandysul, Ceredigion SA44 6AA (Tel: 01239 851053).

A publisher of, and dealer in collectors' postcards in Stoke Ferry (Norfolk) recently contacted the Society about a local milestone which had been knocked over, reinstated further along the road, then covered in glossy white paint. One of her postcards shows the stone before this mistreatment, and any members interested in obtaining a copy of this, or any of her other cards (specialising in unusual street scenes, village signs, postboxes) can contact her: Pat Holton (PH Topics), Pineapple Coach House, High Street, Stoke Ferry, Norfolk PE33 9SH, web site: [www.phtopics.clara.net](http://www.phtopics.clara.net). Pat sent one of the Milestone Society's postcards to *Picture Postcard Monthly* and it is mentioned and illustrated in the June 2004 issue.

## A UNIQUE PLACE

How about standing on a corner and seeing five milestones without moving? You can in Yorkshire. Visit Pool Bank, north of Leeds, at the junction of the A660 'new' Leeds to Otley road with the A658 Bradford to Harrogate road and the Dudley Hill to Killinghall turnpike in Bramhope Parish.

In Bramhope and Adel parishes there are at least ten 'tombstones' with numerous places listed including Adel Brickyard and several churches and bridges. The distances are given in miles and furlongs. On one of these stones, a few yards north west of the traffic lights, Otley, Burley, Ilkley, Addingham and Bramhope churches are inscribed, together with Adel School, Woodhouse Moor and Leeds Bridge. On the other side of the road about 100 yards away is a triangular cast iron post, one of five on the A660, showing Leeds 8, Otley 2½ and London 19¼. Just where in London?

Now look up the A658. Immediately on the left is a 'Bramhope' stone with nine places inscribed although some of the distances are erased or eroded. Then there is a mounting block type complete with metal plate and hands pointing To Bradford 9, To Harrogate 10. There are four more of these left between here and Bradford but none with plates. A little further up is the third and youngest stone belonging to the Dudley Hill, Killinghall and Harrogate Turnpike of 1758. Dudley Hill is to the south east of Bradford and Killinghall is to the north of Harrogate.

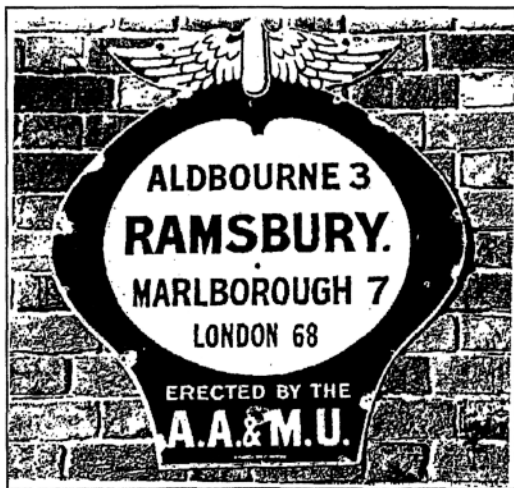
Riding from Dudley Hill you are soon on Killinghall Road although the end is 23 miles away. There are none of these 19th century stones with protruding metal attachments nearer to Bradford but there are ten complete and one broken one on the B6161 to Killinghall with one on the B6162 Harrogate branch.

*Christine Minto (Yorks.)*

## AN ALPHABET OF STREET FURNITURE

While milestones must be the main object of our Society, I wonder if members might be interested in other objects often found beside or not far off the road. I have found objects for most of the letters of the alphabet.

Alms houses fit the letter A, and there are some very fine examples about the country. Corsham (Wilts.) has recently restored a block which at certain times is open for conducted tours. Another 'A' item near the road is acoustic mirrors. These huge concrete objects were built during the 1914-18 War to help detect the Zeppelins before they came within sight - a sort of forerunner to the radar used in



the 1939-45 War. The one I found is on a footpath just off the road from Dover to Folkestone. The footpath is nearest to Dover and before the RAF memorial if starting at Dover. A third 'A' item is the Automobile Association village signs. The early ones had wings at the top and the sign over the door of 9, Oxford Street in Ramsbury (Wilts.) is one of these, erected by the AA and the MU (see picture on left).

For the letter B, bridges come to mind. There are many worth writing about, but some local to me include one at Bradford on Avon which has one of Wiltshire's blind houses built on

it. These houses were used to lock up anyone blind drunk until they sobered up. It is thought originally to have been a chapel. Pultney bridge in Bath is not apparent from the road because it is lined with shops. It is best viewed from the riverside. Iford bridge on the Wiltshire/Somerset border has a fine statue on it.

Boundary markers can still be found, and a small cast iron sign on the edge of my village of Atworth reads 'M.D.H.B.' A local man told me that his father used to tell the children that it stood for 'Monkey Died Here Buried'. I am assured the correct wording would be 'Melksham District Here Begins'. I helped to organise a parish boundary walk in 1992 and the following year a stone recording the walk was erected to commemorate it. An unusual county boundary marker can be found

in Wokingham, well within Berkshire. It marks the Wiltshire/Berkshire county boundaries. At one time odd bits of land within other counties were claimed to belong to adjacent counties.

*David Webb (Wilts.)*

## FOREIGN PARTS

Distance markers in Germany In Berlin there is a tall circular column on a square base surmounted by a golden ball with a spike. Raised in stone near the top of the column it says 1/MEILE/von/BERLIN. Yet in the Tiergarten is a square stone with eight places and kilometres indicated. What year did they change to metric?

French kilometre posts Alongside the Canal de Calais are several old tombstone shaped stones. That name is curved near the top surrounding a number. This is presumably the distance from Calais to the River Aa where the canal ends. Near the base a name can sometimes be made out. One says OFFERKERQUE. Occasionally there is a road by the canal, sometimes a narrow track but we didn't cycle the whole length. It is surprising that these survive so near the coast.

Apart from the Voie de la Liberté posts we have found several styles of kilometre marker. The oldest stone or concrete thick 'tombstone' type has the road number near the top and this can change when you enter a new Departement. The place names and distances are on the front. We found a zero stone at St Nicolas de la Grave in Tarn et Garonne. These stones have sometimes been replaced by plastic equivalents, which perhaps explains several 'dead' ones dumped in a lay-by. Last year in Lot et Garonne we noticed that these large markers are being replaced by small flat tombstone plates on short metal posts. We have seen another modern style south of Calais near Cap Blanc Nez. They are bright yellow triangular plastic with pyramidal tops.

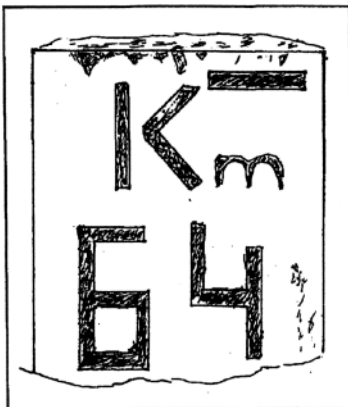
Then there are the enamel Plaques Michelin found on buildings in villages or on concrete posts at countryside road junctions. But these should probably be regarded as equivalent to our fingerposts. We have also seen, just two, cast metal plaques on buildings giving directions and distances to the next villages and these could predate the Michelin plaques.

Those of you who have travelled in France may have challenged yourself to find the road junction with the most separate direction boards. But we haven't found more than the twenty-one various signs at the junction where the R480 meets the N67 at Ballyvaghan in County Clare!

*Christine Minto (Yorks.)*

Maltese milestone mystery David Blackburn (Derbys.) has sent details of a milestone he saw in Malta on a minor road between the west coast and the village of Mgarr. Both the distance and the destination had been excised and he wondered if it was a wartime measure, similar to that taken in Britain. The stone was about 5 ft tall with gabled top and otherwise in excellent condition.

Markers with altitude Your intrepid editors have found what must be some of the highest distance markers in the world, on the road through Cajas National Park in the western range of the Andes in Ecuador. The road reaches about 13,670 ft and there is a good series of the small rectangular posts, painted red with either black or gold lettering, over the summit (see the drawing on the right - the distance is to Cuenca). Our rather puzzled coach driver was unable to find a safe place to stop for us to take a photo until we were descending through cloud forest towards the Pacific coast. Thank goodness we didn't have to grapple with altitude sickness, rain and cloud for 90% of the year, and mud and rock slides to record them all!



## **PUBLICATIONS - BOOK REVIEWS**

J.B. Bentley and BJ. Murless: *Somerset Roads The Legacy of the Turnpikes*. 2 vols.: *Phase 1 - Western Somerset*; *Phase 2 - Eastern Somerset*. Price £7.50 each plus £1.50 postage per volume. Available from Mr G. Fitton, Secretary, Somerset Industrial Archaeology Society, Giles Cottage, Hill Lane, Brent Knoll, Highbridge, Somerset TA9 4DF, Tel: 01278 760869.

This is a 2-volume, cardboard-covered, spiral-bound, A4-size publication, which in each volume gives a brief history of the highways and then a full history of each Turnpike Trust in Somerset, dividing the material up into sections according to the different roads in each Trust. Each volume is supported by some photos of milestones and black and white maps showing the routes of each turnpike road. The second half of each volume lists every known milestone found and surveyed in the 1980s Somerset Roads survey, giving its OS reference, the mileage shown on each milestone, the date each particular milestone was surveyed, whether it is listed, and various other small pieces of information about the milestones.

These two volumes are absolutely invaluable to anyone interested in finding Somerset milestones, in that they locate for you the exact position of milestones along each section of road. I started using these volumes for my own interest long before the Milestone Society came into being and, since we have been doing the Somerset survey for the Society, we have been able to compare which milestones existed in the 1980s and which have now vanished or lost their plates. We are fortunate therefore in knowing what information was on these lost plates and lost milestones. Unfortunately our recent survey has brought up large numbers of milestones now missing which were still in situ in the 1980s and detailed in these two volumes. I recommend these two volumes very highly the survey shown in them is near perfect in that I have found only two milestones in Somerset not

detailed in it.

Phase 1 contains the Trusts of Western Somerset, ranging from Minehead in the west to the Wells, Highbridge & Cheddar Trust in central Somerset; Phase 2 contains the Trusts of Eastern Somerset, ranging from those parts of the Bath & Black Dog Trusts not located in Avon, to Wincanton in the south, and parts of the Sherborne & Shaftesbury Trust in Somerset. (Those parts of Somerset which were part of Avon in the 1980s are contained in the Bath Milestone survey and Bristol & S. Glos. survey, neither of which reach the accuracy and comprehensiveness of this 2-volume Somerset survey.)

*Janet Dowding*

*Milestones: A survey of four routes north and west from Gloucester* (Hartpury Historic Land Buildings Trust, 22/24 Church Street, Newent, Gloucestershire GL18 1PP; December 2003); 29 pp, illus.; ISBN 0-9538968-3-8. Price £4, post free.

This attractively produced, informative booklet is a model for publications of local surveys to aim at. In 2001 Hartpury Historic Land and Buildings Trust, in Gloucestershire, as part of a Local Heritage Initiative, arranged for a survey of surviving milestones to be done by Staunton and Gorse Rangers. These senior Girl Guides did a thorough job, and it is appropriate that photographs of them at work should be included in this guide. It begins with a comprehensive general historical introduction, covering milestones and the development of roads. This is then focussed with accounts of the road system through Hartpury and the local turnpikes. There follows a complete survey of the milestones on the A417-B4211, Gloucester to Upton road, the A417 Gloucester to Ledbury, the A40-B4215 Gloucester to Newent, the B4215 Newent to Ledbury and the A40 Gloucester to Ross. The situation in regard to milestones is set out in introductions to these roads.

Each milestone is individually illustrated by a clear colour photograph and against each details are noted, whether the stones are on the left or right of the road travelling from Gloucester, grid reference, measurements in centimetres, and other information (such as 'plaque removed, once painted white, milestone not on OS' and 'behind garden fence wire in beech hedge'). The entries show that this has been a rehabilitation exercise, as well as a recording one. ('When found had top knocked off - now repaired and repainted.'). This is a small classic in milestone literature.

*Laurence Dopson*

Howard Smith: *The Sheffield and Chesterfield to Derby Roads: a History with Turnpike Trails* (Self-published, 2003); 76 pp, ISBN 0-9521541-5-3. Price £9.95 inc. p&p from the author at 9 Woodland Road, Sheffield S8 8PD.

Those of you who were able to attend last year's AGM at the National Tramway Museum enjoyed Howard Smith's talk on this subject. He has now published a well-researched book which covers almost 2000 years of road history, from the Ryknield Street of Roman times and on through holloways, ridgeways and the turnpike roads. The book is in A4 landscape format, which is helpful in permitting good-sized sketch maps of the routes covered, but the volume feels a little flimsy as

it is held together by only a plastic comb.

There are two main routes covered in depth - the Sheffield to Derby turnpike from the 1750s and the later main route, which eventually became the A61, dating from the early 19<sup>th</sup> century. There are well-described trails that allow the reader to explore the routes by car and also several walks for those who would like to explore on foot. There is a wealth of detail, clearly described and well illustrated with both sketches and photos. Mileposts are well represented, with no fewer than 21 photos, but there are also toll cottages, coaching inns, windmills, a canal (the Cromford) and even a House of Confinement.

In summary, an excellent book which tells the story of the history of our roads, and turnpikes in particular, in a fascinating way. It is worth reading, even by those unfamiliar with the 40 or so miles between Sheffield and Derby.

*David Blackburn*

## **A MARK OF RESPECT**

While we have already raised the subject of funding a new or restored milestone or milepost as some form of memorial to a person or event (see NL 4 p. 24), we are prompted to revisit the subject following a recent news item in a local paper describing how a pensioner in Suffolk with a passion for history restored iron mileposts, with much of the money coming from family and friends as donations to mark his 80th birthday. Thurton Foundries in Norfolk who made the castings recently provided a very reasonable quotation for similar work, to include pattern making for inscriptions, fettling and painting, of less than £500 (ex-VAT). Thus, such a project can be used for a celebration of the living as well as a remembrance of the dead. Regarding the latter, instead of a wooden seat in a Garden of Remembrance or at a favoured beauty spot, why not consider a lasting memorial to a loved one in the form of a milestone or milepost? Many of our historic milestones have disappeared in recent times leaving gaps large and small on the highways which they formerly so gracefully adorned, but their original design is still known from remaining examples, old photographs, or local knowledge. There are recent case histories where a Parish Council or a local heritage society has been motivated to replace a missing milemarker, with a replica produced to original standards, as a matter of local pride in the local history; a private offer to finance such a marker would surely receive sympathetic consideration.

A small plaque ("This stone is dedicated to the memory of Joe Bloggs, who spent many happy hours driving along the A999 or stuck in traffic jams at this very spot") could be mounted unobtrusively on the milestone to provide a lasting memory and a constant reminder of the person, a small monument rather more memorable than a gravestone, but certainly as durable. Even national or local anniversaries could be commemorated with a replacement stone.

If you would like to learn of lost milestones on a road near you please contact the Committee or your County Coordinator, who have access to the ever growing record of milestones in the UK on the Society's National Database.

*The Editors*

**YORKSHIRE GROUP NEWS AND AN INVITATION** - The next meeting will be on Sunday 24th October 2004 in Huddersfield. Contact Jan for details.

**ARCHIVING OF SLIDE COLLECTIONS** - Anyone with a collection of milestone pictures in 35 mm slide format that they would like copying to computerised format, either for their own computer use or for archiving purposes, can have them copied as they stand or cleaned up and enhanced a little if required for a small charge on behalf of Dorset Region! Contact John Tybjerg.

**PUBLICITY** - The Society has prepared sets of postcards, notelets and posters for use by members. Supplies will be available at cost from County Coordinators (those without Coordinators contact the Editors). The first postcard design is based on the cover of Mervyn Benford's book *Milestones* (Shire) and the design of the second one on photographs from the Ken Diamond collection.

**PUBLICITY OFFICER WANTED!** - Once again the Society is in need of a volunteer to fill the post of Publicity Officer. This post would suit anyone with aspirations towards writing and owning a computer for which they are still trying to find a sensible use. Requirements are to liaise with the media (press releases, TV and radio interviews, as necessary), to promote the amis and image of the Society, to have an interest in our National Heritage, a knowledge of relevant literature (magazines, journals, newsletters, etc), to be able to generate ideas for advertising the Society and its aims.

If you have any or just a few of these abilities, the Chairman (David Viner) would be extremely pleased to hear from you and welcome you onto the Committee to fill this most important role.

**MILESTONES FOR AUCTION?** - The attention of the Committee has been drawn to the alarming fact that a milestone plate has recently appeared on the internet auction site of *e-bay*, raising questions on the provenance of the item. Since plates have disappeared recently from milestones, there is obvious concern that a successful sale in this manner would encourage theft and the Committee has taken steps to alert the appropriate authorities such that enquiries can be directed at the seller to ensure that they are the true owners of the item. The unequivocal identification of such items appearing for sale will be greatly aided by information contained in the growing National Database that the Society is assembling, and any member who should notice further milestone related material for sale via the internet is urged to contact a member of the committee.

**MILESTONE SOCIETY WEBSITE** - The domain name *milestone-society* has been renewed for a period of 2 years and the basic web hosting service, which requires annual renewal, has been taken for July 2004-5. The website at

<http://www.milestone-society.co.uk> is intended to provide in a simple format basic information (objectives, membership application form, links to related websites, book titles related to interests of the Society, etc) and to provide data likely to be of current use (information on Meetings and Society activities) together with some general interest items which change from time to time. The page is designed to be scanned with the scroll bar, and of non-excessive length. If anyone feels that other information should be posted on the website, please forward suggestions to the Newsletter Editors.

## COUNTY COORDINATORS

Anyone wishing to contact their County Coordinator can obtain details from Mike Buxton.

The annual Co-ordinators meeting will be held in the Banbury Museum on Sunday 21st November 2004.

## DEADLINE FOR THE NEWSLETTER FOR JANUARY 2005 -

Contributions for inclusion in the January 2005 Newsletter should reach the Editors by Friday 17 December 2005 at the following address: A. & C. Haines.

Submission of articles in electronic form (floppy disc) using Microsoft Word is particularly convenient. However, if you have a recent PC with Microsoft Office XP or Word 97 please use the "SAVE AS" option (not "SAVE") and save files in Word 5.1 for Macintosh format. If this is not an option, save in RTF (Rich Text Format), Word 6.0/97, or Wordperfect 5.x for Windows format. We have difficulty with other formats.

**MEMBERSHIP RENEWAL** - Subscriptions for 2004-2005 fell due on 1 June 2004. Details and forms were sent with the AGM agenda; an application form can be downloaded from the website: <http://www.milestone-society.co.uk>



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