

MILESTONES & WAYMARKERS



The Journal of the Milestone Society
incorporating On the Ground

Volume Five 2012





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INTRODUCTION

One of the difficult tasks in compiling this publication is getting the balance of material 'just right'. It's a task that is chiefly governed by the nature of the contributions sent in to the editors and as the aims and objectives of the Milestone Society have widened over the last twelve years, then main articles have tended to extend to the peripheral interests. Have you a potential milestone article sitting on the side? Are you a reluctant author who has all the facts but needs someone to write them up? The editors are always willing to help out; either with advice or even to ghost write on your behalf. Share that knowledge with others...

A question frequently asked is 'What can I do now?' on the assumption that all the milestones that survive have now been located. New finds over the last year show that completion of a national survey is still far from 100% complete. In this issue you'll see that both obscure and obvious finds are still being made. My own survey of Rutland in 2011 doubled the known survivors in that small county. It's now easier to access our Google Earth layers via the Milestone Society website. A new tab on the home page, 'Look on Google Earth', now takes you straight into the Repository. Then look in the area that interests you and find the gaps - that's where to look.

Keeping a watching brief... It has been said before but it is very important to keep an eye on what we have so as to slow down the demise of milestones. Every member can make a contribution in this way.

John V Nicholls

Front cover photo: *Where the early C19 meets C21; the LONDON 16 milestone on Bath Road, Poyle, close by the western perimeter of Heathrow Airport.* (Photo: Mervyn Benford)

July 2012 Newsletter

Due to a printer's error, pages 3 and 38 were missing from a small number of copies of Newsletter 23. If you received one of these faulty copies and would like to have a replacement copy, please contact Newsletter Editor Mike Hallett at newsletter@milestonesociety.co.uk or by phone on 01763 246521.

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Editorial: the road we travel

David Viner

A glance back over the previous four Editorials in *Milestones & Waymarkers* makes interesting reading, if admittedly sometimes depressing where opportunities have yet to be developed. But overall it is encouraging how much the Society has been able to achieve from within its membership base of some 500 members who are spread, albeit sometimes rather too thinly, across the full extent of the UK.

A common theme remains working in partnership, both between members and in co-operation with all those many agencies and interests, official as well as self-appointed, which populate the landscape of road heritage and highway history. Getting material into print, such as in this publication, definitely requires partnership working as its joint editors can themselves endorse.

This volume is the second in our integrated approach to publication. It also contains plenty of evidence of co-operative activity. Several articles are jointly authored, an effective way of pooling various skills to achieve a common outcome, one which we fully encourage. It allows the Journal to achieve its objective of being a place of permanent record, and a source of encouragement. This drum cannot be banged too loudly, for without a proper record many of our achievements cannot stand the test of time.

Pooling resources has been a characteristic of the Society's development, still within its over-arching remit of milestones and waymarkers, but now encompassing a number of layers, as described in last year's Journal summary of Google Earth Layers. Not only does this provide some welcome classification of types, in parallel with sections of our Society database, but it allows organic expansion as interest, knowledge and membership resources grow. Have a look at the dedicated 'Look on Google Earth' page on our website at www.MilestoneSociety.co.uk.

So as well as the original and core menu, we have clearly identified boundary markers, fingerposts, canal milestones, and AA signs to name just some of the categories, all of which come into the mainstream over time. We have also identified stones out of place for one reason or another, often being preserved elsewhere, and new markers which can catch the eye as well as local publicity. This volume of the Journal fully reflects that widening range of Society interests, whilst staying true to its original core.

Our website is the key to accessing all this, and in the past year it has been expanded further with a new regional theme, inviting membership participation. Have a look at the new tab called 'Around your Region'. There are three separate sections for each region. The first is an illustrated diary of activities and events; the second is a list of articles, research papers and newsletters relating to your region and the third shows links to various relevant websites, e.g. local history societies or topical publications. If

you think there's something you could add, please get in touch with your Regional Administrator – there's a link on your webpage.

The site has only been running for a few weeks and already through it we've received several enquiries from local authorities and parishes – it's a very quick route to finding answers or information, nearly as good as contacting our Hon Sec!

So the officers and committee are doing their bit to make our Society as inclusive as possible, but this is essentially a two-way process. Can you give support to increase regional activity, especially where it may be rather thin on the ground and needs a boost?

As our new Patron Sir Neil Cossons says, our ethos is 'self help' and very much in tune with the spirit of the times. Our late, and very much lamented, founding father Terry Keegan was a classic example of such self-help at work and indeed in his ability to harness people's skills into a cohesive whole. So we have a clear way ahead sign-posted here for all Society members.

Looking ahead, the Spring meeting in 2013 is being held at Teignmouth on Saturday 11 May 2013, hosted by the Devon group, and details are elsewhere in this volume and on the regional website. The AGM and Annual Conference on Saturday 5th October 2013 will be held at Trinity Church, Mount Street, Stafford; the Staffordshire group is already busy with the programme and would welcome offers of assistance, displays etc.

In 2014, we're planning to hold the Spring meeting in Northamptonshire and the autumn AGM/Conference in Worcestershire. It's your society, so if you have any suggestions for venues or speakers or are willing to help in any way, please get in touch with the Reps through Derek Turner, any of the officers or via the Regional website.



Selected images from the slide archive given to the Society by Mr W. Askins of Leeds, taken on his travels around the country in the late 70s and early 80s, have accompanied previous Editorials of this Journal. Here are two more from the north of England, respectively County Durham on the left and Cumbria on the right. There is an attractive simplicity to both designs of stone. Left: Bowes to Durham stone, Askins 0035 and right Hawkshead stone, Askins 0187.

Cover story: Across the Years

Mervyn Benford

When in 2003 Mervyn Benford was tracking what remained of milestones on the original Great West Road (now A4) he was surprised to find one more or less just outside Heathrow Airport. The majority that survive are typically original square stones that gave only distance from London but were then removed, turned and re-cut to provide angled faces allowing more information as travel grew and speeds increased. Veering from the current A4 the old line of the road passes through the lovely little village of Longford (almost an enigma sitting, as it does, near the Heathrow perimeter) with its fine cast iron bridge carrying William IV's crest. Once through the village Mervyn returned to the modern transport bustle where the old Bath Road crosses above the M25 at Poyle. The road at this point deviates from the original route and is embanked up to the fly-over across the motorway. A dead end section of the old road survives where originally it ran at the earlier ground level to cross a small waterway and go on to Colnbrook. In 2003 it was still possible to drive onto the old road (it is now only accessible on foot) and as Mervyn sipped his coffee he became aware of the sheer volume of flights landing that day from the west....every two minutes. The expected milestone (MX_LB16 on the national database) had been shifted to the new higher road shown as in the cover photograph. The picture shows the view looking down to the old road through a mass of scrub.

Mervyn's picture made him wonder what would the driver and passengers of the 'Bath Flyer' in 1820 have thought of the scene had they been able to foresee it. The sense of historic time represented by milestones became very strong and he felt glad we existed to preserve them. This stone had attracted someone's interest in Highway Planning departments and that must be encouraging. Moving on, the

next stone was in the original Colnbrook High Street, a very modest street and the stone had indeed been re-cut as per the project but the authorities curiously had decided to ignore the new faces and clean the original flat face to inscribe their new information. The stone is therefore incongruously set appearing the wrong way round, the 'useful' faces to the shop wall where it stands. One final comment: On the short stretch between the two stones Mervyn passed a modern green road sign with one of its roads indicated as a 'C' road. He was surprised such still existed. He has two shots of old finger posts with road numbers indicated as 'C' roads but they are rather scarce. Mervyn has since confirmed the Department of Transport still has 'C' roads and he has seen at least two more. Maybe we need a special database collection just of these.

For a wider study on this stone series, see Alan Rosevear's article 'Archaic Inscriptions on Bath Road Milestones' in *Milestones & Waymarkers* volume one, 2004, pp.10-12.



The LONDON 16 at Poyle. The front view (left) with miles to Colnbrook and Hounslow. The original legend on the rear showing XVI Miles from Hyde Park Corner and also bears the date 1741. (Photos: John V Nicholls)

The Olympic Torch comes to Worcestershire

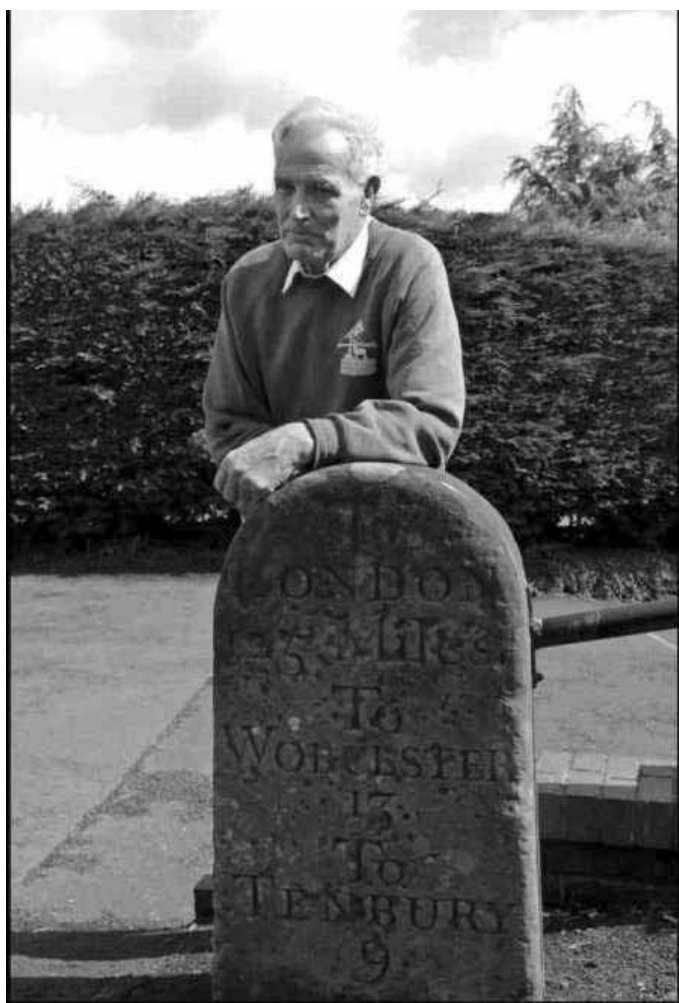


Peter Willis, the Worcs Group's resident photographer, was set the task of taking a photograph of the Olympic Torch being carried through the county with a Worcestershire milestone also in the picture. In spite of the large crowds and outriders attending the runners, he managed to get this superb shot of the torch being carried through Far Forest with the 'Bradley' stone in the background.

Worcestershire Miles No.44.

Terry Keegan (1931-2012)

Terry Keegan died on 21 June 2012 at the age of 81. To say that he was an essential part of the DNA of the Milestone Society would be an under-statement; he was by turn a founding father, its first and very active Hon Sec and latterly its Vice-chairman, with a role throughout as co-ordinator (and inspirer) of the Worcestershire Group, certainly one of the Society's most active counties in recording, conserving and publishing the fruits of its efforts.



(Photo: Peter Willis)

Terry's funeral service at Wyre Forest Crematorium was well attended; David Viner and Connie Swan gave appreciations of him; David contributed an Other Lives piece to *The Guardian* (see www.guardian.co.uk/culture/obituaries for 12 July; or www.milestonesociety.co.uk), and Connie's thoughts are included in the appreciations given below. Terry himself wrote up his own 'in the beginning' role for the Society's *On the Ground* (No.7, September 2010, 4-6), now a valuable reference.

A number of members have also shared their thoughts of Terry and a small selection from these is assembled here (alphabetically) as a record of one man's achievement in not only being instrumental in founding the Society but in playing a full role in its development literally every day from then onwards.

From *Mervyn Benford*: It is impossible to forget one

letter of the 500 or more I received following that original article in *The Daily Telegraph* about my interest in milestones. Every letter was enthusiastic but the one from Terry spoke of his already significant steps towards creating a Milestone Society and he effectively put the project together and brought it to fulfilment. Maybe my 500 potential contacts helped but it was Terry's vision. The fact that we have made such impressive progress since Dudley owes so much to him.

There are good people in our Society, not least on the Committee but I know no-one so absolutely gentle in his manner and courteous in his dealings. At every level of our work he has set the example, from his effortless leadership of debate and sheer dedication to his splendid Worcestershire branch.

Whenever in the area on my educational activities I would call in, always unexpected, but made very welcome and a refreshing cup of tea soon provided. Terry has been one of the most refreshing and sincere people it has been my privilege to know. The great surprise even so came when I first heard him talk on the subject of milestones. Of course his abundant knowledge and expertise rang out but so did the wit and the humour, and the sense of thrill and purpose that so inspired his presentation. We who have known him have been deeply touched.

From *Carol & Alan Haines*: Our first contact with Terry was in January 2000 when he was canvassing support for a Milestone Society. He was the first member we met at the inaugural meeting in Dudley that October and his strong support and contributions of articles and drawings during our period as Newsletter editors was very much appreciated.

When Terry announced his retirement as Hon. Sec. at the AGM in 2007, we presented him, on behalf of the Society, with a bound edition of the first ten issues of the Newsletter. He was so pleased with this that a few years later he asked us to have issues 11 to 20 bound in a matching volume.

From *Jeremy Milln*: In our linked contribution to *On The Ground* 7, Terry and I wrote about our initial meeting in Shrewsbury. His enthusiasm and track record were immediately obvious; so too were his resolve and enthusiasm over the months that followed, which kept me to my promise to participate in the lead up to the first milestones day at the Black Country Museum in Dudley on 28 October 2000. It was only then that I fully appreciated what a wonderful man Terry was and just how hard he had worked to promote our interest and bring us all together.

Terry, for me, exemplified the very best of that peculiarly British obsession with the past. The assembly of its remains and of records thereof and the generosity with which he shared his knowledge, were among his many strengths we milestoners valued most. I remember him

too for his humour and hospitality, the Dublin brogue that had never quite left him and a special humour and gentleness.

From *Jan Scrine*: It was a phone call with that persuasive Irish lilt than snared me onto the Committee! Terry was a great 'encourager', always good-humoured and remaining enthusiastic to the very end. I miss his sound advice and real warmth. He would have said 'Ah, get on with it' - that's the best tribute we can make to him.

From *Connie Swann*: I first met Terry shortly after that first Milestone Meeting in Dudley when he invited the Worcestershire members to his house to meet each other and share his vision. It was exciting. By the time we left, each one had been given a particular responsibility and a sense of purpose. Since then that original group of six grew and we met in each others' houses under Terry's chairmanship – and what an inspiring Chairman he was!

While Terry himself, always leading from the front, worked tirelessly to find lost stones in isolated spots and thick hedges, there have been larger projects – the repair, re-plating, replacing and repainting of all the stones on specific stretches of road. These larger projects called for a wide range of skills and Terry was masterful in finding the right people for the right jobs and persuading land-owners and Parish Councils to pay for stones and plates, inspiring everyone with enthusiasm and co-ordinating their efforts.

He was a splendid communicator. His talks were very

entertaining and popular, raising awareness of the Milestone Society's work and bringing in funds for both national and our own local purposes. Four times a year, before each of our meetings, he compiled 'Worcestershire Miles', an illustrated newsletter of the on-going projects, new finds and thoughts for the future. What an amazing man and what a privilege to have known him.

From *John V Nicholls*: I was 'volunteered' to be the single issue editor of *On the Ground* No.3 in 2006. Terry probably encouraged me more than anyone to continue as the regular editor. He could certainly be very persuasive, gently assertive and always there to hand out advice. He will be sadly missed.

From *Chris Woodard*: When my wife and I lived in Cardiganshire, Terry and Mary used to pop in whenever they were in West Wales, as they had friends in the horse-brassing trade. On one occasion, they came over to have a meal with us, and afterwards drove up the coast to Aberaeron, where friends suggested that they could park their campervan in a side street where there was an off street parking area. They settled down for the night in the campervan, but on rising the following morning they discovered that a building close at hand had burnt down. They could not believe that they had both slept through the din of fire engines arriving and the roar of the fire that took place around them.

Laurence Dopson (1924-2012)



There is symmetry in writing the obituary of a man who wrote obituaries. In fact, Laurence wrote his last obituary piece for the *Nursing Standard* only a few days before his death. One of the quirks of meeting people through specialist interest groups is that one never really appreciates

why they are renowned in the wider world. Laurence was one of the pioneering band of enthusiasts who joined the Milestone Society when it was created in 2000, as member no. 30 in our lists.

He joined the Committee of the Society, acting as an elder statesman (he was already 76) with calm judgement and a scholarly view on matters of Constitution, tradition and governance. He seemed to understand the workings of public bodies, such as the Charity Commissioners, and pronounced with some authority on matters that were a mystery to many of us. He also penned articles for specialist magazines to raise the profile of road history, and he remained an advisor to the Committee until his death in June.

Despite the challenges of long journeys to reach Society meetings, Laurence and Stella, his close friend and colleague for many years, were regular faces at our gatherings and attended and much enjoyed the 2012 Spring meeting at Burton-in-Kendal in Cumbria.

Laurence was a medical journalist with a national reputation for promoting the interests of nursing and nurses. As the first male on the editorial board of the *Nursing Times*, at a time when the NHS was forming, he knew how to work with groups of disparate people and understand large public bodies. He was indefatigable, still a practicing journalist, writing "obits" for *The Independent* newspaper well into his 80s.

But he was also a great traditionalist, living in Pitminster but attending church in the small parish of Angersleigh, on the flanks of the Blackdown Hills in Somerset. Milestones were not his only 'unconventional' interest; he wrote on topics from lavatories (that at Angersleigh Parish Hall being an obvious inspiration), through The Poor Laws, to keeping alive the old traditions of the King James Bible. A lover of good food and pleasant company, Laurence was one of those quietly knowledgeable English gents from the country whom it was a pleasure to have known and for which the Milestone Society has been blessed.

Alan Rosevear

Roman Milestones in Britain

John Higgins

'Roman milestones are generally columnar stones, round, oval or squarish in section, and from 4 to 6 feet high. They almost always record often in detail the name and titles of the Emperor, and sometimes a numeral of mileage is added, with or without the name of the place from which the miles were measured. Sometimes, too, the name of the public authority setting up the stone is mentioned. Until the early third century the inscriptions tend to give the date, in terms of the tribunician power and other titles of the Emperor, when the road was built or repaired. After then they usually give only the Emperor's permanent titles and are often so roughly cut as to demand, like many modern milestones, a touch of paint to make them legible. Renewals were frequent, and sometimes groups comprising as many as seven successively discarded milestones are found together, as at Crindledykes (Northumberland). A renewal may also be effected by re-inscribing the stones, which may also be inverted.'

[Collingwood & Richmond 1969, p199 ¹]

Introduction

There have been many excellent studies on Roman Britain, uncovering much of what had hitherto been unknown in the world of our early rulers. Some of these have focussed upon the Roman road system, combining on the ground knowledge with archaeological evidence. However, when we look for information on the milestones along these Roman Roads, we have only three real reference points².

The first, published in the 1950's, is the Ordnance Survey *Map of Roman Britain*³. This shows a map of the whole of the country, with markers for milestones that have been discovered, either in singles or in groups, but with no distinction between these two categories. In addition, it gives an index of two figure grid references, together with the name ascribed to the find spot, and also the then parish that the spot was within. However, what it does not do is to tell us where each milestone was at the time of publication, as many of the finds had been transported to local or sometimes regional museums for safe keeping.

The second work was published around the same time, and is now widely available on the internet, although - I have to say - not in an up-to-date or even faultless form, which can be very misleading. It is entitled *The Roman Inscriptions of Britain*; its authors are Collingwood and Wright and, as its name implies, was mainly concerned with inscriptions on stones of all types⁴. As this included milestones, we have a usefully referenced list of legends on the Roman milestones known to have existed half a century ago, but no information on those whose legends were either illegible or non existent. However, if you have internet access, you can pursue all this in detail⁵. As volume one, it is concerned with inscriptions on stone; part four of volume one comprises Milestones and Honorific Pillars. No distinction is made between the two; however, as most honorific pillars were also milestones, there are very few 'red herrings'.

The third source is by Jeffrey P. Sedgley, and was published in 1975⁶. Neither of these written works looked



Milestone set up by Victorinus, Emperor AD 268-70, found at Chesterton, Hunts (Roman town of Durobrivae). Now on display in Peterborough Museum. RIB 2238, Sedgley 24 Durobrivae 1. MSSoc ref HU_ROM01. (Photo Michael Knight)



Milestone erected by Hadrian, AD 120-1, to mark the 8th Roman mile from Caerhun Fort (Canovium) to Caernarvon (Segontium) in north Wales. Now on display in British Museum. RIB 2265a, Sedgley 51 Rhiwiau-Uchaf 1. MSSoc ref DEN_ROM01. (Photo Helen Crabtree)



Milestone to Postumus, Emperor AD 258-68, now in Breage Church, near Helston, Cornwall. RIB 2232, Sedgley 20. MSSoc ref CW_ROM01. Grade II listed. (Photo Ian Thompson, 1998)

at the milestones for what they actually were: Collingwood and Wright were only interested in inscriptions, and Sedgley was mainly concerned with the geology of the stone, and where it had originated. However, he did incorporate Collingwood and Wright's referencing numbers with his own, helping us to positively identify each particular stone.

In addition to these, Basil Noble of Darlington, who was a Milestone Society member but has since sadly passed away, compiled a list of the stones in the northernmost counties of England, and photographed each one, identifying where each stone was located around the 1980's⁷.



Above left: Milestone uninscribed, about 300 yds east of Dere Street in Northumberland north of Waterfalls Farm at NY912815. Sedgley 106. MSSoc ref NB_ROM14. (Photo Robert Caldicott, 2004). Above right: Milestone just west of Dere Street in Northumberland at DY 889877. MSSoc ref NB_ROM16. (Photo Robert Caldicott, 2004)

Gathering the evidence

I have spent a great deal of time over the winter months of 2011-12 identifying, analysing, recording and comparing the extant milestones in order to produce something that has hitherto not come together in a single form before. Jeffrey Sedgley identified 110 Roman Milestones (all those known to him that had been uncovered since mediaeval times), although some of these have subsequently been lost. Around twenty stones fall into the 'lost' category; however, some others have been found since then, giving us a database, as near complete as I can, of 95 stones. It is thus relatively easy to photograph and record these, but far more difficult to analyse what the findings mean.

Before I begin such an analysis, I need to make it clear that the evidence at my disposal is strictly limited. In the eleven years since the Milestone Society came into being, each county representative has, with the help of others, produced a database of extant stones, yet most museum pieces (i.e. much of the Roman stock), has been omitted. Likewise, knowledge of the actual stones themselves is limited to museum documentation, which will almost always let us know what you can see, yet almost never how this particular stone might fit into the complex jigsaw comprising other known stones.

Written documentation from the Roman era consists merely of two maps; one of the Roman Empire is known as The Peutinger Table and is a map of the entire empire, although as Britain was on the edge of the empire, this part of the map is also on the edge and thus partially missing. The other map, the Antonine Itinerary, appears to be merely a journey through Roman Britain using known Roman roads. This makes no mention of specifics, let alone milestones, so neither map is really helpful. Thus with just 95 pieces of stone at our disposal, we need to piece together four hundred years of milestones in Britain. This was never going to be an easy task, so, casting the proverbial caution to the wind, I feel that anything has to be better than nothing.

From published information on the Roman road system, we can glean knowledge on places connected and methods of construction. We know that Britain was invaded in 43AD, and in order to quickly establish authority, a bridgehead would have been needed. This was at Richborough in Kent, and roads initially constructed to move militia around were laid between here and what was to become Londinium. The main goal was Colchester, the base of the Catuvellauni tribe, who were known to be particularly antagonistic to such an invasion. Thus a ford was built at the lowest bridging point of the Thames, and thence a road north-east to Colchester.

Roads from Colchester and what was to become Londinium radiated out to cover much of south east England, its boundary being synonymous with what is now the Fosse Way. Incidentally, the names of Roman roads that we know and use today were never used by the Romans. Whatever they called each road, if indeed they had names for each of the roads that they built, names such as Watling Street and the Fosse Way were later coined to add significance to what was on the ground.

The second stage of the invasion involved pushing northwards and westwards. New roads were built extending into Wales and the North of England, with one lead-



Above left: The Leytonstone 'High Stone', the base of which is believed to be the remains of a Roman milestone. In the 18th century, the obelisk was mounted on top. MSSoc ref EX_LEY. (Photo John Nicholls, 2005). Above right: One of four milestones surviving in Britain to the short-lived emperor Florianus, who ruled for only a few months in AD 276. Found on line of Roman road from Doncaster to Castleford, south of Pontefract. On loan for display in Pontefract Museum. RIB 2275a. MSSoc ref YW_XMUPO. (Photo Christine Minto)

ing up into Scotland. The building of the Antonine Wall and Hadrian's Wall established two separate northern frontiers, the latter providing the greatest and grandest monument that we have in Britain from the Roman period.

Hadrian's Wall, in particular, is of importance when we consider Roman milestones. Not only are there no examples of milestones dating from before the construction of the wall, but over a quarter of all the stones found in Britain have been discovered within 20 miles of it. The fact that no milestones have been discovered before Hadrian's reign, around 120AD, is rather strange. We do however know that Hadrian, as well as ordering the construction of the wall, also instigated many other reforms and changes in Britain; perhaps introducing milestones was one of them. Three stones from his time are extant.

However, another strange fact to come out of the survey is that very few stones have come down to us from the hundred years following Hadrian's reign either; a mere five, meaning that for the first two hundred years after the conquest, only eight of the 95 known Roman milestones can be dated to the first half of the Roman occupation. From the extant milestone stock from the time of Hadrian, one in Leicester is in the Jewry Wall Museum, one from near Llanfairfechan in North Wales is now in the British Museum, and one found in Lancashire is now in Lancaster Museum. Although they all can be dated to Hadrian's reign, it is not known which is the earliest; however, one of these three is the earliest milestone of any kind existing in Britain today.



Above left: Milestone without inscription, surviving at Stinsford near Dorchester, Dorset on the line of Roman road from Dorchester to Badbury. Sedgley 15. MSSoc ref DO_D0BF01R. (Photo Mike Faherty). Above right: Milestone at Slaithwaite, West Yorkshire found at Bough Banks Clough in 1500s, close to the line of the Roman road from Castleshaw. MSSoc ref YW_XHUDr. (Photo Jan Scrine)

Milestone style, function and shape

Roman milestones differ in many ways from their later turnpike equivalents, yet they also bear many similarities. The most striking difference is that they perform the function of honorific pillars primarily, the mileage to any given destination being of secondary importance. A modern equivalent might just be something like 'to the glory of God and Her Majesty Queen Elizabeth the Second who has reigned over us mere peasants for the last sixty years;

defender of the faith, honoured by all men; oh, by the way, it's two miles to Leicester'.

When we consider the multitude of advertising media available to us nowadays, it is difficult to understand a life without any of the modern day clutter that takes up most of our lives. However, milestones were an ideal way of advertising, encouraging allegiance, and controlling the indigenous population. If the message was repeated every mile, by the time you reached Leicester, you would be in no doubt about who was in charge!

Another striking difference between Roman and turnpike era milestones is the lack of variety of types in Roman stones. Whereas all turnpike trusts had their individual styles and types, there appears to have been much uniformity amongst Roman milestones. Most are cylindrical, but many are rectangular in cross section. A third, and most unusual feature, is that many have been recut and reused. None of these features appear to have been thoroughly investigated in modern times; thus it is important that The Milestone Society does its best to find answers to the following questions:-

Why were so many reused?

Were they of a standard type, shape and size or was size purely arbitrary?

Were there milestones on every Roman road, or only the most important ones? Were they every mile, or only at selected intervals? And if the answer to both questions is 'yes' then why have so few been discovered?

Were styles different for civilian and military roads?

I hope that I can answer some of these questions. Firstly, they appear to have been reused so often because orders would have presumably been received from Rome at each change of Emperor, and etiquette would probably have precluded them from having milestones that referred to a previous emperor. Emperors frequently were usurped, killed or simply overthrown at regular intervals, and so changes were often needed. The changes were effected in one of three ways:

- a) by overcutting the new Emperor's name
- b) by upturning the milestone and recutting the bottom, or
- c) by cutting a flat surface and starting again.

The last method was the starting point for transforming cylindrical milestones into rectangular ones, and many extant stones have flat surfaces with rounded edges indicating that they had been reshaped.

The last of these methods goes some way to answering the second question, although some stones would appear to have been rectangular from the start. One theory is that all milestones could have been ordered from Rome to a standard design (cylindrical), with some leeway being given due to the type of stone from which each was hewn. After several faces had been flattened to take new emperor's names, they would then have been reused for other purposes, and so have found their way into places some distance from their original positions.

Two excavated at Rockbourne in Hampshire were from a villa where they had been reused as doorsteps or lintels, and the stones uncovered at Bitterne near Southampton had all been used as part of the town's defences. Notwithstanding, several sources indicate that milestones were not ordered from Rome, and that they were strictly the responsibility of persons in Britain.



Above left: Milestone uninscribed, standing apparently in its original spot, south-east of Temple Sowerby, on the line of the Roman road from Kirkby Thore to Brougham. Sedgley 79. MSSoc ref. WE_XROMAN01. (Photo Mervyn Benford)

Above right: Milestone uninscribed, still standing in its original spot at NY 772664 on Stanegate at Smith's Shield, Henshaw, almost one Roman mile west of Chesterholm Fort (Vindolanda). Sedgley 91 Chesterholm. MSSoc ref NB_ROM03. (Photo Jan Scrine)

Types of Roman road

To find out more, we first need to ascertain the types of road that were built by the Romans. In 1881, there was an excellent work on the Roman milestones of northern Africa, produced by a gentleman called Mommsen⁸. He considered the inscriptions on each stone, and was thus able to ascertain who actually erected the milestones. He put forward the case that roads in the civil areas of the Roman empire fell into two distinct types: those built by the military and used by Romans, and those built by the local indigenous population and maintained by the local *municipia* and *civitates*.

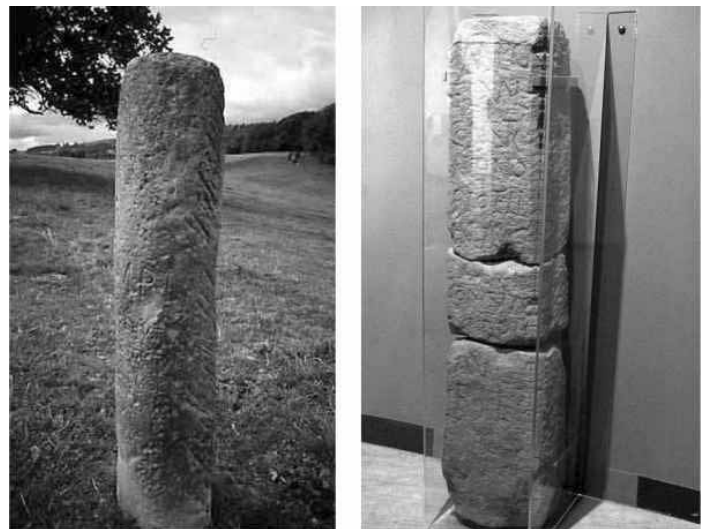
This is important as mileages stated on milestones referred to distances from either the provincial capital, or in the case of municipal and city-owned roads, to the local capital. Thus once we have identified the town referred to, we can ascertain which type of road the milestone was placed upon. If this system also applied to Britain, as seems possible, then most of south and south west Britain was traversed by two kinds of Roman road. The military area of Britain roughly corresponded to what is now mid- and north Wales, western Cheshire, the Peak District, Lancashire and parts of Cumbria and Northumbria.

The next step would seem obvious: simply compare the distances and towns shown on the milestones, and we can detect the type of road. The problem here is that many of the milestones extant are only fragments, and we do not always know the town or distance that each stone would probably have shown. Additionally, this system

identified by Mommsen probably broke down in the third century, and the *municipia* probably took control of all roads. As most of our extant milestones are from the third century, we cannot definitely confirm either way. However, two milestones that were probably erected by the local *municipia* can be identified, viz. Kenchester in Herefordshire and Brougham (pronounced 'broom') in Cumbria. Both state the *civitas* and so were almost certainly erected by them.

I am sure that more work can be done in defining which type of milestone stood on which type of road. I still remain convinced that cylindrical types stood on one type of road, whilst rectangular ones occupied the other. Into this latter category fall all of the five discovered in Cornwall. They are all rectangular, and yet no major Roman road has ever been discovered in Cornwall. Thus, I think, rectangular styled stones probably occupied minor roads, whilst major routes were equipped with cylindrical ones.

I mentioned that the road system seems to have broken down in the third century. What we must bear in mind is that the Romans were in Britain for nearly four hundred years (equivalent in modern day parlance by looking at milestones between 1612 and 2012 as one type!). If the local *municipia* took over the road system, then this would explain one other phenomenon that has come to light. Most extant Roman milestones seem not to give mileages or towns, albeit some are mere portions that only show the honorific portion of the stone.



Above left: Milestone, re-erected in 1836 at SD 622 858 on the A683 Sedburgh to Kirkby Lonsdale road, near Middleton. The inscription reads M P LIII, measured from Carlisle via Penrith and Sedburgh. RIB 2283. Sedgley 63. MSSoc ref WE_XROMAN02. (Photo Mervyn Benford). Above right: Milestone found in 1963 in a well close to Watling Street at Cave's Inn (Tripontium), Leicestershire. On display in Rugby Museum. Sedgley 31. MSSoc ref WA_RM02. (photo Mervyn Benford)

Perhaps the mileage was merely painted on at the foot of the stone, but it would appear that from the third century it was more likely that although the stones were placed every mile, their main function had become honorific, so perhaps they could no longer be legitimately known as

milestones. If this is the case, then the number of Roman milestones in existence reduces from nearly a hundred to just eight!

One more point is worth considering. Where several stones have been discovered in the same location, had they been discarded or were they dug up and taken to a central location for overcutting at the change of each emperor? We have already seen that many old stones were reused, but the complexities of recarving a stone with a new name may have rendered it easier to take the stone to the carver, rather than vice versa. Notwithstanding, if this was the case, then one would presume that all the stones discovered together would have either come from the same road, or from the same period. If they had simply been discarded, then surely every one would have been reused so often as to render them useless, and not able to be cut any more. Neither seems to have been the case, so why have we discovered more than one (up to seven in some instances) in any location? Perhaps we shall never know.

Analysis

I would now like to look more closely at the milestones themselves. I have identified 95 that have been discovered and are still in a known location. The Romans invaded in 43AD and left Britain to its own devices around or just after 410. When an emperor's name is clearly marked, it can be dated. The inscribed milestones extant thus fall into the following date categories:

43AD-118:	none so far discovered. As previously noted, this could be accounted for by the fact that milestones were introduced into Britain by Hadrian (around 120AD)
118 -209:	five discovered
209-235:	three discovered
235-268:	twenty-two discovered
268-309:	twenty-five discovered
309-337:	twenty discovered
337-395:	one only recut from an earlier stone
395-end of Roman rule:	none discovered.

In addition to the inscribed stones, there are around twenty which are illegible and therefore not able to be dated. Thus the vast majority of extant milestones come from the hundred years after 235, with nearly three hundred years of occupation producing less than ten. Whilst an easy answer may be given to explain the lack of milestones prior to 120, the lack of dates from then for at least another hundred years is not as easy to understand; however, the total lack of milestones from 337 can easily be explained. The best way of illustrating this is to quote *Roman Britain* by Keith Branigan⁹. In his chapter entitled 'The End of Roman Britain', he says:

'The demise of the 400 year Pax Romana began slowly . . . its coasts were constantly threatened by raiders from the Low Countries, The Western Isles and Ireland who constantly probed for loopholes in the island's defences. All the same, the Channel still preserved the country from the kind of concerted barbarian attacks that ravaged the eastern borders of Gaul. The forts of the Saxon Shore kept Frankish and Saxon raiders at bay, while Hadrian's Wall

secured the northern frontier. Even with a depleted garrison, the province was fairly safe, provided that its enemies never acted in unison. However, in AD367, this was precisely what happened.' Enough said!



Above left: Milestone fragment on display in Ribchester Museum, Lancs. Found in granary or the west gate at Ribchester Fort in 1899. RIB 598. Sedgley 57 Ribchester. MssSoc LA_XROMAN06. (photo John Armstrong). Above right: Reconstruction of a milestone at Vindolanda erected in AD 121. (Photo Jan Scrine)

In-situ survivals

Of the Roman milestones still in situ or close to their original position, all except the Cornish examples are cylindrical in shape. All except one are to be found in the north of England, the single southern survivor being on the outskirts of Dorchester in Dorset. Only two are still in place within a Roman mile (1000 double paces) of each other - these are near Hadrian's Wall in Northumberland. One in Lancashire has been reused as a nineteenth century boundary stone, but is still near its original site, and just one at Temple Sowerby in Cumbria still proudly stands beside a modern main road, which follows the line of the original Roman road. It is incredible to think how many changes there have been to the immediate surroundings, yet this stone has survived in exactly the same spot for nearly two thousand years!

In addition to these milestones, three more milestones are conjectured to exist outside museums: the London Stone in Cannon Street in the City of London is said to predate Roman times, but was used as the reference point for mileages from Londinium; and another stone, the Imp Stone at Silchester, is said to be a Roman boundary stone. Personally, as no other Roman boundary stones have been discovered, I doubt this and would thus place it in the milestone category: after all, it is located on a former road a mile from one of the town's gates. A third example might just be a Roman milestone; it is the base of what is now known as The Leyton Stone at Leytonstone in Essex (or Greater London if you prefer). Whilst it is the correct shape (i.e. cylindrical) there is no other evidence for its provenance.

Museum collections contain various pieces of stone, from two small fragments at Wall in Staffordshire and Ribchester in Lancashire to complete stones, such as that in the British Museum. Most examples, however, are only portions and so much of the legend will be missing. Often

the extant portion is the top, and thus as mileages were always given after the emperor's name and titles, etc., the information needed to place the stone's original location is lost.

Regarding size and shape, I have already offered a theory on shapes; however, if we look at the stones themselves, a few are of irregular shape, there is just one ovoid (which may have been intended as cylindrical), and a handful with shaped projecting flat surfaces on the front of a cylindrical section. These surfaces accepted the legend. Of the remaining majority, around half are cylindrical and half rectangular, with some of the rectangular ones showing signs of having been cut down from a cylindrical shape. The cylindrical ones vary in diameter of between 12 inches (30cm) and 18 inches (45cm), with the majority being around 14 inches (35cm). These findings add much weight to the theory that most stones were cut to a standard design, with only minor regional variations.

Sources of stone

Jeffrey Sedgley's 1975 study sets out to analyse the locations of the stone quarries that had been used for the extant milestones. I do not propose here to come anywhere close to challenging this excellent geological work; suffice to say that a core sample of each stone was taken, carefully analysed and compared to local and semi-local quarries and outcrops. Often the stone type was deemed to have come within a three mile radius of the find spot; however, there are some stones which couldn't be identified as being composed of local stone. This of course may be explained by the stone having been moved some distance from the find spot; no conclusions can be drawn on this as not all mileages and town names were legible.

One milestone from near Llanfairfechan in north-west Wales would appear to have been cut from stone originating in north-east Wales many miles away; however, another stone discovered within ten yards of this stone (now in the British Museum) is composed of local stone. Meanwhile, another discovered in north-east Wales appears to have stone from either north-west Wales or Shropshire. As with many other anomalies, we are left to draw our own conclusions.

To add a further point: parts of the country had Roman roads but with no suitable stone within a considerable distance; e.g. nothing has been found along the road from Colchester to Venta Icenorum (Caistor St Edmund), an important route for the Roman army chasing the Iceni tribe; nor Peddars Way leading to The Wash with connections to Lincoln. Probably wooden markers were used with painted inscriptions

It is obvious that with only 95 pieces of stone from which to try and draw a history of Roman milestones, the task was never going to be easy, and I am sure that many a scholar in the future will undermine my conclusions. At least, as they say, it is a start. Perhaps some of you in the Milestone Society would like to take the subject further, and I encourage you to do so¹⁰.

I am indebted to all the custodians of local museums up and down the country (except for The Yorkshire Museum, who were simply too busy to take 20 seconds out to tell

me if they still had the Castleford stone); and also to local Milestone Society county reps, especially Ian and Iain at either end of England. By the time you read this, we shall have an updated Milestone Society database of all 95 stones which you can access for further information¹¹.

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Editorial Note

This study is presented largely in the style as contributed by its author, and reflects his personal research and view of the subject. No wider view of studies of Roman Britain generally has been included here. Beyond the References cited in the text, no others have been added, but a summary listing of other relevant works on the subject of Roman Roads in Britain was presented as part of the Society's Autumn 2012 meeting at Bicester and is reproduced here for interest and further study. Earlier studies include some long-admired and thorough regional surveys in Roman Britain.

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ON THE GROUND

Around the Counties

BUCKINGHAMSHIRE

Another 'out of position' Bucks Pressing milestone has been located in Lillingstone Lovell (east of the A413, the Buckingham to Towcester road). Although the name of village is painted on the top, the legends on the side faces are those of two adjacent properties. NGR: SP7143 4048. Thanks to *Bob Westlake* for photo and information.



CHESHIRE

Keith Lawrence (Nantwich, Cheshire) made an unsuccessful foray to the Wirral to seek out a large number of milestones that had been preserved in the grounds of a school at Parkgate. *John Higgins* (Staffs) then followed up with his own search and he reports:

New Database Entries for Cheshire

Many new milestones have been added to the Cheshire database with the recording of seven turnpike-era stones preserved in a line in the grounds of a former school on the Wirral. The stones were all from the A540 between Chester and Neston, originally part of the Chester, Neston and Woodside Ferry Turnpike.



Left: CHESTER / 2 MILES with 2-inch lettering. On the right is CHESTER / 8 / MILES / WILLASTON with the large 5-inch numeral. (Photos: John Higgins)

The ten miles between Chester and Neston was upgraded with partial dual carriageway around 40 years ago; the stones may have been moved at this time, otherwise they may have been rescued during the county's replacement milepost work from 1896. [*Either option is possible as the school dates from 1855. Allegedly the stones were rescued by a former headmaster. Ed.*] One original stone (CHESTER 9, CH_WKCH09 on the database) is still on

the A540 at NGR: SJ 316773, north of the entrance of Leahurst Teaching Hospital. It is the only turnpike-era milestone still in situ in Wirral. The CHESTER 1 is represented by the usual tall 'CHESTER CROSS 1 MILE' posts that ring the city; the one for this route is near Woodlands Avenue on the A540.

The seven new milestone discoveries are the CHESTER 2 to CHESTER 8 inclusive. They are in the grounds of the former Mostyn House School at Parkgate near Neston. They are in a line, starting with the furthest right (CHESTER 2) and progressing – each one about fourteen paces from the next – with CHESTER 4, 5, 8, 7, 3 and 6. All are engraved with two-inch lettering/numerals with the exception of 6 and 8, which along with the in situ 9, have five-inch numerals.

CORNWALL (*Ian Thompson - Cornwall Rep*)

News from Cornwall

In February Ian Thompson gave a talk to Bodmin History Group, showing how the surviving milestones told the story of the development of roads around the town. There was a lively discussion after the talk, and follow-up work continues.

In March a replica of a milestone was erected by County Highways in Egloskerry near Launceston. The original was taken from the edge of a field and marked a pre-turnpike route to Camelford. It was not listed. Months were spent searching for the original before the decision was made to make a replica. The new stone was carved by a local artist, using a donated gatepost of identical proportions. (SX265863)

The winter weather uncovered a milestone beside A393 between Penryn and Redruth. The stone is at the road edge, battered and leaning with the traffic flow, but at least it is still there. (SW736397)

In driving rain, Pete Goodchild and Ian Thompson re-erected the fallen guidestone on A39 at the Tredinnick turn (SW937682). It had been knocked sideways and been set upright by Ian in 2008. This time it had toppled over backwards.

Listing successes continue to trickle in from English Heritage. The old 'Images of England' website is no longer actively adding new images although still an excellent resource. For up to date listing details visit the English Heritage website and follow the links.

The Cornwall Council/Milestone Society 'Painting Partnership' is now in its fifth year with an ambitious programme of painting planned. The project has raised the profile of milestones within the county, revealed a number of milestones not found before and enabled much to be learned about the history and design of the county's milestones. When you get up close and personal with a milestone you can find out a lot about it.

Ian has completed the text for his book on Cornish Milestones. And is delighted to have found a publisher.

Milestone North of Hatt

In March this year, Pete Goodchild and Ian Thompson repaired a unique milestone on A388 between Callington and Saltash, just north of where the AA's Hatt box used to stand.

There are milestones all along the A388, but this one is special.

When the Callington Turnpike Trust was set up in 1764 it announced that it would maintain the road south towards Saltash as far as Paynter's Cross. Unfortunately the Saltash Turnpike Trust, set up in 1761, stopped nearly two miles short of Paynter's Cross, in the parish of Botus Fleming.

In the renewal Act of 1785, the Callington Trust extended its road to meet the Saltash Trust road at Fighting Cocks, Botus Fleming. This new length of road required just one milestone – the milestone north of Hatt.

Although the '1½ C' milestone is lost, the '2½ C', '3½ C' and '4½ C' (at Paynter's Cross) milestones of the original Callington turnpike route all survive. The next milestone reads 'C 5½ S' and this is the later, 1785, milestone. One mile beyond this the milestone reads '3 miles To Saltash', a totally different type of inscription because this is a Saltash Turnpike Trust milestone.

Ian likes the way the 'S' on the 1785 milestone is falling forwards. This style can be seen on early milestones elsewhere in Cornwall, around Truro for example, where later milestones have an upright 'S'.

Research confirms that the 'S' stands for Saltash. In her work published as a series of articles in 'Old Cornwall' in 1985 and 1986 under the title 'The Measured Mile', Audrey Hosier recorded that the milestone north of Hatt was painted white with black letters, reading 'C 5½ S 4'. This suggests that the milestone was broken off after she saw it, and that it gave the correct distance to Saltash, matching the '3 miles To Saltash' milestone one mile to the south.

When Ian visited the milestone in 2006, in preparation for a listing application, he found the milestone to be resting on the ground, without a base, and reading 'C 5½ S'. When the listing finally came through in 2009, this truncated version of the milestone was accepted as all that survived.

Pete was worried by the milestone north of Hatt. He drove past it several times a week, and noticed that it had been moved. He wanted to fix it down, and proposed making a new concrete base for it to prevent theft.

Ian met Pete at the milestone site in early March. The milestone was there, leaning against the bank. They hunted up and down the verge for signs of the stumpy base of the milestone, but could find no trace. They loaded the surviving part into Pete's trailer as carefully as they could and took it back to his place where he could clean it up and start making a new base. After a cup of tea, Ian went back to the roadside site, because he wanted to prepare a hole to take the new base. They hadn't looked where the milestone was leaning against the bank! There, buried in an accumulation of soil and weeds which had slipped from the bank, was the bottom half of the milestone. Ian phoned Pete to stop making a new base.



Above the top remnant that was listed in 2009 and right the newly discovered base after being dug out and set upright. (Photos: Ian Thompson)



It took a long time to dig round the stump and set it upright. It had been pushed over at quite an angle, presumably when the top part had been broken off. There were still traces of paint picking out the lost number '4', the distance to Saltash. Ian found a broken shard of stone lying in the grass, which he hoped would help locate the two main parts.

Ian notified the County's Highways team of what he and Pete proposed to do, and three weeks later, Pete and Ian brought the two halves of the milestone together. Pete had done a good job of cleaning up the top half and painting it white. The two halves matched exactly! They fitted so perfectly that Ian decided to fix them together with a thin layer of pva adhesive. This had worked in the past on smaller fragments on other Cornish milestones. The milestone sat upright and was well back from the modern traffic flow. The simplest and least intrusive repair seemed best.

The broken shard fitted on the edge where the two parts had fractured and was glued back in place. The joint was sealed with mortar and allowed to go off. Then the painting was completed and the job was done.



The Hatt stone's parts reunited and the restoration completed. (Photos: Ian Thompson).

Grampound Road Milestones

The power of the press was shown recently when an article in the *West Briton* inspired Grampound Road resident Mike Hearn to do the right thing with an historic cast iron mile plate which had been in his shed for several decades.

Mike had rescued the metal plate one dark night in the

late 1970s when he had found it lying in the road. When he read about the restoration of the milestones south of Grampound Road in the *West Briton* in October last year, Mike used the newspaper article to make contact with Ian Thompson of the Milestone Society in Cornwall and asked him if he would like to put it back.

Ian was delighted to be given the mile plate by Mike, and promised not just to put it back on its milestone, but to use it as a pattern to make replacement plates for the other milestones to the north of Grampound Road.

These milestones are almost as old as the village of Grampound Road itself.

The Cornwall Railway opened a station at High Lane on 4 May 1859. It was known as Grampound Road Station since it was two miles from the ancient borough of Grampound. The Royal Albert Bridge across the Tamar opened at the same time as the new station, connecting Grampound and the rest of Cornwall with Plymouth, Exeter and on to London. Such was the importance of the station that High Lane changed its name to Grampound Road.

Road traffic feeding the station at Grampound Road prompted the upgrading of the roads to the north and south from parish roads to Main roads, repaired at the county's expense.

The road north from 'Grampound Road to Scarcewater Hill' was proposed to be made Main by West Powder Highway Board in 1890 to link with the turnpike road network that converged on the hamlets of Indian Queens and Blue Anchor, both places named after coaching inns.

The Highway Board set up milestones as part of the road improvements required for adoption as Main roads by the county. Each milestone gave the distance to Grampound Road and to Blue Anchor on two cast iron plates.

There are now only three surviving milestones on the road north to Blue Anchor, and only the one in Grampound Road had a surviving cast iron plate.

Thanks to the hard work of Councillor Mike Eathorne-Gibbons, funding was secured from Cornwall Council to pay for the casting of four new iron plates by Irons Brothers of Wadebridge.

Ian Thompson primed and painted the plates, fixed them and Mike Hearn's original plate securely in place on

their original granite milestones and repainted the three milestones.

Councillor Eathorne-Gibbons said, "I'm delighted these historic milestones have been restored. Whilst we should look forward we should not forget our past and so it is good to see these attractive features doing just that. The Milestone Society does an excellent job and I was happy to support them financially in their latest endeavours."

Mr Hearn was glad that the mile plate he had found all those years ago was at last back where it belonged. "It looks very smart", he said.

DEVON (Tim Jenkinson - Devonshire Rep)

Avonwick Milestone in the South Hams

The main road towards Plymouth from Totnes in South Devon was diverted through Follaton in c1823 thereby taking travellers away from the troublesome incline of Harper's Hill. Around this time several sturdy granite milestones were set up by the Turnpike Trust along the entire length of the route, some 23 miles to be exact, passing through the villages of Avonwick, Yealmpton and Brixton along the way. Many of these stones continue to survive and are still being discovered at the roadside at the start of the C21. One such marker in Avonwick set at 6 miles from Totnes and 17 to Plymouth has recently been reinstated following the completion of a housing development at the western end of the village.

The plans for the custody and care of the previously neglected stone whilst the building progressed was instigated by Exeter Archaeology in March 2011 who made it part of the contractual agreement with Linden Homes. The project necessitated the demolition of a wall in which the stone was standing and an extract from the report reads as follows:

'...the client will arrange for the milestone to be moved to a safe storage place for the duration of the works, prior to its reinstatement at an agreed location close to the existing site of the milestone. This process will be carried out in consultation with Tim Jenkinson of the Milestone Society'. (Exeter Archaeology Project 7483/pms March 2011)

The inclusion of this criterion demonstrates the grow-



Grampound Road. The new plates lined up ready for fixing and the GRAMPOUND / ROAD / 1 MILE milestone completed. (Photos: Ian Thompson)



Avonwick - before and after. It highlights the liaison between Devon CC, builders and the Milestone Society. (Photos: Tim Jenkinson)

ing influence of the Society in such matters in the south of the county. In mid July 2012 a report was received from local enthusiast Mike Peek that the stone had been returned and it was duly assessed. Linden Homes are to be congratulated on the work they have done at the site for not only has the stone been cleaned it is very nicely set on a grass verge and is now well above the ground clearly showing the inscription. How great it would be if all the neglected and sunken milestones in the South Hams could receive similar treatment!!

ESSEX

The 'LONDON XXXIV' stone in Rayleigh that was re-stored in 2011 (see *Milestones & Waymarkers* volume four, 2011, p.16) has now been removed for safe keeping while the site, Stratford House, on which it stood is undergoing redevelopment by Sanctuary Housing. Its removal was witnessed by Milestone Society members John V Nicholls and Mike Davies on 22 June 2012. On 15 August Sanctuary Housing re-enacted the removal for publicity purposes. It is hoped to have the stone re-erected on the public footpath outside the site subject to Highways, local authority and listed buildings consent. This will avoid putting a covenant on the new property allowing access to the stone.



Rochford Housing's Managing Director Emma Keegan, Project Manager Chris Nixon and Mike Davies with the historic milestone. (Photo: courtesy of Sanctuary Housing.)

HERTFORDSHIRE

The fallen milestone (LONDON 23) alongside Watling Street, Redbourn was reported in *Newsletter 23*. Although the County Council had been informed by a local resident and John V Nicholls (Milestone Society), the Highways Authority did not regard it as a priority unless the parish could pay the cost of re-erection. Alas, between the 1st and 10th of August the stone disappeared from the verge where it had lain since March 2012. Cllr Tony Swendell has taken up the case and has written to Herts Highways, the Police and the Herts Advertiser. Whether stolen or taken into safe keeping by someone unknown, it must have been well organised. It is a busy road and lifting around seven hundredweight of limestone would be no easy task without a form of mechanical lifting equipment.

KENT



Left: 'LONDON 23' at Redbourn in 2003. (Photo: Mike Hallett)

Above: The stone laying on the verge in May 2012 prior to going missing in August. (Photo: John V Nicholls)

As mentioned in *Newsletter 23*, Kent continues to surprise, with nine more milestones being added to the database this year (plus another example very close to the border in East Sussex).

Most of the milestones found are in Mid Kent. Here the landscape is rural, where the milestones are frequently neglected, plates missing, and slowly sinking below ground level or buried in hedges. It is only worth looking for these in late winter or early spring, when vegetation is at its lowest.

Take, for example, a milestone 52 miles from London on the road to Rye at Newenden. This was recorded in the Austen/Upton Sussex Industrial History survey of 1972/73. Colin Woodward searched for it three times in the last few years without success. More recently, Robert Caldicott, on a visit to Kent, looked for it too, and decided to call on the local farmer, who said he thought it was still there. As the farmer and his family were just about to tuck in to Sunday lunch Robert decided it was prudent not to press the matter further! On hearing Robert's news, Colin decided to pay another visit, this time noting the exact position of the milestone on an old 1/2500 OS map. Almost immediately he found himself staring at the number "52", close to the bottom of the hedge and almost buried, its plate still attached.

If the Kent examples have one thing in common, it is



Left: The plate on the 52 miles to London at Newenden is just visible through the undergrowth. Right: Another find - this one is on Benenden Road, Biddenden at NGR TQ851370. It is shown on old OS maps but appears to be a non-turnpike stone. Its design is markedly different from the square section stones on the Maidstone/Tenterden Road. (Photos: Colin Woodward)

that they appear on the 1960's (post war) 1/2500 OS maps. It is evident that there is no substitute for local knowledge in searching for milestones, and that several visits may be required in order for a successful outcome.

LINCOLNSHIRE

Another instance of a mile marker escaping observation even though, in this case, very obvious in the landscape. Helen Hyre (Bucks) spotted a milepost outside the library in Holbeach at TF35852465. The maker is G Stanton of Spalding. The left side bears the legend SLEAFORD / 26 M while the right HOLBEACH. There might be further legends below soil level. Two further mileposts of the same type survive east of Holbeach at Long Sutton and Sutton Bridge. The milepost has been entered into the database with the ID of LI_SLHB26.



(Photo: Helen Hyre)

NORFOLK (Carol Haines - Norfolk Rep)

One of Nigel Ford's Jubilee projects was to have new metal plates made for the first two milestones on the old Norwich, Swaffham & Mattishall Turnpike which come within the Norwich boundary. The stones date from 1868 and the plates were probably chiselled off in 1940 (NO_NSM01 at NGR: TG20870933 and NO_NSM02 at NGR: TG19280961). The project coincided with plans by Norwich City Council for a Bus Rapid Transit scheme along the Dereham Road into the city which also aimed to improve the natural and historic environment. With the support of Ben Webster, Design, Conservation & Landscape Manager for the City Council, new plates were cast at Thurton Foundry and were resin bonded to the stones, free of charge, by local builder RG Carter.

The plates cost £660 and donations totalling £250 were received from four local firms; other funding came from



Left: Norwich 1 (MSSoc identification NO_NSM01) in 1935 with its original plate (George Plunkett collection, with permission of Jonathan Plunkett). Right: The stone minus its plate in 2001.

the City and County Councils, and the Milestone Society contributed £100 as pump priming. An article appeared in the Eastern Daily Press and the Evening News in early April. The new plates have slightly different lettering to the originals which makes clear that they are replacements.

Norwich 1 with its replacement plate, 2012. (Photo: Carol Haines)



Following the article in the *Daily Telegraph* in April 2000 about his quest to save Britain's milestones, Mervyn Benford received a letter from a lady in Bury St Edmunds enclosing a beautifully drawn map of the location of a milestone she had found lying near the A134 west of Thetford. After the formation of the Milestone Society the letter was passed on to the county representative and the task began of trying to get the stone (NO_NT25: Norwich 25/Thetford 4) back to its rightful place beside the A11 at Bridgham. There was hope in 2002 when the A11 was being dualled further north around Snetterton and the milestones on that section were carefully raised and returned when the work was finished, but the contractors left and Thetford 4 still lay in the grass.

There followed changes of contractors, shortage of money, but at last at the end of 2011 funds were found to reinstate it. In late March the stone was taken to Highways Agency contractor Atkins' depot at Sutton and Carol



Upper: Thetford 4 (NO_NT25) lying under trees 4 miles from "home". Lower: Painting at Atkins' depot near Wymondham. (Photos: Carol Haines.)

and Alan Haines had a day in which to clean and paint it before it was planted beside the A11 late the following night, when traffic was quiet as one lane of the dual carriageway had to be coned off for safety. Grateful thanks are expressed to Mark Clayton, Carl Stephenson and Richard Bond of Atkins, and to Andy Jobling at the HA for all their work in effecting the restoration.

As the milestone does not appear on post-war maps, it is thought that it was buried in 1940 and was not found until major road works in 1990. It was taken to a site in the countryside about four miles away where road workers' equipment was being stored, and there it remained. The Thetford 3 stone was ceremonially unveiled in May 1992 by the Transport Secretary and local MP John MacGregor to open the dual carriageway. Thetford 4 is in excellent condition, is over 5' long and is thought to weigh 3/4 ton. It was probably made in the 1820s for the Norwich-Thetford Turnpike.



Back in place beside the A11 at Bridgham. (Photo: Mark Clayton)

A new record from south Norfolk

The 1884 OS maps show milestones along the road between the market town of Harleston and its junction with the A140 Ipswich road (former Norwich-Scole Turnpike). Although "MS" is marked just east of Crossingford Bridge on the current Explorer map, a search a few years ago had failed to find it. It was later learnt that the stone had been found in a ditch and had resided in a garden for several years.

The original legend on the wedge-shaped stone has been chiselled out, presumably during the invasion scare of 1940. There were six lines of inscription on each side and only a small raised T with a dot underneath are discernible on the right hand side. From the length of the lines a guess can be made as to most of the original inscription on the right face: HARLESTON/2/MILES/-/ PULHAM/ST. MARY/?/-/. The last line looks to have been a fairly long word. The left face would have had a similar legend but with the distance to Norwich.



In June 2012 the parish council placed the milestone on a green in the centre of Pulham St Mary (TM 2102 8503). A small metal plaque has been attached to the left hand side reading: "Found at Crossingford Bridge/ Norwich 17 miles/ Harleston 2 miles". Another plaque on the right

hand side reads: "To Commemorate the/Diamond Jubilee/ of Her Majesty/Queen Elizabeth II/1952-2012".

LEICESTERSHIRE

In August Milestone Society member Steve Ellis reported on our Facebook page that LE_LM108 (Loughborough 1, Leicester 10) appeared to have been destroyed. The milepost, located on the A6 on the south east of Loughborough near the crematorium, was missing its upper half but a search for the missing part was unsuccessful.



Left: LE_LM108 as it appeared in January 2012. (Photo: Mike Hallett). Right: The remains behind a temporary safety net in August 2012. (Photo: Steve Ellis)

NORTHUMBERLAND (Iain Davison)

Northumberland milepost restoration.

Milepost MSSoc ID: NB_BWBF06. NGR: NU 030441

Route: Berwick – Belford (unclassified – formerly A1)

The restoration of this milepost can only be described as a partial success in that it has been located at last but had been severely damaged and cannot be fully restored due to so many pieces missing. The remains of the milepost were removed from site, the Council having been informed, and readied for treatment. Debris and rust were removed and then painted with tractor paint to the below ground area and Hammerite to the area above ground.

Originally the lettering and figures had been raised but only a small portion of the figure '6' remained on the main body of the post. There was evidence that the figure '9' had been erased and replaced with a plate giving a distance of 8½ to Belford. The locations for Berwick (BER) and Belford (BEL) were missing. In order to give some semblance of location and distance it was decided to repaint the letters and figures centrally on the remains of the post. Templates for BER, BEL, 8½ and 6 in the original style were ob-



NB_BWBF09 as found with the top completely missing. (Photo: Iain Davison)

tained from The Stencil Library based at Stocksfield-on-Tyne. After completing the painting of the legends the milepost was ready to be re-installed by the highway.



After a hard base was laid a weed depressant layer was put down and covered with pea shingle. (Photos: Iain Davison)

The post as originally cast was hollow with a fairly narrow edge at its base. In order to reduce the risk of settlement the milepost was placed on an 18-inch square flagstone that was drilled in the centre to allow rainwater to drain away.



NB_BWBF09 from the same series of mileposts illustrates how much was missing from NB_BWBF06. (Photo: Jeremy Howat via Flickr)

WORCESTERSHIRE

A Sedgeberrow contribution by David Viner.

My wanderings into the Vale of Evesham over the Cotswolds from Cirencester can take me along the main Cotswold highways, via Stow and down Fish Hill (the latter always worth the drive!) or up from Cheltenham on the old turnpikes. Either way, the Worcestershire Group's splendid publications on *Finding Worcestershire Milestones* (2007) and *Worcestershire Turnpike Trusts and Tollhouses* (2009) ably fill in the background and make me feel at home.

The most direct route is along the really 'old routes' straight over the Cotswolds and down via Winchcombe, a delightful drive and strongly recommended if you're not in a hurry. These follow the prehistoric 'saltways' aligned north-south to and from the Droitwich area, and are a fas-

cinating study in themselves. Interestingly, this way to Evesham is virtually milestone-free coming down into the Vale, which makes the survival of the Worcestershire county milepost on the B4078 at the very southern limit of Sedgeberrow all the more interesting a discovery.

It has not long ago been given a coat of paint, nicely done (by whom isn't clear – the parish council perhaps?) and in the not-too-distant past the post was also given some TLC when the road layout in front of new houses along this stretch was altered. There is now a convenient parking bay right alongside. The post seems to benefit from the adjoining gardens layout whilst still being firmly on the roadside.

But thinking about it, perhaps it was moved into this position when this work was done in order to become a feature. Does anybody know?

This particular style is well known in Worcestershire and is listed in the county group's 2007 guidebook as one of only eight surviving examples of the third generation of mile markers, dated 1898 and made in the foundry of M & W Grazebrook in Dudley, all of which is stamped on the right hand side of the base. On the other, left hand, side is stamped County of Worcester and the date.

Other examples of the same type once in Worcestershire can be found across the modern county boundary in Gloucestershire, as on the A417 between Staunton and Ledbury. They have the same date.



Photo: David Viner, 2010

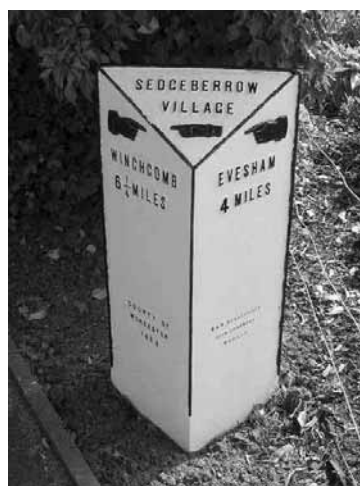


Photo: David Viner, 2010

This standard format for such markers is completed with the location name of Sedgeberrow Village in capitals across the top triangular panel. The mileages read (left hand) WINCHCOMB 6 1/4 MILES and (right hand) EVESHAM 4 MILES. The spelling of Winchcombe without its modern 'e' is interesting. There are also the usual neat pointing finger markers which are always attractive to my eye.

So for well-travelled Milestone Society members not such a big discovery, as this form of standardised and 'mass-produced' marker survives in several counties across central England, as indeed do Grazebrook products generally. What marks it out as interesting is where it sits as the only marker on this particular route (and on my trip for a good many miles), on the edge of the village, and

also marking the county boundary, one main reason no doubt why the county authority placed it there.

Furthermore it has not been lost in the surrounding domestication of the roadside and – not least – is cared for and appears wanted. All such things are noticed by passers-by, surely one of the best ways to ensure long-term care and survival.

The grid ref is SP 025 382 (has it been moved from 0268 3759 - see OS, marked as MS?) and it is W0 184 and WO_EVWC04 in the Society's database for Worcestershire. As a final twist, the recent restoration looks suspiciously like 1893 and not 1898 shown as the date – another talking point, no doubt!

YORKSHIRE (Text and photos: Christine Minto)

Four long-standing problems have been resolved. When the M62 was built in the 1960s, junction 23 at Outlane west of Huddersfield was created. There stood one of the unique Huddersfield 'To and From' stones. These were set up in the 1880s to determine the cab fares from the Market Cross. One mile was the minimum fare then at each ½ mile to the town boundary in all directions. The furthest extent was the 3½ miles to Outlane. Ray Wilson, a member of the 1966 football World Cup winning team, worked near the stone and rescued it from being crushed by the contractors. Later it spent 32 years in his garden in Barkisland. In late 2006 he gave it back to Kirklees Council. Several years of nagging from Jan Scrine and it is now back in a short cul de sac almost where it came from. [Fig.1]

In May 2010 Stephen Skellern reported that a milestone on the Wakefield to Denby Dale road had been uprooted. A long length of hedge had been grubbed out and replaced by a flimsy fence. The Highways were alerted and they took the stone to their depot. Dave Williams was eventually given the go-ahead to paint it in July 2011. After contact by Stephen with a local councillor the stone was put back this June. Over two years but a job well done. [Fig.2]

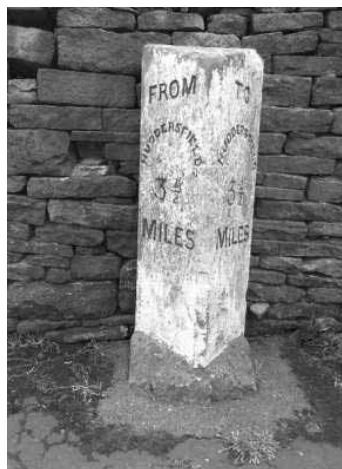


Fig.1



Fig.2

In 2008 a member of the North Duffield Historical Society contacted me. They wanted to restore a plateless, leaning stone to the east of the village on the A163. Eight stones remain on the 18 miles Selby Ferry to Market Weighton TP of 1793. The only one with a complete au-

thentic plate is beside a house at Foggathorpe. A template was taken. Hargreaves of Halifax who cast the Angel of the North and Gormley's people on the sands at Formby were to cast the new plate. They formed the new numbers in the appropriate style. When the stone was dug out of the ditch two bottles were found at its base. One was a cod bottle made in Selby and the other a 1940s style milk bottle. In June the restored stone was unveiled and the two bottles and a 2012 milk bottle were buried at the front. Inside the sealed bottle were placed three original holding pegs and a note about the stone's history. [Fig.3]

The longest time taken for reinstatement belongs to the 1738 dated stone at Cudworth in Barnsley. It was taken up for proposed roadworks nearby in 2003. Finally, a year after the road was finished, I attended its resetting in September last year. [Fig.4]

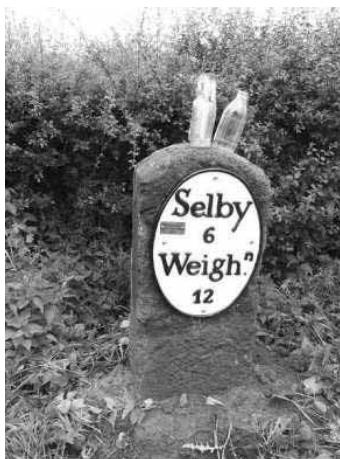


Fig.3



Fig.4

With over 1500 stones in Yorkshire there are still stones to be found. The latest is a plaque in the bridge over the River Ribble on the B6478 between Long Preston and Slaidburn. Phil Platt spotted this on an enforced detour due to a road closure. [Fig.5]



Fig.5. The top part of the legend reads TO SKIPTON / 10 M accompanied with naïve pointing hands.

A talk by Jan Scrine resulted in another Huddersfield To and From being discovered in a garden. Two unknown stones which featured on a Leeds website have also been added to the database. One is an eroded plateless stone from the Leeds to Selby TP. The other took some finding, being on an unidentified footpath that was once part of the Leeds to Halifax packhorse route. [Fig.6]

Refurbishment – Dave Williams has been along the A166 York to Garroby road clearing all the vegetation from around the stones. The A19 north from York and B1224 westwards to Wetherby are this year's Dave & Jer-

emy painting projects. There are only three of the London mileage posts left on the A19 north of Easingwold. The London 213 post was overgrown and devoid of paint and London 218 near Griffin Farm although sunken and rusty had daffodils around it in Spring. The former [Fig.7] is now visible and spruce with the latter being lifted by Dave and the helpful farmer. This post had been set in lead in a large square stone. Dave painted it in the farmyard and the farmer will reset it in the verge slightly higher than it was. Thirsk Town Council had painted the well-known London 220 with its sheep, lamb and drover in 2010. These 3 posts plus others of which I have old pictures have had the Easingwold mileage ground off. This must have been because they were cast incorrectly because there is no possible route that is a mile shorter. Jeremy is researching the foundry that cast these posts. On the B1224 the stone in Long Marston has already had their treatment with others to follow. Jeremy is applying again for funding to refurbish the last of the 'Ryedale' plated stones that is just 2 miles from Scarborough. Dave and Jenny have also dealt with a broken stone and attachment lying in the ditch on the A63 Tadcaster to Halton Dial (Leeds) Turnpike road. It is now in the depot awaiting repair. Also they have informed Harewood Parish Council of one that they painted last year which has been knocked over, again, on the A659.



Fig.6



Fig.7

In the 1893 contract for the WRCC stones it was stated that they were to be painted blue with white lettering but every one left at the roadside is white with black lettering. But fragments of blue have been found on one or two when the paint was stripped off prior to repainting. So, to celebrate the Diamond Jubilee, Jan arranged for one on the Huddersfield to Leeds road to be painted in what may have been its original livery. [See picture on back cover.] However there is a problem in Kirklees, more from Jan.

Selby to York

When new pits were sunk around Selby in the early 1980s the main East Coast Railway line had to be diverted to the west of Selby to avoid subsidence damage. The result is the well-used Sustrans route 67 along the course of the old line. To add interest for the walkers, cyclists and horse riders a series of milestones were set up. These are metal plates on pieces of concrete. There are also the National Cycle Network 'fishtail' posts, two of which are painted

garishly.



Left: One of the 'mile plates' set in concrete giving the miles to Selby, York and London and dated 1985-87. Right: One of the NCN posts indicating 1½ miles to York and 14 miles to Selby.

However the most unusual markers are those showing the distance of each planet from the sun, in kilometres. The Sun is near Bishopthorpe at the York end with Pluto in Riccall. The scale is 575,872,239:1. A single stride takes you 500,000km whilst a cyclist can travel at 10 times or more the speed of light! The model was created by three scientists at York University as a Millennium project and opened in December 1999 by Adam Hart-Davis. Each planet is to scale on its own plinth with inscribed information about it. Near each plinth is a fingerpost indicating the distances to the planets either side. The picture shows the Saturn plinth and its associated fingerpost. Uranus is a mere 1,443, 300,00km to the left or a shorter 2,500m for earthling travellers.



But what is the dog doing to the bike behind the fisherman's back on the old steam driven swing bridge over the River Ouse? See page 47.



Devon Feature

Tales of the Torrington Road - The Evolution of Milestone Hunting

Text and photos Alan Rosevear

I remember those early days of searching out and surveying milestones. You might have a one inch OS map with you but it was not essential because you just rode or drove along, paying more attention when the speedo rolled close to the next mile and reliably, yes there was a milestone. There was a verge, a relatively open view and a convenient place to pull off the road. The stone may have been in the long grass or against the hedge but except during those bright green days of early summer vegetation, you could usually see the form of a stone as long as you were within 25m. A three figure grid reference from the map was sufficient to define the location; at 100m square resolution and the road and buildings to give relative positions this was fine. If you cleared the worst of the perennial growth from around it, you could usually guarantee that in the future you could keep an eye on it from a passing car. The number of surviving milestones climbed and as the conservation projects mounted many became even easier to see and enjoy.

Then we started on the rump of stones for which there was some documentary record but had not been seen in ride-by surveying. Those mile markers that the pioneers in the 1970s had noted on record cards, or had been Listed by English Heritage or honoured with a dot in the middle of nowhere by the Ordnance Survey. You needed to understand where the old turnpikes ran, not just follow the Category A and B roads, to find some of these. More often than not they were on narrower roads with a narrow verge, a long walk from safe parking and you needed to follow the 2.5 inch OS map to get close before you glimpsed the stone in the hedge bottom. Even so, often there definitely was not anything left to find or only the fragments of a flayed stone remained. By happy coincidence, hand-held GPS units had become affordable, just when you needed something to give you a more precise survey fix on the site location. You got a nominal four figure grid reference which brought resolution down to a 10m square – close enough to allow someone to find it again in the middle of a bramble clump, thick hedge or waist high grass.

But still there were a frustrating few that one suspected were still there but remained hidden. It was even more frustrating when it appeared from the English Heritage Listing that these were large well cut milestones that must have been visible 40 years ago. Thus it was that I came to focus on the series of stones south of Great Torrington. Four stones had been found in the Devon-wide surveys by Tim Jenkinson but despite keeping a sharp eye on the roadside as we travelled the 20 miles from the Exeter road

to Torrington, several Listed stones still had not been located and were assumed lost.

The Great Torrington Turnpike Trust had been created in an Act of 1767. It was typical of Devon trusts in being concerned with all the roads radiating into a market town hub, rather than the classic A to B linear highway more common on the principal post-roads. Again, like many

Devon trusts it inherited a road network more fitted to pack-horse travel than wheeled traffic, with roads that ran high up along the watershed, with steep descents to the valley only when a river crossing was essential. The old Exeter road ran east from Torrington to join the old Barnstaple road, which dived across the Taw valley to gain the high ground to the east near Chulmleigh. It then continued southwards along the hills until it reached the upper reaches of the Exe valley catchment above Crediton and finally descended into the valley of the Creedy and the Exe. In the period after 1820, the Devon Trusts began to replace these steep and exposed hilltop routes and constructed new



DV_GTEX03: 3 miles south of Torrington and 31 miles from Exon (Exeter) showing the two arched faces that characterise the stones in the series.

roads that followed the gentle gradients of river valleys. The McAdams augmented the skills of a new class of civil engineer employed by the trusts to cut wide, well surfaced routes across new bridges, more suited to the needs of horse-drawn vehicles. This redrew the road map of mid-Devon and meant that neighbouring trusts needed to coordinate their plans in order to connect the town hubs. One of the largest projects was to move the Exeter to Barnstaple road down into the Creedy/Taw valley corridor and the two respective trusts joined their new roads at Eggesford, south of Chulmleigh in 1831. The lower through-route provided an opportunity to move the Torrington Road off the higher ground to cross the upper Taw while it is still a stream, and to join the new Exeter to Barnstaple road on the low ground south of Lapford. This was the Torrington Trust “New Exeter Road”, dating from about 1835 and is now the B3320 and from Winkleigh the A3124 (part of the old Torrington to Teign valley route). The trust erected new tollgates at strategic points and installed new milestones in a rather elegant design with two arched faces and engraved outlining.

The railways were to later follow the same topography as the new turnpikes, so the southern end of the New Exeter Road now starts near Morchard Road station. Despite the doyen of Devon turnpike history, John Kanefsky insisting that the first stone survived, I had failed to see DV_GTEX20 on many journeys. So more systematic searching was needed for this series. Firstly, wait for the

prime time of year; late winter and early spring when the dead vegetation has been beaten down and before any new leaves begin to open but the days are lengthening. Then pre-search for the most precise NGR, either on line with Ordnance Survey or by measurement on the OS Explorer map. Better still, where possible use digital mapping of the listed structures which are now described in detail on the National Heritage web site (<http://list.english-heritage.org.uk/>). This includes a map and a grid reference to 5 figures (one metre square resolution). Armed with this individual map and a new generation hand held e-Trex GPS with a believable precision to a comparable figure, a search could be better focused. Furthermore, using Google Earth, with the Milestone Society milestone data layer loaded, one could sit at home and become familiar with the immediate area, finding a suitable off-road parking spot before the journey.

Wow, it worked on the 20-mile stone; walking along with the GPS to the precise fix revealed that a column of ivy in the hedge was actually the milestone. The next one along near Yeo Bridge, DV_GTEX19 is listed, but was not quite so easy to find: the listing map was not accurate but was close enough to see another suspicious column of hedge-bound ivy which revealed another full-height stone. Sadly this is cracked across the base but is supported by the bank. The tollhouse at Yeo Bridge has gone but at the next river crossing, Taw Bridge, the charming single storey tollhouse still stands, with its nicely re-carved tollboard. It was built to collect tolls on the "New road", presumably about 1835, and is too prominent to have been missed before. The 15-mile stone is not listed but with a mile fix from the other two, the OS map spot turns out to be a low stone stump with a cross section similar to the others but no top. Sadly this one, sitting at a junction, has been swept away – maybe the top is buried close by? Onward up the road using the same approach, but now confirming that unlisted stones have really gone. Then just south of the surviving Dolton toll house, the winter verge clearing had revealed at the base of a deep ditch a tall stone that was marked on the OS map. Then more finds thanks to digital maps. At Yatton Court, DEV_GTEX05 is so deep in a hedge that again it was only visible from less than a metre away, guided by the GPS reading. The 4-mile stone is sunken so low in the bank by the farm at Neno's House that less than 10cm of the domed top protruded above the cut lawn. The four already surveyed are at this northern end so there is now a series of eight with only one not found.

So back to recording these stones; we now know of 10 survivors from the original 20; most of the new finds being in very good condition, albeit sunken under their own weight. When the existing records were viewed on Google Earth, the pins based on 3 figure grid references may be up to 50m off the actual site, and even some 4 figure NGRs taken with hand-held GPS units have clearly



*DV_GTEX05 at Yatton Court, Beaford.
Is almost invisible in a hedge and would
be more so in the summer months.*

been affected in areas of dense tree cover and the pins are in adjoining fields. When one can actually see the stone on Google Earth Streetview, placing the pin precisely and getting the 5 figure grid reference from the web site such as <http://www.nearby.org.uk/coord-ll.cgi>, gives confidence that the position of the stone has been located with sufficient accuracy that it can be refound. How much excavating and pruning might be done around these well-hidden stones? A similar search on roads in the South Hams where stones are buried in soft soil of steep hedge-banks highlights the relative rates of erosion of stone and engraving, with clear letters from below soil and only faint marks above. I am

loathe to expose buried inscriptions to risks when I know the stone will be invisible to hedge trimmers within a couple of months. Until there is a real chance that they can be protected, it is probably better that they are cocooned again in soil and ivy – just so long as we have the location recorded to the nearest metre and a pin sitting in the Google Earth layer.

Well, back to the warmth and safety of the computer Streetview to interpolate between existing pins to see where there might be more buried treasure to find in the cold days of early 2013.

Editor's Footnote.

The Second World War might have had a direct influence on the lack of milestone finds alongside the B3320 eastwards from Winkleigh and why the 11 mile stone (would be DV_GTEX11) north of Winkleigh on the A3124 might never be discovered. A section of the A3124 a little way north of Winkleigh was closed for the construction of an airfield in 1939-40. DV_GTEX11 was located alongside the road and would have been swept away during construction works. The building of major airfields also created far reaching changes away from the airfield sites. To improve logistics local roads would frequently undergo major straightening and widening. The B3320 was one such road that was extensively modified for easier access to Winkleigh airfield. Any surviving milestones in 1940 would have been a low priority in the grand scheme.

JVN



Taw Bridge tollhouse on the B3320 at Coldridge.

Shropshire Feature

Milestone restoration at Pentrehyling on the Shropshire/Powys border

Alan Reade, with Paul Beddoes

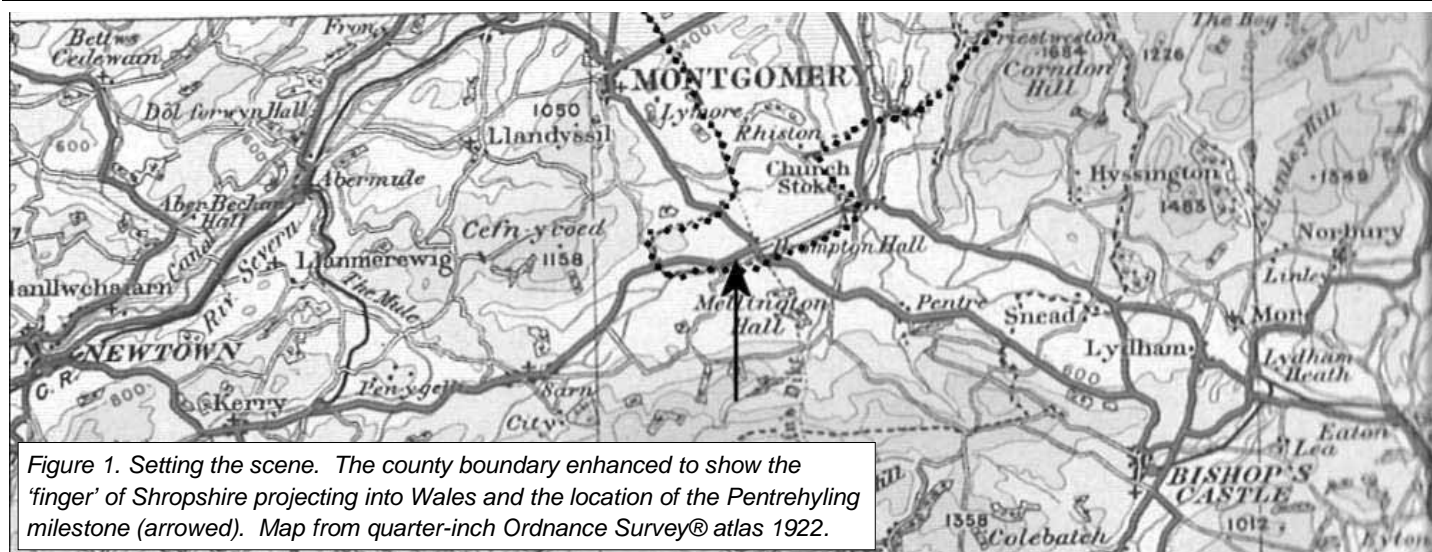


Figure 1. Setting the scene. The county boundary enhanced to show the 'finger' of Shropshire projecting into Wales and the location of the Pentrehyling milestone (arrowed). Map from quarter-inch Ordnance Survey® atlas 1922.

There is a milestone on the A489 Churchstoke (Wales) to Newtown (Wales) road at Pentrehyling which is actually in Shropshire (England). The logic which determined the boundary in this area is not clear to the present writer but a three to four-mile wide 'finger' of Wales projects east of Offa's Dyke into England for some ten miles.

Because of this, the Welshpool and Montgomery roads from the important English border town of Bishop's Castle (a notorious "rotten borough") pass from England into Wales then back into England then finally back into Wales over the course of a just a few miles (Figure 1 and also refer to map on page 33).

These two roads were turnpiked in 1768 together with a branch road from Brompton Mill (the point where the Montgomery road finally passes into the Principality) to Newtown via Kerry. The old alignment of the Brompton to Kerry road and the diversion to remove the sharp bends for the new turnpike at Pentrehyling are shown in Figures 2 and 3, and are believed to have been produced by estate surveyors for use in leases or sales, and pre-date OS surveys.

During or after the turnpike era (which ended here in 1878) and as a result perhaps of the development of traffic in the C19 and/or early C20, a minor road between Brompton and Churchstoke was improved (without mile-stones) and this length eventually became part of the A489 Newtown to Craven Arms 'main' road. The former Bishop's Castle to Welshpool turnpike road to the north of Churchstoke later became a 'branch' of the A489, numbered A490.

One of the consequences of all these variations is a disjointed series of old milestones along the A489. The milestone at Pentrehyling (SO 246931 and SA_BCNT06) shows 6 miles to Bishop's Castle. Then after a gap of more than two miles the next milestone opposite Harry Tuffin's Supermarket at Churchstoke shows 5 miles to Bishop's Castle!



Fig.2 (upper) c.1770 Pre-turnpike map of Pentrehyling and Fig.3 c.1790 Post-turnpike map of Pentrehyling.

The explanation is of course that the distance to Bishop's Castle from Pentrehyling is measured southwards from Brompton along the Montgomery turnpike, now the B4385. To confuse things further however, there are two milestones along the B4385 about a half-mile apart at Pentre both of which show 4 miles to Bishop's Castle!

Clearly local travellers were not worried by such things or the milestones would have been altered, but the calculation of toll charges on the turnpikes must have caused a few arguments along the way.

The milestone at Pentrehyling meanwhile, having slumbered peacefully in the verge (Figures 4 and 5) for around 200 years suddenly, in 2009, suffered two serious blows: first from a farm tractor brushing the hedge which knocked a chunk off it, and then from a skidding motor vehicle which demolished it.



Fig.4. Pentrehyling stone in its original Newtown bound side of the A489 in 2005.



Fig.5. The stone in 2005.
(Photo: courtesy Mike Lister)

Step up at this point an observant, vigilant and enlightened neighbour in the form of farmer Paul Beddoes whose engineering workshop was, and remains, located on the north side of the road opposite the milestone. The Beddoes family have been here at Pentrehyling Farm for some ninety years and with an awareness and genuine interest in the history of the place (Roman fort, Offa's Dyke, etc), Paul has built upon the collection of old deeds and documents relating to the farm by research at Shropshire Archives and elsewhere over the years and has a detailed knowledge of the development of the road system, including the diversions and improvements made through the farm by the turnpike trust.

The old milestone was a permanent and visible reminder of this local heritage and the 2009 damage was immediately spotted. After the first bash, Paul resolved to go over, pick up the pieces and see about a repair but before he could do so along came a budding Lewis Hamilton losing control of his car on the slight bend (with adverse camber) and the remains were completely smashed. Or so it seemed.

The old milestone was a permanent and visible reminder of this local heritage and the 2009 damage was immediately spotted. After the first bash, Paul resolved to go over, pick up the pieces and see about a repair but before he could do so along came a budding Lewis Hamilton losing control of his car on the slight bend (with adverse camber) and the remains were completely smashed. Or so it seemed.

By the time Paul went to recover the debris there was little left of the old milestone except a few fragments lying in the verge, a sad sight also witnessed by Powys MSS member David Archer on his weekly trip along this road to Harry Tuffin's; he in turn alerted the writer in his role as MSS Shropshire Representative. Chris Fisher, the district highways surveyor, was notified and attempts were made to contact the Chirbury Parish Clerk but she had recently moved to Welshpool and was no longer really interested in Chirbury, never mind some old chunks of stone at Pentrehyling.

There the matter rested until some months later, when Paul noticed a highways gang working at the site complete with a temporary closure and a JCB, making the road slightly wider and presumably attempting to reduce the skid risk at this point. Paul quickly took the opportunity to persuade the gang to dig down the bank into the meadow below the milestone location and lo and behold! a large piece of stone was recovered which proved to be the main part of the above-ground milestone complete with its engraved markings.

With Hugh Hannaford, the Shropshire County archaeologist, carrying out a watching brief on the roadworks and with the blessing also of the highways surveyor, Paul carried off this trophy to think about how and in what form it could be restored to its rightful place.

David Archer had established contact with Paul in 2009 and through the Milestone Society and Penny Ward, the Historic Environment Records Officer at Shirehall in Shrewsbury, efforts were made to ensure that the restoration work being carried out entirely by Paul was as authentic as possible. For example, the actual wording, fonts and mileages on the stone were not clear from old photographs, although old OS maps and the Listed Buildings Resurvey of the mid 1980s (which led to the milestone being listed Grade Two as from November 1986) gave indications of Newtown 10, Bishop's Castle 6 and London 165.

While the first and last are probably accurate, the mileage to Bishop's Castle is about 8 via Churchstoke and 6-and-a-half via Pentre. In the interests of accuracy, and following engraved evidence on the stone 6-and-a-half was agreed. It should be noted incidentally that the Listed Building Description gives 166 not 165 as the London distance, such was the challenge of deciphering what survived.

The base of the original stone being missing, Paul created a new concrete base incorporating a steel frame to support the recovered upper section (Figure 6) and, again with the approval of the district surveyor, installed the stone, strikingly repainted, in a much less vulnerable position at the back of the wide verge on the opposite side of the road where it will hopefully be safe and sound for many generations to come (Figure 7).



Fig.6.

Quite separately and co-incidentally to this restoration project, the MSS Welsh Representative Chris Woodard had discovered what appeared to be a very old oak

(Continued on page 29)

Scotland

Christine Minto: 2012 Scottish Trip

Mostly Kintyre, May 2012

It's a long way to Campbeltown by road without using ferries but several radiate from the town and all have milestones saying, in various ways, how far FROM. Terry Keegan and one or two other members had provided photos and that was the catalyst for May's foray north of the border. Also I wanted to go to the lighthouse on the Mull. Frank and I had just not been able to fit that in on two previous visits.

So the train to Glasgow and a meeting with Glasgow member Diana Burns. She had heard there were Roman milestones in the Hunterian Museum. However they proved to be plaques that showed which legion had built each length of the Antonine Wall. Unlike Hadrian's it was an earth rampart on a stony base. Then when the Romans left they toppled the plaques and buried them. Centuries later some were turned up by the plough and others found by archaeologists, mostly in good condition. An impressive display.

On the first day of cycling it drizzled most of the time. West out of the city and a ride along parts of Old Greenock Road, but the search for original milestones proved fruitless and none were discovered. Across the Clyde to Dunoon and round the Strone peninsula where several of the Dunoon plaques photographed by Terry were found intact plus a few more on the minor road from Ardentinn. [Fig.1] In more rain the following morning the main A815 along Loch Eck was checked. But before the detour through Hell's Glen to Lochgoilhead [Fig.2] it dried up and the only water seen for the rest of the holiday was the sea and the burns. Back up Hell's Glen, well worth the effort, and round to Inverary. One stone was found on the old road through Cairndow that we missed on the last visit and others were rechecked with GPS.



Fig. 1. On the minor road from Ardentinn and Fig. 2. the 9 miles to St. Catherine's on the A815.

Just four stones remain on the 24 miles to Lochgilhead [Fig.3] and only seven on the next 14 to Tarbert. This piece was checked from both ends over two days because I turned off along the B8024 round Kilberry to my night's stay overlooking West Loch Tarbert. That was a tough

day's ride, I'd forgotten how hilly the route was but then my legs were 18 years younger the last time. Just five of the Bonnybridge Foundry metal posts [Fig.4] that Jennifer Hills had reported remain although one was a hole! A local had taken it up the previous week to repaint it.



Fig. 3. 5½ miles to Tarbert and Fig. 4. is a Bonnybridge Foundry milepost mid-way between Tarbert and Kilberry on the B8024.

Metal Bonnybridge posts were set up south of Tarbert but all seem to have vanished except four, one badly smashed, on the road to Claonaig and Skipness with another, Tarbert 15, Campbeltown 23, on the east coast of Kintyre. On the main road down the west coast the first stone encountered is FROM / CAMPBN / 24 / MILES with nine more still there. West from the town there are four milestones on the 6 miles to the end of the B843 beyond Machrihanish including a Bonnybridge post that had posed a puzzle. Ken Diamond had photographed this post many years ago and Terry had more recently. On one face it has PANS / ½ / MILE. But no such place is to be found on the 50,000 map. However in the village I saw a building with the plaque 'Pans Mission Hall' and now, searching on an 1866 map, Saltpans are designated. Mystery solved. [Fig.5]



Fig. 5 with the curious PANS / ½ / MILE legend. Fig. 6 shows one of the 'traditional' milestones south of Campbeltown.

The B842 goes to Southend with diversions through the

forest over to Glen Breakerie and other lanes forming a loop by Cattadale and Keil Point. Each of these routes has some milestones. [Fig.6]

The road to the Mull crosses the Strone Water at Carskies and after a gate at Garvalt the real climbs begin. There were a few easier stretches but a lot of walking past three milestones and a horse trough probably set up by David Stevenson when he improved the road to the lighthouse in the 1830s. The fourth stone is on the way down to the light beyond the parking area and locked gate. [Fig.7 pictured right] Where supplies were landed at Port Mean the crude stony landing place and the line of the track up the hillside is clearly visible. It was a lot easier riding back!



Leaving Campbeltown by the eastern seaboard, past Davaar Island, the first 3 miles, with stones, follow the coast. Then the road goes up and down some serious hills and I hadn't time to continue so turned back. But Terry had found the 4, 5, 7, 8 and 9 mile stones.

On the B842 along the eastern side of Kintyre thirteen stones can be found including one built into a gatepost in Carradale found by Jennifer Hills. FROM / CAMPBN / 22 / MILES is the last stone, with just the metal Bonnybridge, C23 miles, remaining although it's another 5 miles to Clonaig.

Two days on Arran gave me the opportunity to visit about two thirds of the stones on the main road round the island and to enjoy an evening with our Arran milestone specialists, Alan and Ruth Thompson. The evening meal was eaten whilst watching the siskins feasting on seeds

and Harriet the heron being fed by Ruth and then breakfast with the red squirrels. Fortunately there is a new, younger, guardian of the stones, Brian Robertson, who has painted all the numbers in black and keeps the vegetation down. He has also reset the 9 mile stone on the newer piece of road where it is easily seen. From Ardrossan back to Glasgow some of the route was easy riding on a cycle path on an ex railway track. In Paisley I found the milestone discovered by Diana, one of only five known in Renfrewshire. [Fig.8] The ride from Glasgow to Edinburgh would be dependent on the weather. Rain and I had a train ticket! But a beautiful day meant about 40 miles on the Forth Clyde/Union canal towpath was ridden. The last day was spent riding within the City boundaries including a visit to Heriot-Watt University where, outside the School of the Built Environment, there is a post from near Dunbar. [Fig.9] So 10 days, over 500 miles, one puncture and 160 milestones visited including 40 new or now fully detailed in the database. And I made it to the Mull of Kintyre.



Fig.8. The Paisley milestone, one of only five known survivors in Renfrewshire. Fig.9 shows the 1 mile from Dunbar milepost now displayed at Heriot-Watt University.

Scottish Updates

Christine Minto



Fig.1. A fine granite 'new' find in Ayrshire. Fig.2. One of Iain Davison's finds in the Borders almost sunken out of sight.

Ayrshire – Several 'new' stones were found during our visit to the area in February. [Fig.1] Diana Burns is taking up-to-date photos of the stones on Arran that I didn't have

time to visit.

Borders – South of Kelso is one of several stones found by Iain Davison in the countryside north of the Cheviots. [Fig.2]

City of Edinburgh – There are now 25 known stones in the city boundary with Iain finding some and confirming others from Adrian Sumner's records. [Fig.3]

Dumfries & Galloway – Alverie Weighill continues her search for milestones with several shaped but mostly anonymous stones discovered hidden in the verges just where an MS is marked on the old maps. The latest finds are four stones on a minor road leaving the A76 (the Dumfries to Kilmarnock road) at Auldirth, going north along the west side of the River Nith towards Sanquhar. [Fig.4]

East Lothian – Records of two more stones in this small county have been sent by Adrian Sumner. [Fig.5]

Inverclyde – the only possible milestone found so far was



Fig.3. An example of a City of Edinburgh find. Fig.4. One of four stones found on the unclassified road veering of the A76.

looked at again in May. It is only a short distance from the tollhouse at Gourrock and has a 2 inscribed on the bevel. So in spite of the peeling paint and erosion it probably is a milestone.

Perth & Kinross – several more roads around Dunkeld and Perth have been explored by Iain resulting in a



Fig.5. One of the new finds in East Lothian. Fig.6. One of Iain Davison's finds on the A984 between Dunkeld and Couper Angus.



number of new finds. [Fig.6]

West Lothian – the total now stands at three with the latest discovery from Adrian of the Edinburgh 15 mile stone on the B9080 to Linlithgow.

Jersey, Channel Islands: Continuing the milestone survey

Text and photos Tim Jenkinson

Following on from their initial survey in June 2010 (see *On The Ground* 7, Sept 2010, p.8), Tim and Ann Jenkinson of Devon have once again been walking the roads of Jersey in pursuit of the island's many milestones, parish boundary markers and direction stones. You may recall that as part of their 30th wedding anniversary celebrations the pair visited both Guernsey and Jersey study-

ing mile markers.

This time, in July 2012, Tim and Ann returned to Jersey to mop up the stones they missed on the first visit, and to date they have now recorded and photographed in excess of 60 extant markers on the island. Using a combination of existing Milestone Society database records compiled by Christine Minto, Ordnance Survey map representation and the invaluable Hugh Godfray map of Jersey from 1849, several new finds have been located.

The main road network of Jersey that we use today is largely attributed to the road building exploits of Lieutenant General George Don during his reign of office be-



Fig.1. King George II statue..



Fig.2



Fig.3.



Fig.4

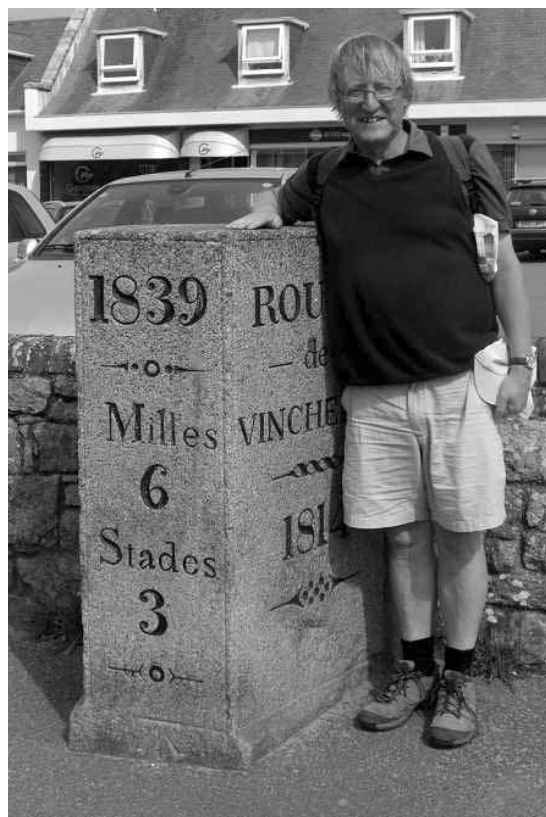
tween 1806-1814, projects that greatly facilitated the movement of troops across the island to improve defences.

It is possible that some of the milestones on the roads leading into the capital town of St Helier date from this time. Don is recognised for his significant contribution by giving his name to a road and street in the town and the erection of a huge bronze statute to his memory in 1885 that is set in Parade Gardens.

Other roads on the island were improved much later by individual Parishes and there are some surviving milestones that show

this, bearing dates such as 1838, 1846 and 1847. Distances on all milestones are measured from the 'Zero Mile' point at the base of the golden statue of King George II [Fig.1] in Royal Square in St Helier and whilst some are simply inscribed with a raised number others bear the letter of the Parish where they reside.

For example, a stone standing in La Route De Haule three miles from St Helier in the Parish of St Brelade is inscribed with 'B3' [Fig.2] and another four miles from the town in the Parish of Grouville at Gouray (Gorey) shows 'G4' [Fig.3]. There are many more examples of this type of recording in the various Parishes around the island. Styles and size of surviving milestones vary



Tim Jenkinson poses by the stone at St Oeuns

considerably and some are quite elaborately inscribed such as the magnificent stone in the centre of St Ouen's Village that shows not only a distance but also the name of the road that is included on each face. [Fig.4]

All stones surveyed have been visited on foot and photographed up close and in context. Even though the island has a maximum speed restriction of 40 mph dropping to 15 mph in Green Lanes, assessing rural stones remains a hazardous occupation. Information on the various markers surveyed is in the process of being passed to Mike Faherty in order to complement and update existing Society database records.

For an earlier survey of the island, see 'The Milestones of Jersey' by Roger Long in *Milestones & Waymarkers*, vol one, 2004, pp. 20-22.

(Continued from page 25)

"milepost" or way-marker in the cellar of a museum in Newtown. The wooden beam had been cut down so that it could be used in the construction of a house, but clearly carved into it in obviously very old characters were the legends Newtown 10, Castle (no miles) and London 165.

Through the Society's various information exchanges, the question was raised "where could this have come from?" and one answer which came back was Pentrehyling! The story of this remarkable old wooden way-marker is told in a separate article in this volume.

Acknowledgements

The input into Paul Beddoes' restoration project of David Archer, Penny Ward, Hugh Hannaford and Chris Fisher are all acknowledged with thanks. The input of Paul himself cannot really be praised enough. As a completely inadequate gesture The Milestone Society is awarding him a two-year [honorary] membership.

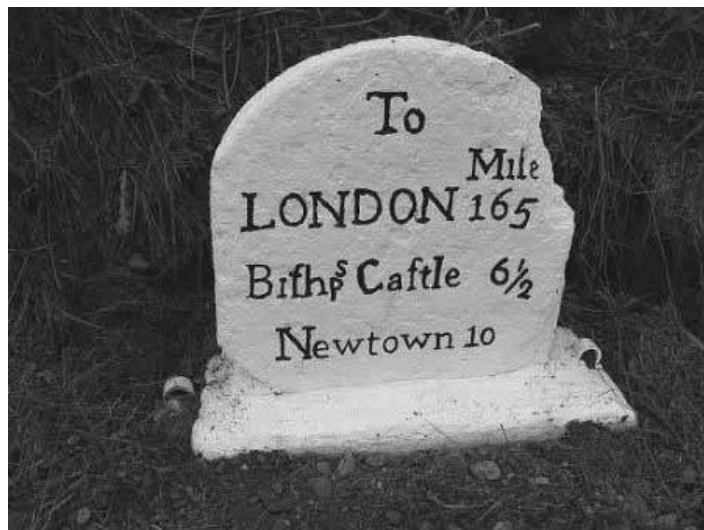


Fig..7. Back alongside the highway

An early wooden waymarker from Newtown, Montgomeryshire

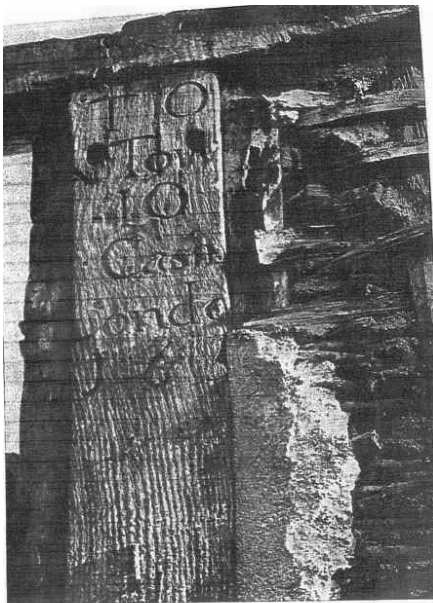
Chris Woodard, Alan Reade & David Viner

Editor's note: one of the opportunities (as well as the challenges) of editing the Journal is the bringing together of the fieldwork, research and shared interests of Society members, to present an integrated study of a particular subject. This article is one such example, pooling contributions from three members, with input from a number of others.

DV

Discovery and re-discovery

Chris Woodard (Wales) reports "Whilst browsing through the local history section in Newtown Library in Powys, I came across a reference to a wooden milepost. The article, accompanied by a photograph [Figure 1], told the story of how the milepost was discovered whilst an old cottage in the town was being demolished in 1966.



Pl. IX A wooden mile-post from Newtown.

Figure 1. The wooden milepost in situ at the time of discovery in 1966 (courtesy Powysland Club)

An old rafter was exposed, revealing the following inscription: *To / [N]Town / 10 / Castle / [L]ondo [n] / 165*. How, why or when this old piece of wood came to be used in this way may never come to light. What seems likely is that Castle refers to Castle Caereinion and the post should, and may have been, placed by the roadside on B4385. There are signs of rotten wood at the base, which indicates it was once in place.

From the photograph it appears that about 4-5cms were at some time removed from either side of the old oak post, and this would explain why some of the letters are missing or incomplete. The article tells us that this lovely piece of history was presented to Newtown's Textile Museum in 1968. It may actually be the only wooden milepost in a museum in the UK.

Contact was made with the curator Eva Bredsdorff who said that whilst the post had not been on display for a number of years, she would be happy to bring it out of storage when the Textile Museum re-opened for the summer, in order to accommodate my being in the area again and wishing to combine a viewing just prior to the Society's Spring meeting in Ludlow in May 2011.

Eva very kindly rose to the occasion and even offered to take the post to the Powysland Museum in Welshpool where I was able to see, record and photograph it. In

return, thanks to Tim Jenkinson (Devon rep) and on behalf of the Society, I was also able to give her a couple of photographs of a wooden milepost in situ from Devon – a fruitful exchange."

David Viner adds the following comments: The article Chris found was published in Montgomeryshire's county archaeological transactions for 1968¹. As it also gives a little more information about the circumstances of the discovery, together with an appeal for information by its authors, the text is reproduced here with the kind permission of the Powysland Club, publishers of the *Montgomeryshire Collections*.

'During the demolition of Mount Pleasant Cottages (SO 110925) near the hospital in Newtown in 1966, Mr F. Powell found a wooden milepost. The post formed a first floor upright at the rear of the timber-framed house, the lettering facing outwards. Mr Powell has kindly put the milepost on exhibition at the Newtown textile museum.

The post raises a number of problems and the authors would be glad to hear from anyone who can shed any light on early wooden mileposts.

The material of the post is apparently oak, partially rotted and worm infested in the lower third of its length. The upper two thirds carrying the inscription was particularly well preserved under the eaves of the house, and even the marking out lines are clearly visible.

It is clear that the post was re-used material for building the house, since some 2"-3" have been cut from each side, as the lettering indicates. At present the post is 3' 10" long, 6½" wide and 3½" thick. A 3" long tenon has been cut at the top and a 4" at the bottom. A mortise passes right through the post from side to side at two places, 5" from the top and the bottom. The upper mortise has two dowel holes, and the lower tenon one. All these features relate to its use as a building timber [Figure 2].

The lettering, neatly cut in upper and lower case, is in lines 2" high with ½" space between lines. It appears to read:

T O
N.Tow(n
1 0
B).Castl(e
Londo(n
1 6 5

It is possible that it stood, or was intended to stand, 10 miles from Newtown, 165 miles from London and an unspecified distance from Bishop's Castle. 165 miles from London is difficult to reconcile with 10 miles from Newtown, and the mileage to Bishop's Castle seems to be missing. Is there a line missing? Is this mistake the reason it was used for building rather than as a milepost? It is difficult to imagine it finding its way to Newtown once it was established by the roadside. This would suggest that a Newtown firm of carpenters contracted for the supply of the posts.

If the post was meant to stand at the tenth mile from Newtown on the Bishop's Castle road, then the site is SO 246932, just west of the Blue Bell Inn, and the missing mileage is 7.

In the absence of any general information on early wooden mileposts, it would be rash to comment at this stage on the date of this specimen, but sometime in the late eighteenth or early nineteenth century would seem likely."

The questions posed in this short article seem to have remained unanswered or at least not further developed for in excess of forty years. However The Milestone Society's work via its county-based membership across the UK in assembling a detailed national database (and more recently a web presence of images via Google Earth) has accumulated a vast amount of data, which encourages some further interpretations to be considered².

In particular, two key questions may be asked afresh. Firstly, how old is this post and where might it fit into local road history, presumably in a pre-turnpike context? Secondly and more specifically, where might it have been located?

Analysing the Evidence: the re-use of the post



Figure 2. Re-use of the wooden post (photo Chris Woodard, courtesy Powysland Museum)

Clearly, the post's survival has been reliant upon its long-term re-use, as well as subsequent care in a museum context, being built into a structure the history of which is itself relevant to this story. The evidence [Figure 2] clearly shows its use as a structural member within the building, but that evidence is lacking as to whether this might have been an original feature (i.e. when the

structure was first built), or a later insertion as part of alteration or rebuilding. On current evidence, its use within the structure cannot be dated, but it clearly has been re-used (suitably altered) from its original purpose as a mile marker or guide post from elsewhere.

The fact that it was re-used in a building in Newtown is also a clue to its local origins. Was it brought back from its location on a local road (see below), perhaps at the end of its useful life or relevance there, and if so when might that have been? Or was it perhaps never used for its intended purpose at all, as intimated above, presumably because of the perceived 'error' in the inscription with one

of the key mileage distances omitted? Equally interesting is the fact that in re-use the post was inserted with its inscription facing outwards (and presumably not disguised), a continuing reference to its local interest and significance, perhaps?

It follows that if the post was an original structural feature when Mount Pleasant Cottages were first built, then that date of construction is crucial information, alas unavailable. The same might be said of its being used for an alternative purpose if and when its intended use was abandoned. There is the additional, if less likely, possibility of its storage out of use prior to insertion into the cottage structure.

On the assumption that Mount Pleasant Cottages were at least C19 in origin and possibly earlier, one might postulate an C18 date which would give the post an earlier context still, at least C18 and possibly earlier, and therefore likely to be in a pre-turnpike context (see below)³.

The fact that this marker is of wooden construction, and not of stone or metal as became standard across the turnpike system, is also indicative. Alan Rosevear advises that most trusts used wood for direction posts (as the county authorities had done before them) so its use would be a cheap and easy solution for poorer trusts, particularly where 'carvable' stone was not easy to source. It might be assumed that some impoverished trusts had initially used wood to keep down costs, whether or not they were subsequently replaced in stone or metal. Within the records of the many hundreds of stone milestones and metal mile-markers in Shropshire, Alan Reade (Shropshire) reports only one extant wooden example⁴.

Free-standing vertical guide or distance posts of earlier date, as here, were largely of wood, albeit with sometimes wooden and sometimes metal finger arms giving distances and destinations. Where they survive, they are usually indicative of older routes, often longer-distance cross-country routes between major centres⁵. The Newtown post, albeit smaller and now cut down, seems to be one such, and includes a distance to London, itself of significance here.

Analysing the Evidence: lettering style

A further indicator of date may well be the choice and execution of lettering style for the inscription on the post [Figure 3]. Stone carver and designer *Rory Young* of Cirencester feels "sure that it is early C18 and could possibly be 1690s, or as early as 1660s. The main clue for this is the 'J' form of the 1, and also the quirky lower case 'a'. J 1s do continue well into C18 but generally I associate them with c.1700. Another point is the rather awkward wide spacing of upper and lower case text.

Generally as C18 progresses, spacing becomes sophisticated as does letter form."

Interpreting original location

The evidence of the inscription is central to interpreting an original location (whether used or only intended) for this post. Three places are indicated as destinations. Newtown seems logical enough, at a distance of ten miles. The distance to London at 165 miles conforms neatly with the evidence of later turnpike milestones on local routes (see

below), and is itself indicative of a long-distance (and significant) route, which was presumably long-established and well-understood. It may well be the most significant reason why this marker was produced in the first place, as well as one reason why its subsequent preservation was undertaken at all.



Figure 3. Inscription detail on the wooden post (photo Chris Woodard, courtesy Powysland Museum)

The third ‘Castle’ destination might seem more problematical. Castle Caereinion is suggested above, but perhaps a more logical suggestion in terms of routes would be Bishop’s Castle as the authors of the article assume. As the middle of three destinations inscribed on the post, it might reasonably be assumed to be on the way to the lower destination i.e. London.

Alan Reade in particular argues for one specific location which fits this sequence and

which also has several other attributes, each relevant to the marking of the ways and the recognition of location significance. This is at *Brompton Bridge* on the present-day B4385 road between Montgomery and Bishop’s Castle, just south of its junction with the present-day A489 (SO 251931). At this point the road is carried over the Caebitra brook, which forms not only the county boundary between historic Montgomeryshire (modern Powys) and Shropshire, but also the national boundary between Wales and England. A significant point on any journey to be way-marked, one might argue⁶.

The historic significance of this point is further evidenced by it being on the line of Offa’s Dyke, which the B4385 follows here for a short distance either side of this crossing. There is also the close proximity of another archaeological focus, the motte and bailey castle at Brompton, a reasonably well-preserved mound visible from the road and standing 25ft high and 28ft in diameter.

This features too on Ogilby’s ‘*Road from London to Montgomery*’ of 1675, the commentary being “.... to the Bishops Mott, a very Noted place, being a small hill or knoll on the Right where you enter Montgomerysh”, although Ogilby computes the mileage from London via Ludlow as 152m 2f on this old road.

In road heritage terms, two long-distance routes cross just to the north of the boundary; the A489 from Newtown towards Craven Arms, a significant west-east route, and the B4385 which although now designated as a less significant route nevertheless continues to follow and to indicate an important long-distance route coming across the extensive country north and west of the old county town of Montgomery towards Bishop’s Castle, itself an important centre in this part of the borderland, and thence south and

east further into England.

A further factor is that a marker in such a place would be conveniently sited to ‘capture’ and thus waymark traffic moving eastward from both the Newtown as well as the Montgomery direction, and therefore where traffic from a large area of mid-west and north-west Wales might reasonably be expected to converge and cross into England. The same is of course true in the opposite direction, which begs the question as to which authority and on which side of the national boundary was responsible for having this sign made and erected (if it was) originally – presumably one or other of the respective counties?

An important part of this story historically might well be the droving trade. The well-established and much-described upland route along the Kerry Ridgeway flows between Newtown and Bishop’s Castle a few miles further south of Brompton. But Trevor Rowley also points out that one of the best known of the drove roads crossing into England was ‘that which the Montgomery drovers took to Shrewsbury (for its market); it went by Bishop’s Castle and then eastwards to Plowden, over the Long Mynd using the prehistoric Portway to Leebotwood’. Brompton Bridge is on that route⁷.

A further query is who might in due course have removed the post, when and why, assuming that its way-marking information remained relevant? Was it no longer considered useful? Perhaps the creation of a new or rebuilding of an earlier bridge at this crossing superseded the marker in some way? Widening that point further, it may well be that this ‘old route’ as indeed it was along the A4385 may over time have been superseded at least for through traffic by the easier gradients and easier bends of the A489 route via Churchstoke, allowing Welshpool traffic to avoid both Montgomery and Bishop’s Castle. Further research on these aspects might yield useful results.

The turnpike sequence

The overlay of turnpike management to this road network need not have interrupted the basic significance of Brompton Bridge and does not appear to have done so, the route remaining in use today. Bishop’s Castle became a hub of no less than nine turnpiked routes, created by an act of parliament of 1768, and surviving until closure in 1876/8. One of these routes was between Bishop’s Castle and Montgomery via Pentre (the present-day B4385), and another via Churchstoke (A489 and B4385)⁸.

The milestone evidence adds to the relevance of this earlier waymarker on a long-distance route. Between



Figure 4. The milestone on B4385 at SO 258928 (photo John Higgins, 2006, ref. MOT_MTB103)

Montgomery and Bishop's Castle (and within both Shropshire and Powys databases) there are four stones (two with a metal plate) displaying distances to Bishops Castle and to Montgomery but with no references beyond that⁹. The example in Powys is half a mile east of Brompton Bridge

been argued here that it finds an appropriate context at Brompton Bridge in a local, regional and indeed long-distance national context, marking a significant boundary. It may well be C18 in date, possibly earlier, and seems to be a survival from a pre-turnpike era of road waymarking,



along the B4385 at SO 258928 [Figure 4].

However, east of Bishop's Castle where there are several routes 'over the hills' to Craven Arms, of which the B4385 is but one, a number of stones record a distance to London e.g. *TO LONDON 154 MILES / B' CASTLE 5*¹⁰. It could be argued that they represent the linear descendants of the wooden waymarker at Brompton Bridge, and form part of the same linear sequence.

West of Brompton Bridge on the A489 towards Newtown, the damaged stone at Pentrehyling (SO 245930, C110 and BCNT06) has recently been restored and is reported on separately in this volume. As restored, its reading is London 165 miles, Bishop's Castle 6½ and Newtown 10 miles. This has encouraged *Mike Lister* (Montgomeryshire) to ponder whether this position, rather than Brompton Bridge a short distance to the east, may be the location of the early wooden post, which was in turn replaced by the predecessor of the 'new' Pentrehyling milestone. This would offer the simplest, least complicated explanation, the wooden post surviving purely by chance rather than any particular significance.

Conclusions

The wooden post now preserved in a museum context in Newtown has a significant history as a waymarker, not all of which is now fully recoverable. Assuming that it was used at all, it clearly served as a mile-marker and guide post, and if the location argued for in this paper is accepted it also served as a boundary post, between counties and between Wales and England. Its original date of construction is unknown and its period of use uncertain, but it has

making it a rare and important artefact from the old order of wooden waymarkers along the major highways, junctions and crossing points of the road network. Its preservation is therefore well-deserved.

REFERENCES

1. Hall, D W & Putnam, W G, 1967-8. 'A wooden mile post from Newtown', *Montgomeryshire Collections*, 60, 170-1; see also CPAT Regional Historic Environment Record (HER), PRN 1805, accessed at <www.archwilio.org.uk> on 18.06.12
2. see <www.milestonesociety.co.uk>
3. Should it ever become a possibility, dendrochronological analysis of this oak post might well prove enlightening in terms of dating evidence
4. On the B4214 at Knowle, south of Clee Hill village at SO 598739; see thumbnail C50 in the Society's South Shropshire dataset. Its metal plate is missing
5. Izod's Post in Gloucestershire on the present A44 at SP 132360 where two old routes cross above Chipping Campden is a good example, a tall wooden post with short iron finger arms dated 1669
6. CPAT Regional Historic Environment Record (HER), PRN 71157, accessed at < www.archwilio.org.uk> on 18.06.12. The distances on a post at this location would have been Newtown 10, Bishops Castle 6, London 165
7. Rowley, Trevor 1972. *The Shropshire Landscape*, in The Making of the English Landscape series, pp.241-2
8. Trinder, Barrie 1996. *The Industrial Archaeology of Shropshire*, Chichester, pp.252-259: Appendix Two:

Turnpike Road Data, esp. p.257, Roads leading into Bishop's Castle

9. See thumbnails C86, 87 and 112 in the Society's South Shropshire dataset

10. The mileage to London tallies with and relates to the BCLN series of milestones on the direct (unclassified 6/199) route from Bishop's Castle to Craven Arms (see thumbnail photos C100, C101, C102 and C104).

ACKNOWLEDGEMENTS

Permission to reprint the text and photograph of the 1968 article from *Montgomeryshire Collections* was kindly given on behalf of the Powysland Club by its current editor Dr. Peter Barton and by David Hall, joint author of the article and now current chairman of the Powysland Club. Staff in the library at St Fagans: National History Museum in Cardiff had kindly made available a pdf of the original article.

At the Powysland Museum, the curator Eva Bredsdorff, whose responsibilities include the Textile Museum in Newtown, confirmed the post's accession number in the collections as N1990.39, and that it remains in store at Newtown. She is again thanked for her help, as is Rory Young for his contribution.

Society members Mike Faherty and John V Nicholls are also thanked for input. Finally, Alan Rosevear updated on the potential for wooden mileposts in Devon, reporting that a suggested wooden post in the Exeter to Okehampton sequence may now be discredited. Its stone equivalent has since been found close by, typical of the others in the series and part of a set regularly repaired by the Exeter trust from the 1750s. The wooden post outside the Travelers Rest inn on the old A30 may therefore be a more recent addition, as opposed to an earlier survival, and is possibly a 'spoof' marker.

POINTING THE WAYS

The Fingerpost Column

Federation of Old Cornwall Societies' Fingerpost Survey

Ian Thompson

On Saturday, 14 July 2012 at 10.30am shoppers in the centre of Truro watched a parade of 40 elaborately embroidered banners of the Old Cornwall Societies snake its way from City Hall in Boscowen Street, past High Cross and Truro Cathedral. The procession was led by a Cornish piper, and by the Lord Lieutenant and the High Sherriff of Cornwall. They made their way through the city centre to Truro Methodist Church, where a trumpet fanfare announced the Federation of Old Cornwall Societies' Summer Festival.

There were speeches by the Mayor of Truro, the Grand Bard of the Cornish Gorsedh and the President of the Federation. Derek Rowse sang "Truro Agricultural Show", and poems were recited in English and in Cornish. After the roll call of the 46 Old Cornwall Societies, Jane Powning (Cornwall Council) and Ian Thompson (Milestone Society) gave a presentation on the Federation of Old Cornwall Societies' major countywide project – a Survey of the County's Fingerposts.

All this began back in 2009. Ian Thompson was in a quiet country lane near St Austell, painting a milestone, when a chap in a Land Rover stopped and came over for a chat. Did Ian know anything about painting fingerposts? This chat led to a meeting with St Ewe Parish Council. The Parish Clerk, Rose Hardisty, had already persuaded County Highways to meet some of the costs of materials for work to be undertaken by volunteers from the parish. Ian offered advice and support, based on the Milestone Society's Guidance Notes, and pointed out the countywide importance of St Ewe's fingerposts. Milestone Society members may have a copy of No. 9 "Cornish Milestones" in the Milestone Society Collectors Cards series, which features a cast iron fingerpost with arms with serrated top



Ian Thompson gives his presentation at the Federation of Old Cornwall Societies' Summer Festival in Truro Methodist Church. (Photo: Marilyn Thompson)

edges. St Ewe parish had four of these serrated top fingerposts. They were made by the Charlestown Engineering Company on the outskirts of St Austell and probably date from the end of the C19 or the first decade of the C20. They were worth re-painting.

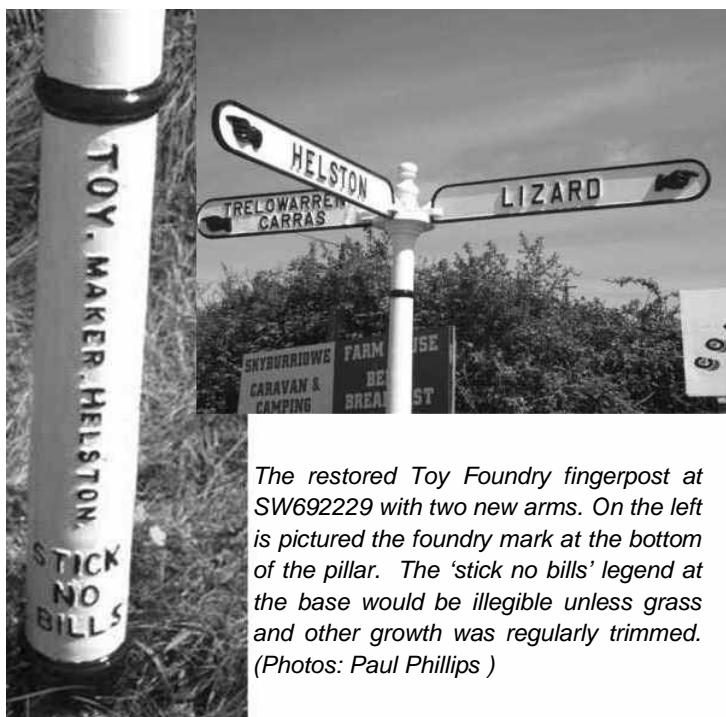
There seemed to be a number of these idiosyncratic fingerpost designs in Cornwall. In the same year, Ian and Milestone Society member Paul Phillips from Helston became involved in a project to restore a fingerpost on the road to Lizard Point, the southernmost spot on the British mainland. The fingerpost had only one of its original three arms surviving, but writing cast into the column read "TOY MAKER HELSTON", which suggested it was something local and special. John Toy's foundry in Meneage Street, Helston produced castings for mining and



Repainting one of the Charles-town Foundry serrated top fingerposts in St Ewe parish at SW978461. (Photo: David Stark)

son Frederick Charles Heath, carpenter, age 19. If Frederick Charles was, say, 12 when his hand was used for the pattern, the date would be 1894. Of course, once the pattern was made it could be used over and over again.

Paul Phillips took photographs and drew diagrams of the surviving fingerpost arm, including details of the cast hand. Ian found funding from Nick Johnson, Historic Environment Manager for Cornwall Council and fingerpost enthusiast. There was only enough money for aluminium castings (half the price quoted for iron) so the order was placed with Terry Major in Camborne, who



The restored Toy Foundry fingerpost at SW692229 with two new arms. On the left is pictured the foundry mark at the bottom of the pillar. The 'stick no bills' legend at the base would be illegible unless grass and other growth was regularly trimmed. (Photos: Paul Phillips)

would undertake the whole project. Unfortunately, Terry was taken ill and was unable to work for some time, but he completed the project in April 2011.

In the meantime, Ian had been talking to Jane Powning in Nick Johnson's department at County Hall. It seemed no-one really knew how many fingerposts Cornwall had.

maritime applications around the world.

Martin Matthews of Helston Old Cornwall Society recounted the story of the pointing hand on the Toy fingerpost. He was told by one of his Society's members that their ancestor called Heath, when a boy, had been persuaded by his father who worked at the foundry to use his small hand as the pattern for the pointing hand on the Toy fingerposts. Ian found an entry in the 1901 Census returns for Helston showing Alexander Heath, iron moulder, age 39, and his

Ian offered to do a survey of the entire county, but the Historic Environment department could not fund it. So it was agreed to do a "sample survey" of four randomly chosen 10km by 10km squares. Jane produced maps showing where all the "guideposts" were marked on 1880 and 1907 OS maps. Ian led a survey team of Milestone Society members. In the spring of 2010, Pete Goodchild, Paul Phillips, Marilyn Thompson and Roger Jones visited every road junction in their chosen squares, photographed measured and recorded what fingerposts they found and reported back.

A rough estimate of the area of Cornwall is 3800km². That is 38 ten kilometre squares.

If the survey of 4 ten km squares was a representative sample, in the whole of Cornwall there should be 557 fingerposts, including 228 cast iron fingerposts, 127 of which require replacement arms.

The condition, type and survival rate of fingerposts varied from parish to parish within each 10 km square surveyed. Fingerposts are very much local features and a county figure derived from the survey of just four 10 km squares can give little more than a guide to the actual situation in any given parish. Nevertheless, this survey provided a starting point for the study of historic fingerposts in Cornwall.

County Councillor Julian German was keen to improve the fingerposts in his electoral ward, the Roseland peninsula. Ian undertook a survey of the Roseland and found a wonderful collection of cast iron fingerposts, some in superb condition and some completely derelict. At the same time another County Councillor, Bob Egerton, knowing of Ian's interest pointed him towards a collection of fingerpost survey documents from 1964 which had been saved by a Highways engineer. The documents covered central Cornwall, including the Roseland. This gave a very accurate guide to just how much had been lost in the Roseland, and, crucially, dimensions and inscriptions for missing arms on the surviving fingerposts. The 1964 documents were transcribed onto an Excel database and the original documents were placed in the County Record Office. Councillor German had secured enough funding not just to repaint the fingerposts but to replace missing arms and finials with cast iron replicas. The "Roseland Fingerpost Pilot Project" was put in the hands of Nigel Sumpter from Cornwall Council's Area of Outstanding Natural Beauty team, since the Roseland peninsula was part of his designated area of responsibility (an AONB).

Tenders were drawn up and orders placed. Publicity, public meetings and a "Fingerpost painting Drop in Weekend" sought to involve the whole community in the Pilot Project. Work is still going on. A report on its completion will follow.

Meanwhile, Milestone Society member Andrew Langdon had a different approach to surveying fingerposts. Andrew is the Recorder for the Federation of Old Cornwall Societies. He had organised a survey of Post Office letter boxes by members of the Old Cornwall Societies with some success and thought the same method could be applied to a survey of fingerposts. In 2011 Andrew

launched the Fingerpost Survey at the Spring Meeting, with details on the Federation website and using the survey forms developed from the Milestone Society's sample survey of 10km squares.

The results of the Federation's Survey have been collated by Jane Powning to be posted on the Heritage Gateway website. They have been transcribed to the Milestone Society Fingerpost database which can be accessed from the Milestone Society website. A photograph of every fingerpost surveyed can also be found through the Milestone Society website.

This is a growing resource. In their presentation to the massed



St Austell Rural District Council (RDC) fingerpost at SW961589. It requires a new top arm. (Photo: Ian Thompson)

banners in Truro Methodist Church, Jane and Ian celebrated the success of the Federation's Survey so far, but emphasised that more needed to be done. The whole county had yet to be covered. More survey forms needed to be completed. A large number of people have been involved in the Survey, and the surrounding publicity has made many more aware of their roadside assets.

Repainting and restoration of fingerposts continues in places all over Cornwall, through parish councils, local volunteers, individual initiatives and County Highways work. The results of the surveys have been combined on the Milestone Society database. This shows what needs to be done and is a reference point for future progress.

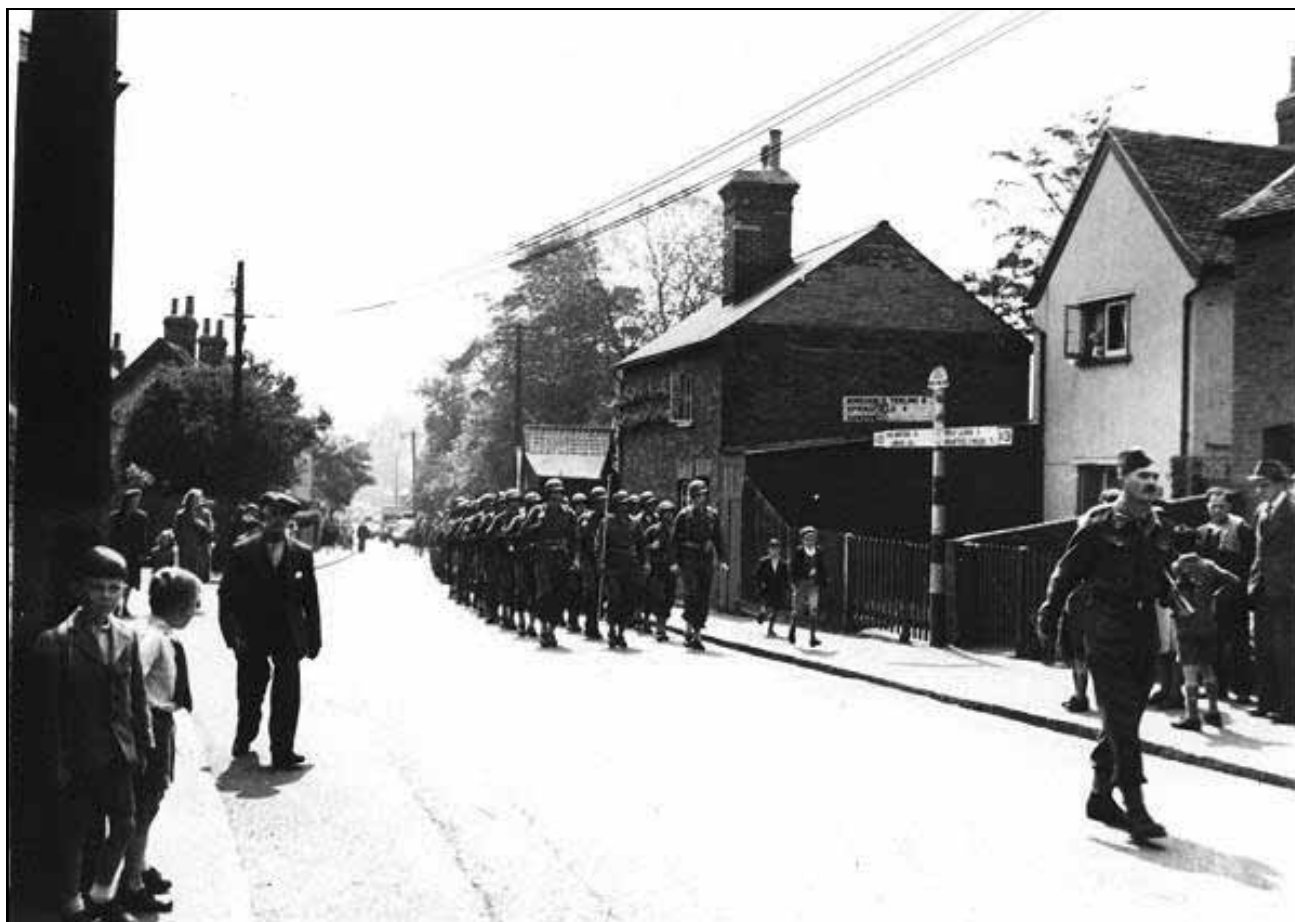
From the Archives - *Before the War was over*

The location is Little Waltham, a few miles north of Chelmsford, Essex. The date is June 1944 during the 'Salute the Soldier' Week. But note that the Maldon Iron Works fingerpost is complete with arms and its parish plate finial. A lifetime resident of the village now in his eighties recalls that the post was dismantled in 1940 (and the milestone and milepost at the other end of the village were removed). So the question is, when were removals

being replaced?

The troops in the photo were probably from the U.S. Ninth Air Force 394th Bomb Group (Medium) and were marching back to nearby Boreham airfield.

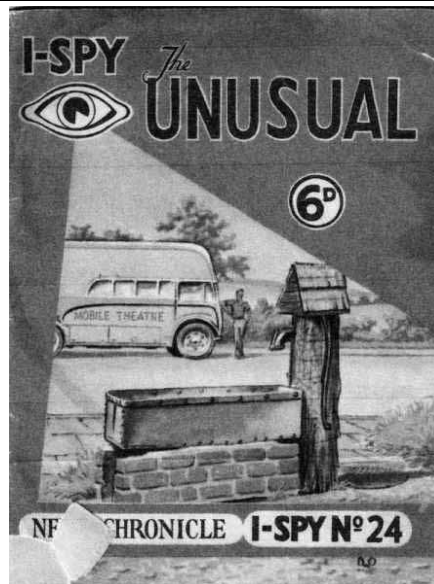
Do you have any old photographs that you would like to share with others? We would lime to see them and if suitable, consider for publication.



I-Spy Some (Unusual) Fingerposts

Newsletter 18 (January 2009) contained a short article by Keith Lawrence about the I-Spy books with special reference to No.10, I-Spy on the Road. No.10 contained numerous entries for varying milestone types and some of those illustrated still survive by the roadside today.

Milestone Society member Julie Calnan of Surrey was recently going through her childhood possessions and she came across her copy of I-Spy The Unusual, No.24 in the series. Looking at the image of a sign-post with a lamp on the bottom she wondered if any signposts (fingerposts) with lamps still exist. Indeed they do and an example appeared on page 24 in On the Ground 6 in 2009. But there is an even greater variety on the theme from the simple to the ornate in this illuminating feature.



The cover page of 'I-Spy the Unusual and page 7 that shows the lamp fingerpost or fingerpost lamp.



Above: Normanton, West Yorkshire. Although the lamp is not visible the picture does show the impressive hanging boards. The date is uncertain - possibly 1970s. (Photo: Askins Slide Collection).

Right: The post and its lamp still survives but its boards have long gone. It is mounted on the remains of the market cross. (Photo: Christine Minto)

Far top right: Another example with hanging boards is this one at The Square, Bagshot, Surrey. It was erected to commemorate the Diamond Jubilee of Queen Victoria. In 1897. (Photo: John V Nicholls)



Left: 'The Pillar of Salt' in Bury St Edmunds is an extreme example of a lamp fingerpost. It was designed by Basil Oliver, architect to Bury St. Edmunds Town Council in 1935 and now a listed building. (Photo: Ken Diamond Collection)

Right: A Welsh survivor that was photographed in 2005. It stands in Llanarmon Dyffryn Ceirog at grid ref SJ 157328. To find this post one has to travel to the extreme end of the B4500 from Chirk. (Photo: John Higgins)





Left: Here is one from the archive to get started. Radwinter village in Essex is still a quiet place. This postcard dates from about 1900 and shows a wooden fingerpost topped with a lamp. The container below the lamp suggests that it was oil lit.

Bottom left: The well-known post at Pelsall, near Wallsall, West Midlands. (Photo: Tim Jenkinson)

Bottom right: Some lamps were designed to light up the arms, not the street. This one, now unused, is at the junction of Kingshill Road and William Street, Swindon. (Photo: John V Nicholls)



Progressing the fingerpost database

John V Nicholls

After a rather hesitant start the fingerpost database is now beginning to take shape and to date (August 2012) over 600 have been added to the record. They may also be seen on our Google Earth layers with their chocolate brown markers with an 'F' indicator.

After much deliberation a final decision was made as to the method of applying identification codes for each fingerpost. Various suggestions were put forward based on (1) parishes but too cumbersome in counties such as Somerset with hundreds of pre-1939 posts; (2) on district or borough but this is not practical now that some counties have moved onto 'super' authorities as has, for example, Cheshire; (3) by linear place to place as is predominantly used in the milestone database. This would again be cumbersome and like the parish method could lead to complications with similar place name abbreviations. The fourth and chosen method was simply to use an alpha numeric code using four-place OS grid references - the two letters followed by the first two digits of the eastings and northings. On the rare occasion where there are two

or more fingerposts in the same square then a suffix letter (A or if more than two B) will be added. An example is for the post at Abbotsham in Devon located on an unclassified road that was once the A39. It's grid reference is SS 4244 2650. This converts to DV_SS4226 for its unique identification. "Simples!"

Mike Lea's original records for Westmorland and parts of Lancashire had identification codes that were based on county/district/number and these will be retained.

The question over what should go on the database has also gone through a lengthy period of discussion [I was personally in favour of pre-1939 - JVN] and the general consensus is any fingerpost pre-Warboys, that is to say pre-1964. Many of the 1950s posts with coated pillars and alloy arms are now becoming extremely rare. The pillars rusted through and the arms were subject to corrosion due to the reaction between the steel and aluminium. In Essex, for example, only one of the type remains although there is a nice cluster of them in north Hertfordshire.

John V Nicholls

The Portfield Bar to Padiham branch of 1810 on the Bury, Haslingden, Blackburn and Whalley Turnpike Road through Read and Simonstone, Lancashire

Brian Jeffery and Richard Matthews

The Padiham to Portfield Branch of the Bury, Haslingden, Blackburn and Whalley Turnpike was first suggested in 1805, formally proposed on 28 November 1809 and opened on 14 August 1811.

Turnpike Trusts came late to Lancashire compared to the rest of the country. The first one was for part of the modern A6 in 1764. The Bury, Haslingden, Blackburn and Whalley Trust (hereafter BHB&WT, which crossed the

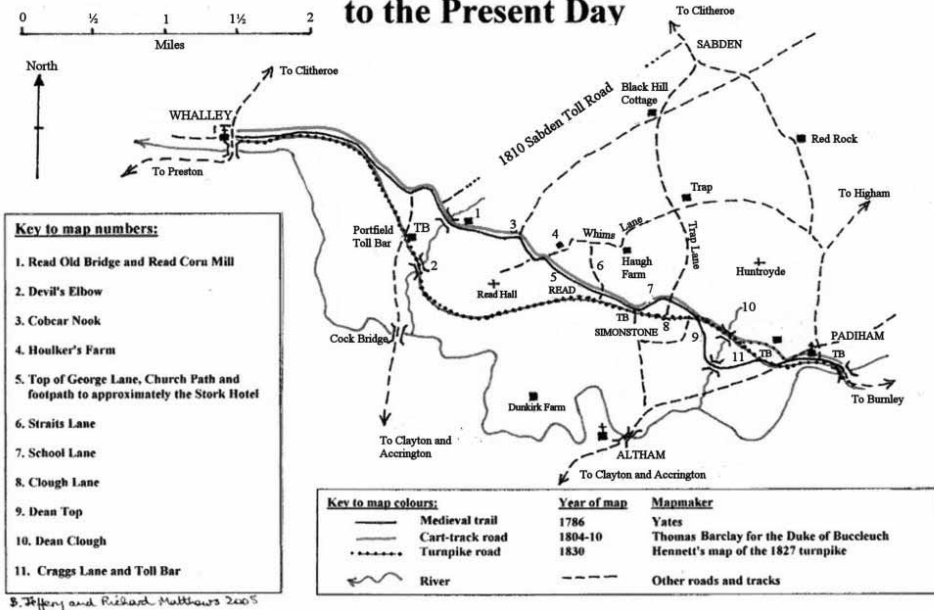
Hall, the Heskeths of Martholme or the Lomaxes of Clayton Hall. Coal mining was mainly for domestic reasons within the houses of the gentry. The major sources of power were people, animals and water.

After that date, the situation, driven by certain entrepreneurs such as Richard Fort of Read, began to change rapidly with the onset of the Industrial Revolution. Industry needed coal, in larger quantities than previously, and Richard Fort's calico printing works were no exception. The Fort family opened Broad Oak Printworks, Accrington in 1782 and the Oakenshaw Printworks in the following year, with the support of the Bury, Hargreaves and Taylor families.

About 1795, this partnership modernised the Sabden Printworks. The original Sabden mill was built and operated by the Robinson family between 1782-92, but when the Robinson concern went bankrupt the company was taken over by the Bury family and Richard Fort.

While the Lomax family of Clayton Hall and the Heskeths of Martholme concentrated on coal-mining, the Starkies allowed the Peel family to

The Three Main Routes from Padiham to Whalley from c1300 to the Present Day



River Calder at Cock Bridge on the Great Harwood, Read and Whalley boundary, was authorised by Act of Parliament in 1789¹, and it had a total length of 33.8 miles, with 17 main gates, four side gates and the average distance between tollhouses was two miles.

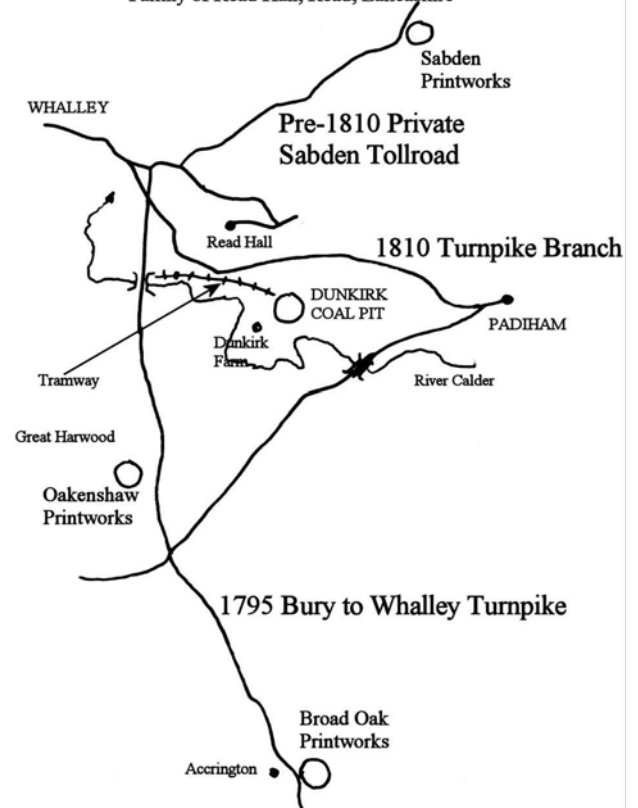
As early as 7 June 1791, Mr James Whalley of Clerk Hill, Whalley had asked permission to have the new tollhouse (or Keeper's Cottage) moved from the top of Broken Brow, Whalley to its present position at its foot, so as to produce an uninterrupted view from his house towards Whalley Nab. Today, the Whalley Brew Tollhouse has its rear to the A671. The original turnpike, as shown on the 1809 Proposed Route Map of the Whalley to Padiham Turnpike Branch, ran on the north side, along The Cloisters and curved up the hillside to Spring Wood and The Keeper's Lodge².

Coal mining and industry

Before 1760, we have no evidence of major coal-working by the Nowells of Read Hall, the Starkies of Huntroyde

Right: The Fort Family's Major Calico Printing Works 1782 to 1840. While the southern calico print works could easily obtain coal from the Accrington area, the Sabden printworks lie outside the Burnley coalfield. Hence the need for good road transport links.

The pre-1809 situation as seen by Fort and Taylor Dunkirk Coal Pit and the Calico Printing Works of the Fort Family of Read Hall, Read, Lancashire



open calico printing works in Altham and Padiham, both of which were alongside the Blackburn to Addingham Turnpike. These mills were easily powered by water from the River Calder and by coal, which was brought by horse and cart and, after 1801, from the Leeds and Liverpool Canal.

All of these calico printworks needed large amounts of coal to heat water to fix the dyes. The Fort family in particular needed to move coal in large quantities. Broad Oak and Oakenshaw were supplied from 1782 by the Lomax family of Clayton Hall from the old pits both east and west of Hyndburn Brook, but Sabden lies outside of the Burnley coalfield. Where did the Sabden Printworks' coal come from?

There is evidence of coal being moved by packhorse and horse-drawn cart along four arduous routes from the Altham, Clayton, Padiham and Read areas. These were

- from Padiham past the Red Rock and over Black Hill,
- from the Read/ Simonstone area east of White Hill along the old King's Highway,
- past Holker's Farm and Readwood Farm
- up by New Hall Farm and down by Whittaker's Barn.

All of these routes headed to Sabden and all of these old routes were very slow and difficult. They were used until the New Toll Road from near Portfield Farm to the Whins Tollhouse, Sabden was opened by the Bury family in about 1810.

This raises the idea that the Brindle pit, Altham to Cock Bridge Tramway at Read was opened as a link to the BHB&WT in the early 1790's or 1800's, because the Turnpike Act of Parliament was authorised in 1789. While many travellers went free and coal was only lightly taxed, if at all, the Turnpike Trust was very successful. The money received from toll lettings by the BHB&WT in 1831 was £6335 and £8065 in 1836.

Around 1810-1811, a private road (The New Toll Road to Sabden) was built from New Lane End near Portfield to Sabden to ease the coal supply problem, presumably to link with the 1789 Bury to Whalley Turnpike and the newer Portfield to Padiham Trust, which was authorised in 1810 and built in 1811.

After the Bury Estate was declared bankrupt in 1826, the concern was bought out by the Fort family and this included the New Sabden Road. Coincidentally, the BHB&WT for another Act in 1826 for the reconstruction of the turnpike branch from Portfield to Padiham³, which was passed in 18271 and the road was finally upgraded in the 1840's.

As already noted, a proposed route for the Portfield to Padiham Turnpike Branch was drawn up in 1809 and presented to the Turnpike Trustees. This proposal simplified the road from Padiham to the west of the Simonstone crossroads, but beyond The Stork Hotel area it forged a new route through the Read Hall Estate to The Devil's Elbow and Portfield. This road is the present day A671.



Buckshaw Terrace, Simonstone diversion at SD 771 345, the start of the AD1809 newly proposed Turnpike road from Portfield to Padiham through Read and Simonstone. Outside the Stork Hotel, the new bend is clearly seen in the road and in Buckshaw Terrace

On 28 November 1809, Richard Fort asked the Turnpike Trustees to authorise a turnpike branch from Padiham to Whalley⁴. On 5 January 1810, a committee was formed to see whether an extension to the Turnpike Act would be successful in Parliament and it was.⁵ They reported back that the road was feasible except for the major obstacle of the Sabden Brook culvert. Due to the high costs of raising Cock Bridge and the alterations at Broken Brow, Whalley, which had been imposed by a court order, the cost of the Portfield-Padiham Branch seemed higher than the expected benefits, unless the landowners were to help with the construction costs of the Sabden Brook culvert.

Accordingly, in the meeting of 16 July 1810, Richard Fort and James Taylor advanced £3000 and the Trustees ordered an immediate start to the Turnpike branch. By May 1811, the Trustees had paid out £450 to various people for construction work.

Construction Costs of the Turnpike Branch from Padiham to Portfield Bar, Whalley. (See tables on the following page.)

These are the payments found in the Turnpike Trust Minutes. Some amounts may be missing. Throughout the building of the road there were regular payments to the Hapton Coal Company for limestone for top dressing the road surface. These continued after it was opened on 14 August 1811.

December 1811 Hapton Coal Company £108 0s 11d for limestone rock

Limestone rock was used to top surface and to crown the road to improve drainage.

Contracts for three years were let for the road's maintenance. They were scheduled to start on 14 August 1811, to William Waddington for the Padiham section at 1s 9d per rood, to William Law for the Simonstone section at 2s 0d per rood and to Isaac Sutcliffe for the Read & Whalley section at 20 guineas per mile. The high rate for the latter is guessed to have probably included maintenance of the Sabden Brook culvert (Read New Bridge).

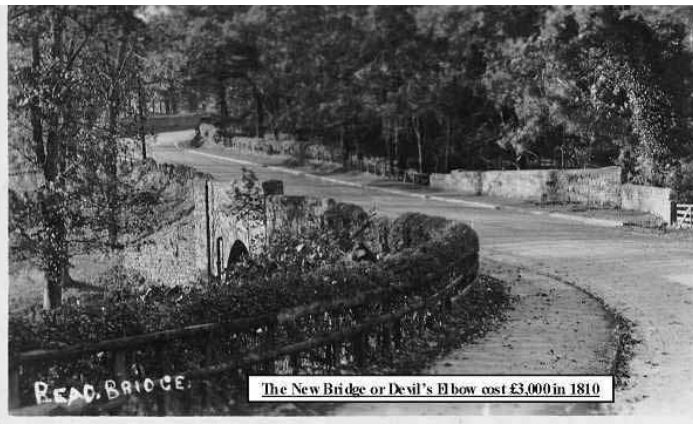
Construction Costs of the Turnpike Branch from Padiham to Portfield Bar, Whalley

Date	Person of Firm	Amount
December 1810	Wilkinson & Company	£10
"	James Robinson & Co	£45
"	Edmund Hanson	£30
March 1811	Howsrth & Jackson	£40
"	Hanson & Co	£20
"	Henry Hope	£50
"	Isaac Sutcliffe	£20
"	James Howarth	£30
"	[Cock Bridge alterations]	£214 12s 9d
May 1911	Richard Wilkinson & Ptrs	£15
"	John Aldred	£20
"	Edmund Hanson	£40
"	John Ingham	£30
"	Henry Hope	£40
"	Jackson & Howarth	£35
"	Isaac Sutcliffe	£50
"	James Howarth	£60
	[Cock Bridge alterations]	£140

The above contractors appear to have been the main road builders, because on the 19th September 1811 the following six (lower right table) were given the balances due to their accounts. Strangely, the accounts state "7 lots", so was the seventh lot the Sabden Brook culvert or, as it is now called, Read New Bridge ie the repayment of £3000 to Fort and Taylor?

Date	Person or Firm	Amount
June 1811	Richard Wilkinson	£30
"	John Ingham	£40
"	Edmund Harrison	£75
"	John Aldred	£100
"	Henry Hope	£80
"	Harworth & Jackson	£120
"	Isaac Sutcliffe	£100
"	Haworth & Harrison	£80
"	Jeremiah Waddington	£80
July 1811	Richard Wilkinson	£36
"	John Ingham	£60
"	John Aldred	£60
"	Henry Hope	£85 5s 10d
"	Jackson & Haworth	£100
"	Isaac Sutcliffe	£60
"	James Haworth	£72 2s 10d
"	Jeremiah Waddington	£143 6s 9d

September 1811	Richard Wilkinson	£35 0s 10½d
"	John Ingham	£141 18s 11¾d
"	Edmund Harrison	£172 16s 4d
"	John Aldred	£29 1s 11d
"	Haworth & Jackson	£132 15s 10d
"	Isaac Sutcliffe	£43 5s 3d
Total		£2206 7s 2¼ *



Above: Read New Bridge over Sabden Brook about 1910 at SD 749 349. Below: The Portfield Bar tollhouse pictured in 2009 at SD 745 352



Only two toll gates were erected, at Portfield and Craggs, and tolls set to start on the 19 August 1811. The Portfield Bar was let to John Ingham for one year for £108. A side gate at Portfield Lane End was ordered to be erected on the 18 June 1818.

The Craggs Bar (Padiham) was let to George Pilkington for one year for £102. The latter sent in a bill for repairs to the Craggs Toll-bar in September 1811 for £4 2s 6d. The position of this tollhouse and bar is known from the 1826 map, as opposite the junction with Craggs Farm Lane. The 1844 map shows an appropriate building, now demolished⁶. This was very close to the Burnley, Padiham, Blackburn Turnpike Trust junction at the present location of 'The Crossways'. This latter turnpike was first enacted in 1755⁷.



The Craggs tollhouse as a private house in 1902 at SD 787 339

The Portfield to Padiham Turnpike was built across the Read, Simonstone and Huntroyde Estates and its route passed through the Fort, Starkie and Whitaker coalmining areas in Bridge Hey, Heap's Field, Dean Top and Craggs. A new Read Hall Lodge and its gates were built in 1830 where the new road crossed the drive to the house. It also passed close to a brick kiln in Read Park, which could be the origin of the only two brick built structures in the area, namely the Read Hall Icehouse and Hitchin Barn.



The Fort Family's new Read Hall Lodge and its gates which were built in 1830 at SD 758 343

Economic success, especially in the Fort family, relied on good transport links. The opening of the turnpike road through Read and Simonstone seems to be intimately connected with the Fort family's desire for industrial growth and financial strength. The cotton mills of Read (the Prince of Wales Shed in 1861 and the Friendship Mill in 1884) were built alongside this road, which became the A671.



Looking east up Mercer Brow, Read from SD 762 344 towards the chimney of Friendship Mill. Smoke from Victoria Mill can be seen above the road. Limestone chippings are ready to dress the road.

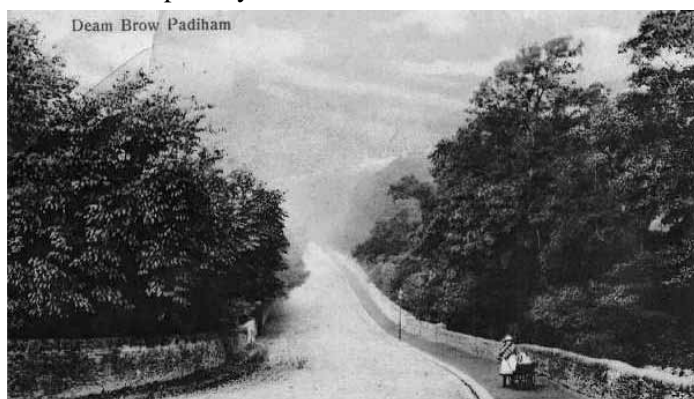
Both Richard and John Fort's names appear on the list of Trustees, as does James Taylor's nephew, John, and the latter had become the Trust's Treasurer by 1830. The lengths of Turnpike road through Read were 1 mile and 133 rods, while the Simonstone length was 1 mile and 211 rods.

The Turnpike Trust minutes show Messrs Fort and Taylor's loan of £3000 in 1810 to build Sabden Brook culvert but while it has been suggested that the money was repaid, no evidence has been found to that effect. However, it is recorded that Le Gendre Nicholas Starkie loaned the Trust £1700, the Trust paid him interest annually of £153 and the principal was repaid on the 13 February



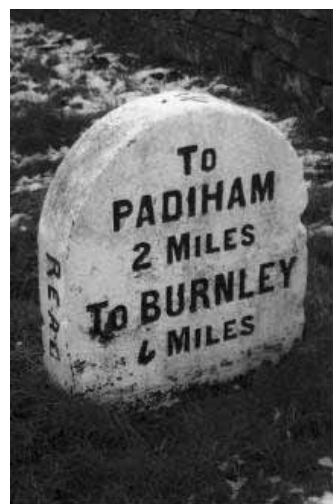
The supposed 1827 Simonstone Toll House in 2009 at SD 774 344 where the Turnpike crossed the old King's Highway. The 1826 proposed Turnpike map shows no tollhouse at this point.

1823. There is further mention of another £1700 loan which was repaid by 1834.



The raising of the Dean Brow Bridge at SD 745 352 on the Padiham-Simonstone boundary was paid for by the Starkie family in 1810. Notice the width of the road and the lone gas lamp

In 1823, there was a serious land slippage at Portfield Bar and this damage required considerable repairs.



Milestones. Left: The Read village milestone at SD 757343 and right: the Simonstone milestone at SD 772345. In 2009 the Simonstone milestone was repaired and painted by Duncan Armstrong of Padiham.

It is thought that there was an application to Parliament in 1827 to improve the road and raise the bridges at Sabden Brook and Dean Brook⁸ but the Trust's Minute

Books do not cover this period of time. However, its Account Books say that this Improvement Act was first discussed as early as 1825 and the sub-committee formed to move it forward contained John Fort. The Fort brothers helped to raise £21,000 for these road improvements and these loans from the Trustees were repaid at 4% per year.

While there is some evidence of an Improvement Act getting Royal Assent on 12 April 1827, the Act which abolished the original one granted in 50 Geo III was passed in the 7-8th years of George IV's reign and this became the Turnpike Act of 1831⁹. All these improvements were finally completed in the 1840's.

At this time, the Portfield Lane End Gate and the Craggs Gate were collecting £1,740 per year. However, there seems to be a significant difference in a gate's annual bid price and the amount of tolls collected. In the 1827 accounts, the Portfield and Craggs gates were being offered for only £300 per year and, for the

first time, Simonstone Gate was on offer for £250 per year. It is interesting to ponder where the other £1,140 went to. The toll houses were being offered on £120 mortgages. There were three Forts on the Trustees, namely Richard Fort of Sabden, Richard Fort of Accrington and John Fort of Oakenshaw.

By 1830, the Craggs Tollhouse seems to have disappeared from the Turnpike Minutes. It is shown on the 1826 Turnpike map and, as noted, the 1844 OS map shows a suitable building opposite Craggs Lane End. The tolls collected at Portfield in 1830 were £1,315 and those at Simonstone were £315. Road repairs in Read totalled £62, while those in Simonstone came to £26 14s 0d.

Between 1827 and 1875, there are many references to the purchase of limestone for top-dressing and crown-



The indistinct Portfield Bar Milepost at SD 745 352 which lists Read, Padiham and Whalley



In addition to the milestones illustrated above there also survives this roadside stone marking the boundary between Padiham and Simonstone.

ing the road; and also for general road and drain repairs. However, there seem to be many postponed meetings due to non-attendance of the Turnpike's Trustees.

On 16 September 1875, the Turnpike Trustees made it known publicly their intention to sell the toll-houses, toll-gates and associated stones, (See table overleaf.) because all the turnpikes were soon to become public roads and

Item:	Purchaser:	Purchase Price:
Portfield Lane End tollhouse Stone receptacle Toll gate	Revd. Richard Edwards Taylor of Moreton Hall	£120 £2 6s 8d £1
Simonstown toll-house	Le Gendre Nicholas Starkie	£120
Toll gate	Richard Taylor	£1

the local ones the responsibility of the Blackburn Hundred.

The BHB&WT closed its accounts and the Trust was finally wound up on 1 January 1878. On 10 April, JPs issued an order to repair Read New Bridge. It was described as "very ruinous, broken, narrow, incommodious and in great decay", so that it was too dangerous to cross. By contrast, Read (Old) Bridge was a very expensive one and so over engineered that modern 44-tonne vehicles can pass over in complete safety.

Along the line of the turnpike in 2011, there are three milestones at Portfield, Simonstone and Read, one Padiham-Simonstone boundary stone at Dean Bridge and the two tollhouses at Portfield and Simonstone. Of the latter, outstanding questions remain, including when was the Simonstone toll-house built, and when was the Craggs toll-house closed and why?

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2. Minute Books of the Bury, Haslingden, Blackburn and Whalley Turnpike Trust, Lancashire Record Office ref. LRO TTA 1-6 and the 1809 map LRO PDS/109
3. 7 & 8 George IV, c. xxviii
4. See LRO PDS/109 Assessment of road from Padiham to Whalley 1809
5. 50 George III, c. xxxvi
6. Grid Ref SD 78740 33887
7. 28 Geo II c59 and 1755: 28 Geo II c60
8. See 1827 7/8 Geo IV c.xxxiii Portfield -Padiham New Road of 3m. 6f. 25yds

9. LRO UDCL/26/1

Grateful thanks must go to John and Ivy Robinson for the loan of old postcards, to all the people of Read and Simonstone who have helped enormously with photographs and information, and to the staffs of Lancashire Libraries and Lancashire Record Office. This article was originally drafted in early 2009 and revised as at August 2011.

Other references include:

Amounderness and Blackburn Hundred Bridge books, ref. LRO QAR 6/9 dated 1805, and ref. LRO QAR 5/14 dated 1906

Court order for Read New Bridge repair ref. LRO QAR 5/47 dated 10th April 1878

Barclay's map of 1804-1810, Hennett's map of 1830 and the OS 6" First edition of 1844-8

A map of the Proposed Padiham-Whalley Turnpike Route 1809, ref. LRO PDS/109; and a map of the completed Turnpike dated 30th November 1826, ref. LRO PDS 49/AE2. This latter was not available for inspection due to its fragile condition:, but copies of photos of the Branch from that map can be obtained from the authors of this article. All illustrations sourced by authors.



John Wilkinson and his packhorse on the Whalley Nab trail between Whalley and Great Harwood. He was known as the last of the pack horse men. He lived on a farm at Whalley Nab and took his last pony down to do his weekly shopping. The photo is dated 1902.

MARKING THE BOUNDS

The London Stone (Riparian) at Staines moved downstream

Colin Woodward

In May this year a famous boundary stone was resited and unveiled in a ceremony next to the River Thames, just below Staines Bridge. This imposing monument, with a history dating back over 800 years, is the Riparian London Stone which by tradition marks the upstream limit of influence of the City of London.

In mediaeval times the City of London wielded considerable power, which derived from 1197 when King Richard I was given money to finance the Crusades, and in return the King bestowed upon the Lord Mayor the "Conservancy of the River Thames". Stones marking the boundaries of the City's influence were installed. In those days the roads were in such a dire state that any serious transport of goods was generally by river. As "Conservator" of this tidal region, which also stretched along the Medway as far as the boundaries of Rochester, the City was in a position to levy local taxes on goods transported along the Thames. This power continued until Victorian times. The mediaeval Thames limit stones may thus be regarded as the "ancestors" of the ring of more than 200 coal tax markers which can still be seen surrounding Greater London. To remind others of the City's power, ceremonial visits by the Lord Mayor were carried out regularly, and the ceremonial role of the stones continues to the present day. Inscriptions commemorating past ceremonies of the C18, C19, and C20 can still be seen on some of the markers, which have often been enlarged by steps and pedestals to accommodate these inscriptions, or additional, more imposing, stones added.

Most of the stones, although old, are not the original mediaeval ones, which have been lost through wear or flood. The one at Staines is possibly original, although even this may be a 17th century replacement.



Left: The later (1836) stone at Upnor, Kent. The most recent inscription is dated 1980 - Sir Peter Gadsden, Lord Mayor of London. Right: The older stone engraved with the City of London arms. Estimated by English Heritage to date from the C18. Not all the names are legible but includes W. CURTIS Esq / LORD MAYOR / 17[6]6. (Photos: Colin Woodward)

Surviving City of London limit stones by the Thames and Medway are as follows:

1. The (older) "Crow Stone" (1755), itself a replacement for a mediaeval marker, is no longer in its original position, but can be seen at Priory Park, Prittlewell, near Southend, Essex.
2. A replacement "Crow Stone" is on the foreshore between Westcliff and Leigh at Chalkwell Ooze, Essex
3. On the point opposite the Crow Stone, near the mouth of Yantlet Creek, Isle of Grain, Kent. Stones '2' and '3' mark the lower limit of the Port of London and the transition of the Thames to the open sea.
- 4 and 5. There are two stones adjoining the Medway at Lower Upnor, near Rochester, Kent. The Lord Mayor was unable to claim the whole of the tidal Medway because it was already claimed by the ancient city of Rochester.
6. The "London Stone" at Staines probably owes its position to being where the tides at the furthest upstream point could still be detected. Because of the construction of locks downstream, tides can no longer be observed here, they end at Teddington.
7. Just below Teddington Lock, at Ham, Surrey, there is an obelisk which marks the boundary be-



The Essex Crowstones. On the left is the old stone now removed from the foreshore and displayed in the gardens at Priory Park. All traces of legends are illegible. Right: The later Crowstone situated on the foreshore at Chalkwell. The stone is inscribed with names of mayors and other "dignitaries". A visit needs a bit of forward planning as it is only accessible at low tide. The tide mark is over six feet from the bottom. (Photos: John V Nicholls)

tween the Port of London and the Thames Conservancy, erected in 1909. The Thames Conservancy is now defunct, with its powers taken over by the Environment Agency. Today, the Port of London Authority is responsible for navigation along the tidal Thames, leaving the Lord Mayor of London merely with a ceremonial role.

These stones are not to be confused with that other Roman London Stone at Cannon Street in the City of London. The stone at Staines, and its pedestal, were replaced by replicas in 1986 and the original stones are now exhibited in Spelthorne museum, Staines. The original stone, reputed to be from a Roman altar, bears the inscription "God Preserve the City of London AD 1285". The four sides of the pedestal record ceremonies by C18 and C19 Lord Mayors. They read as follows:

(a), front, river elevation panel: "To perpetuate and preserve this ancient Monument of the jurisdiction of the CITIZENS of LONDON The Same was raised on this pedestal AD 1781. S.WATKIN LEWIS Kn. Lord Mayor."

(b) (west elevation): "The Right Honourable WILLIAM VENABLES LORD MAYOR of the CITY OF LONDON and Conservator of the River Thames viewed this western boundary of the City's jurisdiction of the said Colne Cottage River marked by the ancient stone raised upon this pedestal on the 29th day of July 1826. God preserve the City of London."

(c) (east elevation): "The ceremony of claiming the Jurisdiction of the CITY OF LONDON was repeated at the stone by the Rt Hon^{ble} CLAUDE STEP HUNTER LORD MAYOR AD 1812."

(d) (north elevation): "The ancient stone above this inscription is raised upon this pedestal exactly on the spot where it formerly stood. Inscribed... City of London AD 1285."

The stone adjoined the traditional boundary of Middlesex and Buckinghamshire at the County Ditch, an outflow of the River Colne. Below the pedestal are several other tiers with inscriptions commemorating later visits by 19th and 20th century Lord Mayors of London. In May this year planning permission and listed building consent were approved for transfer of the replica stone, pedestal, and

original lower tiers to a new site at Memorial Gardens, next to the Thames behind the old Staines Town Hall, downstream of Staines Bridge at TQ 054 714. The relocated stones were unveiled with much ceremony in the presence of local dignitaries on 20th May 2012.

Spelthorne Council justifies the new location by asserting that it is probably nearer the stone's original position close to the old bridge which was downstream of the modern Staines Bridge. However, the original stone dates from an era before accurate maps showing the location were produced, but the stone is known to have been in its previous location next to the traditional County Boundary since at least the mid-eighteenth century. The relocation moves the ostensible jurisdiction of the City of London downstream by nearly half a mile from the old location. It is, however, in a more attractive and convenient location for the town's residents and visitors. The photo below shows the newly resited stone.



Photo: Colin Woodward.

Boundary 'snippets'

Middlesex

Engineers carrying out works to a bridge at Finchley Road (A598) near Henly's Corner (junction with North Circular Road), Finchley, recently uncovered a parish boundary stone. It is thought to have been obscured by earlier development carried out in the 1920s. The stone, reading 'F.P. / 1845' has been reinstalled on a bridge over the Mutton Brook, which forms the boundary between Finchley and Hendon. (Text and photo: Colin Woodward)



Northamptonshire

In *On the Ground* No.7 (2010) Michael Knight reported on the boundary stones surrounding the Weedon military 'refuge'. One of the stones is pictured here. It is rather worn and only the broad arrow on the inscription is easily legible.

(Photo: Michael Knight)



Lower Downtown 'stones' in West Devon: A mystery solved?

Tim Jenkinson

A rare and historic Okehampton End of Trust (EOT) marker and what is now believed to be a direction or guide stone at Lower Downtown on the A386 near Lydford in West Devon have been salvaged from the east bank of the road and set in a better position by Devon County Council (DCC) at the request of Dartmoor National Park Authority (DNPA). These two markers have a very interesting history. Recorded at the site simply as 'stones' on early 19th Century Ordnance Survey maps, they have been sketched, photographed and included in various publications about Dartmoor, the earliest reference being E.Masson Phillips (1943), followed by Dave Brewer (1986), Stephen Woods (1988) and Brewer again in 2002, the latter three all showing a large 'B' on the stone beside the EOT marker. In each case this particular stone has been described as a probable Parish boundary marker for the nearby village of Bridestowe.

However more recently the stones, having been mislaid for several years, were rediscovered and cleared of vegetation in November 2008 by Tim Jenkinson and Alan Rose-vear whereupon it was found that the right hand stone was no longer bearing a 'B' but was now showing an 'O' having been broken and packed back into the bank. Given its position at the old crossways here AR speculated at the time that this could indeed be a direction post with the B for Brentor and O for Okehampton. This new theory challenged the existing notion of a boundary marker at this point. If it was a boundary stone then surely one would expect an 'L' for Lydford to accompany the popular idea that the 'B' stood for Bridestowe.

The discovery was duly reported upon by Tim in 2009 (see Jenkinson 2009), and in early 2012 Alan was contacted by Robin and Maureen Vane who had found an old photograph of the stones that they had taken from c1990 that clearly shows a 'T' on the right hand side and they were

able to confirm an inscription of 'O/B/T' on the stone indicative of a guide rather than Parish stone showing

directions to Okehampton, Tavistock and Brentor. A brief account of their theory appeared in the *Dartmoor Magazine* (Vane 2012).

Following this latest revelation Tim contacted Jane Marchand of DNPA with a view to rescuing the stones from the bank and repositioning them in a safer position and this was duly undertaken on July 25th 2012 setting them a little way back from the road edge opposite the driveway to 'The Paddocks' at SX 5234 8565. The EOT stone has been cleaned and the guide stone reset beside with its three faces with inscribed letters now facing appropriately towards the designated towns and village. Thanks to all concerned for attending to the stones and hopefully ensuring their continuing existence at the roadside here.

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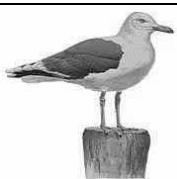
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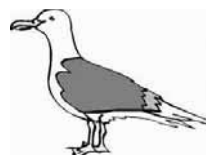
Left: The stones as excavated in November 2008 and right: the stones reinstated 25 July 2012.. (Photos: Tim Jenkinson)



Don't forget...

Book the 2013 Spring Meeting in your diary now. The meeting is being held at Teignmouth on the Devon Riviera on

Saturday 11 May 2013. Why not take in the meeting with an early seaside break. Full details in the Spring mailing.



Did you see it?

Close up of the dog on the bridge by the chap fishing on page 21.



The Llansaintffraid 3 mile post from Montgomeryshire

This post was reported on in last year's *On the Ground* pages of *Milestones & Waymarkers* (2011, p.25) as being in the collections of the Cotswold Motoring Museum at Bourton-on-the-Water in Gloucestershire. It survives intact but at that time had not been painted and was awaiting proper display.

The museum has kindly reported that it has now been painted, following Society guidelines, and is on display alongside a considerable collection of other road signs from all over the country, which in themselves make this museum well worth a visit.

Last year's report was in error in locating the original position of this post on the A490 route, close to its junction with the A495, a meeting of ways of no small significance in this part of eastern Montgomeryshire. Further work by Society members has added to this story. The post seems to come from the north side of the A495 at or very close to the present junction where the A490 crossing is offset close to Ystum Colwyn Farm. Both

Mike Faherty and Mike Lister place it at or close to SJ 192158 or 192168, and it has been added to the Society's database as MOT_LCOWO8.

As far as why or when it might have been removed, this remains a mystery. It may or may not have been the subject of legitimate removal, alterations and sightline improvements at road junctions being one possible explanation. Its route into the present museum collection was postulated last year, but the back-story before that remains unknown. Although it is unmarked as to maker, Mike Lister postulates the work of Turner Bros of Newtown, which makes good sense.

Thanks to both Mikes and David Archer from the Society and to Graham Binns at the museum for supplying information.

See www.csmclubretreats.co.uk/ museum for more on the Cotswold Motoring Museum.

David Viner



Southwater Series, West Sussex

A year or two ago I was approached by the History Society in that area about the restoration of the original 40th milestone from London. All that could be made out on the stone at that time was part of a four and likewise a nought, plus many initials of residents long since dead! When cleaned it appeared that there might well have been lettering beneath. In the restoration, and beneath the '40', the inscription 'Miles from London' was added.

That completed satisfactorily, there came the suggestion to replace three more stones to the north, all these were replaced in the order of 39th, 38th and 37th. It was not until the 37th has been completed, that it was discovered that Horsham Museum had, quite legally, acquired the original 37th and made it into a garden seat, whence it was discovered that this series of stones only had the actual mileage figures engraved on them, no other inscription. Three days after the new 37th stone was installed it had disappeared! With the in-

scription of '37 miles from London' its location could be anywhere ten miles outside the M25 circumference around London.

Not to be put off by such theft and not wishing any replacement to be stolen, a new stone has 'Southwater' added to the top and 'Horsham 1/2' added below, whilst on the back is 'Milestone Society 2011'. The site of this stone is on a railway bridge embankment so the use of a long galvanised pin into which a male pin in the base of the stone could be slotted, was considered to be a practical solution to a local problem of poor foothold. The base pin was three-quarter inch diameter wrought iron and rust protected by an epoxy resin coating. Wrought iron resists rusting better than steel.

There will be some who may deprecate the addi-



The replacement 37 stone nearing completion on Lionel's workshop bench. (Photo: Lionel Joseph)



Before and after painting. (Photos: Lionel Joseph)

tion of additional place names, but in the present day, one has to be realistic especially where disposal to a buyer in America is possible through 'Ebay' on the internet. If the additional information prevents theft, it is probably worthwhile. When this stone is installed in due course, the Horsham Museum will be informed, so that the additional engraving can be recorded in their archive information about this particular milestone. There is also the

added value, that the additional information given on the stone, will make its purpose more readily understood, by about ninety nine per cent of the local population than would be the case if the stone only bore the figures '37' and nothing else.

Painting with masonry paint will tend to lessen natural erosion, especially from winter 'salt spray'.

Lionel Joseph

The Kirklees Saga – concluded!

Text and photos Jan Scrine

Back in 2006, the then Conservation Officer of Kirklees MBC (Huddersfield and environs), Stan Driver, a member of the Milestone Society who spoke at our first regional meeting (held in Dewsbury), obtained funding of £12k a year for five years to restore and conserve the Council's dozens of milestones. Kirkburton Parish Council, also members of the Society, contributed over £2400 towards renovation of the guide stoops in their parish. Quickly, work was being enthusiastically carried out by the Council Blacksmith and his colleagues at Highways Dept when they were not busy on urgent matters. Various summaries have appeared – see especially *On The Ground* 4, Sept 2007, 2-4.

A year later, one Project Engineer had retired and the next was moved to the CCTV assignment, and all went silent. Intermittently since then, I have been harassing Kirklees MBC Highways Dept about the four missing Brayshaw & Booth cast-iron milestones that the blacksmith had uprooted. I was informed that the blacksmith had been made redundant and the depot closed.

Then in 2011 a Conservation Officer told me that the

milestones had been sent to the Minerva Foundry in Cheshire for refurbishment, but the foundry had gone bankrupt and the stones had been perilously close to being scrapped. However, the Council Officers had sent a team to recover them and so they would be re-instated eventually.

Early in May 2012, one at Lepton was back on the verge! The following week, the Flockton milestone miraculously appeared. Coming back up the M1 a few days later, and with camera, I snapped Flockton (YW BNHU10) and then found that Grange Moor had also reappeared, on the correct side of the roundabout (YW BNHU11) with a large re-used gatepost as its backing stone, and the grass sods still fresh.

I snapped the Lepton one (YW WKHU09) opposite Bar 315, formerly the White Horse Inn where Blind Jack resided for a while. This too had a gatepost backing. Then over the hill I saw roadworks signs and found the blacksmith and his mate erecting and painting WKHU10, having moved it 100 yards for road safety reasons. He produced all our worksheets from 2006! He says he's done all the Denby Dale ones and the rest on Wakefield Road – and with the original spelling mistakes and wrong distances...

I asked about the 'To & From' stone rescued by Ray Wilson and he said it had been re-erected at Outlane, but in a safer place. Although Christine Minto has pointed out that the two Lepton milestones have been switched and the foundry has put the wrong Barnsley mileage on the Flockton one, I am really delighted that they are back in place, after all this time.



YW BNHU10 at Flockton - before and after



YW WKHU09 at Lepton

APPRECIATIONS

I especially enjoyed the last issue of *Milestones & Waymarkers*, incorporating *On the Ground*, a credit to all involved (Rod Smith)

Well done to the joint editors (Mike Davies)

I must congratulate you on the production of the latest *M&W* journal that dropped through my letterbox today. Good stories, accounts and descriptions accompa-

nied by crisp b/w photos, a really fine piece of work. Look forward to working with you again on the next edition (Tim Jenkinson)

Excellent (Mike le-Baigue)

Re the latest Journal ... my compliments on an excellent production yet again (Lionel Joseph)

Congratulations, what a splendid piece of work *M&W* Volume 4 is! (Ian Thompson)

Lt Col Strong's private toll-bar at Horsey, Stanground parish, Huntingdonshire

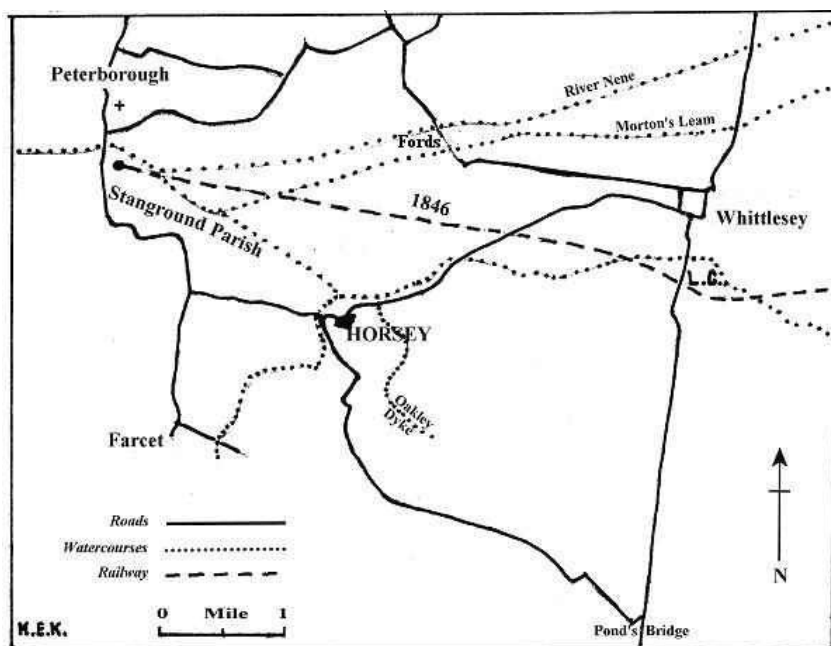
Michael Knight

In an article published by the *Hunts County News* on Saturday, October 8th 1910, a Special Correspondent drew attention to a 'twentieth century anachronism' entitled 'Hunts County Council and the Last Toll Bar!'

An appeal was made to three County Councils 'to sweep away a great public bugbear', in reality Horsey Toll Bar, a private toll gate controlled by Lt Col Charles Strong JP, which barred the route along a half-mile causeway between Peterborough and Whittlesey. The County Councils which could be involved in any negotiations were the Isle-of-Ely, the Soke, and Huntingdon, plus the City Council of Peterborough, all of which were plagued by 'the only toll gate intercepting a public highway in Great Britain.'

The article went on to record that Peterborough City Council had met the day before to discuss the Horsey Toll problem having just received a letter on the matter from Huntingdon County Council. The PCC Town Clerk had found evidence from March 1903 that purchase of the toll had been considered previously but nothing had come of it.

It also reported that 54 year-old John Sellers, the Collector at Horsey Toll, had been interviewed on October 4th regarding his role in maintaining the short stretch of road between Oakley Dyke and Milk & Water Drove, the road junction to Pondersbridge.



Sketch map showing the position of Horsey Toll in the surrounding landscape. Before the road opened to Whittlesey it was a long way via Pond's Bridge (Pondersbridge).

The toll charges

The newspaper printed in full the categories of traffic listed on the toll board. [Shown here as a transcription from the original toll board in the table below left.]

The tolls listed are interesting in themselves as there is a clear increase related to weight or size of vehicle, and incorporated for 1910 all modern forms of transport (excepting motor-cycles?). However, added to the Board almost as an after-thought are bicycles and tricycles ¹.

The early wooden 'boneshaker' could be observed after 1870 but it was during the 1890's that mass production of safety cycles made this mode of personal transport apparent everywhere. Nowhere else, on highways maintained by the Turnpike Trusts, had the relevant Acts been applied to cyclists.

Lt Col Strong, not tied to Parliamentary legislation, took advantage of the high numbers who daily passed *en route* to employment at farm or brickworks. The newspaper report noted that by compounding with the toll collector cyclists would be permitted to pass for 6 pence per week, thereby saving 12 pence (one shilling).

Whilst the format of carriage, cart and livestock had for decades been common on toll boards nationwide, the inclusion of 'engine' would have been only after c. 1830. The high charge placed on steam-driven machinery is an indication of their capacity for seriously damaging the road surface, hence discouragement

HORSEY TOLL. List of Tolls Payable at this Gate.

	s.	d.
For every Four Wheel Carriage Drawn by one Horse, Mule, or Ass	9	
..... do: do: by two do:	1	0
..... do: do: by three or four do:	2	0
For every Motor Car	1	0
For every Engine	2	0
For every Carriage, or Drum, or Van attached ... do:	1	0
For every Gig Drawn by one Horse, Mule, or Ass	6	
For every Cart on any kind of springs drawn by one horse	6	
..... do: By two . Do:	9	
For every other Cart	4	
For every Waggon drawn by one or more Horses to six	8	
For every Horse or Mule or Ass	1½	
For every Drove of Beast, or Cattle per Score	10	
For every Drove of Sheep or Lambs, or Swine per Score	5	
For every Carriage or Truck drawn by Dogs or Hand	2	
For every Bicycle or Tricycle	2	

JOHN SELLERS, *Collector.*

by an exorbitant toll. These vehicles had been identified for special Parliamentary control with the passing of the 'red flag' Act in 1865. This restricted their motion to 4mph until an Act of 1896 increased speeds to 14mph, a pace easily attained by the vibrant cycling fraternity.



A wagon belonging to Richard Smith & Son of Whittlesea [sic] after passing through the gate at Horsey. Date around 1900.

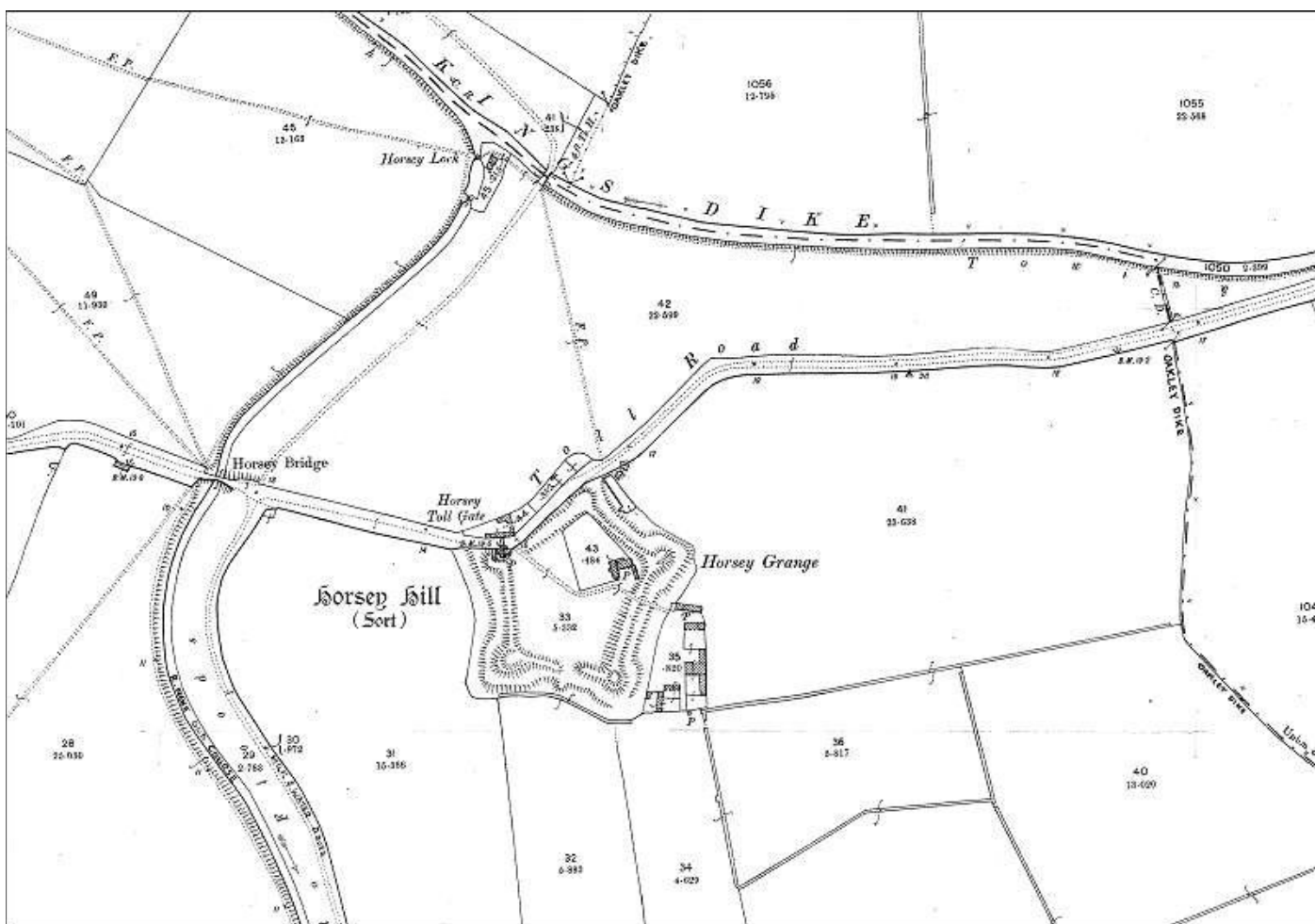
The toll on 'motor car' could have been applied only during the late 1890's, although by the Edwardian period such contraptions were a common sight. The 'mechanical locomotive' was here to stay, but with the limit on speed raised to 20mph by the Motor Car Act 1903 even greater concern was expressed by the Highway Boards (and also

since 1886 the Roads Improvement Association) regarding wear and tear on the road surfaces. Indicative of the problem was the Automobile Association's membership which in 1910 had reached 28,640, anticipating the massive increase of car ownership to be seen in the years following².

Unusually therefore, given the demise of the turnpike system in previous decades elsewhere³, this toll board may have been re-listed around the turn of the century, yet it still anticipated droves of farm stock to pass along the causeway.

The private toll/road controlled by Lt Col Charles Strong is now the A605, which crosses an engineering-brick bridge spanning the Old Nene river course at a junction with the B1095 leading south-east to Pondersbridge⁴. Formerly this structure was of one-carriage width. For heavy traffic before 1912 there was only one alternative road to avoid the toll. This left Peterborough over the Town Bridge, through Fletton to Stanground, turning south into the fen-lane leading to Ponds Bridge. Once there, and by turning north for 3 miles and 1 furlong, the direct route would enable traffic to enter Whittlesey, albeit experiencing delays at rail crossings and in all adding an extra seven miles.

For light traffic a tortuous route leaving Peterborough via Midgate crossed Flag Fen to Storey's Toll, passing over Cat Water and two fordable places across the Nene river and



25-inch Ordnance Survey® 2nd ed. 1900 showing Toll Road between Horsey Bridge and Oakley Dike. Reproduced by permission of archivist at Huntingdon County Record Office.

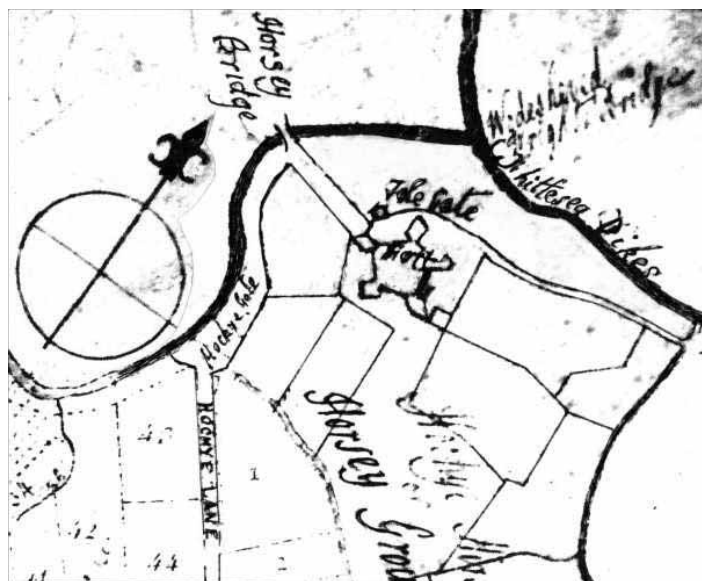
Morton's Leam. This would bring travellers onto Fen Causeway, a residual Roman road leading into Whittlesey.

The freedom of passage along the toll road for residents of Whittlesey had been made possible by a grant paid to Lt Col Strong by the Trustees of the Town Lands Charity. Originally this charity was devised to relieve denizens of the town from 'the tax anciently laid in the Isle of Ely for repairs to Aldreth causeway'. A change in the Trust's Articles in 1898 emphasised the expenditure of funds primarily for ecclesiastical and educational purposes, but with a rider that other pleas could be accommodated. One presumes that the 'bugbear' of the tolls came within its remit.

There was a toll in existence as shown on Ordnance Survey Sheet LXIV, printed in March 1824, its position confirmed on a field-pattern map from the same period which names 'Horsey Toll'. Yet, preceding all official surveys were private publications also indicating the presence of a toll bar, but on the opposite side of the road.

John Cary's 'Road Book', published in February 1798 ⁵, inferred a through-road of five miles between Peterborough and Whittlesea. As Cary had been commissioned by the Postmaster General to list nationwide all routes suitable for mail services, it is clear that a passable road was in place before 1798.

Furthermore, an estate map c.1753 shows 'Tole Gate' opposite the Civil War fort on Horsey Hill, a slight rise in otherwise low-lying and marshy ground. Earlier, a single line in the sale of Stanground & Farcet Manors dated 9th July 1674, between the Earl of Westmorland and Sir John Brownlow (Lord of the Manor, 1674 to 1694), notes the presence of a toll. Whether this was across a road or water channel is not clear. In all likelihood a private toll road existed for not less than around 240 years, but was never subject to any Turnpike Trust Acts of Parliament.



Extract of the c.1753 estate map showing 'Tole Gate'.

Census data

Census Returns from 1841 to 1901 are illuminating⁶. At the first national head-count (which noted Horsey Toll to be in the parish of Standground within Norman Cross Hundred),

Thomas Hunt aged 61 years is listed as toll keeper. Adjacent to his home was the Horsey Farm House, at which resided the Warwick family - possibly owners of the toll.

An entry in Kelly's Directory for 1847 lists the Rev. William Strong J.P. with John Warwick as a farmer at Horsey Bridge, nearby. John Warwick is again recorded as toll keeper at Horsey Bar on the 1851 census and the Warwick family living at Horsey Farm own land within the parish. In the Huntingdonshire Gazetteer & Directory 1854, John Warwick surfaces as the turnpike gatekeeper at Horsey Toll, and a relative named Robert as a farmer.

The 1861 census at 'Horsey Toll Barr' notes John Heardley, 55 years, as toll collector; Robert Warwick is a farmer of 600 acres employing 14 men and 6 boys. After this the Warwick family are no longer listed in the Stanground area, so by then had the toll been sold to the Strong family? John Heardley, now 66 years, is still the keeper at Horsey toll in 1871.

On the 1881 census for Horsey Bar Joseph Heardley, aged 30 years, is resident but identified as a brazier. It is only with the 1891 census that John & Elizabeth Sellers are recorded as tenants, both aged 35 years and having four children. John is by trade a basket-maker but is also recorded as the toll collector at Horsey Barr.

By 1901 John and Elizabeth are still tenants at Horsey toll together with five of their children, all noted as being born at the toll house. An older daughter had been born in



Hunts County News newspaper photograph of John Sellers beneath the toll board when interviewed 4 October 1910.

1881 whilst the family were still resident in Peterborough. Another daughter, Emma, now elsewhere, made up the seventh child in this family. Although again recorded as a basket-maker, this census notes John's employment status as "Own Account" i.e. that in some way he was self-employed.

When interviewed in October 1910, John Sellers and his wife were photographed standing beside the toll gate; within six months both would be listed on the 1911 census - the last to record the presence of a toll-bar across this highway.

Horsey toll house must have been a substantial property as from the census returns between 1841 and 1901 large families were living there, in some cases with the addition of visitors. Contemporary large-scale maps show out-buildings on the northern side of the toll road which formerly may have been the toll bar dwellings.

As it stands today the building, which is believed to have been erected between 1840 and 1860 using hand-pressed fletton brick, has been extended to the rear in recent years. New chimneys and a modern frontage alter its appearance, but the well-built interior structure sits on the original foundations and remains much as during its Victorian heyday. Gone is the rear out-house, and the well has been covered albeit access to the water table is still possible. The front garden retains a section of the original highway. The OS map of 1900 shows a benchmark incised into the brickwork, recording a height above mean sea level of just 19.5 feet.

Evidence from the records

Minutes of two Committees of Huntingdon County Council are clear in explaining the procedures by which eventually the private toll bar was purchased, and then abolished⁶. These, for Finance, and for Main Roads & Bridges (MR&B), record all the transactions with the owner Lt. Col. Strong of Thorpe Hall. Discussions amongst the 'other interested Authorities' display a commitment to closing the toll bar, whilst negotiating an acceptable proportionate contribution towards the cost. In the Report of 30 August 1910, chaired by Alderman The Earl of Sandwich, the MR&B Committee recorded that 'The solicitor to the owner of this property has written stating that Col. Strong has no objection to part with the Toll on terms offered in 1898, namely £1,000 for his interest therein. This does not include the Toll House and buildings and is subject to the present tenancy'.

The Committee recommended that it be authorised to approach the other Local Authorities with a view to removal of the Toll. This was put before full Council on September 21st and on October 8th 1910 the whole matter was given publicity in the *Peterborough Advertiser* and the *Hunts County News*⁷. The Council subsequently approved the creation of a sub-committee to confer with the three adjacent Councils. This it did on January 27th 1911 in Peterborough Guildhall, chaired by the Mayor, with six representatives from Huntingdonshire, three each from

the Soke and Isle of Ely, and four from Peterborough City Council. A Plan was submitted and lengthy discussion ensued aimed at all four Councils contributing to the cost.

The Huntingdon CC members proposed (optimistically) that proportionate sums of £500 [H.C.C.], £200 [Isle of Ely], £150 [the Soke] and £150 [Peterborough City] should be considered. Further discussions followed (one suspects heatedly) and eventually on a 'practically unanimous vote' the contributions were agreed as H.C.C £650, Isle of Ely £150, the Soke CC £100 and Peterborough City £100, making up the sum sought to £1,000. Clearly, it was perceived that expenditure in Stanground should be carried primarily by the Council in which the parish lay - that is Huntingdonshire.



Elizabeth Sellers at the Gate, beneath the PAY HERE lamp.

The MR&B Committee put its proposal before full Council on March 15th 1911. Prior to this the Finance Committee, in receipt of the same proposal, raised a loan of £650 to be repaid over a period of 30 years. According to the annual General County Account of HCC (April 1st 1911 to 31st March 1912), payments totalling £350 had been received from the other three Local Authorities for 'freeing of Horsey Toll' - to which was added £17.7.9d for Stamp Duty on Conveyances & Costs (!). Payments in the same financial year declared £650 as a 'Portion of Cost of Purchase of Toll'. The date given for commencement of the 30-year loan at 4% was December 16th 1912 - after the gate had been taken down.

Newspaper coverage suggests that this event had long been publicised, and headlines adorned the local Press. Photographs were taken just before and just after removal of the gate in the presence of a jubilant crowd. The toll-board was removed and is now preserved locally⁸.

The *Peterborough Advertiser* for Saturday April 6th 1912 headlined the event with 'The Doom of Horsey... Toll To Disappear To-Day!' reminding its readers that it had taken up the cause in October 1910. The press reporter waited to witness that 'the gates at noon will be hurled from their hinges'.

One week later a fuller account was given 'Freeing the King's Highway ... The Last Main Road Bar Removed', and gave account of the 'Interesting Ceremony at Horsey'. That same day, April 13th, *The Peterborough and Hunts Standard* headlined the operation 'Horsey Toll Freed ... A Famous Barrier Between Peterborough and Whittlesey Gone' (infamous perhaps?) and commented that this was but an informal abolition ceremony.

The last trap to pay a toll, owned by John Lucas a local builder, and one cyclist both went through the gate and at the stroke of noon workmen removed the barrier. A trap owned by Mr Wilson and a motor owned by Mr Foreman then passed through toll-free (cheers). The frontier red-flag marker was taken down and a rush of spectators poured across the highway.

Major Roland Herbert of Hunts County Council gave a speech and invited John Sellers to do likewise, which he did with some regret. He had been at Horsey Toll since April 1883 and had thereby given 29 years service to Lt Col Strong. Now described as 'a dispossessed toll keeper', readers were informed that he had been given 12 months notice and, in any case, had other skills which enabled him to retain an income; namely basket-making, brewing and poultry-keeping. Admitting that 'collecting' was sometimes profitable, sometimes not, he had only that previous year expended £100 to maintain the road.



6 April 1912: the removal of the gate.

One interesting statement made by Major Herbert referred to the tight angle in the highway, which he considered necessary to straighten in the near future. This would divert traffic onto a new stretch of road necessitating demolition of the outbuildings opposite the toll house.

Accordingly, at the MR&B Committee on May 28th 1912, discussion centred on 'setting out of the new line of road'. The County Surveyor was to prepare a Plan and consult with both the Road Board and the RAC as to grants towards the highway alterations. Although shown on both the 1886 and 1900 OS editions, the outbuildings opposite the toll house are absent from the 1924 survey. However, this same edition creates a confusion inasmuch as the road line has not been altered at all. To aggravate the uncertainty the map still

records the words "Toll Road" when in fact the highway had been freed a dozen years earlier.



'Toll Bar Cottage' in 2012. It was being used as a shop selling potatoes until the current owner converted it to a residential property. (Photo; John V Nicholls)

Furthermore Gordon Richardson, the present owner of the toll house, recalls that access along the original road was possible well into the 1960's. The proposed modification may not have been made after all. In support of this contention is evidence from an aerial photograph taken in 1946 which clearly shows the narrow road-line to exist - complete with telegraph poles - tight up against Horsey Toll House. This half-mile was but a small component of the County Council's responsibility for road maintenance which had increased dramatically in the decade to 1913, from a mileage of 147 in 1902 to 541 eleven years later.

The loan raised in December 1912 by HCC was by March 31st 1913 reduced to £638 8s 2d; one year later it stood at £626 7s 1d and by March 31st 1915 it was £613 16s 4d - the last accounting period when part of the financial year was still in peace-time.

Interestingly, this Huntingdon CC report for 1914-15 also recorded the purchase of Farcet Bridge Toll and House, and £1,000 borrowed to abolish the Toll on Offord Bridge, both in the county.

The issue of freeing County highways from tolls had not been lost on other interested parties, for in the Council Report 1913-1914 regarding the possible transfer of rights pertaining to the New Bridges across the Great Ouse river (from the Duke of Manchester to the County Council), a statement issued by St. Ives Town Council said that it 'trusted that the motives which induced the County Council to purchase and abolish several of the other Tolls in the County would induce them also to do the like with regards to these Tolls, and so obtain uniformity throughout the County.' Not until 1921 was this achieved⁹.

REFERENCES & ACKNOWLEDGEMENTS

1. Inglis, Harry R.G. 1902. *Contour Road Book of England*, published by Gall & Inglis, London, lists the toll to pass through the Horsey Bar as then one penny for cyclists
2. Keir, David & Morgan, Bryan 1955. *Golden Milestone: 50 Years of the AA*, London

3. As a comparison, the last turnpike-era toll gate across Telford's A5 road at Llanfair, Anglesey ceased operating in 1895

4. Grid Ref TL 2224 9600

5. Cary, John 1798. *New Itinerary of the Great Roads throughout England and Wales*

6. Census Returns 1841-1901 and Abstracts of Huntingdonshire Council Minutes, courtesy of Huntingdon Records Office.

7. Peterborough library archives for access to early 20th century newspapers.

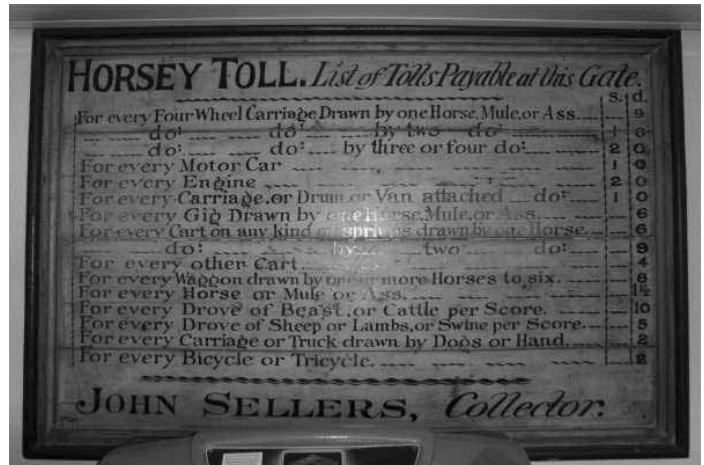
8. Thanks to Roy Baines, Warden of the Stilton Country Club located at 'The Angel' on Great North Road, for access to Horsey Toll Board, preserved therein .

9. For the history of this structure, see Bridget Flanagan *The New Bridges*, St. Ives 2005, 128pp (reviewed in *Milestones & Waymarkers*, vol. two, 2006, p.51). The publication of this study prompted the present article.

Michael Knight is 'greatly indebted to Gordon Richardson, owner of the present-day property, for access to his personal documents, his recollections of the district and

for entry onto his premises. He has been an invaluable mentor and has monitored the writing of this research paper throughout'

A general study is Brewster, J.W.H. 1990. *Stanground: a History*, 128 pp (ISBN 095140 46 01).



Horsey Toll toll board now preserved in the Stilton Country Club, behind 'The Angel', Stilton. (Photo: John V Nicholls)

Council for British Archaeology (CBA)

Festival of British Archaeology July 2012 – Our themed events

Over the CBA fortnight, we met old friends and made new ones, including welcoming members who had never previously attended a Society event. We gained some recruits but more importantly we raised awareness of local milestones on each occasion, with the instruction 'tell your family and friends about our wayside heritage'.

Could you give a talk, organise a walk or a cycle-ride or a demonstration or an exhibition during July next year? Perhaps with another group or club? LBSG, Ramblers, Civic Society? We are a national society, let's aim for at least one event in each region...

Tollkeeper Meg says:



"Today it's 19th July 1840. Queen Victoria has been on the throne for three years (God bless her majesty!) and has just married that German cousin of hers, Prince Albert. This afternoon I polished my Sunday best boots and put on a clean pinny, then walked down to the White Hart in Bitton, the coaching inn on the old Bath road. I left my eldest, James, in charge of the tollgate, at fourteen he's man enough to measure the fellies and take no cheek.

Mr Rosevear the Bristol Turnpike Trust's Surveyor, sent me to tell the local folks about the work the Trust does, we're short of tollkeepers on the 178 miles of highways round Bristol and he thinks some might join. But too many people round here remem-

ber the riots by the Kingswood Colliers who burned the tollgates, even though that's a hundred years ago. He gave me one of those new-fangled magic lanterns to use, too.

Fourteen people turned up and seemed interested in what I had to say. I showed them lots of pictures of the nice tollhouses round here, as well as explaining about the milestones. I don't think many were keen on keeping my hours though!"

And on 21st July 2012 another group strolled from Willsbridge round Bitton to Swineford and back along the Avon navigation and railway track to inspect Meg's waymarkers for themselves.



Meg's sharp at checking those fellies!

City of Oxford Walk, 26th July

Another warm sunny day, and a dozen explorers followed the knowledgeable Derek Turner, threading their way between the ancient colleges and along riversides, through Mesopotamia and down the High Street, encountering not only milestones but 'milehighway' stones, 'hundreds' stones and varied boundary markers. Even long-standing city residents discovered routes that were unfamiliar to them. And Derek explained that Magdalen College were willing to help restore the dilapidated milestone against their wall - something to watch out for, if you are passing through the city!

[Right] The Oxford walkers stop to look at the LONDON 54 milestone outside Magdalen College



The Halifax Walks, 29th July

On a blustery, showery Sunday, eight walkers met Jan Scrine and John Armstrong at Shibden Hall upper car park for the first of two walks.

After introductions and a walk briefing, we set off along Shibden Hall Road arriving shortly at the first point of interest. This was an original milestone dating from the mid-18th Century. Jan explained that the road we were on was a turnpike from the 1700s and the milestone indicated the mileages to Wakefield and Bradford. The distance to Wakefield was originally 15 miles, but it appeared the stone had been moved at some point and the inscription 'and 1/4' had been added.



YW_WKBF15 in Shibden Hall Road.

Moving on we descended a short steep lane. Crossing the road at the bottom, views of the Magna Via, a pack-horse route, could be seen amongst the trees heading downhill towards Halifax. However, we re-crossed the road and headed steeply uphill along this cobblestone route towards Beacon Hill. Passing a large recumbent stone, a possible Guide

Stoop, we soon came the summit where there were fine views overlooking Halifax and surrounding countryside.

Shortly after passing the Beacon basket on its tall pole, we crossed over the summit and headed back towards Shibden Hall. A Lancashire and Yorkshire Railway marker was pointed out, situated above the rail tunnel we had just passed over, noticing the tunnel and adjacent mine ventilation towers in the field.

Three of the morning's walkers had to leave, but their places were taken by five new walkers, making a total of twelve for the afternoon's walk

Leaving the car park by a steep leafy path alongside the Red Beck, we soon arrived on the A58 at Stump Cross, the modern version of another old turnpike. Directly opposite was a very fine enlarged Toll House dating from the 1830s.

Turning away from the A58 we headed steeply uphill along a narrow lane which lead to a gate and stile into a field. Crossing the field were twin stone tracks – a quarrymen's route for their heavy wagons into Stump Cross. Passing through the stile, labelled The Link Path, we set off following the tracks. In places the stones had grooves worn in them from the wagon wheels.

At Dam Head we returned along the opposite side of Shibden Dale via a pack-horse route. Near its end the path, quite narrow by then, turned sharp right, where there was a Guide Stoop.

After one final steep climb we were at the end of the path and soon arrived back at the morning's milestone. Jan recounted its history for the benefit of the afternoon's newcomers and then we were back at the car park after two very fine walks.



Stump Cross tollhouse

The Bolton (Smithills and Halliwell) Walks

Got t' meetin place bang on afe past ten, a goodly crowd ad gathered. We all set off in a generally steady climb up t'brew to' Scout Road, part of t'Bolton t' Nightingales Turnpike of 1805. After wanderin on t'rooad fer a bit, John Armstrong (no relation!) pointed out a baindry stooan (Little Bolton/Helliwell) at t'other side, next to it were a curious little dooer-oyl leading inter t' illside. A bit further on wer wot luckd like a farm int middle er noweer tho it wer in fact an ice-cream shop! We all ad one, n jolly good thi wer too, a were beena ave a bit o' raz o'mine but A thowt thi might a charged extra so A did baht.



It's 3 miles to Bolton

Wi now eaded back t'start bur ont way another mile stooan were fon in a wall n' like tuther, told thi it were 3 miles t Bolton. Crossin Moss Bank Park, it started t rain but wer nowt much n soon stopped. Walkin up Smithills Dean Road n' just before th'entrance t' t'Hall a 3rd Milestooan 'to Bolton' were sin but this time it wer only 2 miles. All t'wordin wer re-cut in 1987 bi a local chap because it were scutched off int 2nd World War. As wi got back for uz bait at dinner time, a lump of " evy dew" dropped on uz tho wi wer all under cover.

After dinner wi set off agean. This time wi a different crowd, wi retraced us steps passing t'site o Barrerbridge Bleach Works, nowt left now apart from a few bits eer n theer an't chimley now shortened bur still oer 200 ft tall. Wi wer told o Mr Ainsworth oow started bleaching cloth ere in 19th century n med a vast fortune in a short time.

After t'break we ole traipsed on t' road t' next stooan which told thi it were 3 miles t Bolton. Soon wi turned off turnpike n' dropped dairn a gradely little lane t'Barrerbridge. Dint go inter Barrerbridge but went oert' golf links, ad t' wait a bit f t'golfers t'play t'shots. Ended up in ousin estate t' luck at an owd celtic cross once used as a footbridge oer Doffcocker bruk!

Another mill baron also med a lot o' brass but frittered it away an wer left pennyless. We wer led across t main road n t'green t' th'Upper Causeway, an ancient way, n eded int' Alliwel lukin at sum intrestin bits. On t'right o Church Road is a rambling building called Alliwel All, now rebuilt but goin back many centuries.

A bit further on, perched on a chimley stack wer wot's supposed t'bi Florence Nightingale's eyd (not real 'un!). Next building as carvin o Mister Punch wi Judy facing t'other way. Wi now tek a steep path dahn t' Chorley Owd Road, once used by Roger Dewhurst o Alliwel All. Wi soon pass th'edge o wat wer t'biggest collection o mills in Europe, only 2 owd mills er left now bur in part o one is a collection o mill engines, it's well worth a visit bur in steam only a few times a year.

Wi now walked down Vallett's Lane named after a French chap oow grately improved dyein process but it dint cum up t' Ainsworths' expectations so e ruined im leavin im bankrupt. At bottom o t'brew is ware t'cross (sin in t'mornin walk) wer leid across t'beck, it's all culverted over now. From ere wi clime t'lane, t weer Arry Warin ad a museum sed to av a bit o' wood fro Noha's Ark.

Tekin a footpad wi reach Baindry Street weer wi see a stooan stuck up airt t'flags, cut in it is a '2' and a curious modern-lukin arrer. As wi reach Bolton t Nightingales Turnpike Road of 1805, wi saw n owd toll airse, it wer odd bein set back from t'rooad quite a bit. Droppin dahn from Victorian buildings, through more modern bits, wi reached a path weer wi so another stooan like last un but wi number '3' cut in. Path led dahn bi t'side o Astley Bruk through some slutchy bits. Oer t'other seid o t'beck wer 3 stooans wi 'OE' cut in, this wert baindry o Eden's Orphanage opened t' back-end oth 1800s. Wiv nearly gettn back t'start now, Ad nooatist that on t'way cars kept stoppin t' lerruz cross rooad, A purrit dahn t' magical properties o th'igh-visibility jacket Jan wer wearin.



Eden's Orphanage boundary stone

Duncan Armstrong

The Peak Walk, 24th July

You can see the route (through leafy woods, over moorland purpled with bell heather, along a holloway and by roadsides) and the great variety of guide-stoops and milestones, on the Heritage Walks section of our website. On a hot sunny 24th July, David and Eileen Blackburn made it live for 22 enthusiastic walkers, a fascinating wander through time, including an introduction to the sculptures accompanying each stoop: for more information see www.companionstones.org.uk. And afterwards one participant posted some super photos on Twitter, excellent publicity for an excellent walk.



Ripponden Ramble, 15th July

A group of 14 enthusiasts joined Jan Scrine for a gentle 3 mile guided walk around Ripponden. Unusually for this summer, the sun shone and fluffy white clouds drifted across a blue sky.

We met, very conveniently, outside one of Yorkshire's oldest pubs, The Bridge Inn. Our first point of interest was only a few yards away when we stopped to look at the monolith opposite the renamed 'Milestone Inn'. This was one of those stones defaced at the beginning of the Second World War in an attempt to baffle an invading army. Jan told us of plans afoot to re-engrave the names of Halifax and Elland on the milestone. Opposite the stone another point of interest was one of the turnpike's original toll houses, now a jewellery shop. A few hundred yards along the main road we detoured to look at remnants of two milestones now used as supporting features in the garden wall of a house. A few yards further on, we crossed the busy A58 and posed for a group photo beside another surviving milestone from the Turnpike era.

Jan then guided us away from the road, along a leafy, shaded path following the river Ryburn for a while, before we crossed it to follow an ancient pack-horse track up the valley side and we were soon crossing the track bed of the disused Sowerby Bridge to Rishworth branch line of the old Lancashire & Yorkshire Railway. Still following the pack horse track we emerged above the tree line and began to wish we had brought sun cream with us!

A change of direction lead us onto the 'Calderdale



Photo: Jan Scrine

Way' and we eventually reached the B6113, Elland Road, to view a now blank boundary stone at 'The Cross'.

After the climb we descended Elland Bank for sight of the last milestone on the walk. On the way, we passed the closed Fleece Inn; with its date stone of 1737 it was obviously built to service the new turnpike traffic.

It was a most enjoyable afternoon, well planned, well guided with good company and, as an added bonus, great weather.

Neil Croft

A Jubilee milestone for Yorkshire

Jan Scrine

This story links to the Kirklees saga, separately reported, when I asked the project blacksmith there how many Brayshaw & Booth cast-iron milestones he'd found with blue paint underneath, as stated in the original contract let by West Riding County Council to the Steads in the 1890s. Christine Minto discussed this very topic in her 'Yorkshire – the West Riding County Milestones' article in *On The Ground* 5, Sept 2008, 16-18.

He said some had blue traces; this accorded with the findings on the restored B&Bs in Saddleworth. I fancied seeing one in original blue livery with white lettering and the blacksmith considered that should be no problem; he asked: should he use 'Dewsbury Blue' or 'Huddersfield Blue'? (darker but sparklier!). I suggested it should be 'West Riding Blue'.

Then the brain clicked into gear. John Nicholls had suggested a Jubilee milestone project somewhere in the UK earlier in the year; the only takers were the Worcestershire Group and the Norfolk dynamo Nigel Ford. In what was to be his final newsletter to the Worcestershire Group, Terry Keegan had railed at the lack of initiative on the part of other milestoners in not making a Jubilee commemoration.

And I was currently smarting at my lack of success in

persuading the Motor Industry Research Association on Watling Street to sponsor a Jubilee milestone, although the A5 challenge had subsequently been picked up by Jeremy Milln. So, wait, what about a blue Brayshaw and Booth? The blacksmith had heard that the shape of the top plate was a tribute to Queen Victoria's crown and he had some gilt paint spare; his colleague suggested painting the retaining bolts red.

On reaching home, I speedily wrote an email to his boss asking for permission, but it bounced back and by the time I'd sent it again, the blacksmith had obtained consent – maybe the wreath of pink & white flowers round his hard hat gives an indication of his individual approach to such things.

The result is that milestone YW_HULE04 near Cooper Bridge now looks very smart indeed (see rear cover), and we've placed an explanatory note on the adjacent telegraph pole.

On 24 May, less than a month before he died, Terry Keegan wrote to me: "How I enjoyed reading your piece on the recovered mileposts. Well done Jan and Yorkshire. It just shows what can be achieved if we persist." Now, every time I pass the blue and gold milestone, I think of Terry. It's my personal tribute to the 'great encourager'.

A Jubilee milestone for Worcestershire

The 44th *Worcestershire Miles* newsletter published in July was a special full colour Diamond Jubilee Edition. As well as illustrating the creation of a Jubilee 'Bradley' milestone it also contained a 'Terry's Final Thoughts', the last article written by Terry Keegan. The newsletter is therefore also a fitting tribute to Terry and all that he achieved right up to the end of his life.



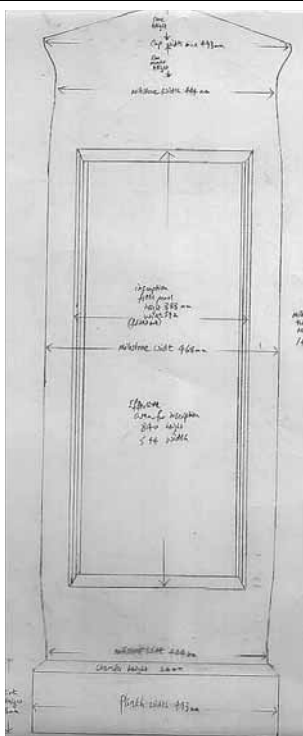
The Worcestershire Jubilee 'Bradley' stone was cast by Connie and Robbie Swann from concrete as usual, but two commemorative horse brasses produced by Terry's daughter Alison were incorporated in the 'arms' and a crown was cast into the upright. At Terry's funeral, Connie recalled with a tear that she had joined in an Irish song at the unveiling of the Jubilee stone. Terry's family generously donated all of the memorial contributions to the



Milestone Society and we have received almost £1000 from well-wishers in his memory.

New Jubilee Milestone for Wall

Stung by Terry Keegan's exhortations about a Jubilee milestone, Jan Scrine attempted to persuade the Motor Industry Research Association (MIRA) to have a new cylindrical 'Roman' milestone to mark the opening of their Business Park on the A5 Watling Street at the 'centre of the UK', but they were not interested. However, Jeremy Milln picked up the idea and designed a grand 'Roman' altar-type milestone for Wall, Letocetum. Jeremy has raised over £2,500 from local bodies, including a small contribution from the Society, and the stone is being sculpted by Dave Bradbury, who was responsible for the imaginative Kirkburton Stoops.



A draft design sketch for the 'Roman' Jubilee milestone to be erected at Wall. On the right is the legend to be engraved on the front face.

**D N ELIZABETHAE
DEI GRATIA REGINAE
OB SEXAGENNALIA
VICANI LETOCETENSES**

**A LETOCETO
VMBILICO BRITANNIAE**

**LONDINVM M P CXXIV
GLEVV M P LXVI
DEVAM M P LXVIII
EBORACVM M P CXXII**

The Village Sign Society

Shirley M Addy

The Village Sign Society was founded in 1999 by Maureen Long and Shirley M Addy after receiving many letters after their first book on village signs, *Suffolk Signs Book 1*, was published. The initial aim of the Society was to enable enthusiasts to exchange news on village signs. A very successful first annual meeting became the basis of many friendships and later meetings have included presentations by village sign makers. Early on, it was recognised that there was a need to establish a national database of all village signs, past and present, and this became supplemented by a photobase (photographic library) of these signs. The Society now offers a datapack in response to the many enquiries from communities wishing to set up a village sign, and its membership of 170 includes sign makers. Members receive three copies of *Village Sign Times* a year.

What are village signs? They are emblems that depict local life, display the name of the village, and are erected, usually on a post, in a prominent place in the village. It could be said that village signs are snapshots of local history and culture, so each one is unique to a particular village. It can be fascinating trying to learn what the signs are telling us about the villages. Representations of famous local people, events or landmarks are sometimes used to adorn the signs, but everyday village life is often a rich seam for the sign artist. Discovering village signs can add much pleasure and excitement to the visitor, and brighten a drive in the car.

Norfolk has the highest number of village signs, totalling 700. This is closely followed by Suffolk and many village signs are to be found in other parts of our still green and pleasant land. For example, 200 signs in Yorkshire have been counted.



A three dimensional example in Three Holes, Norfolk

The origins of the village sign are attributed to Edward VII who commissioned the Princess Alexandra School of Carving at Sandringham to produce signs for four villages on the estate. The royal enthusiasm for these emblems of local village life was continued by George V who ordered further signs for other estate villages, and also by his son, Prince Albert the Duke of York who in May 1920 made a speech at a Royal Academy banquet that mentioned village signs.

The Daily Mail heard of the Duke's speech and or-

ganised a competition for the design of village signs. The first prize was £1,000, the second £500, third £200, and six runners up of £50 each. A total of 525 entries was received and the Daily Mail mounted an exhibition at Australia House on the Strand in October 1920. Twenty-six entries from throughout Britain were shortlisted. The winner of the competition was St Peter's, second Mayfield, third Battle, and the six runner-ups were Bromley, Biddenden, Widdecombe in the Moor, the remaining three villages not being known.

Since the 1920s many signs were made to celebrate royal events. There was a great mushrooming of village signs in the years 1977 when the Queen celebrated her Silver Jubilee, 2000 and 2002 which marked the Golden Jubilee.

Village signs are nearly always a community affair, with a local group being formed to decide on the design, to raise funds, and arrange the placement. Local groups such as the Women's Institutes, Rotary and Lions are sometimes involved. The earliest signs were made out of wood, but nowadays other materials such as metal, ceramic, stone, fibreglass and polyurethane are used. Sadly, some village signs do not weather well or become neglected, but these sometimes get replaced by either an exact design replica in a more durable material, or by a different design

perhaps still using motifs similar to those on the original sign. Thankfully many signs are still held in affection by the villages that set them up and are lovingly maintained.

Further details of the Society can be found on www.villagesignsociety.org.uk. Alternatively a cheque payable for £6 to cover annual membership can be sent to the VSS Membership Secretary, Michaelmas, Tyland Lane, Sandling, Maidstone, Kent, ME14 3BL.

Shirley and Maureen have published *Village Signs of England, Scotland and Wales*, the first book ever to cover village signs from all parts of Britain. Over 100 village signs are explained and fully illustrated, many in full colour. This book may be obtained for £4.90 (inc p&p) from AL Publications, 2 The Hazels, Wilpshire, Blackburn, BB1 9HZ.



Nutley, East Sussex



Yaxham, Norfolk

Building a Bibliography

(formerly *What's in Print*)

List 5, 2012

edited by David Viner

This section provides a point of reference for material published on subjects within the interests of the Society, developing over time into a growing bibliography of published work on road history – see *Milestones & Waymarkers* vols 1 to 4 (2004-2011) for earlier issues. Much relevant material is published in small circulation magazines or local journals and other regional publications which may not be easy to locate.

Although some earlier material is included, the intended baseline is Millennium Year 2000, the year in which the Society was first proposed and the year of publication of *Marking the Miles: a History of English Milestones* by Carol Haines [ISBN 0-9538885-0-9] which contains a useful bibliography of books and articles. Works referenced there are not repeated here. The bibliographies accompanying those works which are listed below should also be consulted.

This edition is updated to 01 August 2012. Material is listed alphabetically by author. Publication reviews in the Milestone Society's *Newsletter* (nos 21 to 23) are referenced here. The section editor would be pleased to have further references, suggestions or copies for inclusion and can be contacted at 8 Tower Street, Cirencester, Glos GL7 1EF, and e-mail dv@milestonesociety.co.uk

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With particular thanks to Colin Woodward (Middlesex) and to Alverie Weighill (Dumfries & Galloway) for contributions to this section.

The Society is once again grateful to Grainne Farrington for her index (January 2012) to *Newsletters* Nos 11 (July 2006) to 20 (January 2011) inclusive.

Catch Them Young !!

Jan Scrine

Marketing gurus are aware that if you want to influence a parent (or grandparent), first catch the child. You've only to look at the adverts on TV to recognise that. Better still, have you looked at the lively, comprehensive piece produced by Historic Scotland called 'Investigating Heritage on your Doorstep'?

It's easy to read from the Links page of our website: look under the 'other organisations' tab or ask a child or a Librarian to find it for you. Not only is it fascinating, it should be compulsory reading for all parents, grandparents and anyone working with young people. Current *Archaeology* magazine even printed this plea on their letters page!

We've followed up our initiative with the Beavers (6-8 years olds, entry level for the Scouting movement) introducing them to 'finding the way' and 'measuring distances'; their Head Office said that although they receive a lot of material, it was a novel approach and they would consider using it. If you know of any groups of youngsters who might be interested, do ask their leaders/teachers to get in touch. We can send them a half hour Powerpoint presentation with leaders' notes, a worksheet and some suggestions for projects, tailored to their location – easy with our Google Earth maps!

Nigel Ford in Norfolk has been involving children in his raft of milestone restoration projects, too – you can find further information on the East of England 'Around Your Region' webpage.

And English Heritage has been awarded £2.7m by the Government's Department of Education to recruit nine 'heritage brokers' to enthuse Schools. Apparently in the first year there will be 3 projects happening, in Bristol, Barking & Dagenham and Great Yarmouth. We've asked to go on their list of possible participants in the Bristol project when it goes live later in the year. Watch this space – and if you are interested in getting involved, just say!

Let's make 2013 our 'Year for Engaging Youngsters' throughout the UK....



9 to 99... Nigel Ford enlists the help of Brownies and his 99 year old aunt during his 100th Norfolk milestone restoration in August 2012.

Deadline for Milestones & Waymarkers 2013

Full length and specialised articles should be forwarded to David Viner by 1 June 2013. 'On the Ground' and short articles to John V Nicholls by 27 July 2013.

Contact details can be found on page 3..

Newsletter Contributions

Contributions for inclusion in the January Newsletter will be very welcome and should reach the editor Mike Hallett by Monday 3 December 2012. For further information please call Mike Hallett on 01763 246521 or e-mail newsletter@milestonesociety.co.uk.

THE MILESTONE SOCIETY

AIM

To identify, record, research, conserve and interpret for public benefit the milestones and other waymarkers of the British Isles.

OBJECTIVES

- To publicise and promote public awareness of milestones and other waymarkers and the need for identification, recording, research and conservation, for the general benefit and education of the community at large
- To enhance public awareness and enjoyment of milestones and other waymarkers and to inform and inspire the community at large of their distinctive contribution to both the local scene and to the historic landscape in general
- To represent the historical significance and national importance of milestones and waymarkers in appropriate forums and through relevant national organisations
- To organise and co-ordinate relevant practical projects at both national and regional/local levels, thereby enhancing public access
- To protect, preserve and restore milestones and other waymarkers through the planning process, representing their significance to appropriate authorities locally and nationally
- To manage the Society's affairs in ways which maintain effective administration and appropriate activity, including the establishment of regional groupings through which to delegate and devolve the Society's business.

NOTES FOR AUTHORS

The Journal is the permanent record of the work of the Society, its members and other supporters and specialists, working within its key Aim and Objectives.

Submissions of material are welcomed and should be sent in the first instance to the appropriate Editor as shown on page 2.

Most readers will have a general interest in the subject but will not usually be specialists. Authors should follow the layout in this issue of the Journal where possible. Please avoid using the first person ('I'). Abbreviations should be given in full the first time they are used. Ordnance Survey map references should be given where relevant, using the format SU 123456, or where greater precision is vital SU 1237 4568. The author should obtain any necessary copyright permission. OS maps are subject to copyright within the normal copyright period for any document – 50 years. Old OS maps, like other old documents, are outside this copyright law e.g. reproduction of maps dating from the 1920s or earlier will not incur a royalty because of their age, though the source should be acknowledged as a courtesy.

Submission of articles in electronic form is preferred but paper copy is acceptable. If possible, please use Microsoft Word (*.doc, *.docx or *.rtf) with pictures in JPEG format (*.jpegs). Please also send a print-out of the article (including tables etc) in case characters such as fractions fail to convert. Please label all discs with your name and contact details (phone number, postal and/or e-

mail address) in case of query. The editor may add such contact details to your published article, usually postal and/or email address, but only with permission.

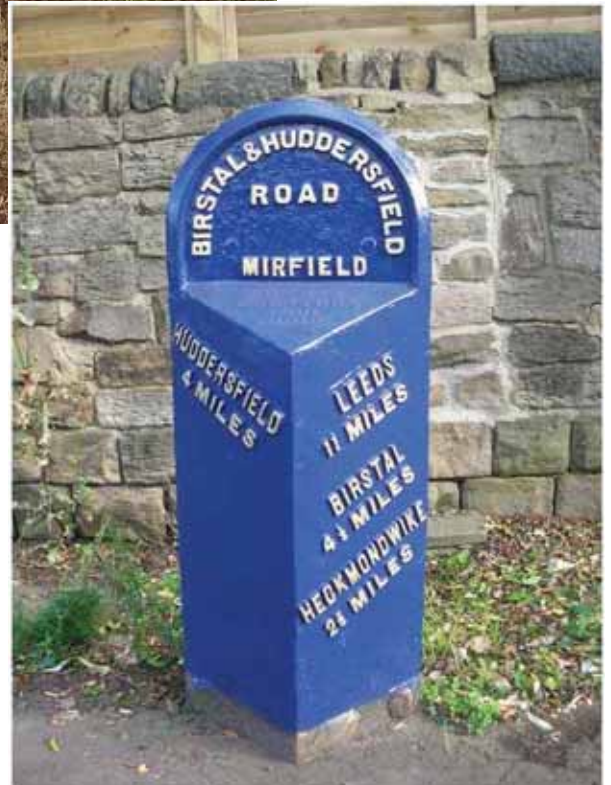
Do not use excessive layout stylings, or options such as automatic word breaking or automatic reference and footnote numbering, as footnote numbering once 'lost' can be difficult to replicate, in a complex paper. However, do use bold face, italic, superscript etc.

Illustrations can be sent electronically in the following formats: pcs, tiff, gif, bmp, jpg. Alternatively, original photographic prints (but not slides) and drawings, or otherwise good quality photocopies, can be sent to be scanned in. Each illustration should be accompanied by a number and a caption, and the number should be included in the text where that illustration is referred to. This not only helps the reader to refer to the correct figure, but helps the editor insert the illustrations close to the relevant text. Please do not embed images within submitted text, but group them separately. Due acknowledgement to original photographer(s) should be included.

Additional Authors' Guidance Notes are available on request, detailing the use of Notes, References and Bibliographies. In general these should follow the style established in previous volumes of *Milestones & Waymarkers*. Members and others are encouraged to submit material and should not be deterred by the processes required; assistance and support is available on request from the Editorial Panel.



Above: The Worcestershire Group's new 'Bradley' stone commemorating the Queen's Diamond Jubilee. Note the crown cast into the upright and the explanatory plaque below it. More pictures inside on page 59.



Right: Yorkshire's Diamond Jubilee tribute also marks the completion of the Kirklees project. See pages 49 and 58.



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