

MILESTONES & WAYMARKERS

The Journal of the Milestone Society

incorporating On the Ground

Volume Six 2013





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INTRODUCTION

Our integrated Journal has been well received and we are delighted to present this latest issue, which we hope represents the wide range of our Society's and members' interests. There has certainly been no shortage on offer of interesting material, not all of which we could accommodate. But the format and size of the publication sets us up well for future issues.

Our databases continue to grow along with access to them; take a look at the Google Earth page in this issue to see how wide that range now is, and how much can be shared and enjoyed on the web. Please keep making your own contributions to that process, vital to its success.

Articles long and short reflect the Journal's function as a place of record. So we publish research on the life of Turnpike Toll Collectors, on London Measuring Points and on various boundary stone series, all fascinating topics. The great success of the Letocetum Stone project celebrating The Queen's Diamond Jubilee in 2012 is fully recorded here too.

There are some key initiatives and opportunities under way, each one advancing our cause such as improving links with highways agencies (in all their several modern forms), essential for conservation of our roadside heritage. A study of an individual through route is proposed, a format well capable of expansion.

We also report on walks and events around the country and On the Ground projects led or encouraged by Society members. A strong theme is support from others in the community whether local councillors or geocaching enthusiasts – conservation and enjoyment, hand in hand! Please join in with your own support and ideas.

DV & JVN

Cover Picture: *The Bard of Barnsley, Ian McMillan, draws inspiration from an 18th century Guide Stoop at Salendine Nook...*

From 1697, the Justices were charged with erecting Guide Stoops on the moors and where highways crossed, although there was little implementation until the 1730s. This example has a fine gabled top and a benchmark, as well as indicating the way to Huddersfield and Lindley.

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Turnpike Toll Collectors – an introduction

Dr Keith Lawrence



The Turnpike Man

The turnpike toll collector's job was certainly not an easy one as they had to:-

- Enforce the schedule of tolls specific to the turnpike act.
- Enforce the regulations of the General Highway and Turnpike Acts, 'The Broad Wheel Acts', number of horses, wagon weight etc. This included measuring the width of wheels (fellies). Narrow wagon wheels commanded a high toll, wide wheels lower tolls and in some years were toll free.
- Issue tickets and record the transaction as it was usual for a traveller to be able to re-pass the gate for free (within 12 or 24 hours depending on the specific turnpike act) or pass through several gates for a single payment.
- Allow through the 'free' traffic specific to the turnpike act.
- Allow through the 'free' traffic according to the General Highway and Turnpike Acts.
- Allow through the individuals who had 'compounded' so that they could pass freely. These were local industrialists, farmers or carriers who paid an upfront lump sum to the trust for free passage, often at a significant discount.
- Count the number of outside passengers on the stage-coaches and report overloaded vehicles.
- Measure the height of the luggage on the roof of a stage coach, if requested.
- Collect Stage Coach and Post Horse duties if the toll farmer (or contractor) was also a 'Stamp Duty' farmer. This occurred between 1787 and 1834 with individuals such as Lewis Levy investing large sums of money in both these farms, or contracts.
- Keep accounts, especially if the gate had a weigh

engine that was used to catch over-weight wagons. Fines were to be collected on the spot.

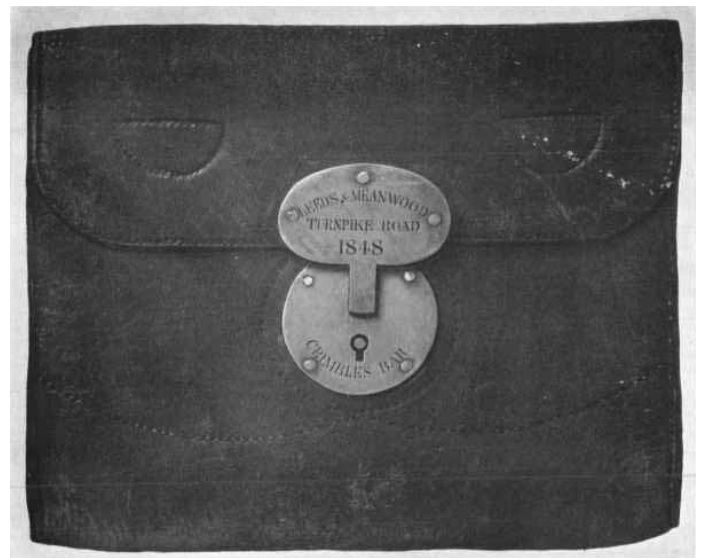
- Have to hand in the toll-house a copy of the local and relevant sections of the General Turnpike Acts and be able to show the relevant section when a toll was challenged.

All this against a background of resentment by the toll road users, which increased from the 1830s, until the toll collector was seen by some as the 'hate figure' that exemplified all that was wrong with the turnpike road movement.

Toll collectors and toll farmers

Toll collectors were the public face of turnpike trusts, the 'touch point' with the travellers who were the customers of the trust. Sidney and Beatrice Webb described them as "mere labourers paid a wage of 10 or 12 shillings a week, often unable to read or write and usually incapable of keeping accounts".¹ The toll collectors were closely identified with the toll farmers, their direct employers. "Both masters and men quickly became notorious for every kind of sharp practice".² More recent reviews have also stressed that fraud was a significant issue, citing issues with large London trusts in the 1720s and later in the 1750s.³

Indeed one author, in a review of a Leicestershire road, suggests that "the handling of twenty to thirty pounds a week in small coins was a big responsibility for a man drawing a wage of eighteen shillings or less and it was all too easy to keep back a portion of the takings, and hand in a sum not too suspiciously small."⁴ Certainly while the toll collectors were employed directly by the turnpike trusts the trust minutes record "endless cases of collectors being replaced for withholding funds".⁵



Toll collector's money bag. This one was for Crimbles Bar on the Leeds & Meanwood Turnpike Road dated 1848

The problem of supervising toll collectors was effectively contracted out from as early as 1702. The trusts initially came to private arrangements with local individuals, if granted permission by the local Justices of the Peace, for the payment of a lump sum for the right to collect tolls. When the first General Highways and Turnpike Act was passed in 1773 there were clear instructions on how to run the auction of tolls.⁶ As a consequence we see the birth of a new profession of toll farmers (contractors). The evolution of toll lessees from local innkeepers, farmers, labourers and existing toll collectors, to individuals operating on a regional or national scale is described in a booklet on Roads and Turnpike Trusts in Eastern Yorkshire.⁷

The largest player was Lewis Levy who, along with his business partners invested up to £500,000 per annum in leases.⁸ When asked how he prevented fraud, Levy replied that it was by recruiting from “recommendations, sometimes from nobleman’s and gentleman’s servants, or people who suit me” and by regularly and personally inspecting the gates – “I do little else”.⁹ However it was widely accepted that supervision was difficult because a traffic count may reveal little. “The varying rates of charge, exemptions and compositions, the validity of tickets for return journeys or other gates and many other complications made it difficult to devise an effective check on their receipts”.¹⁰

The case for dishonesty amongst toll collectors is well proven in respect of the retention of some of the tolls “in hand”. The evidence is most prominent in the period 1740 to 1800 when much of the collection of tolls was in-house. With the rise of the toll farmer there is much less evidence not, I suspect, because of an improved honesty in the collectors but because of a poor survival of documentary evidence. While the turnpike trusts produced minutes of meetings recording the suspected frauds there is little survival of toll contractor’s documents other than the account books of John Bryant and Stephen Stevens and a series of leases with the turnpike trusts.¹¹

There are few cases reported in the contemporary press where the toll farmer takes action against a collector. Indeed in the only well publicised incident, the collector was found innocent because his employer had told him to “take what you need for your living and pay over the rest of the toll”. The collector took £2.13s.0d as against the few shillings the toll farmer expected. The judge told the toll farmer to be clearer in his instructions next time.¹²

Evidence from Parliamentary reports

It is only when parliamentary reports of 1836 and 1864 are read in detail that the attitude of the witnesses to the role of toll collectors is made clear.¹³ In 1836 George Dacre, clerk and solicitor to the Middlesex and Essex turnpike roads, was asked whether he was cheated by the collectors. His reply was instructive in that he tried to prevent fraud as “we had inspectors over the collectors to whom we paid a salary”. However “we did not collect so much as we previously let them for by £700 a year”. The next year they let the tolls again “for £1700 a year more than we had collected.” This was a common story with turnpike trusts not being able to collect as much as they could let the gates at auction.

However a twist was put on this evidence when a working toll collector, Robert Pitcher, was examined by the same committee. He was asked “are there not trusts where the trustees have had the management in their own hands, when they have not been able to make much by them?” His reply is instructive but possibly also self-serving. “This is because the public have not probably been extorted on so much on that road; when the trustees take it in to their own hands they will not suffer their men to rob the public”. He finished his evidence by suggesting that the profit margins are such that the lessee cannot make his money “without extorting on the public”.

The reality is that woven through his evidence are more obvious reasons why the toll farmers could increase the take from the road:

- a. a weekly target
- b. switching collectors between gates and comparing daily income
- c. the toll farmer or his supervisor of tolls taking over a gate for the day and comparing income
- d. detailed traffic census with the work of the toll collector closely observed.

These may not be the only techniques because in George Gregory’s evidence before the 1864 committee he reported that ... “a contractor offered to take the toll at an advance of £100 a year on what the tolls were producing for the trustees of the road ... because he had machinery which would enable him to realise a profit on the roads”. There was no further



*The loneliness of the rural turnpike gate can be imagined in this 19th century illustration [Miller. Thomas, *The poacher, and other pictures of country life* (London: Ward & Lock, 1858)]*

questioning on the point, thus a mystery remains as to the nature of this machinery.

To summarise, were some toll collectors dishonestly retaining part of the toll income? The answer has to be yes. Was their honesty related to the degree of supervision and setting of targets? Probably yes, but is this any different to today?

Exploitation by the toll collector

So far we have only investigated one side of the honesty equation, that between the toll collector and his employer. What of the toll collectors' attempts to extract more money from the travelling public? While there are fifty-nine cases reported in the Searle collection, there were at least eighteen where the toll collectors' actions were not necessarily criminal.¹⁴

For many years there had been a number of issues of poor drafting of the turnpike legislation. As an example, if a toll ticket allowed the traveller to clear a number of gates or return through a gate within twenty four hours and the horses or carriage were changed, could a second toll be charged? Toll collectors were regularly pulled in front of the magistrates for overcharging under these circumstances. In June 1828 the magistrates in Buckinghamshire confirmed a second toll was payable.¹⁵ However by December of that year, in Chelmsford, they found the toll collector guilty as the Act was worded "the same horse or carriage" not the same "horse and carriage".¹⁶ The whole problem should have been effectively concluded when case law was established by Mr Justice Bailey when he stated that "the circumstances of the horse being the same makes no difference, unless the carriage be the same also". The definitive answer then entered in to Blackstone and other advisory texts for justices of the peace ... both horse and carriage need to be the same.¹⁷

Exceptions then started to make their appearance. In London another toll collector was found guilty of overcharging because while the wording of the General Turnpike Act was now understood to mean that both horse and carriage had to be the same, the local Act only charged a toll on the horses not the carriage and as the horses remained the same he could not charge a second toll.¹⁸ This was an example of a second issue with turnpike legislation as National and Local Acts proved contradictory.

Some thirty years later we go full circle when in 1866 in Bideford in Devon, a local business man passes the tollgate with a horse and wagon but returns with the same horse pulling a phaeton (carriage) and "as was

usual" a second toll was charged. Dissatisfied, the business man, Mr. Down, took the collector in front of the magistrates for demanding an excess toll.¹⁹ The outcome should be clear, except the collector is found guilty and ordered to return the tolls and pay costs. There were no unusual circumstances and it would appear that a second toll was payable, however the local magistracy did not follow case law revealing the third problem of a lack of consistency in verdicts even with published guidance such as John Bateman's Guide to the General Turnpike Act and William Robinson's more general guide for magistrates.²⁰

Toll collectors also faced being summonsed because of the partial knowledge of the complainant. A coach carrying a group of freeholders to vote in an election was stopped and a toll taken. The owner of the coach



Matter-of -fact, Pike-man: -- Can't yer read -- 'Anything having two wheels, drawn by a horse or an ass . . . 3d.' Take it through and down with the thruppence. [Fun, August 14th 1869]

took out a summons against the toll collector as all voters going to vote were toll free, as was clearly stated in the General Turnpike Act. However there was a lady in the coach and as she was clearly a non-voter a toll was justified.²¹ At least other cases had precedents to argue from, but was a toll due on a cart being pulled behind a horse and cart? The answer is yes unless the local Act charged the toll only on horses.²² A funeral party was charged a toll on the return from a burial; they claimed free passage under exemption in the Turnpike Act. Violence was just avoided in the confrontation but it ended in court with the toll collector being found innocent. The toll exemption was only for burials in the same parish as the residence of the deceased; as the tollgate was on the parish boundary, therefore a toll was justified.

There is an excuse in about a third of the cases of overcharging the public from the Searle Collection with

genuine areas of dispute because of poorly drafted, complex and contradictory legislation, and inconsistency in the magistracy. However there are far too many cases where the toll collectors were guilty of systematic fraud on the travelling public. The most common of these was not handing a toll ticket in exchange for the toll paid. As noted, the tickets allowed free passage through other gates within the trust and usually return through these gates within twenty-four hours. Lack of a ticket required a new toll to be paid. In a letter to the *Times* in 1843 Mr. E.D. described a journey through Bradford, Trowbridge, Frome and Bath, passing eleven turnpike gates and “not one gave a ticket”.²³ In London this behaviour often drew the attention of the professional informer and because of an omission in the General Turnpike Act of 1824 they could give direct evidence. This was not usually the case, as being in receipt of part of the penalty they were not considered competent witnesses – another case of poor drafting.²⁴

Ticket fraud and over-charging

While ticket fraud was common, so was straightforward overcharging which was reliant on the traveller not knowing the local tolls rates and not reading the toll board, which was present at every gate. If challenged the reply was usually – ‘sorry I made a mistake’. The *Times* in 1818 produced a long article on the tricks played by toll collectors based around a fraud at the Dartford Gate of the New Cross Turnpike in Kent that was of long standing.²⁵ Other cases were apparently perverse with the toll collectors being summoned for over-charging while collecting what appeared the correct toll. On each occasion the lessee had taken on the tolls at a reduced price on the agreement that he would charge lower tolls.

The Turnpike Trusts, finding that the collectors had continued to charge the full toll under the local Act, indicted the collectors for overcharging. In each case

the magistrates found for the plaintiff.²⁶ Even in the overcharging cases, not all were clear-cut. It had been established in the General Turnpike Act 1824 that an extra toll of ½d could be charged to cover watering of the roads to reduce dust.²⁷ This charge was in place between the 1st March and the 1st November so when a toll collector charged the extra toll on the 1st November had he overcharged? He was found guilty as the charge for watering was between those dates; the opening and closing dates were excluded.²⁸

William Cobbett's campaigns

William Cobbett became a high profile campaigner against overcharging, although he concentrated his efforts on one-horse carts moving into London. The carts were used to move large quantities of material in to the capital from the surrounding counties, especially by small scale producers. Overcharging seemed to have been systematic on roads leased by Lewis Levy – the call “three half pennies too much” was a prominent theme in Cobbett’s attack. He, in particular, targeted the Kensington Trust in his journal – *Cobbett's Weekly Political Register* - between May and August 1824. In January 1823 there was a reduction in the toll on one horse carts from four pence half penny to three pence under the General Turnpike Act. This was part way through the lease between Levy and the Kensington Trust, the price he paid being predicated on the four pence half penny toll on the one horse cart. To avoid losing money on his lease Levy continued to charge the old toll until he could renew the lease.

Cobbett brought a series of cases through 1823 until Levy backed down in October. Levy had felt he could continue to overcharge, in spite of an Act of Parliament and in the face of multiple summonses by Cobbett, to protect his profits. In the August edition Cobbett encouraged “persons oppressed by toll-collectors and lessees resolutely and diligently to resort to law for redress.” This was easy for Cobbett with a comfortable income and a son as a lawyer. The toll collectors in this scenario may well have been the instrument of fraud but they were not the instigators.²⁹

There is proof of a systematic attempt to overcharge the tolls either by not issuing tickets and creating a toll at a gate that should have been freely cleared by the ticket, or by increasing the tolls above those legally chargeable under the local Turnpike Act. Again there are enough legal cases to show that there were again grey areas that needed clarification before the courts. Poor drafting of the General Turnpike Act again becomes evident when, for instance, a toll collector was indicted for overcharging by not having any change for a sixpence that was offered for a penny toll. There was no requirement for the toll collector to provide change within any of the General Turnpike Acts as the legislation implies he should have been presented with the exact money.³⁰ Scott as early as



*The Oxford to London stage passes through the turnpike. Simultaneously a private chaise passes the other way, trying to get through without the toll collector noticing but runs into a flock of sheep [Searle, Mark, *Turnpikes & Toll-bars*, Volume 2 (London: Hutchinson & Co Ltd. 1930)]*

1778 commenting on the quality of road legislation claimed that “these amateur Act-constructors are as unskilled as they are irresolute. Sometimes one is at a loss to conceive the end at which they are aiming and when the end is obvious one can find no reason for their choice of means that are designed to accomplish it”.³¹

Against this background of dishonesty and fraud there are, on occasions, at least some excuses because of the complex, ill-drawn legislation. The toll collectors should not be seen in isolation, and especially in large towns and cities this type of behaviour was rife. From food adulteration to passing off used tea as new, from pick pockets to the dog finders-stealers and restorers, a mesh of dishonesty held together a substrata of society. Henry Mayhew produced an intricate panorama of London in the 1850s including much detail on the frauds played on the public.³²

Lewis Levy made two points about toll collectors: “... there are few men that take money from the pockets of the people who are not complained against.” and “... they are as much sinned against as sinning.”³³

Evasion by road users

The first part of this study has dealt with the complaints. This section will deal with how the road users sinned against the toll collectors.

Toll evasion and assaults on toll collectors seem to go hand-in-hand. Of the forty-nine cases of evasion reported in the Searle Collection, twenty seven also involved assault. A common scenario was an attempt to drive “furiously” through a gate, known as “forcing the gate”. If the toll collector, quite legally, tried to restrain the horse or wagon he was flogged – known as “dyeing him black and blue”.³⁴ If the toll collector closed the gate on the miscreant he may still not avoid a thrashing. Add in a fashionable gentleman who boasts “I do not deny flogging the fellow and would do so to anyone attempting to stop my horse for toll, it is a thing I do not pay”, and we have a clear stereotype perhaps recognisable even today.

There are a series of cases involving Lords, Ladies and perhaps most surprisingly Sir Edward Knatchbull, while Postmaster General under Sir Robert Peel.³⁵ Sir Edward was found guilty in front of his own contemporaries at his trial in Canterbury.³⁶ There appeared to be an evasion on principle if the local gentry did not approve of the siting of gates with many toll collectors allowing passage to avoid trouble. This was more a problem in the new suburbs developing around London with side gates, bars and main gates apparently popping up over night to capture the traffic. The basic story was simple, toll evader was caught, attacked toll collector in the hope of escape or the toll collector took something of value, such as a hat or whip, in lieu of toll (as set

out in the General Turnpike legislation) and there was a fight to retrieve it.

This scenario could get quite fraught and it was not unknown for carriages and indeed traction engines to be driven at toll collectors leading to serious injury and deaths.³⁷ Much of this behaviour is reminiscent of the current violence meted out to traffic wardens, with a recent Freedom of Information Act report showing that since 2006 there had been twenty four incidents in which wardens were hit by drivers and a further four hit by car doors.³⁸

Evasion cases were not necessarily associated with violence, many were relatively straightforward, probably the most common was a cart pulling up short of a gate and a delivery being carried through the gate by hand or loading a cart by carrying goods through a tollgate.³⁹ To detect such cases some of the toll contractors used teams of spotters who would also be looking out for traffic that crossed and re-crossed a turnpike road to avoid a toll. Crossing a turnpike road was free of toll unless you travelled more than 100 yards on the turnpike. With a proliferation of streets parallel to the London turnpike roads it became possible to avoid tolls by using devious routes.

Violence to toll collectors

The most extreme forms of violence to toll collectors were, in a way, of the turnpike trust’s own making. In a major town or city the toll collectors tended to be young men, “wide awake to everyone and everything” and often part of a team of collectors.⁴⁰ The toll income was collected nightly and little if any money was kept in the small ‘shed-like’ buildings used as toll houses. This contrasted with the country toll collectors described as uncouth half-sleepy clods or more often old couples and widows who “would be in the poor house ... if they were not in tollhouses”.⁴¹ The tolls may well have been col-



Padbury, Bucks toll-gate outrage 1825. Barely two years after the Weston Gate murders (next page) the three assailants attacked the toll collector at Padbury. After tying him to the gate they made off with the day's takings, two Buckinghamshire pound notes, a sovereign and eighteen shillings in silver.

lected only weekly or fortnightly so each of the country tollhouses, especially some way from habitation, became a soft target.

Thus we have a list of seventeen robberies and eleven robberies with murder in the Searle Collection. John Mott, an elderly man, was robbed and beaten near to death, Richard Wilson was barbarously murdered – one of a series of attacks on the Marylebone turnpike gates leading to an increase in toll collectors and an issuing of firearms.⁴² The Weston Gate near Aylesbury in Buckinghamshire was the site of an elderly couple's murder; he was found on the floor with his throat cut and his wife in bed covered in blood with her neck slashed open. Not only was the toll money a target but it was assumed locally that they "had accumulated a considerable sum towards the support of their declining years".⁴³

Hannah Hampton was cruelly murdered at the Woodhead Gate in Cheshire, and an 80 year old collector attacked with an axe in Congleton with eleven head wounds leading to near decapitation.⁴⁴ "Poor old widow woman of the name Olliver, about 70 years old ... strangled by tying a handkerchief around her neck".⁴⁵ One can add to this an old man with fits and a seventy year old woman burned alive in her tollhouse, and an unfortunate cripple.⁴⁶

Especially in the rural areas a tollhouse at night cannot have felt a very safe place. Many of the robberies were also of these soft targets and associated with violence with the recovery of the victims uncertain as the newspaper coverage was not complete. In the *Times* of 1841 there was a comment that attacks on toll collectors in the course of a robbery had become "very general" in Sussex.⁴⁷

The attitude to these robbery and murders was summarised in an interesting piece from a travelogue of the Peak District: "One would suppose that there was but little on these bleak hills and plains to excite the cupidity of the robber, or to induce the commission of the

crime of murder, particularly amongst a people whose wants are necessarily as circumscribed as their means; but even here, at a little distance on the left of the road, we observed a man suspended on a gibbet, but newly erected. He had entered the cottage of a poor woman who kept the toll gate at Wardlow-Mears, and for the paltry consideration of a few shillings, he had violated the law of God and man, which says, 'Thou shalt not kill'. He then, with 'an inconsiderate infatuation which often attends the commission of enormous offences, gave the shoes of the woman he had just murdered to another who resided near, a circumstance that led to his immediate detection".⁴⁸

Not all robberies were successful. Mrs Whitehouse and her eleven year old son fended off "two determined ruffians" trying to break in to the tollhouse through the roof. She had three loaded pistols which she discharged before the son reloaded a brace and she fired again. At least one of the attackers was wounded in the face and he was dragged away by his colleague. This particular lone women toll collector was ready for such an assault with her son playing his part in rapidly reloading the guns. Her husband was attending another toll gate some distance away and seems to have left his family well prepared.⁴⁹ It is clear that such attacks were expected otherwise why the preparations?

Violence by toll collectors

The final part of the picture is violence by toll collectors on the users of the gates. While there are only some twenty-one cases in the Searle collection it must have been more widespread as the voices raised against the verbal and physical abuse from toll collectors rose to a peak as the toll reform movements gain headway. The toll collector becomes the target of all that was wrong with the turnpike trusts. The toll reformers targeted their insolent and violent behaviour and railed against the mistaken leniency of the magistrates. "We hope to see the day when turnpikes shall disappear from the bills of mortality. At a distance from London it signifies little; they occur sporadically, and are peopled by civil individuals; but around London, manned by people from the cut-throat rabble of the metropolis, they are the bitterest of grievances that can be imposed upon the subjects of a free country".⁵⁰

By the 1860s the toll collector was an individual "whose sole business it is to open and shut gates and annoy the traveller ... a swarm of comparatively idle and utterly unproductive servants".⁵¹ The reality is that both the verbal and physical abuse seemed to derive from circumstances where they had been



The toll-collector roused from his bed. Such was the 24/7 life of the rural collector

caught out trying to defraud the public; a real mirror image of the reasons for the assaults on toll collectors.

The image of toll collectors

The image of the toll collector in the contemporary press is biased towards London and the less commonplace incidents. They appeared to be as dishonest as their employers allowed them to be. The turnpike trusts tried to stop the toll collectors from stealing from both traveller and the trust; the toll farmer was as worried about the traveller but made certain he had the toll income to make a profit on his leasing arrangements. The toll farmers probably invested more time in close supervision of the collectors with daily income targets for them to fulfil. If a member of the public was caught out in a fraud they may well have attacked the toll collector, if the collector was caught out he would abuse and be violent in return.

In the cities and large towns the toll gates were not residences, multiple collectors may be on duty and toll money was collected every night. In the country however the toll houses were a residence, often seen as a soft target – toll money had accumulated during the week and life-savings were kept under the mattress – under the guard of aged couples or widows and cripples. This led to robbery and murder.

But many toll houses were well set up for defence with solid doors, barred windows and firearms. The one major feature of the toll collectors' life was that they lived by a complex set of rules which were at times poorly drafted and there were contradictions between local turnpike Acts and the General Turnpike Acts. There was a long list of exemptions from tolls, which varied by trust and by year as composition of tolls by individuals changed. Lastly this was a poorly paid, low value, unskilled job where an individual collector could be handling large sums of money in coin. In towns and cities it was the opportunity to obtain some cash 'in hand' that was probably the main draw of the job. In the country it was in addition the free accommodation offered by the toll house.

A hierarchy amongst toll collectors

There was a hierarchy within the general term toll collector (toll gate keeper, pikeman, toll gate collector), some gates produced less than 10s.0d. per week or £26.0s.0d. per annum or had only 26 customers per month, manned by the 'country toll collector'.⁵² Nearer the city the traffic could grow to 30 coaches and over 20 broad wheeled wagons a day.⁵³ While at a busy metropolitan gate such as on the Barnet Road there could be 18 Royal Mail coaches, 176 other coaches, road wagons, post chaises and other vehicles keeping a team of collectors busy.⁵⁴ Further examples of the daily traffic were given in the 1856 Report on the Metropolis Turnpike Roads, with some two or three thousand traffic movements per day.⁵⁵ The Kensington Trust employed 12 keepers for six gates, initially working day-on, day-off and then on 12 hour shifts. The Paddington New Road

Trust used three keepers per gate with an 8 hour shift pattern.⁵⁶ George Dacre giving evidence to a Select Committee of Parliament kept a team of 14 men to cover nine metropolitan gates with an income of £16,000 a year. These collectors did not live on site and changed shift every 12 hours.⁵⁷ The London Gates were dominated by male collectors.

Many of the newspaper reports refer to the Metropolis toll collectors primarily because two to three thousand vehicles moving daily through a gate create plenty of opportunities for fraud and conflict. They may have as many 'touch-points' with customers in a working week as a rural toll collector may have had in a year. They were also less likely to know the people passing through the gate or be beholden to any for subsequent employment. An anonymous London toll collector described the traffic passing through his tollgate as "some great regiment ... with hardly a stoppage in their march. We see 'em for a minute and there's an end of it. I never make a friend". As the toll collectors handled money, they watched the hand not the face. "The same faces may pass us every morning and night for years, we never miss 'em when they give up coming. I don't know them except by taking their coppers".⁵⁸ Living away from the tollgate also added distance to their relationships with the travelling public.

George Dacre described most toll collectors as working ... "country gates where there is no change; they have a bed-room, and their wives live with them, and if there is little traffic the wife will collect the tolls for three or four hours in the evening; and there is a slack time at night, when they are not called out of bed ...".⁵⁹ They were the uncouth half-sleepy clods or more often old couples and widows who "would be in the poor house ... if they were not in tollhouses".⁶⁰ They were local people either by birth or time spent, part of a community; the sort that when he knows a man "he sometimes takes the toll only once a week".⁶¹

A Suffolk story

In a reminiscence about a toll collector Joby Grimes, who lived half a mile from the village of Long Melford in Suffolk and had worked the gate for twenty-eight years, we find a man who "knows pretty nigh every face that passes this road in a regular way, whether they come two or three times a day or only once a year". He had built a bench near the tollgate so that weary pedestrians could stop and talk thus the liminality of his position was repaired giving him some "knowledge of current history by the flying rumours of public events which he thus gleaned". While he knew many who passed through his gate this did not imply trust. Although he took their pennies he knew the feelings "they entertained towards him as an extractor of dues which he knew they would prefer to withhold ... the generality of them would cheat him if they could".⁶²

The role of the married couple

While the robberies and murders may highlight the old

and infirm these were not the bulk of the toll collectors. Married couples provided most of the collectors, and those with older working aged children or where the children had left home dominated. Widows played their part representing a higher percentage of the toll collector population than the national population. There were specific references and hints that the tollhouse may have been used to prevent a young fatherless family ending up in the workhouse. This was a definite possibility considering that the same landed gentry, monied industrialists and merchants would qualify as turnpike trustees and poor law commissioners. The toll collector seems to be a major area of women's employment that has escaped investigation. Not only are they named in that job but approaching 20% of the married male collectors had a bye-occupation, which would have taken them away from the tollhouse for periods of the day. This situation was highlighted in the 1841 census where when the head of the house was an AgLab (agricultural labourer) and they were recorded as living at a tollhouse, the wife was rarely shown as the toll collector.

As the toll collector's occupation was a 24hr/7day week job it must have been a difficult task for the single collector, much less onerous for a couple, even time off being possible with a family with older working age children. The usual occupier of a tollhouse was a family group, followed by the now childless couple with on occasion some help from nephews, nieces and servants. The rural gates usually consisted of a dwelling house with a garden and often a pig sty, providing the opportunity for a degree of self-sufficiency. The agricultural

labourer and the less skilled labourers had low paid irregular occupations with seasonal and weather induced fluctuations in income. While the role of toll collector probably offered little difference in the day rate it was a regular income with a house usually provided rent-free.

The major opportunity however was the ability of the family group to earn extra money from bye-occupations. If the wife and elder children could collect the tolls it allowed the head of the house to continue with his labouring jobs, his shoemaking and blacksmithing. The tollhouse was not a route of escape for the rural labouring poor, and the functional literacy and numeracy useful to a toll collector did not translate into a transferable skill valued in other walks of life.

TO TOLL COLLECTORS.—A TOLL
COLLECTOR will be WANTED by the Trustees of the Tinsley and Doncaster Turnpike Road, to collect the Tolls at Tinsley Bar, from the First Day of January next, (if the same should not be Let at the next Meeting.) Testimonials of Character with the Names of Sureties, to be delivered, Postage paid, at my Offices in Rotherham, before Monday, the 17th Day of December next.
By Order, W. F. HOYLE,
Clerk to the Trustees of the Tinsley and Doncaster Road.
Rotherham, Nov. 19, 1838.



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Gate, Salehurst; Hastings Gate, Sussex; Harrow Gate, Sussex; Hollington Gate, Sussex; North Trade Gate, Battle, Sussex. Account Books. 1831-1838. Kent History and Library Centre, Maidstone, Kent. Q/CI/219.

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MARKING THE BOUNDS

Plotting Plymouth's Past - New Finds

Tim Jenkinson

With a Heritage Lottery Fund grant of £6,300 the Plotting Plymouth's Past (PPP) project commenced in November 2012 with an aim to locate, photograph and record the position of all surviving boundary markers and milestones within a 5 mile radius of the city in order to create a digital archive for public use. Headed up by Plymouth City Museum and the Old Plymouth Society (OPS) with support on the surveying of stones provided by the Milestone Society (MSSoc), to date over 350 inscribed stones have been located by the survey team of volunteer MSSoc members *Ernie Stanton, Mark Fenlon* and *Tim Jenkinson*. The meticulous use of early 20th century maps and reference to previous surveys - most notably those of Ted Masson Phillips in 1985 and the OPS some years later as well as Mark Fenlon's own review of 2005 - is enabling the team to collate into one definitive record the variety of styles and inscriptions of Plymouth Corporation, Devonport and Stonehouse leat markers, War Department, Naval and Parish boundary stones. Surveys are carefully planned in advance by Ernie and Mark and have to date led to the discovery of numerous previously unrecorded



All at sea. The fractured boundary stone out on Fisher's Nose

been lost. The trip enabled another stone from the same series to be examined at Fisher's Nose and although this marker is now fractured across its base it has been logged and added to the database.

Another important and previously omitted stone from documents is the Stonehouse Leat marker that was discovered by Ernie in Barn Park just off Peverell Park Road along with a Manor of Stonehouse stone at the far end of Polruan Terrace in Victoria Park. Both stones are new to lists and demonstrate the value of what the PPP team are achieving.

A further unrecorded stone in Eggbuckland Road inscribed with **1893/CGLB** (Compton Gifford Local Board) and **RNW/12/** (Richard Nicholls Worth who was a former chairman of the board), was uncovered from an overgrown bank by Mark. Other important discoveries include a boundary stone that resides in someone's garden at Hotham Place along with dozens of new military stone finds, some of which were strangely omitted from Roger Serpell's inventory in the *Transactions of Devonshire Association* publication of 1985. By consulting old maps and then simply visiting the sites that are showing stones, the team have been able to locate many new finds seemingly not noticed or recorded anywhere else before. Undoubtedly the access afforded to the interior of various military establishments across the city, such as the visit to Stonehouse Barracks, has proved invaluable in the finding of stones that would have otherwise been hidden and unknown to the public. In addition contacts with Plymouth City Council have ensured that some stones have been cleared of troublesome vegetation such as the **John Pethick/ 1900/** Plymouth Corporation boundary stone at Torr Lane that was until recently buried deep in a bush.

Finally a long standing puzzle as to the meaning of the inscription of **RL/1876/** on three stones near Hartley was solved by Ann Jenkinson who through consulting census returns of that era was able to confirm that brewer and landowner Robert Liscombe and his family lived in nearby Mount House until his death in 1882. So what



Mark Scanlon and Ernie Stanton busy surveying - in this case a milepost at Ridgeway, Plympton

stones. It is the intention to highlight some of these finds here.

A boat trip organised by Ernie into Plymouth Sound in late February 2013 enabled the trio to locate a Plymouth Corporation stone at Bear's Head Rock. This marker, set into the wall of the breakwater there, had not been seen or documented for decades, having been forgotten and left to the elements it was simply a piece of Plymouth's history that had until the present survey



The Plymouth Corporation boundary stone in Torr Lane inscribed 'John Pethick'



One of the Robert Liscombe stones dated 1876

some clever detective work, with the stones clearly once marking a boundary of the Liscombe's property at that time.

And so the work continues; the PPP team are not only making ground breaking discoveries but are taking the history of Plymouth's boundary stones to a new level of understanding, building upon and extending previously published work on the subject. The project is set to conclude in November 2013 and by then it is anticipated that well over 500 markers will have been located and their photographs will be displayed on a website to raise awareness and hopefully ensure their continued presence in the city for many years to come.

REFERENCE

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had confounded successive commentators and historians for at least three decades had been resolved through

Military boundary stones at Hannahfield, Dumfries

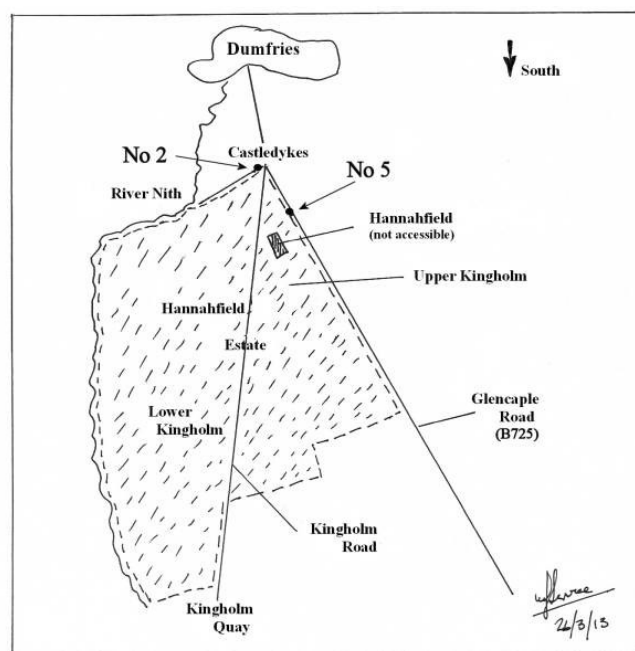
Morris J Service

The military boundary stones at Hannahfield (or Hannayfield) about 1½ miles south of Dumfries in south west Scotland provide some historical interest. Hannahfield and its estate belonged to a Dumfries man, John Hannah (1761-1841), who had made his fortune in Jamaica and had commissioned a renowned local architect, Walter Newall, to design a suitable country house for him on the outskirts of Dumfries on his return from abroad. The house with its surrounding land was duly completed in 1812 (Fig 1 and NX 97801 74401).

It was not until after Hannah's death and years later in 1868 that the house and estate became subject to *ultima haeres* i.e. fell to the Crown when surviving relatives died without leaving a will. Despite Queen Victoria's sanction having been given in 1873 to gift the whole of Hannahfield for the purpose of a public park, suffice to say that the Crown decided that the house and the estate be put at the disposal of the military for training purposes, and this was done in 1875¹.

So the War Department now had the run of the estate (and owned house and 33 acres until 1929) and as such marked the estate boundaries with distinctive stones, sixteen in total. These stones were marked with the "crowsfoot" (broad arrow) as depicted in Ordnance Survey mapping and given an appropriate number. They presumably all date from the same period, i.e. 1875-77.

Over half a century, the Army made full use of the grounds although there was some dispute with the local town council as to such rights. The council argued that it had been the intention of the last owners of the Estate that part of the land be used for educational and recreational purposes. After prolonged discussions a compromise was reached whereby the military would allow public use of the grounds when not required for military



Sketch map of the Hannahfield Estate showing the locations of stones 2 and 5

training.

The writer became interested in the stones when he came across the example in granite embedded in a sandstone wall on one of the roads leading out of Dumfries, the B725 to Annan at NX 9785.7455 (Fig.2). This stone carried the arrow and the number 5. At this point it was assumed to have been a reference to a WWII air raid post and, despite research in that direction, nothing could be found.

However, some years later, the writer accidentally came across stone number 2, at NX 9755 7470 (Fig 3).



Fig 2. Boundary Stone No 5 on B725 to Annan at NX 9785 7455 (Milestone Society database DG_WDKING05em)

This then led to further research when the question arose – ‘Where were Numbers 1, 3 and 4?’ Fortunately the local Ewart Library in Dumfries has an extensive Reference Section where older large scale maps are available to view and on one map all sixteen boundary stones were found clearly marked as ‘B.S. ▲ W.D.’ From there it was easy to pinpoint the original positions of the stones, although unfortunately over the years some had disappeared due to road works or developments.

It was decided (by the writer personally, in 2005/6 and at his own expense) to replace the stones with home-made replicas using basic stone carving skills. This proved more difficult than first thought as some of the stones were made of sandstone and some of granite. Some of the spots were difficult to find but eventually all locations had stones in situ. An example, stone number 8, is shown as Fig 4.



Fig 3. Boundary Stone No 2 at NX 9755 7470 (Milestone Society database DG_WDKING02em)

The area has come under threat of more substantial housing development and, like milestone preservation generally, attention needs to be drawn to their survival and that the history they represent may be in danger of being forgotten and should be remembered in some form in any new development. It is the author’s intention to keep alive the memory of the War Department’s pres-

ence, albeit specifically a Boer War/WWI presence, in the history of the Royal Burgh of Dumfries.

One good historical reason is that the Hannahfield estate was developed in an area known as the Kingholm or ‘King’s Holm’, the latter word being a description of a large flat tract of land beside a river, in this case the River Nith. Hannah had acquired it in 1827 at a time when the local council as its owner was under financial pressure.

The Kingholm had originally been given to the Burgh by an ancestor of James VI (possibly Robert the Bruce); James visited Dumfries in 1617 and presented a miniature gun, the Siller (silver) Gun, for annual competition at Wappenshaws, which was held on the Kingholm. So this was an area where the townspeople could practise weapon shows and training. It is strange how things came round again, several centuries later.

Meanwhile the more recent history of the house, now called Ladyfield West, is conveniently summarised on Historic Scotland’s official Buildings at Risk website. After years of institutional use as part of Crichton Royal Hospital and still in local health authority ownership, it now stands empty, in poor condition and classified as at high risk². Even now, it is to be hoped that some new use may be found.

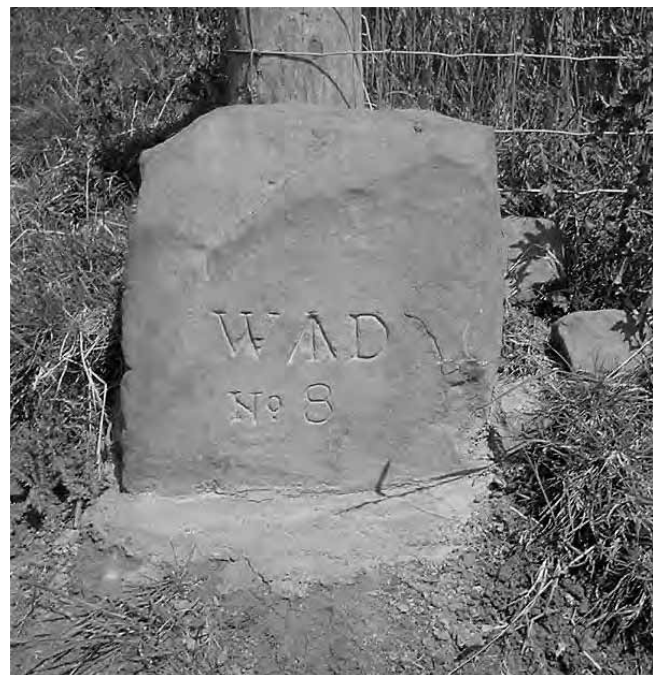


Fig 4. Replacement boundary stone No 8.

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- With thanks to Alverie Weighill for facilitating this article in *Milestones & Waymarkers*. All photos by author.

On the Ground

Compiled by John V Nicholls

CAMBRIDGESHIRE



Marshall of Cambridge (Airport Properties) Ltd are redeveloping their land on the north side of Newmarket Road (A1303). Adjacent to the site was the 'three mile' milestone (CCANM03). It was decided to move the stone across next to Cambridge Airport's boundary fence as this would put the stone back in its historical location. Before doing so they

consulted with Jon Finney at the Local Highways Authority, English Heritage and the Milestone Society for permissions and advice. Photo from Tony Tarrant, Development Manager, Marshall of Cambridge (Airport Properties) Ltd

CORNWALL [Ian Thompson]

The Judges' Road Project

The Judges' Road Project, as it has come to be called, was described in some detail in the Society's *Newsletter*, nos 24 for January 2013 (pp. 28-30) and 25 for July 2013 (pp. 36-7). This includes local road and turnpike history plus the project plan, its special nature, execution and the all-important stakeholder support. This report brings the story up to date.

Ian Thompson of the Milestone Society and local champion Joan Webb have been working with local people and charities to restore and celebrate a lost road between Bodmin and Camelford on the edge of Bodmin Moor. This was the route taken by the Assize Court Judges when the Summer Assize was moved from Launceston to Bodmin in 1716.

The road was so bad at that time that special instructions were issued to have the surface improved and trees and hedges cut back so that the coach carrying the judges could make the journey safely. The road became the main post road between Camelford and Bodmin and the route was marked by granite milestones and direction posts.

Sadly, four of the original eleven milestones had disappeared. The most recent loss was in 2007 when the six mile stone was destroyed by a hedging flail.

A generous donation from the Camel Valley and Bodmin Moor Protection Society and Cornwall Council funding raised by Councillor Mick Martin enabled Ian to have four replacement granite milestones made at De Lank Quarry. The new milestones were erected by Cormac Solutions. St Breward Parish Council sponsored

the milestone in their parish. Bodmin Town Council gave funding for the replacement one mile stone. Cornwall Heritage Trust and Michaelstow Parish Council gave financial support to the project which also involved the cleaning and repainting of the surviving milestones and granite guide stones and the clearing and cleaning of a number of rare county bridge stones along the route.



It was thought that the fifth milestone at Penpont had been lost, but local farmer Ashley Masters removed a mountain of rubble to reveal the milestone still in its original location. (Pictured left after cleaning and painting).

Camelford Town Council offered to restore the arms on the granite signpost at Valley Truckle as their contribution to the project.

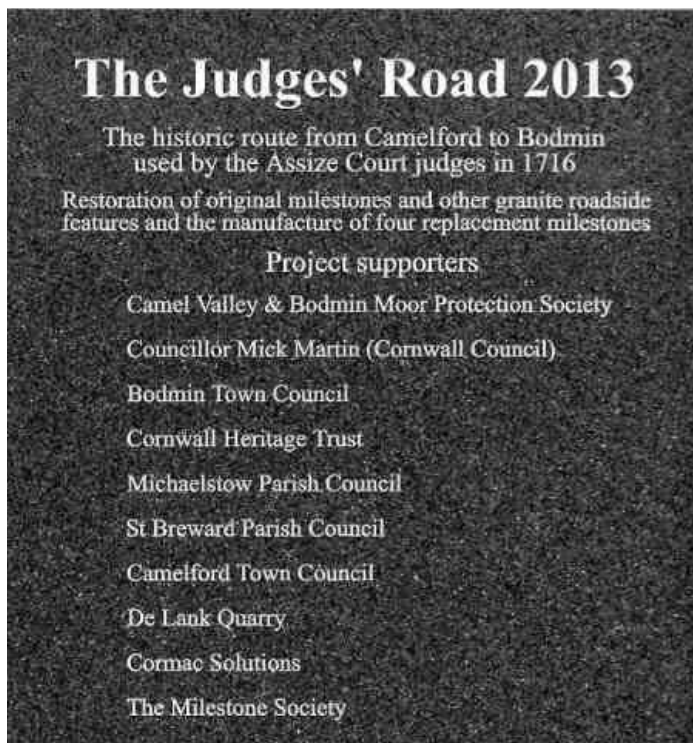
A colour leaflet has been produced to celebrate the completion of the project

and to act as a guide to anyone wanting to follow this ancient route. The Judges' Road is entirely along public roads. While this was once the main road to Bodmin, the route has long been replaced by wider, faster roads and is now a series of country lanes.



Joan Webb, Ian Thompson and Mick Martin unveil a plaque beside one of the new milestones

Following the Judges' Road by car, or if you are fit by bicycle, is a challenge of navigation and a treasure hunt to spot the historic roadside features described in the leaflet. Remember that when the Judges first came this way in 1716 in their horse drawn coach the road surface was dirt not tarmac, but the hills were just as steep as they are today.



The polished granite plaque commemorating the completion of the Judges' Road Project

The leaflet plus a full range of supporting illustrations is also now available on the Society's website at www.milestonesociety.co.uk; go to the South West regional pages.

DEVON [Tim Jenkinson]

Two South Devon Milestones Under Threat

The B3193 as it is today forms part of a route that was built and improved in c1824 by the Totnes and Bridgetown Pomeroy Turnpike Trust in sections between that town and Chudleigh in South Devon eventually covering a distance of some 14 miles. The complete road runs out of Totnes as the A381 before skirting the town of Newton Abbot and heading out along Exeter Road towards the village of Kingsteignton and then branching towards Chudleigh at New Cross. A Grade II listed toll-house from that era still stands at New Cross and near here in the hamlet of Preston is an extremely productive ball clay industry that has thrived in the area since at least the mid-17th Century. The road at this point is known locally as the 'Claypits' and was improved by the Trust to facilitate better transportation of the clay that is widely used in the ceramic industry, to the port of Teignmouth for shipping abroad.

In early 2013 it was announced that mineral company Sibelco UK Ltd had plans to access the rich ball clay reserves that are buried beneath the existing turnpike

road with the intention of building a new route away to the south. Unfortunately the targeted section between the toll-house and a point known as Rixy Park Corner nearer to Chudleigh at SX 8521 7640 still retains two of the sturdy Totnes granite milestones. There is one at Preston Manor (SX 8590 7484) and the other is close to the aforementioned corner, this being Grade II listed.

In late June 2013 the mineral company gave notice that the commencement of work by developers Dawnus Construction was imminent, so County Representative Tim Jenkinson alerted Devon County Council (DCC) to the plight of the stones and not long thereafter was invited to meet with Ben Towill of DCC at the site to assess the potential risk to both markers. The stone at Rixy Park has an interesting history. In January 2004 it was knocked clean out of the ground by a heavy goods vehicle and was subsequently reset on a concrete base by DCC later that year (see photo below). The stone shows distances to Chudleigh and Exeter (Exon) on one face and Newton and Totnes on the other with the letters and numbers having been deeply inscribed into the granite. After the recent assessment it seems that this particular stone is positioned just outside of the area for development and should therefore be unaffected by the work, however it is the movement of traffic in the area that could still be a concern to the stone's safety.



Rixy Park milestone on the B3193 after re-erection. Photo taken July 2004.

The second stone at Preston Manor does require repositioning as it is situated in the very heart of the proposed redevelopment. Having already been moved in the past to accommodate road widening at the site the stone is now actually positioned on the wrong side, and is also leaning at an angle on a bank. After careful consideration and discussion it has been decided to remove it into storage at a nearby depot at Kingsteignton once the work begins and then to reposition it at the side of the new road upon its completion in late 2014. TJ has asked for notification of the date of its intended removal so that he can be present to record this and for details of

its likely period in custody along with the eventual plans to reinstate. The position of the stone and its visibility has also been discussed with the need to reset it on the north side of the new road as near as possible to the stated mileage at the half way point between Newton Abbot and Chudleigh at three miles from each.

Once more this indicates the very good relationship that exists between the Society and the County Council in Devon. Thanks go to Chris Henley and Bill Horner at County Hall in Exeter, for their prompt response to the request for information and to Ben Towill for his willingness to meet on site and discuss options. Whilst the next couple of years will ultimately determine the milestones' fate at least for the time being their profile has been raised and their vulnerability realised.



Preston Manor Milestone
B3193 South Devon.

Shaldon Walk at Teignmouth

After the success of the Spring Meeting at Teignmouth in South Devon on May 11th 2013, a small yet select band of individuals met the following morning at the now topically named King George V car park in nearby Shaldon, with the intention of viewing wayside features along a 3.5 mile route beside the picturesque Teign Estuary. Making their way north across Shaldon Bridge towards the toll-house, the first port of call was the well preserved milestone set opposite St Peter's Church at SX 931724 recording distances to Torquay, Brixham, Dartmouth and Totnes in miles, furlongs and poles.

Crossing the bridge on the west side the party was soon able to view the various plaques recording the dates of widening and strengthening projects here. In 1827 the Shaldon Bridge Company opened a timber bridge over the River Teign that at the time was claimed to be the longest in England. Unfortunately it collapsed in 1838 and was found to be riddled with shipworm. It was rebuilt of stone sometime thereafter and as the age of the motor car advanced in the 20th century considerable strengthening was completed in 1931 and again in 2002.

Tolls were charged at the north end of the bridge from around the late 1820s and continued until October 1948 when they were finally discontinued by Devon County Council. The elegant two storey toll-house with angled frontage still survives although its large porch that once jutted into the road has long since been removed. The toll-board and lantern from the house can



The pretty Shaldon Bridge toll-house and the defaced Ringmore milestone



be viewed in the Teign Heritage Centre in Teignmouth (see the account by David Viner in *The Milestone Society Newsletter* number 25, July 2013, 38) and the Grade II Listed building also features on the front of *The Toll-Houses of South Devon* book by Tim Jenkinson and Patrick Taylor (2009).

From here the party returned to Shaldon and made their way along the embankment towards the village of Ringmore to view a defaced milestone on the north side of the B3195 going towards Newton Abbot at SX 924723. The stone should read **From/Newton/ 5/ Miles/** but seems to have been targeted as part of the Removal of Direction Signs Order of 1940 issued under the threat of invasion during the Second World War. However the four other surviving stones on this route still have their inscriptions intact.

The walkers then undertook a short detour uphill on the same road to rescue a parish boundary stone from an overgrown hedge at SX 919721. The removal of vegetation revealed an interesting inscription of **Stokein/ Tinhead/** (nowadays Stokeinteignhead) on the left face and an unusual **Saint/Nicholas/** on the right, rather than 'Ringmore' as one might expect.

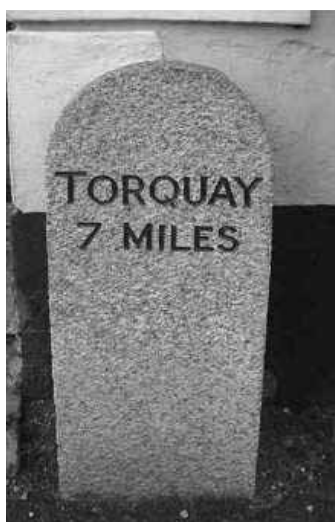
Retracing their steps back towards the village the



The walkers stop to view the StokeinTinhead boundary stone

party then joined a short section of the Templer Way and viewed the recently resurrected harbour milestone on the shoreline of the River Teign at Gravel Point. Inscribed with what appears to be a **T+H** and **1** and other now indecipherable letters, it is said to have once marked the limits of jurisdiction and distances beyond the harbour of Teignmouth. Back to the B3195 and crossing it at its junction with Topcliff Road, the party then headed uphill to examine a line of kick stones that are set against the wall of a house. These were once used to deflect horse drawn carriage wheels away from the building in the 19th Century and still serve an important purpose today albeit now deterring motor vehicles.

Upon reaching the nearby A379 and then proceeding a short distance downhill the upper portion of the curious three storey toll-house in Ringmore Road could be viewed. The consensus of opinion is that the house was probably adapted for use around 1827 and was set on two levels to control not only the road heading south on what was then the new higher route into Union Street, Torquay (present day A379) but also marshalling the lower road going west towards Newton Abbot (Jenkinson and Taylor 2009 page 81). Its unusual shape, height and uncharacteristic appearance, was the source of much discussion.



The stone at the foot of Horse Lane, Shaldon



And the stone at the south end of Shaldon Bridge

The walk concluded after two and a half hours at the milestone set in the Strand at the foot of Horse Lane in the heart of Shaldon at SX 935722 that shows a distance of seven miles to Torquay and from there interested people followed Alan Rosevear in his car on a tour of other wayside features across Dartmoor.

Should anyone be interested in doing the walk at a later date then an information sheet detailing all of the various markers to look out for is available from Tim Jenkinson, but those thinking of undertaking the walk will be individually responsible for their own safety.

DORSET

Halifax (Yorks) member, Brian Davey, has been walking in Dorset. He saw a poster in a bus shelter concerning that county's fingerposts. The Dorset Area of Natural Outstanding Beauty (AONB) want people to record and

report any they see. If you would like to get involved check out the Dorset AONB website.

<http://www.dorsetaonb.org.uk/our-work/rural-roads/fingerpostproject>

ESSEX [John V Nicholls]

Rochford Housing, part of the Sanctuary Group, has completed the first phase of the Stratford House redevelopment in Hockley Road, Rayleigh which will provide 13 apartments and houses for affordable rent or shared ownership. After spending a year in safe storage the LONDON XXXIV milestone in Hockley Road, Rayleigh (EX_RYRO34; see *Milestones & Waymarkers* 5 2012, 16) was carefully re-erected in its original position on 12 August in front of the new houses.



Contractors lower the stone inch-perfect to its original position. [Photo Mike Davies]

On the following day a small unveiling ceremony was held undertaken by Ian Ward, Chairman of Rayleigh Town Council.



At the unveiling. John V Nicholls (Milestone Society), Ian Ward (Rayleigh Town Council), Karen John (Managing Director, Sanctuary Housing) and Mike Davies (Milestone Society and Rayleigh Through the Looking Glass)

KENT [Colin Woodward]

The High Weald AONB (that also includes Sussex and part of Surrey), which is a partnership organisation between Government and various local authorities within the AONB, has been carrying out a consultation exercise on its proposed Management Plan for years 2014 - 2019. The draft policies include proposals for 'A Weald wide initiative to support the retention and restoration of turnpike features (e.g. milestones) and timber fingerposts'. The Society has written to the Board commending this policy and suggesting that it should be expanded to include toll-houses, cast iron fingerposts and parish boundary stones, and offering its help and advice.

NORFOLK [Carol Haines]

Work is continuing on painting and restoring the county's milestones and more members are getting involved. Alan and Carol Haines have recently been working on NO_NH08 at Haveringland on the B1149. Several milestones along this road were installed by Norfolk CC, probably about 1900. They are triangular with a bevelled top and have a "core" made of concrete using shingle, with a layer of finer concrete about half an inch thick on the front faces which takes the incised inscriptions. This stone had suffered a good deal of battering at the top so a new layer of concrete made with fine sand was put on the bevelled face. Previously only a faint trace of the original lettering could be made out, but it was decided to paint NCC/MAIN ROAD on the top face. A rubbing was taken of the lettering on NO_NH04 which was painted earlier in the year and which is in excellent condition. From this a cardboard stencil was made. It was found that the damage to NO_NH08 had made the top narrower and the original legend would not quite fit across, so it was painted in three lines instead of two.



Before and after... NO_NH08 at Haveringland

Two of Nigel Ford's restorations have involved milestones which had been decapitated and the top half lost. Alan Rosevear had advised that if the base was sound, the stone could be upended and a new top made

from the original base. A firm of monumental masons in Diss, who were familiar with milestone repairs, was approached. Their quotation included the wording "deep V-cut lettering". NO_NW13 on the B1108 (Norwich to Watton Turnpike) east of Hingham was lifted by JCB and taken to AC Bacon (Engineers) who then transported it to the masons. A few months later Nigel was sent a photo of the work which showed that the lettering had been blast cut in a U shape, which was unacceptable. It transpired that the manager was new and had no conservation experience. After some dispute the masons eventually agreed to re-cut the face and hand cut the lettering. The restoration was funded by Hingham Town Council and local businesses.



NO_NW13 after correcting the legends from 'U' to 'V' section

NO_NT07 on the B1172 at Hethersett (Norwich to Thetford Turnpike) was EH listed in 1987 and had its top sliced off about a year later. After the problems with the Hingham milestone, the lettering was hand cut. Repairs were funded by the Milestone Society, Hethersett PC and Norfolk CC. In both cases return transport of the milestones was provided by Standley Steel. Nigel drilled two holes into the base of each stone and resin bonded stainless steel rods in them to hold breeze blocks (now hidden from view below ground) in order to raise their height. Both milestones were shot blasted, which is not ideal, and the future aim is to use conservation masons.



Before and after...NO_NT07 at Hethersett

A few days after Prince Charles had painted a couple of letters on the milestone in Anmer (NO_KLB09) the stone was hit, probably by farm machinery. Fortunately the damage was only slight, and the milestone was taken up and moved to a barn, which made it easier to complete the painting of the legend. With the agreement of

Norfolk CC and the Sandringham Estate, the stone was re-sited a few feet away on a bank at the edge of a garden. Its original position had been at the junction of the road through the village and what is now a track, but on old maps was a road to Burnham Market. The lettering is crudely cut using the upright 's' in Massingham, and reads: **XI / Miles to / LYNN / XV / to WELLS / X / to / BURNHAM / JC / 1764; III / MILES to / Houghton / VI to / Maffingham / XV to / Swaffham.** 'JC' is



probably James Coldham (1726-1791), owner of Anmer Hall. Houghton Hall was built by Sir Robert Walpole, first British Prime Minister, and by 1764 was owned by his great grandson. Another historical footnote: the King's horse that caused the death of suffragette Emily Davison in the 1913 Derby was called Anmer.

SOMERSET [Janet Dowding]

Mileplates in Long Ashton

It seems that, since the Milestone Society came into being, people other than Society members have been taking an interest in milestones. This is borne out in the village of Long Ashton near Bristol.

When I first investigated some years ago an old stone (Fig 1) in Long Ashton Road, opposite the school, at ST 548705, it was a very insignificant stone partly buried in the pavement and wall behind. It had no plate but did have two prominent bolt holes.. However around 2008 a



Fig 1



Fig 2

beautiful new plate was put on by persons unknown (Fig 2).

In 2003 I also investigated the old milestone at the end of the village near the junction with Wild Country Lane at ST 533698. In the 1970s this stone still had its plate, as shown in an old photo (Fig 3). Again, in 2003, all that was visible was a stone with bolt holes, albeit this time with more of the stone visible above pavement level (Fig 4). So sometime between the 1970s and 2003 this plate had vanished. But towards the end of 2012 I was informed that a new plate had appeared on this

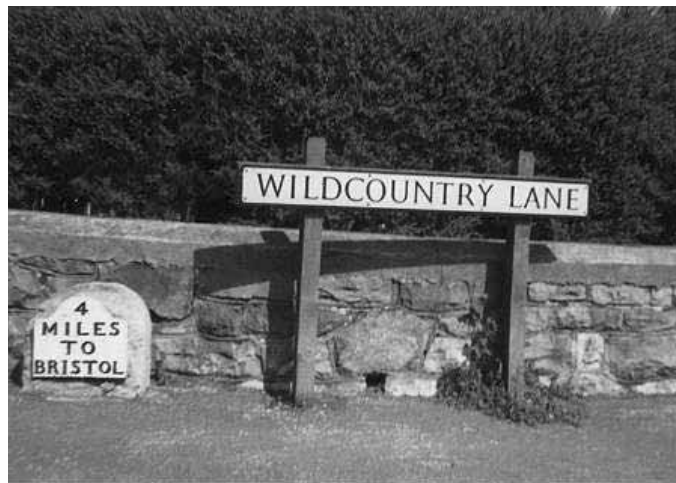


Fig.3



Fig 4

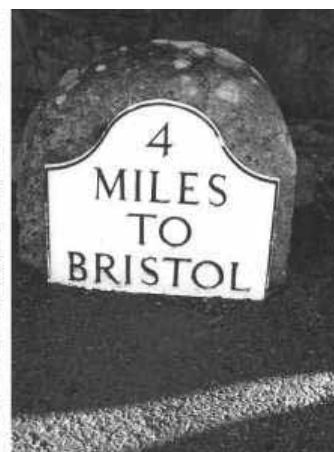


Fig 5

stone, again put there by persons unknown. I duly photographed it (Fig 5) and now the village of Long Ashton has two matching new plates, at either end of the main street.

It's increasingly obvious that people in parish councils and/or local history groups are now taking an interest in their milestone heritage. Hopefully this is due to the influence of the Milestone Society.

STAFFORDSHIRE

The summer 2013 painting season was concentrated in



[Left:] Staffordshire. The Peak Park rangers work at Onecote and [right] the newly disinterred milepost at Bury Bank

the Peak National Park section of Staffordshire Moorlands. Howard Price and David Wright both surveyed the milestones due to be painted, and some initial work had been undertaken by July. The Peak Park rangers have beaten them to it in places, and the condition of some milestones is good.

David Wright passed on an image of a recently excavated milestone on the A51 at, appropriately, Bury Bank near Stone. The piece came to light as utilities contractors were installing underground cables. David is hoping to arrange for its restoration and proper re-erection at the correct location.

WORCESTERSHIRE [Text by David Beacham, Worcs Group Chairman; photos by Peter Willis]

The Upton Project

The Worcestershire Group has completed its latest project, this being the restoration of the eighteen milestones that run south-west from Worcester City via the B4026, A449, B4424 and B4211 to the county boundary with Gloucestershire at Eldersfield. The first two miles



of this route lie within Worcester City itself followed by Powick, Guarlford, Hanley Castle, Upton upon Severn, Longdon and Eldersfield parishes. The restoration required fifteen new plates and two completely new stones which were

Mike Holford after fixing plate to WO_USGL06 'Upton 6' on the B4211 at Eldersfield

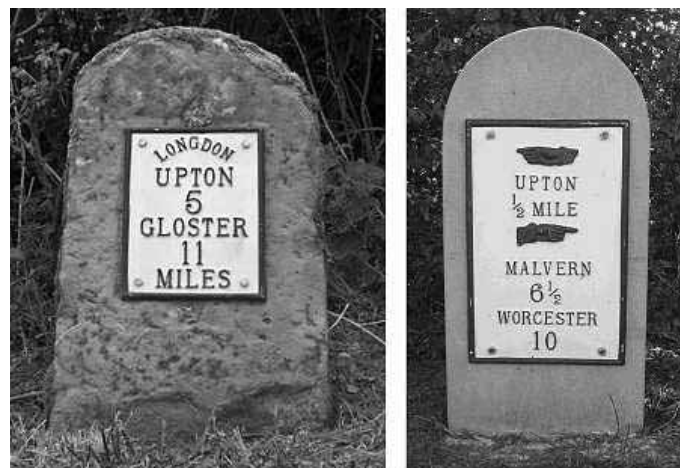


Mike Holford drilling WO_USGL01 'Upton 1' at Newbridge Green prior to fitting plate

made by stonemasons at Worcester Cathedral. One

heavily-leaning stone (WO_WOUS09) was also straightened.

The last eleven plates were fitted over the course of two days by Mike Holford assisted by David Beacham and Peter Willis, all being Group members. Unfortunately, Project Manager Ray Worth was unable to take part in these final stages due to his wife's indisposition. It was Ray's job to arrange meetings with Parish Councils, get quotations and, because a number of the milestones were "Listed", obtain the necessary consents. It was also necessary to obtain the consent of the Utilities companies before holes could be dug for the new stones. It was



[Left] The new 'Upton 6' plate on original stone WO_USGL05 at Longdon and [right] new 'Upton 1/2' plate and new stone WO_WOUS10 on B4211 at Hanley Castle

largely the time that all this administrative work took that caused the delay in completing the project - plus the extreme weather conditions of last autumn/winter. A big "Thank you" is due to Ray for all of this unseen work.

Group member Connie Swann is also high on the list of thanks for her work in producing the excellent patterns for the new plates. It is a real joy to see some more of the "pointing hands" plates along this route. We also



Mission complete... Left to right: Ray Worth, Sue Roberts (Chair of Parish Council), David Beacham, Peter Willis.

thank the various Parish Councils for their contributions towards the cost and we very much hope that they will include “oversight” of the milestones in their length-man’s (which most of them have) job specification.

This is the third - and largest - project undertaken by the Worcestershire Group since 2001. The first was the restoration of eleven milestones along the A443 from Worcester to Great Witley (completed 2005), followed by another run of eleven miles along the mostly Unclassified road from Worcester to Bradley Green. For the next project the Group hopes to replace the missing “To Worcester Cross 1 Mile” plates on the five principal roads into the City that are without them.

YORKSHIRE *[Christine Minto]*

On the Tadcaster to Halton Dial (Leeds) Turnpike Road, the ‘Tadcaster 5’ post opposite Bimbo Farm was shunted into the ditch and the backing stone broken. Jeremy Howat had it rescued and taken to Seacroft highways depot where, with the assistance of Dave Williams the attachment has been painted. It is now awaiting a new backing stone. They have also painted ‘Tadcaster 6’ [YW_TCLE06, Fig 1] in situ. They are trying to have the next remaining one, ‘Tadcaster 9’, uplifted and repaired.

At the depot they also found the attachment for YW_FBBB16. This was one of three stones kept safely in the works compound when the A1(M) motorway was being constructed near Wetherby. It had been on the cycle path then was reset at the back of the wide verge on the new non-motorway road. The stone has been smashed by a vehicle strike but fortunately the expensive to replace metal is intact. So it also awaits a new stone.

Another casualty of a careless driver was ‘Tadcaster 4’ also on the cycle path! Fortunately it only suffered a few minor chips to the backing stone. However the farmer rescued it and contacted Dave who repainted it in his barn. They then reset it a few metres away from its original position near his entrance. [YN_TCYO04, Fig 2]



Fig 1



Fig 2

The many sections of the Trans Pennine Trail from Southport to Hornsea are coordinated in Barnsley.

Within the borough most of the trail is on ex railway lines and quiet roads. Near Penistone it follows an ancient packhorse route. Where this crosses the A629 I had recorded a modern guidestone. I knew there was a packhorse bridge over the infant river Don in the valley and in May I decided to explore this path, Willow Bridge Lane. I found five more modern guidestones, some dated 2000AD and a couple of inscribed stone benches indicating nearby historic features. [YS_XTPTBN05, Fig 3]

The latest find in South Yorkshire has been in a Sheffield garden for about 60 years. The stone from the 1759 Sheffield to Buxton Turnpike is now in safekeeping and negotiations are taking place to have it securely fixed to its base. This is still in situ 1 mile from another stone [YS_XHKK06, Fig 4] on the Houndkirk Road which is now a track open to all users across the moor-



Fig 3



Fig 4

land.

The Sedbergh Four Lane Ends stone is in Hawes museum. The person responsible at the Yorkshire Dales National Park has now passed on the problem of searching out the documentation to enable this stone to be displayed instead of languishing on the storeroom floor.

Several years ago Dave spotted a very scruffy North Riding fingerpost near Alne north of York. It was hidden in a hedge that the farmer wanted to replace by a wall for safer access. Dave, together with member Helen Kirk from Easingwold, suggested this 1930s sign should be repaired. It was taken down and earlier this year, looking very spruce, was reset in front of the new wall..



Scotland

Christine Minto's Annual Round Up

Argyll & Bute – When I visited two new South Yorkshire members, Trevor & Mandy Heaton, I found that they were going on holiday to the Cowal peninsular and Bute. They found a stone in Otter Ferry, *To Dunoon 22*,



[AB_DNOF22 pictured left], possibly older than the metal plaques found throughout Cowal. This had been photographed by Ken Diamond and is on the now unclassified route from Glendaruel which was the only way to Tighnabruich before the A8003 was built along Loch Riddon in the 1970/80s.

Ayrshire – The Ross and The String roads across Arran have both been closed but Diana Burns has sent more photographs of the stones on the latter. No doubt the locals have been inconvenienced by these long term closures and it will be good when the eight Ross stones can be visited.

Dumfries and Galloway – Alverie Weighill has found another stone on the Old Military Road between Dumfries and Castle Douglas making four in total that remain on this road which was constructed in the 1760s. Like so many in Scotland the stone is uninscribed. If they were painted it has long since worn off. She has also photographed two more of the stones on the busy 30+ miles of A76 from Dumfries to the East Ayrshire border and another on the Lockerbie road. Then a friend reported that the plate from Dumfries 9 on the A701 to Moffat was missing. These Affleck plates are only held on by

one central peg. Fortunately it has now been found in the long grass so can be reinstated. [DG_DF09, pictured below].



Part of the A75 is being upgraded and there are three milestones on the stretch they are working on. Alverie wrote to her MSP. The milestones are identified in the Cultural Heritage section of the Environmental Assessment of the scheme. The new road is to be south of the present line but the milestones will be protected.

Perth & Kinross – Alan and Carol Haines' son has been walking through the Pass of Killiecrankie near Pitlochry. On a track by the side of the B8079, the old A9, he saw a milestone with a painted legend [PK_BATB04]. From the style and condition this must have been done in the last few years and may not be authentic. So is it a stone from General Wade's Military Road or from the later turnpike road (there is a tollhouse nearby)? Nevertheless, this is a superb find.

From Aberdeen to Orkney : 2013 Travels and Travails North of the Border

Christine Minto

The OS maps covering Aberdeenshire indicate many milestones. Some parts have already been explored by Terry Keegan and the Mintos. But the large triangle north of Aberdeen to Fraserburgh and along the Moray Firth into Moray needed attention. There were also three of the Orkney Islands that had marked MSs and parts of Mainland too that hadn't had the milestones checked out. And as there is some great countryside in between the two areas that formed this year's cycling holiday north of the Border.

The vast majority of stones on the main roads radiating from Aberdeen are bevelled cylinders with a number inscribed on the top [Fig. 1. AD_PHFB03] together with

a few bevelled squares also with just a number. [Fig.2. AD_PHEL16] Although a set already surveyed north west from Aberdeen to beyond Inverurie has two bevelled faces with the mileages to Ab and In. There have been many major road developments and changes in Aberdeenshire. So, even with the lack of growth on the verges due to the late Spring, I failed to find quite a number of the stones marked on the 50,000 maps. But I did find a few that the OS have omitted.

The stones in Morayshire that I passed were already recorded but it was good to see that the AA box near Lhanbryde east of Elgin had been refurbished since 2011. I also photographed two tollhouses, one at Elgin where I'm invited to stay next time in the area and which

has a 'listed' pillbox in the garden, and another in Moss-todloch.



Fig 1



Fig 2

Into Highland near Inverness where I spent the night in the big city; a couple of new but legend-less stones were recorded before crossing the Beauly Firth, the Black Isle and the Cromarty Firth. Riding along the old A9 for as much as possible I spotted an anonymous granite cylinder in Evanton and the boarded up tollhouse at Tain. Then across the third Firth of the day, the Dornoch, through the town taking the scenic route along Loch Fleet back onto the A9. I spotted a stone from the Bonar Bridge to Helmsdale series which I hadn't recorded the last time we rode along there.

Having already spent a night in the lighthouse cottages at Rattray Head and one on the harbour at Cullen tonight's resting place was a railway carriage at Rogart station on the Inverness to Wick line. Next morning it



Fig.3

was a scenic ride over the hills back to the A9 at Brora. And there was another stone we'd missed in 2008 before turning off at Lothbeg [Fig 3 HI_BBWK28]. Over more hills into the Strath of Kildonan and Strath Halladale along one of Thomas Telford's roads. One puncture but no mile-stones.

I had an old picture of a stone at the junction with the main road along the north coast near Melvich. It is still there although the junction has been altered slightly according to the owner of the cornmill where I'd stayed the previous night [Fig 4. HI_THTG16]. He also told me of another stone near Reay which was easily seen. It is similar to ones between Wick and Thurso which have the parish name on the base [Fig.5. HI_THTG12]. The ferry from Scrabster had broken down so there was the bonus of a bus ride to Gills Bay, the short sea crossing to St Margarets Hope on South Ronaldsay and another bus via Kirkwall to Stromness.

Next morning it was the early boat across to Hoy and

only one missing stone along the sixteen miles of B9047 through Lyness, North Ness and almost to South Ness. At the last marked stone [Fig 6. OR_HYNNNSN05] I turned round to battle into the wind back to the ferry; however I should have continued around South Walls because there may be three stones on the circular route via Kirk Hope. Back on Mainland I was faced with another 20 miles into the wind so I accepted a lift, at the third time of asking, from a plumber from Leicester who lived near Birsay where I stayed in an old school.



Fig 4



Fig 5

Next day on a roundabout route to Twatt just one of three marked stones was found but along the north coast from Swannay two out of three plus an unmarked one were recorded. Like several Orkney stones these had 'funny' fractions. And why to Swannay which is just a farm as is Twatt? [Fig 7. OR_FSSW14s]. The clue may be the large sign over the farm entrance - 'Swannay Brewery'.



Fig.6



Fig.7

The remaining stones to Finstown and Kirkwall were checked before the afternoon boat across to Eday. Three stones are in situ on this 6 mile long island. The C on them is Calfsound at the northern end which had a harbour and G is Greentoft in the south where boats could land in the sheltered bay [Fig 8. OR_EDAY05].

The only way to my next island, Westray, was to return to Mainland to catch the afternoon boat north again. After staying the night on a farm I had the whole day to explore. Several roads radiate from the 'capital'

Pierowall where a square stone is inscribed on two sides P/0. A visit to Noup Head to see the seabirds and light-house was thwarted by an extremely rough, steep track passing a herd of cows, calves and bulls! However on the 3 miles of tarmac to Noup Farm there are 3 mile-stones with N on one face. There are two stones on the road north to the airfield where the shortest scheduled commercial flight, two minutes, crosses Papa Sound. One side of these is inscribed with a T but there is nowhere with a T name. However the mileage takes you to a large farm, Windywalls so perhaps a long ago name change. On Westside road, B9067, two of the three marked stones are still there, also marked with a T but this leads to the farm and ancient church at Tuquoy. Also along there is a boundary stone between the parishes of Broughton and Rapness. There are five MSs marked on the main road to the ro-ro ferry pier at Rapness. Only the two nearest Pierowall and P3 which is not marked are still in situ. So there are eleven mile-stones all with P and a number on one side [Fig.9. OR_WYPWTQ02p] on this small but prosperous island judging by the number of cattle.



Fig.8



Fig.9



Fig.10



Fig.11

Jersey, Channel Islands: Talk to the Société Jersiaise, 16 July 2013

Tim Jenkinson

Following on from their combined holiday and mile-stone survey visits to Jersey in 2010 and 2012 respectively, Tim and Ann Jenkinson of Devon were able to compile and submit a detailed record of the 51 still extant mile markers that they had so far found to the History Section of the Société Jersiaise in February 2013. Upon receipt of the data Chair Mary Billot invited the duo to talk to the group on the subject and explain the work of the Milestone Society (MSSoc) in a wider context on July 16th in the Member's Room at their headquarters in Pier Road, St Helier. Keen to increase local awareness of the unique markers Tim and Ann readily accepted the invitation.

Founded in 1873 and with over 2500 members the Société aims to preserve the history, geology, natural history, antiquities and ancient language of the island of

My last day of riding on the islands was to the north east corner of Mainland, Deerness. One unmarked and the four marked stones were found. The weather was cold and very windy again so I turned round at the last MS near Windbrake! [Fig 10. OR_KWDN10]. But there may be more stones in that corner.

After the overnight boat back to Aberdeen I had a few hours to spare before catching the train. I took the opportunity to visit a stone on the A90 dual carriageway that we had passed twice in the car without being able to stop. Taking the coastal route and then riding along a pathway by the side of the main road a square stone with VII on its bevel was found south of Portlethen. [Fig 11. AD_ADSh07]. However the MS marked at the north end of Newtonhill a mile further south is missing. A circuitous quiet route back led over to the old Bridge of Dee, along the riverside and back to hurley-burley of the city centre. A total of eighty milestones were visited in 550 miles of pedalling but there are many more to search out in Aberdeenshire and a few on Orkney.

Jersey with the dissemination of knowledge through education, publication and other means to promote the conservation of the environment. For Tim and Ann the opportunity to speak to such a prestigious and long established group as representatives of the MSSoc was simply too good to miss.

With reference to the seminal work of Roger Long published in 2004 (see References below), and the earlier survey of Frank and Christine Minto, along with information gleaned from maps such as Hugh Godfray's 1847 Map of Jersey, Tim explained to the group that many of the surviving stones on Jersey were set up along General Don's military road network of 1806-1814. That said, others were placed much later probably by parishes as new builds and widening took place. This is evident by the handful of dated stones that still survive

from the late 1830s and 1840s. Long (2004) also advises that others may be little more than a hundred years at the roadside, some of which are replacement stones.

During the talk the aims and work of the Milestone Society were explained and some comparisons between vulnerable markers in Jersey were drawn with those in Devon particularly regarding the threat of verge and hedge cutting in rural areas. A lively discussion ensued regarding the age of certain stones and the possibility of listing the markers for added protection. A member of the audience assured that to his knowledge at least 12



markers had already acquired listed status on the island.

In addition information obtained from newly appointed Secretary Stewart Hill confirmed that the distances on Jersey, as seen on all stones as a simple number, are all measured from the base of the George II statue in the Royal

Square in St Helier and that the exact point is inscribed as a benchmark on the lower front left corner of the plinth. Upon conclusion of the talk Milestone Society leaflets were distributed and several in the series of postcards promoting the Society were shown and made available for purchase. There was a suggestion by one member that a postcard for Jersey might be a possibility for the future.

Following the talk Tim and Ann were invited to join several Société Committee members including President Neil Molyneux to take supper in the Pomme D'Or Hotel overlooking Liberation Square in St Helier, once famous for the stay of celebrated author, poet and playwright Victor Hugo in 1852. The meal rounded off what was a very successful evening and particular thanks goes to Mary Billot for organising the event and giving an opportunity for Tim and Ann to share their findings and to continue to raise awareness over the need to protect and care for Jersey's unique collection of mile markers.

Later in the week Tim and Ann were able to meet with ex Société President and fellow Milestone Society member, the aforementioned Roger Long who kindly agreed to take them to milestones and a selection of boundary markers and other dated stones, some of which had not been included in their original schedule. This proved to be a great help and the fascinating trip included the location of five more milestones, although a **P/5/** stone just to the north of St Peter's Village could not be found but was known to be buried in the bank and is worthy of further exploration and excavation at some

point. Equally a five mile stone from St Helier at Bouley Bay in the north of the island was discovered broken with its top half and number missing. Other important additions to the database include the **G/2/** stone at Halfway Hill in the Parish of Grouville outside Radier Manor, an elusive 5 milestone in St John's at the western end of La Rue Militaire just off the B50 and an **StL/3/** stone near Tesson Chapel on the A11 that had to be cleared of vegetation and dirt to make visible once more. In addition Roger confirmed the loss of two further milestones one from Trinity Hill at the one mile point from St Helier and the other marked **M/5/** (St Martin) from near Mont Orgueil Castle in Gorey.

Many thanks goes to Roger for taking the time to share his expertise whilst escorting Tim and Ann around the sites and effectively helping them to complete the milestone survey of Jersey. The latest finds mean that there are now 56 milestones known to be surviving on the island's roads although several are in need of attention and are at risk of damage. It is hoped that as a result of the talk to the Société that the profile of the more vulnerable milestones has been raised so that something can be done to protect them for the future.



The 'STL / 3' milestone on A11

REFERENCE

Long R (2004). The Milestones of Jersey *Milestones and Waymarkers: The Journal of the Milestone Society* Volume One p 20-22.



Tim Jenkinson and Roger Long pose by the G / 2 stone

A restored milestone at Backbarrow, Haverthwaite, Cumbria

This short article is based upon a Highways Agency press release and subsequent press reports, where the stone is referred to throughout as a parish boundary marker instead of more accurately as a milestone¹.

The discovery of an abandoned milestone (aka boundary stone) during Highways Agency clearance work to remove roadside undergrowth has resulted in restoration to its rightful place alongside the A590 at Backbarrow (SD 358 857).

The stone was thought to have lain undiscovered for years (but see below), and to have been displaced sometime in the 1960s when the Backbarrow bypass was constructed to divert traffic from



Fig.1. As found, the stone lying in the roadside mud.

the riverside village. It was found by local man Tony Emmerton who looks after the gardens at the Lakeside & Haverthwaite Railway and the Lakeland Motor Museum. He came across the stone hidden and compacted in mud and moss along the side of the A590 heading towards Barrow (Fig.1).

Local historian Ron Mein used old maps to help trace the stone's original location, and after being cleaned up by Mr Emmerton the newly restored stone was reinstated by the Highways Agency's contractors Enterprise Mouchel just



Fig.2. Re-instating the stone.

yards from its original site. Local historian Lilian Hartley Cole confirmed that the stone must originally have been sited on the east side of the old A590.

The task of stopping the traffic, lifting the stone and transporting it to its new location was completed within five minutes, with minimum disruption to road users. (Fig. 2) The team then spent another 30 minutes digging and drilling, aligning the stone and cementing it into place, before Mr Emmerton planted bulbs and flowers around the historic marker.

'We are delighted that Mr Emmerton drew the stone to our attention' reported Jonathan Reade, Asset Manager for the Highways Agency, who added 'as the stone was clearly of great historical interest to the area we were happy to arrange for it to be re-set, and thanks to Tony Emmerton and the team at Enterprise Mouchel it is now restored close to its original site, and clearly visible to passers-by from the A590'.

Tony Emmerton was equally pleased with the outcome. He told the local press that 'on behalf of all the villagers of Backbarrow I sincerely thank the Highways Agency and Enterprise Mouchel for helping us with this restoration. The stone is an integral part of our history and it is good to see it back where it belongs'.

According to the Highways Agency press release, the 'boundary marker was originally put in place between 1830 and 1850 to mark the boundary of Holker Upper parish.' In fact the Milestone Society's Cumbria representative Colin Smith's own extensive researches in the county had shown it to be one of a series of similarly-designed milestones surviving along what is now the A590. Colin's detailed study notes that 'they are large triangular-shaped with a pitched top giving the location of each [place]. With one exception, they are all inscribed'².

This one is LA_LABA29 in the Society's Repository, and is one of a complete series running from nos 23 to 42. Colin recorded it in 2001 and Society member Iain Davison in 2010. In each case the triangular top section records place or parish location, as distinct from parish boundary. Next one further west, no 30, for example records Haverthwaite (SD 353 843).

Distances are given on the two front

faces, and although damaged can be read as on the left *TO ULVERSTON 8 MLS/ BARROW 16¼* and on the right *TO GRANGE 7¼ MLS/ KENDAL 18/ LANCASTER 29* (illeg) (Fig.3).

As to date, the series seems to be of a typical Lancashire CC county pattern, and so presumably dates from when the county council took over the road. This is later than as suggested above, which relates more to the dates of turnpiking this route, initially in an act of 1763 for the route between Kirkby Kendall in Westmorland to Kirkby Ireleth in Lancashire, and the later developments in 1818 and 1850 for the Ulverston, Millthorpe and Lancaster Turnpike Road.

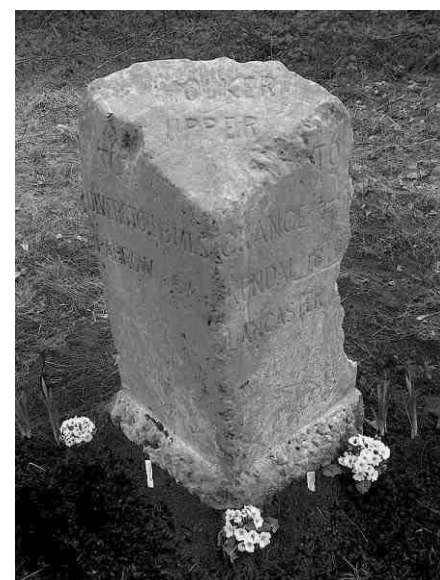


Fig.3. The restored stone

REFERENCES

1. See <<http://press.highways.gov.uk/press-releases/historic-boundary-stone-restored-on-A590-68a0e.aspx>>, dated 26 March 2013. See also *Westmorland Gazette* 23 January 2013 and *Cumbria Crack* for 19 March 2013.
2. Colin Smith, *A guide to the Milestones, Mileposts and Toll Buildings of Cumbria*, Brow Bottom Enterprises, 2011, esp. pp. 159-64, 182 and 193.

Thanks to Mike Faherty for information from the Repository.

All images courtesy The Highways Agency

London Measuring Points

Colin Woodward

What is London? Most people think they know, but if you try to define it the question is not as easy as it seems. London means different things to different people and to organisations as well.

Starting with the smallest in area and working upwards, the first example and arguably the most prominent, is the City of London, often known as 'The Square Mile', dating from Roman times. This was a tiny semi-independent enclave steeped in tradition but still exerting wealth, power and influence e.g. the Queen has to ask formal permission to travel through.

Next in size, and important to anyone who buys a railway ticket, is the 'London' of National Rail, the various termini of the London Railway Stations. Larger still is the former area of the London County Council (1889 – 1965), often referred to as 'Inner London'. Slightly bigger than this is the London Postal District. Much larger is the area once occupied by the Greater London Council (1965 - 1986) and the existing London Boroughs.

Larger still is a feature of interest to boundary stone enthusiasts, marked by a ring of over 200 Victorian Coal Tax markers and approximating to a former Metropolitan Police boundary. Overlapping this are the nine London Fare Zones of the Underground and suburban railways. The M25 is regarded by some as a convenient

defining boundary. Beyond this some places use 'London' in their terminology, for example the various 'London' airports which are often a long way out, as many travellers have found to their cost.

Should the Milestone Society use its own convenient definition of what is meant by London? An obvious case presents itself. The London Measuring Points were chosen by the surveyors of long ago and may be defined as the terminus points of every milestone route into the capital. There were, and still are, a lot of these ancient measuring points. If these are plotted on a small-scale map an outline appears of the built-up area of London as it was in the eighteenth century.

Surveyors of old were faced with a dilemma which is still met with by signpost makers today. Should one measure to the centre of a town and if so where is it? Or should one merely lead travellers to the outskirts and assume they can find their own way to where they want to go? Most eighteenth century surveyors were employed by Turnpike Trusts, so the start of the turnpike, as near as possible to London but often a few miles from the centre, was their starting point. The result of this was that the measuring points can be several miles from each other. This does not matter much from a long distance, and the measuring points are often not referred to.

However, closer to London these become more im-

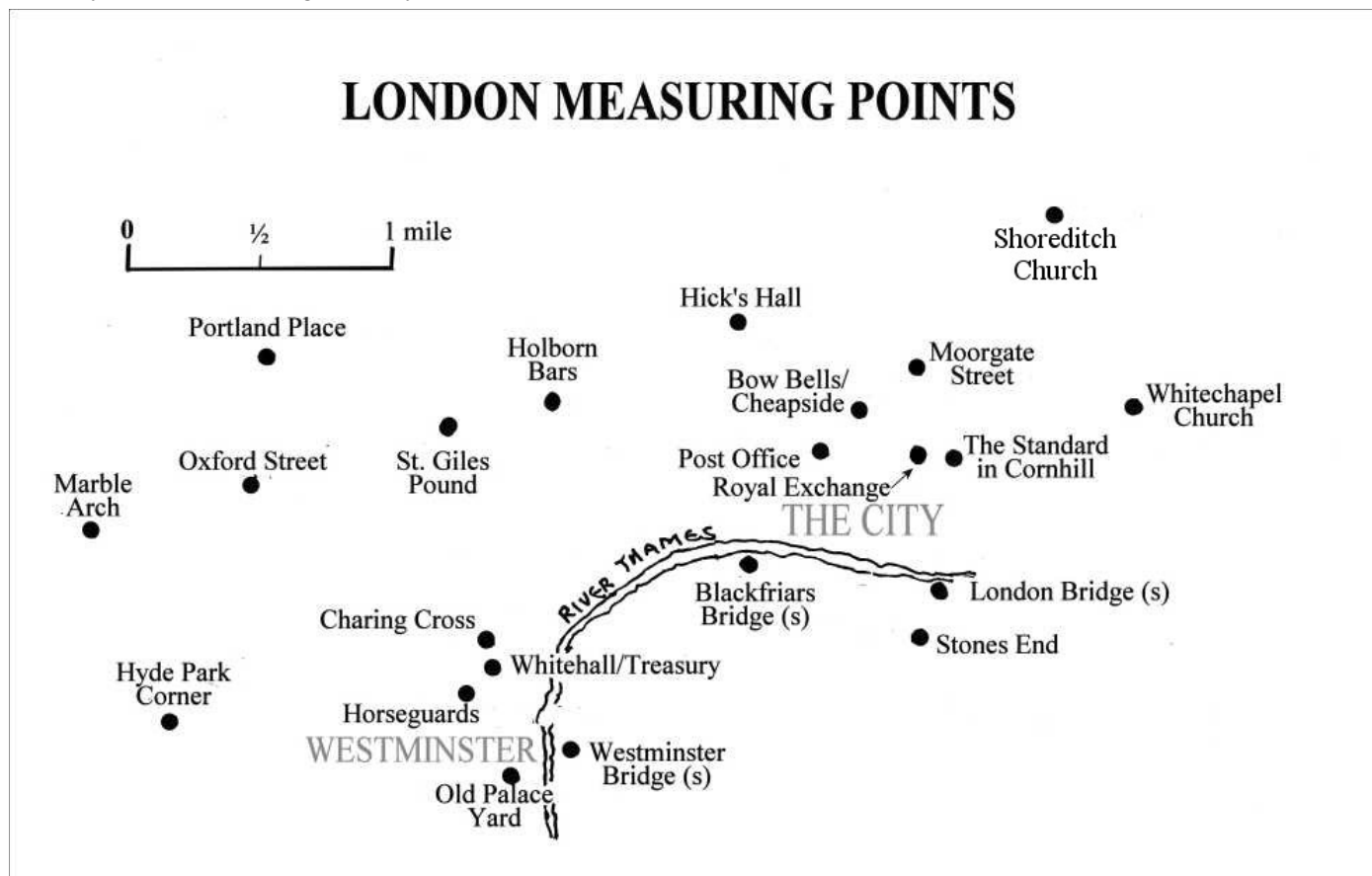


Fig 1.

portant as failure to appreciate them could result in an unexpectedly longer journey. Occasionally, measuring points are not indicated close to London. For example, in Kensington there is a milestone saying it is 1½ miles to London [see Fig 2]. This is the distance to Hyde Park Corner, and the City is still some way off. Turnpike trusts were rivals, so an apparent shorter distance to London might result in more customers!

If one looks at Paterson's map *24 Miles Round London* (1791), around the edges is written: 'The Barnet Road is measured from the site of Hicks's Hall in St. John Street; Edgware Road and Uxbridge Road from Tyburn Turnpike. The Hertford, Ware and Lea Bridge Roads are measured from Shoreditch Church. Epping, Ongar and Romford Roads from Whitechapel Church. The Bromley, Eltham, Dartford, Greenwich and Woolwich Roads are all measured from London Bridge. The Hounslow Road is measured from Hyde Park Corner, Kingston Road from the Stones end in the Borough; Epsom, Reigate and Croydon Roads from Westminster Bridge.' This is a simplification, as there would have been a number of other measuring points referred to on milestones at that time, some of which survive to the present day. In addition, further measuring points were introduced in the nineteenth century, such as Royal Exchange and Whitehall.

Although there is no doubt that the turnpike roads were measured and marked as well as the surveying equipment of those days would allow, a feature of London measuring points is that the exact points of measurement are not evident, nor are there any milestones in these venues giving distances to the places one has journeyed from. This gives an impression of a very self-centred City, which is perhaps misleading, as there would have been many coaches and wagons available for travel to surrounding areas, and these would have been profusely advertised.



Fig 2 left shows the Kensington milepost [MX_LB01A] where London would be the distance to Hyde Park Corner. Fig 3 above: The grid that almost hides the historic 'London Stone' [MX_LONDON]. It is shown in the OOPS layer on Google Earth.

On the map [Fig 1 previous page] I have indicated various London measuring points. I do not claim these to be exhaustive and there were probably a number of others.

The following measuring points have been identified, with comments on where they were, whether they can still be seen, and whether there are surviving milestones relating to them.

The London Stone: This is one of London's oldest relics. It is a neglected artefact which can be viewed through a grille at the base of an office building on the north side of Cannon Street [Fig 3]. Before that it was housed in the wall of nearby St. Swithin's Church (which was bombed in the Second World War) and before that it was on the other side of the street. The stone today is only a fragment of the original. There are written records of it dating back to the tenth century, and it is almost certainly much older. History tells us that it is important but why that is so has been forgotten. One theory is that it is the point from which all Roman roads and milestones in Britain were measured. As surviving milestones in Britain from Roman times are hardly ever in their original positions and are relatively few in number, this theory is impossible to prove. For a study of the London Stone, see Carol Haines' article¹.

The Standard in Cornhill: Originally a water conduit, the Standard appeared on the Ogilvy maps of 1675 but unfortunately it had just been removed. For at least another 100 years the place where it had been was still used as a measuring point. By the time of the Paterson map (1791) it was obsolete, but the authorities never got around to changing all the milestones and so the inscription 'The Standard in Cornhill LONDON' is still often seen, particularly in Surrey [Fig 4]. On some milestones the inscription is shortened to 'Cornhill' such as on SY_LCH16 in Esher. Even today the Standard is not

completely forgotten, as it is commemorated by a City of London plaque high up on a building on the corner of Cornhill, facing Gracechurch Street [Fig 5]. Additional notes on the Standard can be found in the Society's early *Newsletters*.²

St. Giles's Pound: In these days of refrigeration it is difficult to imagine the vast numbers of farm animals that were herded every day from the drovers' routes in the hills to the London markets. The highways would have been massively churned up in bad weather and the animals an unwelcome sight for those living along the route and people trying to travel. Lost animals would have been a regular occurrence, so the pound would have been a landmark and is referred to on some milestones.



Fig 4 left. 'X Miles From The Standard in Cornhill' in Sheen [SY_LSS10] photographed 2005. Fig 5 above shows the plaque commemorating the Standard in Cornhill. Photo Ron Westcott 2009

Today there is no trace of it, nor is the Pound commemorated. However, the former location is indicated as an historic feature on 1:500 Victorian Ordnance Survey maps. The Pound was on the west side of Tottenham Court Road just north of Oxford Street. Milestones relating to St. Giles's Pound can still be seen around Hampstead and Highgate and are marked on some older maps in other locations [Fig 6].

Holborn Bars: Surviving milestones relating to the



Fig 6. Grade II listed milestone MX_LXMB04 in Hampstead High Street shows 3½ miles from St Giles Pound and 4 miles from Holborn Bars.

Pound also include Holborn Bars as a destination. Holborn Bars is still a recognised location although the bars themselves were removed in the eighteenth century. They marked the boundary of the City and the location was important because here a toll was levied on carts entering the City. There is, in addition to the Highgate and Hampstead examples, a milestone, no longer with any inscription, 1 mile from Holborn

Bars on the south side of Gray's Inn Road almost opposite King's Cross Station.

Smithfield: Old O.S. maps show a milestone in Islington with the destination Smithfield. This has not survived.

Moorgate Street: Old O.S. maps indicate that City Road once had milestones giving Moorgate Street as a destination. These have not survived. Today the street is simply known as Moorgate.

London Bridge: This measuring point is fairly straight-

forward. The south side of the bridge was used for the terminus of all Kent milestones [Fig 7]. The bridge today is about 100 feet upstream of the old bridge still existing in Paterson's time, but for practical purposes this is not noticeable. The bridge is also referred to on a few Surrey milestones, but these have nearly all disappeared. Exceptions are the Southwark Obelisk³ [Fig 9], the Richmond Bridge Obelisk, and the last surviving milestone at Rotherhithe which can be seen in the front wall of 'The Mayflower' public house two miles away [Fig 8].



Fig 7 left, Beckenham, Kent indicating 10 miles and two furlongs to London Bridge. Dated 1713 this stone has been regularly restored in 1817, 1887 and 1976. [KE_CYWK01]. Fig 8. 'London Bridge 2' set in the wall of 'The Mayflower' PH in Rotherhithe, Surrey. [SY_LD02]



Fig 9. Southwark Obelisk and the face showing the distance one mile and 40 feet from London Bridge [SY_LP01]. Photos Mike Faherty

Blackfriars Bridge: This measuring point was little used but the destination can be seen on the Richmond Bridge Obelisk.

Stones End, Southwark: This was a popular location for picking up coach travellers, and is today commemorated by a plaque on the front wall of Southwark Police Station in Borough High Street [Fig 10]. Despite Paterson's assertion, there appear to be no surviving milestones inscribed with this destination.

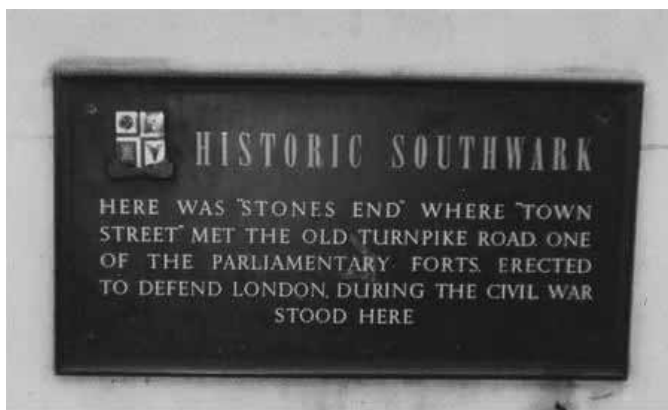


Fig 10. The plaque commemorating Stones End

Westminster Bridge: At the beginning of the eighteenth century there were no bridges between London Bridge and Kingston Bridge, 12 miles away. As the century progressed many bridges were built, enabling London Bridge to be avoided, facilitating easy access from Surrey to the wealthy West End of London and the turnpike roads in Middlesex. Westminster Bridge became a very popular destination, milestones being measured from its south side. The inscription can be seen on many milestones



Fig 11. 36 miles from West' Bridge in Horsham. The plaque is a replacement made by Lionel Joseph in 2005. [SX_LA36a]

south of the River Thames, even as far away as Horsham in Sussex [Fig 11]. In his book *The Brighton Road* (1906) Charles Harper asserts that milestones with this destination were erected as early as the 1740s in anticipation of the bridge's completion.

St. Mary le Bow: This City Church at Cheapside is sometimes said to be the measuring point for the 'Bow Bells' series of Sussex milestones. This is doubtful, and it is likely that this series, which continues onwards from milestones in Surrey that are not of this design, was measured from the south side of Westminster Bridge.

Newcastle House: At Claremont in Surrey is a milestone which, in addition to showing destinations to the Standard in Cornhill and Westminster Bridge, also carries the inscription 'XVII Miles II furlongs VIII poles from Newcastle House by Hyde Park Corner'. The Duke of Newcastle was an eighteenth century Prime Minister, who lived at Claremont. His London home in Lincoln's Inn Fields, can still be seen [Fig 12]. The route measured is unclear, but probably used Putney Bridge. Lionel Joseph and Derek Renn have studied this subject further.⁴



Fig 12. Newcastle House

Royal Exchange: This venue is less than 200 yards from the Standard in Cornhill, and may have been intended to be its replacement. It is used on a lot of milestones in Surrey [Figs 13 and 13a], usually with destinations also to Whitehall and Westminster Bridge. The measuring point appears to have started being used in the early nineteenth century.



Figs 13 and 13a. This milestone [SY_LA04] located on the south side of Clapham Common shows miles to Royal Exchange on the east face and to Whitehall on the south

Whitehall: Whitehall is only a short distance north of Westminster Bridge but the street is quite long and the point milestones were measured from is unclear. It may have been near the Treasury Building (see below). The name often appears as a companion distance on Surrey milestones showing Royal Exchange [see Figs 13 and 13a].

Horseguards: This destination is shown on a few milestones south of the River Thames according to old O.S. maps. None of these milestones appear to have survived. One is referred to by Charles Harper in his book *The Brighton Road* (1906).

Treasury: This name is used on some milestones and appears to be a similar term to 'Whitehall'. An example can be seen in Dulwich [SY_LODU05] with 5 miles from the Treasury Whitehall on the east face and 5 miles from the Standard Cornhill on the west.

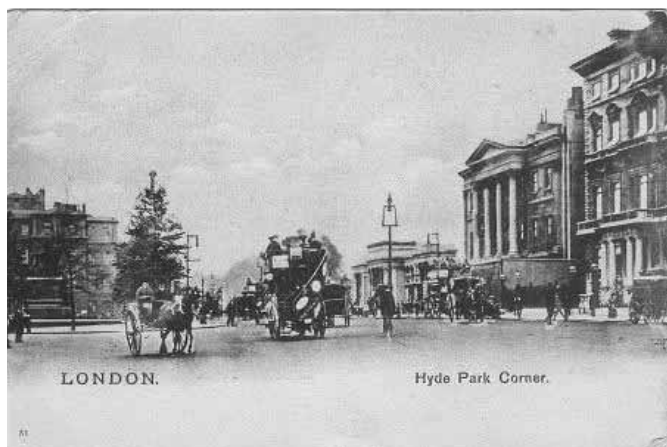


Fig 14. An old postcard (postmarked 3rd August 1904) of Hyde Park Corner, a scene hardly changed since the latter days of the turnpike age. Author's Collection

Hyde Park Corner: [Fig 14] This is still a major landmark, including a large roundabout, Underground station and notable monuments such as the Wellington Arch. Initially a starting point for travel to such places as Exeter and Bath [Fig 15], as more and more bridges were built over the Thames it began to dominate some turnpikes south of the river such as those leading from Richmond and the Portsmouth Road. Milestones with this destination can be seen in many places, dated from the 1740s onwards [Fig 16] and the name can be found at a considerable distance in the West Country.

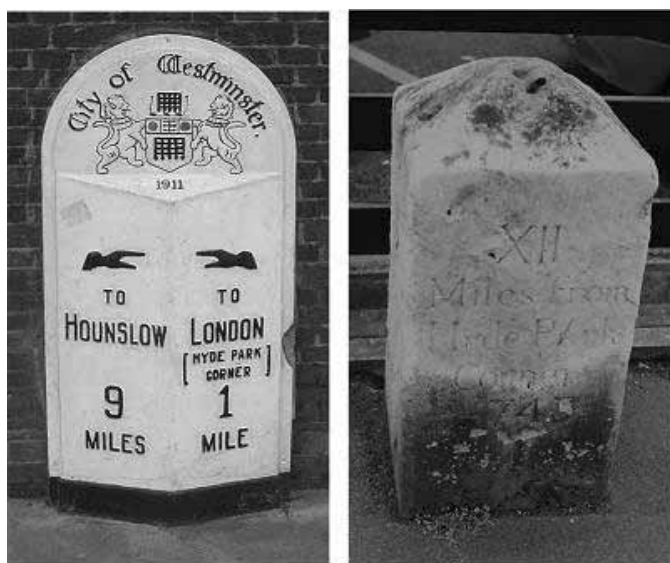


Fig 15 left is the milepost in Kensington Gore, Westminster that indicates a mile to Hyde Park Corner [MX_LB01. Photo Mike Faherty]. Fig 16 shows the XII miles from Hyde Park Corner in Bedfont dated 1743. The opposite face bears the same inscription but with the miles in Arabic numerals.

Tyburn Gate: Tyburn was a famous place for public executions as well as the starting point of major turnpikes [Fig 17]. However, only one milestone bearing this name appears to have survived, which can be seen half a mile away in the window of a bank in Edgware Road. The milestone once stood outside. Old O.S. maps show other milestones naming Tyburn Gate in the Paddington area but these have not survived. Today the location is usually known as Marble Arch.



Fig 17. Tyburn Turnpike 1820 from an engraving dated 1875. Author's Collection

Marble Arch: This spectacular landmark is an important starting point for journeys northwest to places such as Uxbridge, Oxford, Harrow, St. Albans (via Edgware Road), Rickmansworth and Watford. Milestones are often only marked 'London', but the name 'Marble Arch' can be seen on some such as MX_LHR16 at Northwood [Fig 18].

Oxford Street: According to old O.S. maps, a milestone at Greenford, Middlesex gave 9¾ miles to Oxford Street but this has not survived. Where in Oxford Street is unclear, and the term might simply be an alternative to Marble Arch.

Great Portland Street: Old O.S. maps show that this street was used as a measuring point for milestones along Seven Sisters Road, towards Tottenham. None of these appear to have survived.



Fig 18 above at Northwood, 16 miles from Marble Arch.

Fig 19 right: Located on the A598 at Hendon and showing miles to Regent's Park



Regent's Park: This measuring point is used for milestones along Finchley Road; at Finchley the road joins the main Barnet Road. Surviving milestones can still be seen with MX_RPN03 at Hendon being an example [Fig 19].

The Post Office: Milestones were once important for calculating postal rates by distance travelled rather than

the universal postage system used today. So it is not surprising to find milestones relating to the central post office. However, these are scarce and their introduction seems to have been half-hearted. The best surviving 'Post Office' milestone is on Haverstock Hill (A502), Camden NW3, 4 miles (less 45 feet) from the former General Post Office which was once situated in St. Martin's-le-Grand [see back cover]. A few worn examples can be found elsewhere. 'Post Office' milestones, placed at half mile intervals could also once be seen along the main road towards Barking, Essex, but none of these have survived.

Fleet Street: This destination can be seen only on one milestone, the Southwark Obelisk [Fig 20]. Paterson⁵ gives the Obelisk in Fleet Street as the central measuring point for London and shows the distances to the other standards. See table below.

From the Obelisk in Fleet Street	
	Miles. Furlongs
To the Surry Side of London Bridge	1 - 1
To the Surry Side of Westminster Bridge by Charing Cross	1 - 7
To ditto, by St. George's Fields	1 - 6
To Stones End in the Borough	1 - 3
To Hyde-Park Corner	2 - 2
To Tyburn Turnpike	2 - 4
To Tottenham-Court	1 - 7
To Holborn-Bars	0 - 4
To Hicks's Hall	0 - 4½
To Shoreditch Church	1 - 7
To Whitechapel Church	1 - 5

Palace Yard, Westminster Hall: This is another destination that can only be seen on the Southwark Obelisk. It appears that the obelisk designers wanted an exact mile distance and this location became their choice [Fig 21]. Today the street is called Old Palace Yard.



Figs 20 and 21. The inscriptions on the Southwark Obelisk showing the legends to Fleet Street and Palace Yard. Photos Mike Faherty

Hicks's Hall: This building had already been demolished by the time of Paterson's map. Situated on an island at the junction of St. John Street and St. John's Lane in Clerkenwell, the Hall was a popular stopping-off point for coaches. It was later replaced by a building once used by Middlesex Sessions which today is a Conference Centre. This site served milestones from Barnet, St. Albans, Hatfield and Enfield, so was an important terminus for routes to the north [Fig 22].



Fig 22. Hicks's Hall in an old engraving prior to its demolition. Image from Searle. Mark, Turnpikes & Toll-bars, 1930

According to B.Woodd Smith F.S.A., Hon. Secretary of the Middlesex County Record Society (1892) in Sir Baptist Hicks (see website 'British History Online'): 'Standing close to the City Boundary, it was a starting point for distances to the North Road, and until comparatively recently, milestones were to be seen marked 'from Hicks' Hall' or 'from where Hicks' Hall formerly stood'. A few years ago one such existed between Highgate and Finchley, but like many other things it has been 'improved' away'.

Other milestones close to London have fared almost as badly as far as this measuring point is concerned. The nearest one is perhaps an 8 miles to London milepost in North Finchley erected by the local board. The name of Hicks's Hall may possibly survive on one or two mile-stones much further north, although I could not find any mentioned when compiling this article.

Shoreditch Church: This is an imposing landmark, but surviving milestones using this measuring point are difficult to find near London. A very worn stone, without inscription, can be seen at Clapton Common, and a better one is exhibited at the Vestry House Museum in Walthamstow. An example appears at Puckeridge in the grounds of East Hertfordshire Golf Club, an illustration of which can be seen on the 'Great North Road' website (see under Buntingford).⁶ Milestones on the road towards Ware have all disappeared south of Great Amwell. The route to Epping via Lea Bridge is also similarly barren of milestones west of Loughton.

Whitechapel Church: This church was badly damaged in the Second World War and later demolished. The churchyard is now a small public park, and the outline of the walls of the church can still be seen. Few milestones using this measuring point survive in the vicinity of London. A milepost at Bow on the way to Stratford is a remarkable exception [Fig 23]. The obelisk at Leyton known as the Leyton Stone or the High Stone, and giving its name to the district can also be seen on the way to Ongar. Otherwise, one has to travel well into Essex (10 miles at Buckhurst Hill towards Epping and (continued on page 37)

Milestones in the Putney (London SW15) Area

Philip Evison

My interest in milestones in Putney was sparked by the potentially precarious position, in my and others' view, of the fine stone on Lower Richmond Road, outside the old Putney Hospital (see no 1 below). So I set out to discover how many stones there may once have been, and how many had survived. It transpires that, since there are only a few routes between London and the west/south-west which pass through Putney, there were probably only ever four milestones in the parish as such, of which two survive - those on Lower Richmond Road and Putney Vale. This survey also includes others sited just outside the borders of the parish.

In Putney, before and during the turnpike era, the routes from London of interest to through-travellers were, or were variants of:

1. via Wandsworth and Lower/Upper Richmond Roads, to Richmond.
2. via Wandsworth, West Hill, Tibbet's Corner, Putney Heath (A3), to Kingston and beyond, e.g. Portsmouth.
3. via Fulham, Putney High Street, Putney Hill, to Tibbet's Corner and as 2. above.



Above: Fulham toll-house on Putney Bridge c.1880. Below: Putney toll-house on day of closure 1880



Putney was nevertheless, even before a bridge was built, an important junction, in effect a 'terminal' for ferries coming either up-river from London, or across it from Fulham, hence the cluster of half a dozen inns close to the ferry landing at the northern end of the High Street in the 17th century. When the first bridge was opened in 1729 (the only one at the time between London and Kingston) its importance increased. It was a toll bridge, until purchased by the Metropolitan Board of Works in 1880 and the tolls abolished - an occasion attended by the Prince of Wales (the future King Edward VII) and Princess Alexandra.

The Southwark to Kingston road, which took in West Hill and Putney Heath, was 'turnpiked' as early as 1719 (6 Geo I c.26), as were several roads in Kensington, Chelsea and Fulham, in 1725 (12 Geo I, c.37). Queen's Ride, across the Lower Common, was considerably improved in 1736-40, probably at the instigation of Queen Caroline (wife of King George II), to improve access to Richmond Park.

Most milestones and signposts were removed during WW2, to confuse potential invaders, though not all the milestones were replaced. There is an example of a milestone in Rocks Lane, Barnes (see no 6 below), whose inscriptions were probably defaced in situ.

Extant Stones

1. Lower Richmond Road

On Putney Lower Common, outside the old Putney Hospital, this fine stone will be familiar to many Putney residents, though as at 2013, little of it is visible. The hospital was closed in 1999 and in 2008, in anticipation of building work, the site was enclosed and the milestone, on the advice of English Heritage, given a protective box with a tiny window, affording just a glimpse of the inscription on its south face. It bears the inscription V MILES FROM HYDE PARK CORNER on all four faces, plus an Ordnance Survey benchmark: 33.5 FEET ABOVE SEA LEVEL.



'Five-mile' Photo: Colin Woodward 2006

Locals used to refer to it as the 'Five-mile', and there

was a custom of 'bumping' local boys against it, to initiate them into the select company of 'Five-milers'. Adults too were sometimes initiated in the same way, though this would then generally involve the consumption of large quantities of ale in the nearby Spencer Arms!

When work on the site finally begins, it is vital that the treatment, and possible removal or displacement of this stone be closely monitored. The tattered labels stating HISTORIC MONUMENT will not automatically prevent its becoming a hospital casualty!

2. Kingston Road (A3)

This damaged stone is close to the lodge (and bus stop) at the north-east corner of Putney Vale Cemetery, at the top of the pedestrian subway. The inscriptions read: WHITEHALL 8½ MILES and (mostly illegible) ROYAL EXCHANGE 9 MILES.



3. Tibbet's Corner

Just outside the old parish and hidden in undergrowth on the north-east corner, this is a substantial milestone in good condition, inscribed WHITEHALL VIA PUTNEY BRIDGE 6¼ MILES.



4. West Hill (Wandsworth)

On the lawn outside the Wandsworth Museum, a fine example in good condition, inscribed WHITEHALL 6½ MILES on the east and west faces, and ROYAL EXCHANGE 7 MILES on the south face.



5. Upper Richmond Road (Barnes)

This prominent stone stands outside the flats on the west corner of Upper Richmond Road and Rocks Lane - once the site of the Railway Hotel and later of the locally notorious Red Rover and its final incarnation, the Café More. It bears the following inscriptions: east face: V MILES 3 QUARTERS FROM HYDE PARK CORNER; south: IX MILES FROM THE STANDARD, CORNHILL; west: VII MILES 3 QUAR-



TERS FROM HAMPTON COURT (wrongly engraved and should have read WESTMINSTER).

6. Rocks Lane (Barnes)

This triangular stone is on the east side, near the Upper Richmond Road junction, at the start of the slope leading up to the bridge. The inscription is now illegible, apart from MILES, but originally read HYDE PARK CORNER 5½ MILES / KINGSTON 5½ MILES. The legends were probably eradicated in situ during WW2, though the words HYDE PARK can just be discerned on the SW face.



7. Fulham Road (Fulham)

On the south side of Fulham Road, near the western end and set into the boundary wall of The Drive Mansions, is a stone identical in shape to the above, which was presumably removed during the war, since its wording is intact. It is the only surviving milestone on the old route between Hyde Park Corner and Putney Bridge.



Lost Stones

8. West Hill

There was an 8-mile stone on West Hill, about 180 yards north-east of Tibbet's Corner, lost many years ago.

9. Upper Richmond Road

Another 8-mile stone, located opposite the junction with Charlwood Road, it was a triangular, iron replacement 'stone' dated 1861, inscribed 6¾ MILES FROM WESTMINSTER BRIDGE and 8 MILES FROM THE STANDARD CORNHILL. It stood by the wall of the Methodist Church, on the corner of Gwendolen Avenue, until at least WW2. Whether it was destroyed by the V1 which fell opposite in June 1944, had earlier been removed as an anti-invader measure or was lost in some other way is not known.

10. Kingston Road

Arguably the saddest and most intriguing loss. It was a combined milestone and mounting block and originally stood on Kingston Road, opposite the stone by Putney Vale Cemetery (no. 2 above). It was recorded in *Gentleman's Magazine* of December 1787; Manning & Bray's *History of Surrey* of 1814 and *Passing the Milestones*, the second series to 'Famous Milestones' booklet produced by National Benzole in 1935.

I became fascinated by history and fate of this mount-

ing block, and encouraged by Colin Woodward I made it a priority research project. This will be the subject of a separate article.

Many elements of Putney's heritage have been lost over the years, notably most of the 'great houses' - Fairfax, Essex, Chatfield, The Lawn, The Cedars etc - the one survivor being Winchester House on Lower Richmond Road (currently home to the Winchester House Club). Milestones too represent an important link to the past, and although, or rather because, there are so

few in the Putney area, it is vital that they be respected and preserved.

I am indebted to the Milestone Society (especially Colin Woodward) for unstinting advice, help and information, to the article in Wandsworth Historical Society's *Newsletter* N4/60, and to information from Dorian Gerhold's *Putney & Roehampton Past* (1994). The author would be grateful for any further information about the above extant or lost milestones.

London Measuring Points (continued)

18 miles at Brentwood on the Great Essex Road) before milestones start to appear. This measuring point was also known as Stone's End, Whitechapel.



Fig 23. 2 miles from White-chapel Church [MX_LILF02] near the corner of Bow Road (A11) and Alfred Street, Bow. This unique survivor was cast by Wedlake of Hornchurch, Essex. Photo Mike Faherty

Aldgate Pump: The pump was replaced by a drinking fountain in 1876 (see Wikipedia). The introduction to the Aldgate Masterplan 2007 (Tower Hamlets Council) states: 'The Aldgate Pump was the traditional point to

measure distances into the Counties of Essex and Middlesex....'

Charing Cross: Today this is the measuring point for all roads to London and is marked by a plaque next to a magnificent statue of Charles I [Fig 24 right]. This statue, by Hubert Le Sueur, has an exciting history as it was hidden during the Civil War and reinstated after the Restoration.⁷ In the world of milestones, however, as can be seen by the above list Charing Cross is relatively unimportant. Some milestones relating to Charing Cross can be seen in Middlesex on old O.S. maps, but these have all disappeared.

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1. Carol Haines, 'London Stone' in *Milestone Society Newsletter* No. 4, January 2003, 16-7.
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3. Carol Haines, 'The Southwark Obelisk' in *Milestone Society Newsletter* No. 11, July 2006, 5-8.
4. Lionel Joseph, 'Milestones at Esher, Surrey' in *Milestone Society Newsletter* No 11, July 2006, 19-20, and Derek Renn, 'Surrey Milestones' in *Milestone Society Newsletter* No 12, January 2007, 4-5.
5. Paterson, D. *A New and Accurate Description of all*



Fig 24. King Charles I statue at Charing Cross

the Direct and Principal Cross Roads in England and Wales, 11th ed. 1796.

6. See www.biffvernon.freemove.co.uk/contents.htm; this website is also accessible via the Links section of the Milestone Society's website.

7. D.G. Denoon, 'The Statue of King Charles I at Charing Cross' in *Transactions of the London & Middlesex Archaeological Society*, n.s. 6, 1933, 460-486.

Feedback

The editors welcome Feedback to any article in *Milestones & Waymarkers*, especially on topics as significant in road history as the subject of this article. Some aspects have already been discussed in detail elsewhere – see for example the debate about the 'Bow Bells' milepost series in *Newsletter* no 15 July 2008 pp.14-16. We encourage further research and views to incorporate into a Feedback feature in the next and future issues.

Feedback, Updates and Projects

Following John Higgins' article on 'Roman Milestones in Britain' (*Milestones & Waymarkers*, vol 5, 2012).

Roman Milestones in France [Ian Thompson]

In France, Roman milestones are called "bornes milliaires". "Borne" is the French word for a boundary stone or landmark, and "milliaire" refers to the thousand paces of a Roman mile. While there may have been a Roman milestone every Roman mile along the main Roman roads of the Roman Empire, there were also Roman milestones at crossroads, bridges, fords, frontiers, monuments and centres of population.

A Roman pace was a double step, a left and a right, and was equivalent to 1.48 metres, so a Roman mile ("millia passum" – a thousand paces) was 1480 metres, which is 0.92 statute miles. The Roman mile, inscribed as "M P", was used within the Roman Provinces, but in the border territories of "long-haired" Gaul and Germany, a Roman league of 2220 metres (1.5 Roman miles) or a Gallic league of 2415 metres was indicated by an "L" or the word "LEUGA" on the milestone.

Detailed records were made in the 19th century under Emperor Napoleon III, but the 20th century has not been kind to Roman milestones in France, and while the descriptions of the 19th century were accurate, the locations given were not always so easy to understand.

It is thought that over 500 Roman milestones survive in France. These are listed on an internet website. A detailed modern record, including photographs, has been started and is available on the internet. Of the 197 Roman milestones described in detail, only four are rectangular and one is described as a monolith. The rest are all cylindrical or parts of cylinders. (This has special significance in Cornwall, where all five "Roman milestones" are rectangular.) Cylindrical milestones are typically 0.45 to 0.60 metres in diameter and 1.80 to 2.50 metres tall on a square base. More slender cylindrical milestones may be re-cycled columns from buildings.

Distances were usually measured from the nearest town, though sometimes from the provincial capital. The distance was invariably at the base of the milestone, below the dedication to the current Emperor, which made the distance the most vulnerable to damage over the centuries.

With rare exceptions in the South of France, no Roman milestones are in their original location.

I would recommend anyone with a smattering of French and an interest in milestones to visit the website at <http://archeolyon.araire.org> to learn much more about Roman milestones and to follow links to other parts of the Empire.

Ian Thompson

Where are our Travel Bugs?!

If you read BadChap's article on Geocaching in the July 2013 *Newsletter*, you will know that people hide caches around the country and others hunt for them, following clues that may be simple or complex. Some of these caches are very tiny, just room for a bit of paper for finders to log their visit, some are larger containers which can hold 'trackables'. Highway Hazel (your Chair) has invested in seven Travel Bugs; these are numbered dog-tags, given a mission, and each has its own web page.



Ours are MilestoneSocietyONE-SEVEN and each has a mini-milestone (made from Fimo) attached. Number ONE set out from our cache at the Elland ½ Milestone in May, hoping to get from West Yorkshire to BadChap's Bunny Stone cache near Chippenham. By the end of July, it had reached Huntingdon! The other six Travel Bugs were released around the country - two by Nick Mortimer (flipflopnick) in Cumbria, both of which have stayed local, two by Andrew Baddeley Chappell at the 'Sinking Milestone' in Wiltshire (now in Plymouth!) and in Cornwall. The latter was picked up by a German tourist and taken to Hamburg – currently in Austria, although Highway Hazel obtained a translation into German of 'Get me back to England' for its mission. The one at Holyhead went to Ireland but is now back in Wales and the Dover TB has reached Hythe.

If you fancy finding out more about geocaching, you can register on www.geocaching.com for free. You can also follow the progress of our Travel Bugs on a special map prepared by John Armstrong on the regional website homepage.

What's in it for the Society? The person who retrieved TB-ONE has logged: "This is an organisation I know nothing about. Will read with interest and will move to another cache ASAP"

It's a fun way to spread the word !

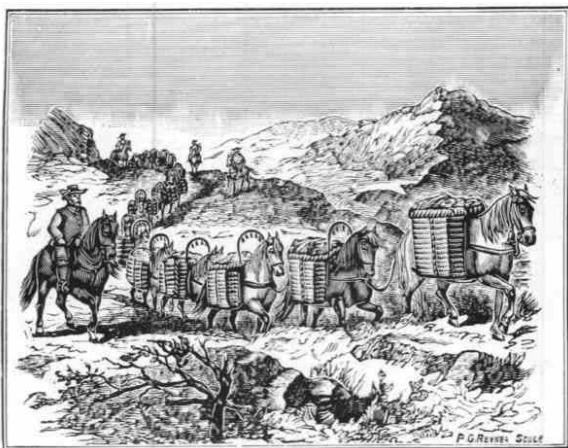
Highway Hazel aka Jan Scrine

Does the A34 pass through your county?

In June, historian Birgitta Hoffmann commented that no-one has properly researched the Manchester-Oxford road. Since we have members along the route (below), might this be a project for researching in local archives and collating?

Wilmslow Road, Oxford Road and Oxford Street are part of an 18th century route from Manchester to Oxford, and from there to Southampton, which can be traced on modern maps by locating roads which are called (or used to be called) the A34. Wilmslow Road was designated the A34 until 1967. Many sections of the route have been re-designated when motorways and bypasses took the A34 away from its original route and they took names such as the A3400 and A44. The ancient route goes via Cheadle, Wilmslow, Congleton, Newcastle-under-Lyme, Stafford, Birmingham, Stratford-on-Avon and Woodstock.

Source: http://en.wikipedia.org/wiki/Wilmslow_Road



Pack horses before turnpikes on the A34 perhaps...

How the route originated, what goods were carried by the packhorse trains, which turnpike acts, who con-

structed various sections, what professions did the tollkeepers have in various counties, what highwaymen were active where, which mail coaches and major inns, tolls, a summary of types of milestones, tollhouses, bridges - floods, escaped tigers, terrifying steam carriages, accidents, anecdotes, disasters...



Did steam carriages (above) traverse the A34 or was it the haunt of highwaymen (below)?



We could pool all our knowledge and write it up as an interesting article in some national magazine other than our own... or even publish as an e booklet?

We would like to hear from anyone who is willing to contribute in any way; the topic will feature at our meeting at Brewood on 2nd November; otherwise contact your County Representative, or Derek Turner or Jan Scrine.

The Highways Authorities' Initiative

Although a few dedicated members work on milestone restoration in a number of locations (Cornwall, Cumbria, Norfolk, Lancashire, North Yorkshire...) we need to make an impact on those 'guardians' of the milestones, the highways authorities across the UK.

Alan Reade joined the Committee this year, with Highways Liaison as his remit.

He is well qualified for this role, having worked for Tarmac Construction (now Carillion) for 20 years, initially on the M5 and M6 motorways and other major civil engineering projects, before setting up his own consultancy in 1996.

Alan has been working with major contractors such as Amey to develop a methodology for protecting milestones during alterations to Trunk Roads, the Highways Agency having confirmed its commitment to such measures. He has also drafted a protocol for local authorities' highways departments to incorporate in their

contracts when out-sourcing their road maintenance services.

We have set up a section of the Society's website specially for Highway Engineers and these consultation documents are shown, along with links to our Conservation guidance.

So if you are corresponding with your local council over any milestones or waymarkers, do point them to their very own web pages, for guidance from a fellow professional!

Alan will also be updating Society members about his work during the meeting at Brewood on 2nd November.



Google Earth layers update – see exactly where the wayside features are

A vast amount of information that the Society has amassed on milestones and other wayside features can now be viewed on the internet, through Google Earth. This is fast becoming the preferred way to view individual markers and to see them in context. The information is freely available and provides fast direct links to the individual records in our photograph repository (over 7000 milestone images) and in other web-based sources. You will see the markers spread along a particular road and can zoom in with Streetview to the roadside context of each item, all from the comfort of your office desk or roving laptop.

There are also Google Earth “layers” for Milestone Society data on the other wayside features in which members have an interest (several thousand more pop-images and links to other sources). You can see all the layers together or can limit your view to a particular type of feature by selecting only specific layers. The markers displayed by each layer are colour coded so at a glance you can distinguish the types of feature.

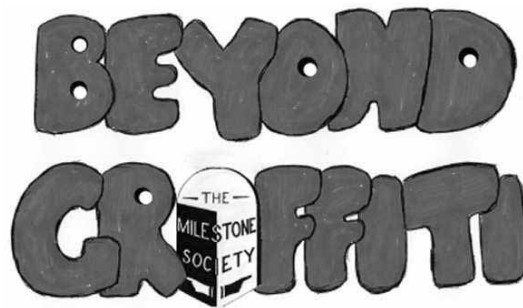
No	NAME OF LAYER	COLOUR, Icons	NOTES	Maintained by	Ready?
1.	MILESTONES and inscribed guideposts - pre-1939	YELLOW Pin and Paddle	Split into English Regions, Wales and Scotland	A Rosevear M Faherty C Minto	Now
2.	BOUNDARY MARKERS and pre-1939 commemorative way-markers	ORANGE Pin and Paddle	Relating to highways, with distances/directions	Mike Faherty	Now
3.	Stone CROSSES and un-inscribed waymarkers	RED Cross and paddle	Includes wayside monoliths	Alan Rosevear	Now
4.	NEW milestones and waymarkers, not in existence before 1939. Excludes replacements	PINK Pin	Includes Millennium markers etc showing distances / directions	Alan Rosevear	Now
5.	MS no longer by the roadside, having gone MISSING since 1939.	LIGHT GREY Pin	Includes stolen MS. Pin shows original location	Alan Rosevear	Now
6.	MS Out of Place, in museums, private gardens etc.	DARK BLUE Pin	Pin shows original location, current shown in the pop-up box.	Alan Rosevear	Now
7.	CANAL mileposts	LIGHT BLUE Pin		Mike Hallett	Dec 2013
8.	FINGERPOSTS	BROWN Paddle 'F'		Mike Lea	Now
9.	AA SIGNS	GREEN Pin	Includes both those in place and out of place	Christine Minto	Now
10	TOLL-HOUSES	PURPLE House	Surviving buildings at former tollgates	Alan Rosevear	Now

Click on the Look on Google Earth link on our website or directly to <http://www.msocrepository.co.uk>. Take a copy of Google Earth from here if needed and then go to the “Download maps” option to see the links to each layer. The data layers are updated regularly (3 times a year) and you will need to download the latest layer and replace older layers if you are to see the most up to date information. Or, and if you have better information on a particular item or a newer photograph, then please let the team know through the web link.

Alan Rosevear

Don't chuck that milestone in the skip!

Who might take care of our milestones in the future?
And how might the Society engage with them?



The Society's West Yorkshire group had already raised £3,000 from the Getty Fund and other donors; Heritage Lottery Fund have recently awarded them £32,000 for a project called 'Beyond Graffiti'.

The project will introduce more than 100 young people to waymarking, both historic and contemporary, and its contribution to the distinctive local environment, 'a sense of place'.

It will give them new craft skills to enhance their employability and personal satisfaction and self-esteem.

It will encourage them to contribute to community waymarking initiatives, eg the Dewsbury Country Park or Golcar-Slaithwaite Walkers Are Welcome.

That when at some time in the future they are demolishing a structure with a milestone adjacent, they might think the milestone worth saving rather than throwing in the skip.

The programme has the enthusiastic support of the Head of Construction at Kirklees College; at least half the participants will be students on the Trowel Skills Diploma, aged 16 – 19. They will visit Shibden Hall with its drystonewalling exhibition and practical experience, as

well as exploring the First Halifax Turnpike and its milestone.

They will tour Johnson's Wellfield Quarry to learn about the types of rock deposits and their uses, see hand-making Yorkstone flags and see the NC machine tools in the manufacturing processes, with a film of the carving of the Society's Letocetum Jubilee Milestone. They will have a two day workshop learning to carve stones donated by Marshalls, towards a waymarker at Dewsbury Country Park, to a design by the specialist sculptors Melanie Wilks and Dave Bradbury who are tutoring the workshops. They will also walk round the towns of Huddersfield or Dewsbury, looking upwards at the architecture.

Students of the College's Digital Media department will produce a documentary film of the project, to be freely available for educational purposes; there will also be creative writing workshops for other members of the community.

These will come together at an exhibition in the Education Room at Oakwell Hall, Gomersal, for the whole of July 2014; local artists are also contributing to an exhibition in the Packhorse Gallery in Huddersfield. Lots of events are planned to accompany these – music, performance poetry, enactors... Watch this space!

Jan Scrine



An example of a dry-stone wall and pillar



Silent witnesses: milestones and waymarkers in 19th century novels

Richard Heywood

Milestones and other waymarkers feature in many classic English novels of the 19th century and this article discusses some examples, from those in which the mention is fleeting to a few where they take on a greater significance.

Rarely does an example appear as poignantly as here in *Jude the Obscure*, Thomas Hardy's bleakest novel:

A milestone, now as always, stood at the roadside hard by. Jude drew near it, and felt rather than read the mileage to the city. He remembered that once on his way home he had proudly cut with his keen new chisel an inscription on the back of that milestone, embodying his aspirations. It had been done in the first week of his apprenticeship ... He wondered if the inscription were legible still, and going to the back of the milestone brushed away the nettles. By the light of a match he could still discern what he had cut so enthusiastically so long ago:

THITHER

J.F.



(Part 1, chapter 11)

Jude Fawley, the eponymous "hero" of Hardy's 1899 novel, depressed following the departure of his wife for Australia, has been taking an evening walk around some once-familiar places. At the top of a hill from where the town of Christminster (Oxford) is visible, Jude, an apprentice stonemason and would-be scholar, is here re-inspired by his earlier dreams.

But *Jude the Obscure* is a relentlessly cheerless and depressing novel and shortly before the end, years later,

Jude, a broken man, is again on the same road:

Here in the teeth of the north-east wind and rain Jude now pursued his way, wet through, the necessary slowness of his walk from lack of his former strength being insufficient to maintain his heat. He came to the milestone, and, raining as it was, spread his blanket and lay down there to rest. Before moving on he went and felt at the back of the stone for his own carving. It was still there; but nearly obliterated by moss.

(Part 6, chapter 8)

The milestone with its carved graffiti has become symbolic of his hopes and dreams, once bright and promising, but now like Jude himself, nearly extinguished.

A milestone has a brief but pivotal role in Charles Dickens' *Oliver Twist* (1837-38). Oliver, having run away: ... reached the stile at which the by-path terminated; and once more gained the high-road. It was eight o'clock now. Though he was nearly five miles away from the town, he ran, and hid behind the hedges, by turns, till noon: fearing that he might be pursued and overtaken. Then he sat down to rest by the side of the milestone, and began to think, for the first time, where he had better go and try to live. The stone by which he was seated, bore, in large characters, an intimation that it was just seventy miles from that spot to London. The name awakened a new train of ideas in the boy's mind. (Chapter 8)

Mile after mile

Milestones are often used by novelists to indicate the passage (usually slow) of time, or of a journey, particularly one made on foot, and the weariness it induces.

George Eliot's *Adam Bede* (1859) contains a typical example of this. The lovely Hetty Sorrel, betrothed to Adam but pregnant by the heir to the local squire, is running away in search of the latter, who is supposed to be with the army in Windsor:

For the first few miles out of Stoniton she walked on bravely, always fixing on some tree or gate or projecting bush at the most distant visible point in the road as a goal, and feeling a faint joy when she had reached it. But when she came to the fourth milestone, the first she had happened to notice



The broken and dejected Jude Fawley returns to the milestone

among the long grass by the roadside, and read that she was still only four miles beyond Stoniton, her courage sank. She had come only this little way, and yet felt tired, and almost hungry again ... As she was looking at the milestone she felt some drops falling on her face - it was beginning to rain.

(Vol 3, book 5, chapter 36)

It is interesting that even then (the book is set at the end of the 18th century) milestones were not always visible because of the long grass.

More tortuous still is the journey of the even more heavily pregnant Fanny Robin in Hardy's *Far from the Madding Crowd* (1874). Literally on her last legs and barely able to walk, she is on her way to Casterbridge, to die in the workhouse. Here three milestones extend over two chapters. The third from Casterbridge is briefly mentioned in chapter 39 (*Coming home – a cry*). But in the next chapter each milestone reached becomes a veritable milestone in Fanny's progress:

Presently there became visible a dim white shape; it was another milestone. She drew her fingers across its face to feel the marks.

'Two more!' she said.

She leant against the stone as a means of rest for a short interval ...

She had passed the last milestone by a good long distance, and began to look wistfully towards the bank as if calculating upon another milestone soon....

Descending Mellstock Hill another milestone appeared ...

'Less than a mile!' the woman murmured. 'No; more,' she added, after a pause. 'The mile is to the county-hall, and my resting-place is on the other side...'

(Chapter 40: On Casterbridge Highway)

Old friends

On a more mundane level, as we have seen in several of the above examples, milestones can simply provide an excuse for a rest, or something to rest against. This was obviously a common practice; indeed Charlotte Brontë refers to "*tired tramps prone to rest at mile-stones*" (*Villette*, 1853, chapter 24). [In the early 20th century, incidentally, tramps were sometimes colloquially referred to as "milestone inspectors".]

As well as milestones, novels also feature other way-markers – guide-stones (or stoops) and finger-posts – and they can have similar functions.

Because of their prominence in an often otherwise empty landscape, they can also be meeting-places. One such is a guide-stone in Emily Brontë's *Wuthering Heights* (1847):

Catherine and I set out on our first ride to join her cousin. ... Our place of meeting had been fixed at the guide-stone, by the cross-roads.

(Chapter 26)

This stone is described in more detail earlier in the book – perhaps for the benefit of readers who have never been

out on the moors "where intelligence is hard to find" (as instructions to parish surveyors had it in the early 18th century):

One time I passed the old gate, going out of my way, on a journey to Gimmerton ... a bright frosty afternoon; the ground bare, and the road hard and dry. I came to a stone where the highway branches off on to the moor at your left hand; a rough sand-pillar, with the letters W.H. cut on its north side, on the east, G., and on the south-west, T.G. It serves as guide-post to the Grange, the Heights, and village. ... Hindley and I held it a favourite spot twenty years before.

(Chapter 24)

For Hetty Sorrel, in *Adam Bede*, her journey to Windsor having proved fruitless, the return journey is to prove tragic. She wanders aimlessly through the countryside, contemplates but rejects suicide, and spends the night in an empty hovel where she is awoken in the morning by a rough peasant. She asks the way to the nearest village, claiming to have lost her way taking a short cut through the fields.

'Aw, I can show you the way to Norton, if you like. But



As no suitable image could be found in Great Expectations this illustration from an early copy of Martin Chuzzlewit is a suitable alternative. It is by Hablot Knight Browne, otherwise known as Phiz, who illustrated a number of Dickens' books. Of interest is the turnstile, examples of which still survive on the 'causey' in Islip, Oxfordshire.

what do you do gettin' out o' the highroad?' he added, with a tone of gruff reproof. Y'ull be gettin' into mischief, if you dooant mind.'

'Yes,' said Hetty, 'I won't do it again. I'll keep in the road, if you'll be as good as to show me how to get to it.' 'Why dooant you keep where there's finger-poasses an' folks to ax the way on?' the man said, still more gruffly. (Chapter 37)

A finger-post is mentioned in Dickens' *Great Expectations* (1861), in a somewhat humorous vein:

On every rail and gate, wet lay clammy, and the marshmist was so thick, that the wooden finger on the post directing people to our village – a direction which they never accepted, for they never came there – was invisible to me until I was quite close under it.

(Chapter 3)

But although it is mocked for failing to fulfil its role, the finger-post is still an object of affection. As Pip is leaving home at the end of part one to take up his "expectations", he stops and reflects:

I had been so innocent and little there, and all beyond was so unknown and great, that in a moment with a strong heave and sob I broke into tears. It was by the finger-post at the end of the village, and I laid my hand upon it, and said, 'Good-bye, O my dear, dear friend!'

(Chapter 19)

Metaphors and similes

Milestones and finger-posts take on moral characteristics in Anthony Trollope's *The Last Chronicles of Barset* (1867). In a flirtatious discussion between John Eames and Madalina Demolines, their relative values are compared:

[Madalina:] '... a woman may be as changeable as the moon ...'

[John:] 'And when they have a lot of children, then they become steady as milestones.'

[Madalina:] 'Do you mean to say, sir, that I should be a milestone?'

[John:] 'A finger-post ... 'to show a fellow the way he ought to go.'

[Madalina:] 'What could a woman better be, than a finger-post, as you call it, with such a purpose?'

[John:] 'Nothing better, of course; – though a milestone to tell a fellow his distances, is very good.'

Madalina: 'John, shall I be a finger-post for you?'

She stood and looked at him for a moment or two, with her eyes full of love, as though she were going to throw herself into his arms.

(Chapter 80: Miss Demolines desires to be a finger-post)

John is horrified at the direction the conversation has taken and manages to escape; Madalina is humiliated, and, needless to say, it all ends in tears.

The same function of the finger-post is transformed into a less admirable quality, however, in Dickens' *Martin Chuzzlewit* (1844). In his description of Mr Pecksniff, the great hypocrite, the following sums him up perfectly:

Some people likened him to a direction-post, which is always telling the way to a place, and never goes there.

(Chapter 2)

Milestones occasionally appear as metaphors or similes for a variety of abstract concepts, such as silence, solidity, unfeelingness or unresponsiveness. In Trollope's *The Eustace Diamonds* (1873) milestones are twice referred to: 'I am about as hard as a milestone' (chapter 70) and 'She might as well have written to a milestone' (chapter 73).

The figurative sense of 'milestone' to denote a significant stage or event in the development of a society or an individual, etc is first recorded by the Oxford English Dictionary in 1820. A good example of this is found in George Eliot's *Middlemarch* (1874) where Lydgate, the forward-thinking doctor, realises how far his principles have been compromised by his marriage to the lovely Rosamond Vincy:

Those words of Lydgate's were like a sad milestone marking how far he had travelled from his old dream-land.

(Chapter 58)

Modern Times

By the twentieth century, however, with the advent of motorised transport, milestones have sadly lost their picturesque or functional status and become generally ignored. This is typified by a throwaway remark in John Buchan's *The Thirty-nine Steps* (1947):

A heron flopped down to a pool in the stream and started to fish, taking no more notice of me than if I had been a milestone.

(Chapter 5)

Or – worse than being ignored – they have become a hindrance: in Arnold Bennett's *Imperial Palace* (1930) we find the following:

The car was found several days ago on the Great North Road, having apparently been run into a milestone and bent its front axle.

(Chapter 62)

Unlike today, however, it is good to read that the car appeared to suffer more than the milestone.

Bibliographical note

Most of the books mentioned here are available in several different editions, so only the original publication date and chapter numbers have been quoted rather than specific editions and pages.

The LETOCETUM Stone

A new Roman milestone to mark the Diamond Jubilee of HM The Queen in 2012

Jeremy Milln

Part One – How it came about

Genesis of an idea

Proposing a book illustrating 60 restored Norfolk mile-stones, we owe it to Nigel Ford for initiating the discus-sion as to how the Milestone Society might commemo-rate Her Majesty's Diamond Jubilee. The exchange of e-mails between committee members that followed in early February 2012 evinced some Republican senti-ments and concern was expressed about the enduring significance of the event once the celebrations were over. Robert Caldicott commented tentatively: “on the whole I think I am in favour of the monarchy; at least the Queen sails serenely above the political bear-pit.”

Having suggested - boldly in view of the shortage of precedents - that the Society might consider doing a stone for the occasion, Alan Rosevear replied to say that for the 1897 event there was “only a County Boundary stone (Lancs/Yorks) at Trough of Bowland, but does not seem to be a celebration - just the date of erection”. John Nicholls added “there is a commemorative stone on the common at the boundary between Cholesbury and Hawridge parishes in Bucks that I think is a Victoria Jubilee one”. It seemed a good cue and the exchange concluded: “thanks chaps; no actual Diamond Jubilee milestone though? Let’s have one.”

... and a site

The idea was to sponsor a stone close to the centre of the UK. John Nicholls was first off with a possible site at Meriden but in March Jan Scrine, fancying a cylindrical stone in the Roman tradition, responded by appealing to the Motor Industry Research Association who were opening a new Business Park on the A5, the Roman Watling Street. Mike Hallett helpfully drafted a suitable Latin text. However it was quickly recognised that Wall, the Roman town of Letocetum, also on the A5, was more central and was in any case historically the more signifi-cant location. Within days of the start of April came news that Chair of Wall Parish Council, John Crowe and Council Secretary, Roy Catmur were both highly sup-portive and prepared to offer an excellent site.

.... which Wall won

The village of Wall in SE Staffordshire had been in mind for some time. Organising annual Archaeology Festival open days there with volunteers of the Friends of Letocetum and the Parish Council had always been huge fun. The lawns around the National Trust-owned Man-sio and bath house there (which are in English Heritage Guardianship) would fill with costumed centurions, senators, shop-girls and slaves in improbable juxtaposi-tion. For the July 2011 event we were joined by Prof

Mick Aston, who cut his archaeological teeth there 46 years earlier, and in the Trooper Inn afterwards mused about the past and future of the site. It transpired that Mick's very first archaeological experience was to excavate a section of nearby Roman road on Chester-field Farm ahead of the construction of the Wall by-pass built in 1965 (Whiston, 1977-8).

..... because of the Romans

Lost to the by-pass or to field enlargement a few years later, was a Roman milestone, perhaps properly an honorific pillar, recorded as number 2246 in *RIB* (Collingwood and Wright, 1965). John Higgins (2012) in his essay on the Province's milestones, and Ian Thompson (2013) in his about the five examples known in Cornwall, make the point that these Roman stones frequently only record the Emperor and his achieve-ments. Distances, if not carved to an ‘honorific’ stone, were perhaps applied using paint and have been lost.

On the Wall example was inscribed: IMP C M AVR VAL CLAUDIO “For Emperor Caesar Marcus Aureli-us Val[erianus] Claudius [Pius Felix Invictus Augus-tus]”, dating it to AD 268-70. The Ordnance Survey records that the pillar stood at SK 1059 0627 on the north side of the junction of Watling Street (London – Chester/Wroxeter) and Ryknild Street (York - Glouces-ter), until recently still evident in the plough as a streak of pebbles. According to Richard Barker, whose family have farmed Chesterfield since 1913, the pillar was moved to the field boundary at SK 1060 0630, but vanished in about 1978, probably a casualty of grubbing up the hedges.

.... which was inspired by the past

A plan to mint a new pillar in the style, spirit and tradi-tion of the old one close to the NT/EH visitor site and museum right at the heart of the country's Roman road system, seemed the perfect basis for a partnership be-tween the Milestone Society and the people of Wall. So the Letocetum Stone, perhaps the first Roman milestone for 1600 years, was born. A stone worthy of such an event at such a site demanded exceptional levels of design, planning, fund-raising and execution. It was felt from the outset that the stone should adhere to the digni-ty, scale and form of the finest examples from Imperial Rome and give an accurate idea of what one would have looked like at the time. Furthermore it was agreed that ours would be set out using Roman dimensions, that the inscription be Latin and the letter style strictly *scriptura monumentalis*.

..... and supported by the present

Consultations consumed much of April 2012, but by the



Creating the stone. Above, early shaping and taking down the diameter of the cylinder. Below, Dave Bradbury chibbling.



middle of May we had the necessary agreements. The Parish, District and County Councils were all on board and the English Heritage Inspector had signalled his assent. Funds were starting to trickle in or at least were 'promised', the Milestone Society's own £250 among them. By the middle of May, armed with an agreed proposal, we had the confidence to go out to tender, aware that the stone, by the time it was set up, would be likely to cost around four thousand pounds.

..... met and mastered its challenges

Then we stalled. A project such as this falls outside the eligibility criteria of all the obvious funding bodies like the National Lottery or the County Environment Fund and the local Lichfield-based charities did not want to know, mainly because Wall - although Lichfield's parent - falls just outside the city limit. The heritage funders considered this an 'art project' and the art funders 'heritage' and while the social funders saw that it could be both, failed to see the 'community benefit'.

Meanwhile the Arts Council agreed to grant £10,000 towards the cost of seven new 'artistic' milestones to commemorate the Olympic relay through Derbyshire (Blackburn 2013) and, though no Olympian himself, we were overtaken by the late Terry Keegan who in June had a fine concrete post cast with a crown and painted in

patriotic livery for the A449 near Worcester (Keegan 2012).

As it happens the delay proved a blessing for it provided the space to absorb advice from leading Romanists at the Universities of Oxford and London. This honed the text for our inscription, ultimately signed off by Dr Roger Tomlin, President of the British Epigraphy Society. It also meant we could recruit the sculptor Richard Grasby of Oxford's Ioannou School and the leading authority on Roman inscription style. Grasby set out the lettering precisely. And the delay also meant we could thoroughly research the local quarries for a suitable sandstone, eventually plumping for a block of finely-textured buff grit-stone from Stanton Moor near Matlock weighing almost a ton.

.. and completed the job in style

In the end we got the money, thanks to a lot of help from County Councillor Erica Bayliss, some private and local business sponsors and Wall Parish Council itself. This pressed the Green Button and in late July we went back to our three preferred sculptors, Jonathan Protheroe, Stephen Allard and Dave Bradbury, for revision or confirmation of their quotes, appointing Bradbury from Yorkshire, at £3,850, a month later.

With the clock running down on Jubilee Year the block had to be transported to Bradbury's studio in Shepley, West Yorkshire, converted, consulted on, carved, painted, brought back, mounted and the site landscaped in double quick time. The date set for an 'unveiling' ceremony was 24th November, not quite into the winter, but close enough to Christmas for everyone to celebrate with soup, mince pies and mulled wine in the Village Hall over the road. The National Anthem was played and the Lord Lieutenant for Staffordshire, Ian Dudson CBE, performed the ceremony in full dress uniform attended by centurions from the Ermine Street Guard, a great crowd of villagers and the local Press.

Part Two – Rationale Q &A

What is a Roman Milestone?

Although most of the 95 or so surviving Roman milestones date to the third century, they will have marked the early military roads, such as Watling Street from London to Chester and Wroxeter, in the first century AD. These were usually cylindrical stones engraved with a dedication to the reigning emperor, with distances occasionally engraved, but more usually – so we assume - simply painted on once the stones were set in position. Such stones were sometimes up-ended and re-carved with a change of emperor. There are excellent examples at Jewry Wall Museum in Leicester and several along the line of Hadrian's Wall. For a longer account, see Higgins (2012).

So why a Roman milestone for the Jubilee?

This was preferred because a 'Roman' stone:

- lends itself in terms of format to commemoration of achievement as well as distance. Roman milestones habitually record the emperor and the reign as well as places and distances, although some (designed simply to mark the way) may have recorded only the emperor.
- more effectively communicates a sense of the great span of history in this country, in a way reflective of the span of Her Majesty's reign.
- in complement to the commoner artistic modern and reproduction turnpike stones, a Roman stone reminds us of the diversity of our shared culture.
- helps to foster ancient epigraphical and scriptorial skills and in so doing quietly inform and inspire us all.
- set in a heritage location along the line of a Roman road was an irresistible first in this country since the Roman period.



Creating the stone. Above, Marking and cutting the lettering. Below, Dave Bradley showing the nearly completed stone



Why at Wall?

We wanted a site as close to the centre of the country as possible to be as representative as possible of the whole Nation. It needed to be of excellent 'heritage' interest as well as being distinctive and accessible. A location on a fast stretch of modern road would not do. We ruled out Higham-on-the-Hill twixt Hinckley and Nuneaton on the Leicestershire/Warwickshire border because its claim is to be centre only of England. We ruled out High Cross, near Lutterworth (Roman *Venonae*) at the junction of Watling Street and Fosse Way because it is

decidedly in the eastern half of the country, and a location at Mancetter (Roman *Mandvessedum*) on Watling Street because it is not at an important Roman road junction. Wall which, being a little further west, gives due weight to Wales as a component of the Roman province of Britannia, was perfect.

Wall (Roman *Letocetum*) lies at the junction of Watling Street and Ryknild Street, a comfortable equidistance between the major urban centres of Roman Britain: London (*Londinium*), Chester (*Deva*), York (*Eboracum*) and Gloucester (*Glevum*). As it happens the Parish Council at Wall owns, and had offered the use of, just such a 'heritage location' on a quiet by-passed section of Watling Street in the centre of the village. Furthermore it is a location close to the visitor car-park for the Roman site which is owned by the National Trust and managed by volunteers from the community in co-operation with English Heritage as its Guardian.

Most compellingly, Wall once had a Roman milestone/honorific pillar, published in RIB (1965) but sadly lost, as discussed in Part 1, above. A fragment of a possibly similar stone, found during the 1912 excavations at Wall, is on display at the site museum.

The Wall Jubilee 'Roman' Milestone, recalling this ancient predecessor, is therefore a truly unique monument whose genesis was down to a never-to-be repeated coalescence of events and interests at the very best location.

How will this inform or inspire?

At Wall there are the excavated remains of a bath house and a Mansio, part of a Roman street and a small museum dedicated to interpretation of the site and its finds. Wall began life as a military staging post, but soon developed into a significant civil settlement offering a high standard of life. The new Roman milestone complements and enhances the story but, being on its own site, does not confuse or contrive that of the Roman site proper. It demonstrates Roman skill and gives an impression of what a high status Roman milestone may have looked like in its day, much as does the new Roman house at Wroxeter (*Viroconium*) demonstrate a high status villa in its day.

What does the stone look like?

The completed stone is a cylindrical monolith of buff-coloured Carboniferous sandstone, obtained as noted from the Stanton Moor Quarry in Derbyshire. We considered the Triassic stone from the quarry at Hollington, Staffs but found it unable to supply the required bed height and as the Stanton Moor is nearly a freestone (i.e. it has no discernible bedding planes), we felt it would prove more durable. Across the entire Empire, Roman milestones were invariably cylindrical (although there are some rectangular ones), were stood on their ends and had the lettering inscribed to the round. Some were simply decorated, others entirely plain.

We have taken as a model a Trajanic milestone of 109

AD in the museum at Capua from the Via Appia Triana whose inscription is subtly fielded and which has a slightly projecting capital or rim. The milestone column



The completed stone with the lettering coloured in with dark red oxide

has been given a lightly stippled finish with a point tool. The lettered field and border are smooth-rubbed.

This is, in other words, not a piece of modern art, but a stone as true to the Roman tradition as possible. It was intended to complement the Roman site and its collection and educate its visitors. If it is considered to look beautiful too, so much the better.

Part Three – Specification

The finished overall dimensions of this milestone are 493 mm diameter and 1480 mm length. This will be explained. The process of conversion from a raw block was:

- Firstly a sawn block of durable fine-grained sandstone free from shakes or bedding flaws and measuring 1.50 m by 0.5 m was commercially ordered. It was specified to be sawn through and not along the plane of sedimentation (known as 'on bed'), but has in fact been supplied 'off bed' so as to give the best advantage to an attractive streak of colour running the length of the stone.
- This was first converted to a plain cylinder 0.5 m in diameter using machine tools.
- From this form the milestone was carved to Roman dimensions as shown in the table below. A slightly projecting rim and gently elevated cone top the milestone to a diameter of 493 mm, while the base to the same diameter is plain.
- The main body of the column between the base and the rim was brought back first to 468 mm diameter. Then, in tribute to entasis, the slight convexity or swelling often seen in classical columns intended to compensate for the illusion of concavity resulting from straight sides, the stone was narrowed down to 444 mm diameter below the rim and in its trunk.
- Next a fielded panel was marked out just above the centre line, and measuring 740 mm high by 642 mm wide. The panel is defined by a simple Roman moulding 49 mm broad, which takes the surface of the stone in the lettering field down by 24.6 mm to a smooth finish on which the lettering is set out. The geometry of the moulding detail is based on fig 124 in Geometric construction of mouldings (section B – Cyma-recta (segments) from *Modern Practical Masonry* by E.G. Warland (1929). The proportion



Final levelling after the erection of the milestone on 10th November 2012

of the letter field moulding is a 2:1 and is based on the radius of 12 and 24 mm.

- The lettering is set out exactly according to a drawing supplied by Richard Grasby who continued to give expert advice to the mason, Dave Bradbury, throughout the job concerning the best depth of cut, how much to strengthen the letters and the degree of refinement (serifs etc) the stone will stand. The lettering was then picked out using a dark red oxide Keim mineral paint.
- A punched or lightly tooled surface was given over the whole milestone except for the lettering field which is left smooth.
- When complete the stone was set up on a substantial below ground concrete plinth, fixed to it using stainless steel rod and joined using a traditional lime mortar.
- Finally the site was finished with a section of cobblestone pavement and a stainless steel plaque mounted on a stone nearby.

How was the stone measured?

The basic unit of Roman linear measurement is the *pes* or Roman foot which gives a value of 0.9708 English feet, or about 295.9 mm. An accepted modern value is 296 mm.

The Roman foot is sub-divided either like the Greek *pous* into 16 *digiti* or fingers; or into 12 *unciae* or inches. All the measurements and proportions used in the Wall Jubilee milestone are based on these Roman units, divisions or multiples thereof, as follows:

Wall Jubilee 'Roman' Milestone: vital statistics					
Roman Unit	English name	Equal to (Roman)	Equivalent Imperial measure	Equivalent Metric measure	Represented on the Milestone
<i>digitus</i>	finger	1/16 pes	0.728 in	18.5 mm	Approximate size of leaf stops within the lettering
<i>uncia or pollex</i>	Inch or thumb	1/12 pes	0.971 in	24.6 mm	Rim and base projection from column body. Depth of lettering field
2 unciae	Two inches	1/6 pes	1.942 in	49.2 mm	Width of the inscription field border
<i>palmus</i>	Palm width	¼ pes	0.243 ft	74 mm	Height of rim. Height of conical top. Half height of base which is 148 mm
<i>pes</i>	Foot	1 pes	0.971 ft	296 mm	Lettering field is 2½ pedes high by 2 wide (740 x 592 mm), incl cyma mould border. This is 642 x 494 mm excl the mould.
<i>cubitus</i>	Cubit (18 inches)	1 ½ pedes	1.456 ft	444 mm	Diameter of milestone column at its narrowest
<i>Cubitus + 1 uncia</i>	(19 inches)	17/12 pedes	1.537 ft	468 mm	Diameter of milestone column at its middle
<i>Cubitus + 2 unciae</i>	(20 inches)	12/3 pedes	1.618 ft	493 mm	Diameter of milestone column at its widest (base and rim) giving circumference of 1.55 m (61 inches)
<i>passus</i>	(double) pace	5 pedes	4.854 ft	1.48 m	Length of milestone
<i>milliarium</i>	miles	5000 pedes (1000 passuum)	4854 ft (0.919 statute mile)	1.48 km	Distance to next milestone (in theory)

cone height from rim 74mm

rim diameter 493mm

mould height to rim 74mm

milestone width (narrowest) 444mm

milestone width (widest) 468mm

inscription field panel height 838mm (as per Grasby drawing)

inscription field panel width 542mm (as per Grasby)

lettering size and layout (as per Grasby)

chamfer height 24mm

plinth width 493mm

plinth height 148mm

moulding width and depth 24mm

Milestone total height 1480mm

Lettering

The lettering for this stone follows strict Roman rules for style, spacing and cutting. Richard Grasby of the British

Epigraphic Society, and its chief exponent, advised. The lettering was first prepared as a full size drawing in a slightly narrow scriptura monumentalibus. The manner is ancient Greek in origin and known as the stoichedon style. Dave Bradbury then 'cut to the line' of the drawing.

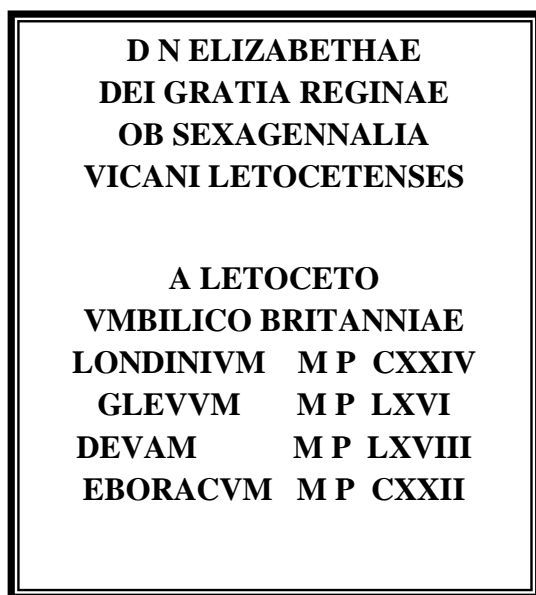
Many provincial Roman milestones may have been inscribed quite amateurishly, although since they have all suffered from approaching 2000 years of weathering, the impression some were executed poorly may be a little unjust. Ours however is consciously intended to demonstrate Roman epigraphic skill at its best, to perpetuate fine lettering in this style appropriate for public monuments, and to inform future visitors to the Roman site at Wall. Roman lettering, done well, communicates great feeling and sense of history.

The letters themselves were finished using a matt red mineral red oxide paint from Keim Granital; it being important a modern gloss oil-based paint was not used.

Inscription - Text

About 3,400 Roman monumental inscriptions, or fragments of inscriptions, are known from this country, the standard reference work for them being known as RIB, (Collingwood and Wright 1965). The majority of such inscriptions are military with a great concentration along the forts of Hadrian's Wall. Roman monumental inscriptions were highly abbreviated, it being assumed the reader would understand omitted verbs and word contractions.

The Inscription on the Wall Milestone is given as:



Broadly, and in unabbreviated form, a modern translation would be:

Her Majesty Queen Elizabeth by the Grace of God in the 60th year of her reign the people of Wall set up (this milestone/monument) at the centre of (Great) Britain. Distances from Wall to London

124 (114 statute) miles, Gloucester 66 (61 statute) miles, Chester 68 (63 statute) miles and York 122 (112 statute) miles.

Inscription – Explanatory notes

- The initial 'D N' (DOMINAE NOSTRAE, 'Our Lady') in the inscription, after the fashion of later imperial titles, echoes the familiar 'H M' (Her Majesty).
- No 'II' numeral is added to the Queen's name, since it would not be Roman practice to do so.
- DEI GRATIA REGINAE has a contemporary legitimacy which in a strictly Roman context would not occur. We have taken the option to use it in tribute to the coinage and to remind ourselves that Roman rule was Christianised before Augustine. However we have not taken it so far as also to adopt the numismatic FD (for Fidelis Defensor, 'defender of the faith').
- OB SEXAGENNALIA, may literally be understood as meaning 'on account of the festival of the sixty', recognizes one of the purposes of the stone, namely

to mark the Diamond Jubilee. Ob- is a prefix meaning 'toward'.

- VICANI LETOCETENSES, recognises the Roman name for Wall as Lecocetum, specifically 'the dwellers of the town of' and that fact it was in status a 'vicus', as distinct from say a 'civitas', which would be a regional or tribal capital.
- No verb such as posverunt for 'set up' or monumentum/ milliarium, for 'this monument/ milestone', is required. In a Latin text all this would be entirely implicit.
- VMBILICO BRITANNIAE means literally at the 'navel of' (the Roman Province of) 'Britannia'. There is no clear word for 'centre of' in Latin, except perhaps media and as Cicero speaks metaphorically of 'Umbilicus Siciliae', we can oppose this phrase to vicani Letocetenses, acting as predicate to it (that being a distinct point from the justification for use in Cicero).
- No date is specifically inscribed on the stone, so although the addition of 'MMXII' might look appropriate, the idea would be alien to Roman practice. Instead we have picked out the date by subtly darkening the 'M' in the first two mileage entries, and 'X' and 'II' in the other two.
- The sequence of place-names is London first, then clockwise from Gloucester although any sequence is possible if the mileage-figures demand it.



Completed except for the excavation and laying of decorative cobble paving

- M P stands for MILLIA PASSUUM, that is 'thousands of paces', since it is plural; mille passuum is the singular (one mile). A passus is a (double) pace, being the principal Roman measure of distance, there being a thousand of them to one Roman mile (mille).
- Mileages are given in Roman miles which are fractionally shorter than modern miles, there being approximately 1.08 Roman miles to one statute mile. However because Roman roads were so much straighter than modern ones, the Roman figures are remarkably close to the modern driving distances which are in statute miles London 123, Gloucester 69, Chester 73 and York 123. Put another way Roman road surveyors might claim to have been 8% more efficient than modern ones! (Distances along Roman roads have been calculated using the Ordnance Survey (1956), and for modern motor roads using Internet measuring tools).

Interpretation

A fuller explanation of the text, style, epigraphy and occasion, based on the above, is available in the Museum at Wall. A discreet stainless steel plaque alongside the stone has been mounted to record, in English, the date and genesis of the stone, sponsors etc.



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- Appreciation of the efforts of all those mentioned in this article is sincerely expressed. It would be a little invidious to pick out the stars, but two deserve special mention – John Crowe, Chair of Wall Parish Council, who efficiently co-ordinated the local effort culminating in the splendid unveiling ceremony, and County Councillor Erica Bayliss, the Project's most generous sponsor.

Terry Keegan Memorial Award presented at Ironbridge

Jan Scrine

Many milestones are classified as 'listed buildings' by English Heritage, but unlike most other 'listed buildings' single milestones are not grand enough to have a 'Friends' association or be cherished by an individual. Milestones and guide stoops are mostly owned by the highways authorities and are distributed in the landscape, often being destroyed as roads are widened, or becoming victims of collision damage, smashed by verge-cutters, stolen for sale or deliberately vandalised.

It was against this background in the year 2000 that Terry Keegan was mulling the idea of a society to safeguard these historic markers. Although Terry had been born in Ireland in 1931, he spent most of his life in England, with periods in Scotland. He met his wife Mary when they were both students at the LSE, and they formed a lifelong devoted partnership. He worked for the Guinness Company before taking a smallholding in Worcestershire in 1966 to try a more green and entrepreneurial way of life, setting up and running a milk bar.

He had wide ranging interests and was amongst those instrumental in saving the heavy horse from virtual extinction, setting up a Society to spread the word about their history and uses, becoming a recognised expert and publishing books and articles. He also set up the National Horse Brass Society. Both of these still flourish today.

And in 2000 he encountered a few others with similar interest in the welfare of milestones. Terry organised the inaugural meeting at the Black Country Museum in Dudley which was attended by over 60 people, many surprised to find others who shared their strange hobby, and others who were surprised to learn about the exist-

ence of these quirky waymarkers and the history and heritage they represent.

The Society grew to 500 members within five years, thanks greatly to the tireless efforts of Terry, who rounded up those with something to contribute, doing so with good humour, a persuasive Irish lilt and most of all leading by example. He gave talks and interviews, raised funds, restored milestones in Worcestershire, produced a county newsletter and edited an early edition of the Society's magazine 'On the Ground'.

He also hassled the highways authorities gently but persistently and he got results. For years as Hon Sec of the Milestone Society and later as Vice Chair, Terry picked up all the balls dropped by the rest of the Committee; he knew how to motivate volunteers and how to encourage commitment.

So when he died in June 2012, after a few months' illness during which he continued to attend Committee meetings through a Skype link, we had lost a great man, a tower of strength. We received an anonymous donation of £500 and his family also contributed the donations made in his memory, a total of £800. How best to commemorate his work for the next generation?

We knew of the good work in heritage conservation being undertaken at the Ironbridge Institute; Terry and his Worcestershire colleagues had used the foundry at Blists Hill to produce replacement cast-iron plates for their milestones, too. So we offered to set up a memorial award in his name, for five years, to an outstanding student; it seemed appropriate to make this award to a post-grad part-time student who was likely to have found the time for heritage later in life, as have the majority of our Society's members.

Fiona Deaton was nominated for the first award by her course tutor, Harriet Devlin. Fiona worked as an environmental consultant for some 15 years before seeing the light and focussing on a career in the heritage sector. She gained a Masters degree with distinction in Tourism and Sustainability at the University of the West of England in 2008.

Fiona is now in the final throes of finishing her post-graduate studies at the Ironbridge Institute for her MA in Historic Environment Conservation. With a keen interest in vernacular architecture, her projects have ranged from the assessment of a Grade II 18th century agricultural barn on a country estate, to a Grade II* 16th century old hall farmhouse and a stone condition survey of a Grade I Norman church.

Fiona is already an award winner. In 2012,

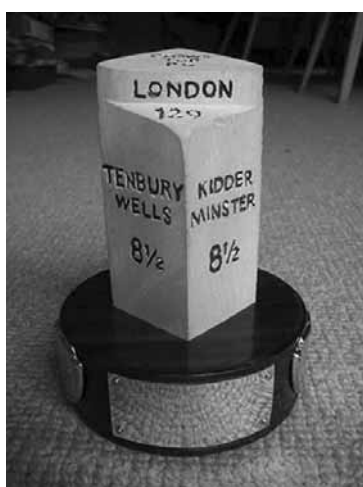


Fiona Deaton (right) is congratulated by Terry Keegan's daughter Alison following the award presentation at the Ironbridge International Institute. [Photo: Jan Scrine]

she was presented with the Association for Industrial Archaeology Fieldwork and Recording Student Award for her work on a conservation management plan on Tankerville lead mine in Shropshire.

The first Terry Keegan Memorial Award was presented by Jan Scrine, the current Chair of the Milestone Society, on 11 July 2013 at a meeting of the Friends of Ironbridge Gorge Museum Trust. John Atkinson, the Society's Hon Sec and a close friend and neighbour of Terry Keegan was present, along with Terry's daughter, Alison, who continues to run the Heavy Horse Enthusiast family business.

The Award comprises a trophy in the form of a milestone, carved from oolite by one of the Society's members Lionel Joseph, a cheque for £100, a commemorative horse brass to retain, with a copy of Mervyn Benford's Shire book *Milestones* and a year's subscription to the Society.



The Terry Keegan Award, the work of long-standing Milestone Society member Lionel Joseph

As Fiona herself says, 'In being the first to win the Terry Keegan Award, I am delighted and honoured. The Milestone Society works hard to protect these lesser known assets of our heritage and I hope winning this

Award helps to increase the profile of the Society'.

So, if the Award helps to spread the word about those quirky little waymarkers to a new generation, as well as

to inspire them by Terry's example, it will be an excellent commemoration of a great man.

After the gathering, Harriet Devlin sent Jan Scrine a kind note of appreciation to those involved: 'A very big thank you, Jan, to the Milestone Society from the Ironbridge Institute and more particularly the Historic Environment Conservation course. Thank you for choosing us as your very grateful recipient of your award, thank you for coming ALL the way from Yorkshire; thank you for your generosity, thank you for bringing Terry Keegan's daughter along (I do have Terry's Heavy Horse books in my collection) and thank you for introducing Fiona. We were thrilled.

Thank you also to the Friends of IGMT for letting us hijack their meeting to provide a venue for the award ceremony. I think your talk inspired many of the Friends to look more closely at the verge over the next few weeks. AND thank you for the additional copy of *Milestones* for the Library – I shall read it avidly first before I donate it on your behalf.

With very best wishes, Harriet'

[Harriet Devlin, Ironbridge International Institute for Cultural Heritage, Coalbrookdale, Telford TF8 7DX]

An appreciation of Terry Keegan was published in *Milestones & Waymarkers*, vol 5 in 2012, pp.5-6; and a second from Another Lives in *The Guardian* (12 July 2012) is reproduced on the Society's website at <http://www.milestonesociety.co.uk/terrykeegan.html>

The Terry Keegan memorial horse brass forming part of the Award



A Miniature Milestone - a tribute to Terry Keegan *Lionel Joseph*

I was approached about the possibility of making a miniature milestone, not to exceed four inches in height (100mm) to be awarded as a trophy to a post-graduate student at Ironbridge.

I acquired a lump of rockery stone at the local garden centre, from the bin marked 'Cotswold Stone'! (that particular formation runs from Dorset to N. Yorks and changes its character in just about every mile of its length). I identified this rough lump as being a piece of Bath Stone, from the celebrated Corsham Quarry. Being of the absolute top quality, that made making a milestone to the necessary miniature scale feasible. It has a finished surface which feels like silk.

This, though, is deceptive where very small and fine

engraving is needed; for the stone is an oolite, which means that it was formed from very tiny fragments of extremely hard shell material, encased in precipitated calcium, which forms calcite. That's a bit like red currant jam with the pips left in! The gritty nature leads to tiny splinters flying off, such as the centres of P's, R's and B's.

I made up some special miniature chisels from broken HSS (high speed steel) lathe centre drills which are of the highest quality steel alloy. These are held in a small holder made from the earthing plug of a 13amp plug top. An analogy in respect of engraving might be likened to trying to engrave a slab of coarse concrete with a pneumatic drill, well nigh impossible, it just takes a little longer.

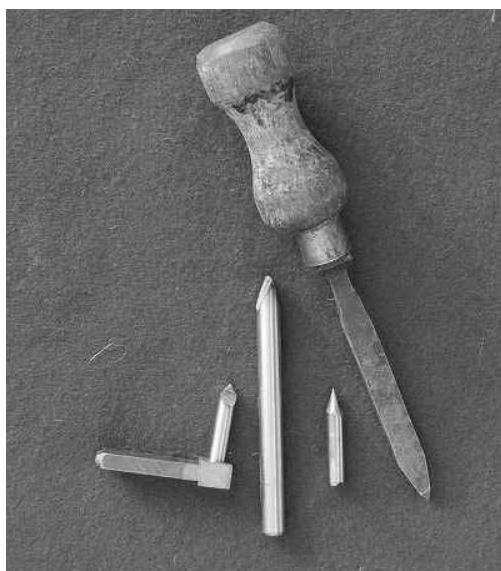
Being in miniature, some have described the trophy as an unbelievable effort. At this time in life, I'll admit to a little bit of quiet self satisfaction at that one. It was mounted on a disc of rosewood, the finest piece of

timber I have ever had the pleasure to work, and on which commercial small silver plated plates of explanation and shields for engraving the names of winners are to be attached.

This was to be a tribute to one for whom milestone heritage was a personal passion in life. Terry Keegan, who died in June 2012 at 81 years of age was one of the key founders of the Milestone Society in 2001. The miniature milestone bears the distances from his home at Clows Top – London 129, Tenbury Wells 8½ and Kidderminster 8½ all calculated from the CTC British Road Book Vol 2. published in 1896. Whilst the local distanc-

es are accurate, the London distance is somewhat arbitrary as there are at least three possible datum points for milestones north-west of London.

Copying an existing stone for its pleasing shape and engraving the actual place names with the indicated distances, such as one might find hereabouts on the Portsmouth Road, would be unwise; there will always be some who will say why wasn't it a copy of a stone in Worcestershire? That sort of comment is far from being hypothetical! The miniature stone had to be one of a pleasing true milestone shape but not of a definitive nature.



Miniature milestones need miniature tools. Note the use of the 13 amp plug pin on the left used as a chisel holder.

The completed milestone trophy before the application of the explanatory plate and shields



Some boundary stones in North Wiltshire

Rod Smith

Here are three photos of boundary stones that I've come across during my recent rambles in North Wilts.

The one marked [?] / **SP** / **S^TK** / **CC** / **1863** [Fig 1] stands about a mile south of the hamlet of St Katherine's in Savernake Forest, with Tottenham House in between and the Kennet & Avon Canal to the south. It is in a very awkward spot at the junction of three fences and cost me a tumble - one of the fences was electrified and gave me a tingle which threw me off balance and down I went on my left elbow. Result - three stitches and an anti-tetanus jab at A&E - the things I do to get photo's! Grid reference SU 245633.

The one dated 1739 is a bit of a mystery [Fig 2]. It lies flat at the bottom of a steep hill coming down from the Ridgeway towards Broad Hinton. Although the legends are deeply incised the

remainder of the lettering is indecipherable after 270 years of erosion. Grid reference SU 125757.

The final one [Fig 3] presumably counts as a boundary stone. The legend reads **This Wood / divided / in 1770 by / Captⁿ Jn. N. / P. Nott of the / Royal Navy** and marks the spot where Capt. Nott staked his claim on part of Ravensroost Wood which is situated about three miles north of the village of Brinkworth. Grid reference SU 026886.



Fig 1



Fig 2



Fig 3

CBA Events (walks and more) 2013

The Council for British Archaeology (CBA) encourages groups to run events during the second half of July. Again this year, we aimed to have events in each of the eight English regions, but we failed with the East Midlands, North East and the East. Seems to be a thread running through that! Our National Spring meeting will be in Rothwell, Northants on 10 May 2014, so let's try to drum up more support then. But as always we have had lots of fun, meeting old friends and making new ones, around the country...

Your chair managed to support every event; who will do that in 2014 or coordinate the events, when she will be running the Beyond Graffiti exhibition for a month?!

On Yer Bike...! A cycle ride exploring the lanes of Worcestershire: Saturday 13 July

What a lovely surprise it was to see Jan at the start of the cycle ride. It went extremely well (aside from the heat!). We spent ages examining John Thornton's AA sign and I quoted a fabulous email Chris Minto had sent me which was amazingly informative. Later I gave narratives covering the two turnpike trusts, Brook Bradley's 1932 scheme and quoted Moritz with his 1782 account of milestones and way markers and the much earlier one by Celia Fiennes. We were made extremely welcome at the coffee stop in Feckenham. My six companions showed particular interest in the milestone which is part of the bridge structure and while we were examining this, a totally unexpected delight!! The lady who owns the old millhouse adjacent to the bridge (Feckenham Mill) came out and invited us to examine archaeological work she is carrying out to restore brickwork of the old watercourse (the mill closed in 1936). We then rode to the Worcester Trust Turnpike and stopped to examine the best example of the five milestones that we cycled past. We inspected the remains of two wayside crosses and in Himbleton I gave a brief resume of the amazing work of Captain Sir Douglas Galton, no connection at all with the theme of the ride - beyond a mention that his daughter converted the base of the cross into a gas lamp in Victorian times! Fortunately the gas-lamp conversion was reversed years ago.



The cycle ride was originally Terry Keegan's idea; details of the route and its history can be found on the West Midlands Region website.

Neville Billington

A visit to Johnston's Wellfield Quarry at Crosland Hill, Huddersfield: Tuesday 16 July

Fourteen members of the Milestone Society assembled in the car park on a scorching hot day. We were given hard hats and fluorescent jackets and then taken by bus on a tour of the quarry. We started at the oldest part with explanations by the site manager and when we arrived at the flagstone cutting area we had a demonstration, showing us how the rocks are split. This was interesting to see how skilfully the men used the natural layers of rock to split the flagstone. Then we were taken to the airfield site and shown a reinstated area which is very well done. It's also good to know there is very little waste, everything being used in one way or another.



We went back to reception where we were greeted with welcome drinks and a talk on the Wakefield to Austerlands turnpike road. We then put on ear defenders to go on a tour of the cutting factory. We saw how stone was cut, how by computer and precision NC tools the most efficient way of cutting a stone could be found with very little waste. We saw how the stone is moved around. It

was fascinating and informative, a very good day out, with many thanks to the enthusiastic hosts!

If you want to book a visit (individual or group) then go to the Johnsons Wellfield Quarries website www.myersgroup.co.uk/jwqc/visitor_centre.asp

Betty and Andrew Baggett, York

The Travails of the Haigh Castings Mileposts, at Charnock Richard, Lancs: Thursday 18 July

John Armstrong, supported by Bishop Michael, intrigued a group of parishioners at Charnock Richard, introducing them to the history of Lancashire turnpikes and then explaining about the dozen mileposts cast at the Haigh foundry. Six of these still exist, although one was presented to the Earl of Crawford in 1974 and is located on his Scottish estate – he later donated a replica in its place. The Charnock Richard milepost (featured on one of the Society's postcards) was stolen but later recovered, having been spotted at an auction. It is now well cemented in place. Two others have gone missing in recent years so perhaps they may come to light again in the future, too. John A is pictured below checking out the Haigh milepost at Langtree.



A cuppa with toll-keeper Meg at the Chantry Chapel, Wakefield Bridge, Wakefield: Wednesday 17 July

The venue was the Grade 1 listed Chantry Chapel which was built at the same time as the bridge in 1342.

A warm sunny evening greeted a group of around 25 who were treated to an informative talk on turnpike

roads, toll-keepers and milestones down the ages as well as tales of highwaymen including Swift Nicks Nevison, a colourful character who was finally captured just south of Wakefield.

The evening was wound up by a representative from the Friends Of Wakefield Diocese who gave a short history



The Chantry Chapel, Wakefield Bridge and a rather romanticised impression of a highwayman.

of the bridge and chapel. Although the upper storey was restored by the Victorians, the lower storey remains medieval and a number of attendees managed to squeeze down the narrow spiral staircase to view the crypt below.



No toll-keepers were signed up on the night but several visitors expressed an interest in the role thanks to Meg's enthusiastic presentation!!!

David Garside

A walk along the Calder and Hebble Navigation: Saturday 20 July

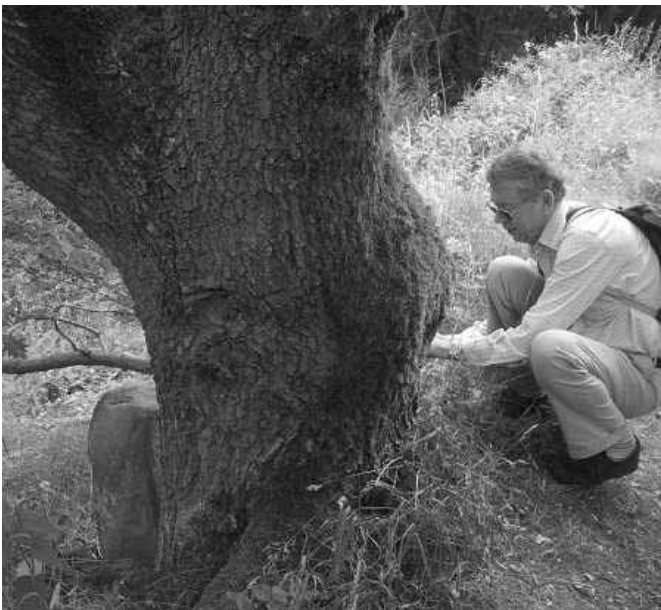
The weather turned pleasantly cooler for the seven miles stroll along the towpath of the Calder Hebble Navigation, from Brighouse to Sowerby Bridge, led by David

Garside, who described the history of the cut in vivid detail. As well as milestones, half- and quarter- milestones, there were '100 yds' markers either side of each lock – but why was there a single '300 yds' marker? Perhaps because the next lock was out of sight round a bend. And the location of the '21 miles from Fall Ing'



David Garside addresses fellow walkers

stone had been a mystery, until spotted by Gill Garside, hidden behind a large oak tree that had grown in front of it. A very enjoyable outing!



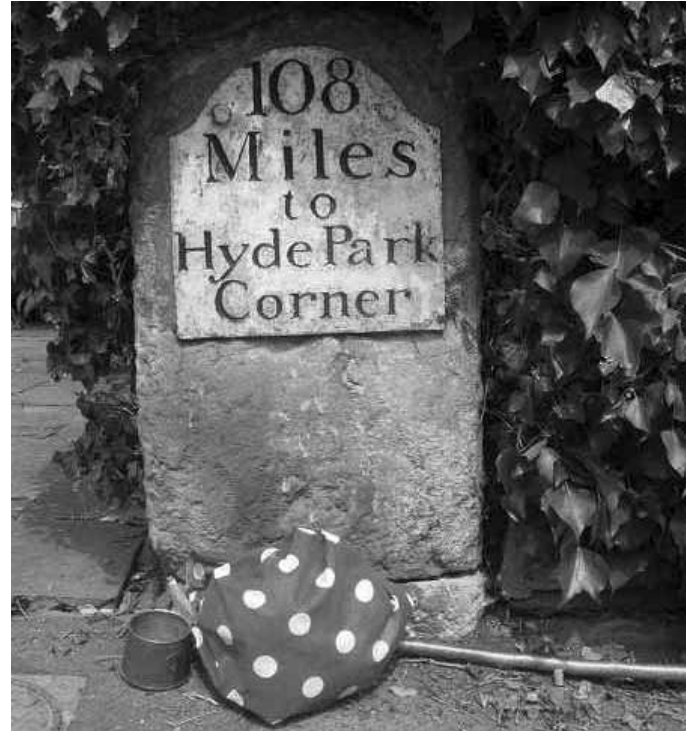
The elusive '21 miles from Fall Ing' discovered.

A recruiting drive for toll-keepers for the Bristol Trust: Tuesday 23 July

Toll-keeper Meg sucked thoughtfully on her baccy pipe as a dozen potential recruits to the tollhouses at Chipping Sodbury and Acton Turville assembled at the Beaufort Hunt Inn, in July 1840. They had come from as far as Wiltshire and Monmouth. They were warned about the perils of highwaymen, the Cock Road Gang and the Sisters of Rebecca, as well as having a demon-

stration of measuring the fellies in contact with the road surface, to calculate the tolls payable.

With 178 miles of radial roads from Bristol in their charge, the Bristol Turnpike Trustees have plenty of vacancies...



A traveller rests their load at Chipping Sodbury

Beating the Bounds between Headington and Oxford: Thursday 25 July

The intrepid Derek Turner led a dozen locals on a six-miles safari through lush woodlands, a fen Site of Special Scientific Interest (SSSI), along the Boundary Brook and the Lye, along lanes and roadsides, discovering boundary markers, 1600s mile highway stones (delineating the extent of local residents' responsibilities), a couple of milestones ('From London') and a scatter of blue plaques, all of which added up to a very pleasant and informative day.



Building a Bibliography: List 6, 2013

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. Much relevant material is published in small circulation magazines or local journals and other regional publications which may not be easy to locate.

Milestones & Waymarkers vols 1 to 5 (2004-2012) include earlier listings. Although some earlier material is included, the intended baseline has remained 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. The bibliographies accompanying works which are listed below should also be consulted.

This edition is updated to 01 August 2013. Material is listed alphabetically by author. The 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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Austen, Brian 2012. 'Turnpikes to Lewes and Newhaven', *Sussex Industrial History*, vol 42, 27-43

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Barnes, Rupert 2013. 'Sussex Boundary Stones', *Our Counties, The Association of British Counties Annual*, 9-11

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Macnair, Andrew & Williamson, Tom 2010. *William Faden and Norfolk's 18th-Century Landscape*, Windgather Press, 216pp. ISBN: 978-1-905119-34-9 (includes a DVD)

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tion of Civil Engineers, 135, September 2012, 3-4

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Particular thanks once again to Colin Woodward (Middlesex) and to Alverie Weighill (Dumfries & Gallogway) for contributions to this section.

An Early Bibliography of Highways

Mike Hallett

The Roads Improvement Association was an organisation established with an office in Piccadilly to secure for the public better, wider, and more numerous roads and footways. Sidney and Beatrice Webb compiled a bibliography for the Road Improvement Association which was published in 1906 and sold for a price of sixpence.

This extract gives the more important books they chronicled from the 16th through to the 20th century, many of which they found in the British Museum.

Lambard, William 1583 *The Duties of Constables, Surveyours of the Highwaies, &c*

Procter, Thomas 1610 *A Profitable Worke to this whole kingdome concerning the Mending of all Highways, as also for Waters and Iron Workes.*

Norden, John 1625 *An Intended Guyde, For English Travailers. Shewing in Generall how Far one Citie, and many Shire-Tounes in England, are Distant from Other.*

A faithful witness to the existence of a "dark age" period in the history of our roads, when milestones were unknown and unthought of, since at the foot of every page is printed the legend, "Beare with Defects." The distances were calculated, with curious results, from the rude maps then in use, and York was stated to be 150 miles only from London.

Anon. 1635 *A Direction for the English Traveller by which he Shall be Inabled to Coast about all England and Wales.*

Contains a reference to the existence of sign posts, and is a slight improvement upon Norden's work, having a circular map of England, but only 3 in. in diameter. Miniature outline drawings do service for maps of the various counties, yet Middlesex would be entirely covered by a small coin, and none are larger than a penny piece.

Layer, John 1641 *The Office and Duty of Constables, with the Office of Surveyors of the Highways.*

Mace, Thomas 1675. *Profit, Conveniency, and Pleasure to the whole Nation : Being a short Rational Discourse concerning the Highways of England.*

Ogilby, John 1675 *Britannia, or, an Illustration of the Kingdom of England and Dominion of Wales, by a Geographical and Historical Description of the Principal Roads thereof.*

The first Road Book from an accurate survey, the measurements being taken by means of a wheel, with a dial attached for recording the number of revolutions

made. Ogilby's work was so excellent that it formed the basis of innumerable editions for quite a century afterwards.

Metcalf, John 1683 *The Traveller's Guide and the Country's Safety. Being a Declaration of the Laws of England against Highwaymen or Robbers upon the Road ; what is necessary and requisite to be done by such persons as are robbed in order to the recovering their damages ; against whom they are to bring their action ; and the manner how it ought to be brought.*

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Mather, William 1696 *Of Repairing and Mending the Highways.*

Gardner, T. 1719 *A Pocket Guide to the English Traveller, being a complete Survey and Admeasurement of all the principal Roads, &c.*

Phillips, Robt. 1737 *A Dissertation concerning the Present State of the Highroads of England, especially of those near London.*

Nelson, W 1745 *Office and Authority of a Justice of the Peace, shewing also the Duty of Surveyors of the Highways.*

Defoe, Daniel 1748 *A Tour through the whole Island of Great Britain.*

Shapleigh, John 1749 *Highways : A Treatise showing the Hardships and Inconveniences of Presenting or Indicating Parishes, Towns, &c., for not Repairing the Highways.*

Bourn, Daniel 1763 *A Treatise upon Wheel Carriages.*

Hawkins, John (afterwards Sir) 1763 *Observations on the State of the Highways, and on the Laws for Amending and Keeping them in Repair.*

Homer, Henry 1765 *Inquiry into the Means of Preserving and Improving the Public Roads.*

Paterson, Daniel Lt.-Col. 1771 *A New and Accurate Description of all the Direct and Principal Cross Roads in Great Britain.*

Bayley, Thos. Butterworth 1773 *Observations on the General Highway and Turnpike Acts.*

Bourn, Daniel 1773 *Some Brief Remarks upon Mr. Jacob's Treatise on Wheel Carriages.*

- Jacob, Joseph 1773 *Observations on the Structure and Draught of Wheel Carriages.*
- Jacob, Joseph 1774 *Animadversions on the Use of Broad Wheels, and the Preservation of the Public Roads.*
- Mostyn, John Armstrong 1776 *An Actual Survey of the Great Post Roads between London and Edinburgh.*
- Scott, John 1778 *Digests of the General Highways and Turnpike Laws.*
- Paterson, Daniel Lt.-Col. 1787 *A Travelling Dictionary ; or Alphabetical Tables of the Distance of all the Principal Cities, Borough, Market, and Seaport Towns, in Great Britain from each Other, Comprehending about Fifty Thousand Distances.*
- Anstice, Robert 1790 *Remarks on the Comparative Advantages of Wheel Carriages of Different Structure and Draught.*
- Newton, Everard 1792 *The Whole Duty of Parish Officers, containing all the Laws now in force relative to Surveyors of Highways.*
- Cary, John 1798 *Cary's New Itinerary ; or an Accurate Delineation of the Great Roads throughout England and Wales, with many of the Principal Roads in Scotland, from Actual Admeasurement.*
- First made by command of his Majesty's Postmaster- General for official purposes in connection with the mail coaches. Some of the southern cross roads were measured by a peculiar method, since the compiler engaged the services of George Wilson, a celebrated pedestrian, who claimed to estimate distances most exactly by the time occupied in walking from one place to another.
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- Bird, J.G. 1816 *The Laws respecting Highways and Turnpike Roads, of Changing, Stopping, and Repairing Highways, &c.*
- Edgeworth, R.L. 1817 *An Essay on the Construction of Roads and Carriages.*
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- Greig, William 1818 *Strictures on Road Police, containing Views of the Present System on which Roads are Repaired.*
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- Barclay, H. 1836 *The Law of the Road.*
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- Telford, Thomas (ed. Rickman, John) 1838 *Life of Thomas Telford, Esq.*
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Forbes, N. A. and Burmester, A.C. 1904 *Our Roman Highways*.

Cyclists' Touring Club 1904 *The British and Irish Road Book Vol. I. Southern and South - Western Counties*.

Vol. II. Eastern and Midland Counties, including Wales. Second Edition. 1898.

Vol. III. Northern Counties. Third Edition. 1899.

Vol. IV. Scotland. Second Edition. 1901.

Vol. V. Southern Ireland. 1899.

Vol. VI. Northern Ireland. 1900.

The most complete description of British roads available at the present time, through which, and similar volumes contained in this list, the gradual growth of our roads can be traced over a period of nearly three centuries.

Harper, C.G. 1905 *The Oxford, Gloucester, and Milford Haven Road*.

From the Archives

Two members report on finds made during their researches and of the value of digging that little bit deeper into the records.

Glen's Highway Surveyor

Ian Thompson (Cornwall) writes of a 'wonderful book I found in an Oxfam charity shop a couple of years ago. *Glen's Highway Surveyor* is full of useful things, presented in a stuffy and legalistic style, but of relevance to anyone interested in the history of roads'.

Ian's 1888 copy was the second edition of the Highway Surveyor's 'bible' (published 1880, reprinted 1881), giving details about everything a Victorian highway surveyor could want to know about his legal powers and duties. At this time, every parish had a highway surveyor or had joined with its neighbouring parishes to form a Highway District with a District Highway Surveyor.

The County Councils were about to be established across the country, replacing their county highway boards with new county council highways committees. The reference work for all these people would have been this book, *Glen's Highway Surveyor*.

Here are two extracts which have particular significance for Milestone Society members. Ian also kindly sent in a copy of the frontispiece. (Fig. 1)

1. Setting up milestones

"It is now provided by the Highway rate Assessment and Expenditure Act, 1882, that the expenses incurred by a highway authority (i.e., in a highway district the highway board, and in a highway parish not included in a highway district, the surveyor or surveyors

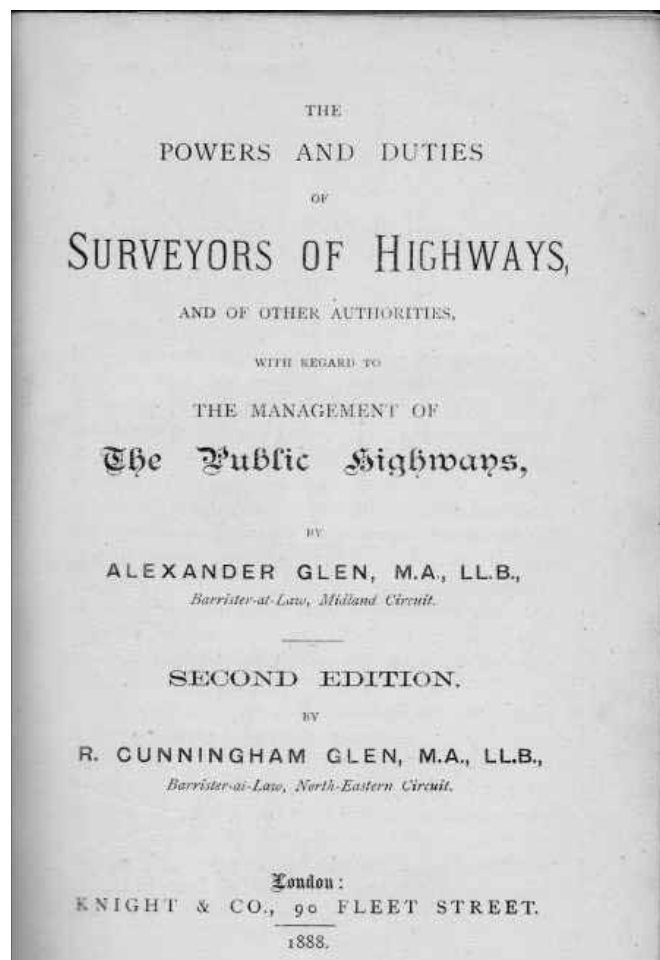


Fig. 1. Frontispiece from *Glen's Highway Surveyor*, second edition of 1888

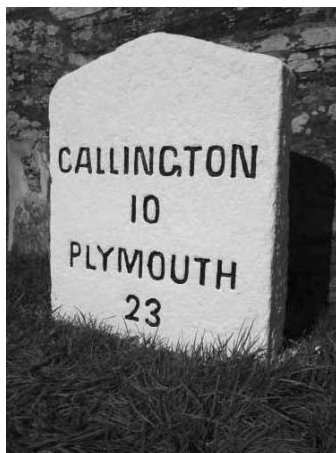
or other officers performing similar duties) in maintaining, replacing, or setting up milestones on any highway,..... shall be a lawful charge upon the highway rate. (45 & 46 Vict. C.27, s.6 & 10)”

2. Direction Posts

“Direction Post, &c., where and how to be erected

“The surveyor of every parish, other than a parish the whole or part of which lies within three miles of the General Post office of London, shall, with the consent of any parish in vestry assembled, or by the direction of the justices at a special session for the highways, cause (where there are no such stones or posts) to be erected or fixed in the most convenient place where two or more ways meet, a stone or post, with inscriptions thereon in large legible letters, not less than one inch in height, and of a proper and proportionate breadth, containing the name of the next market town, village or other place to which the said highways respectively lead.

And the said surveyor shall be reimbursed, out of the moneys which shall be received by him pursuant to the directions of the Highway Act 1835, the expenses of providing and erecting and of keeping in repair such stones, posts or blocks already erected or fixed, or which may hereafter be erected or fixed. (5 & 6 Wm. IV. C.50, s.24)” Ian provides an example of a milestone (Fig. 2) erected by the Launceston District Highway Board in



Milestone at SX 2545 8014 on B3257 at Lewannick

1890 so that the section of road now called B3257 between Plusha and Ashwell could be made a Main road by the new Cornwall County Council. In addition to claiming for the cost of the milestone, once a road was made a Main road half the cost of road maintenance would be contributed from the County Rate (*Glen's Highway Surveyor*, page 129, Chapter V 'Expenses').

An archives example from Hampshire

The contribution from *Rodney Marshall* (Luton) reminds us that County Archives are often a gold mine but that many people just do not know what is available. A reader's ticket system usually applies but virtually all county record offices accept CARN so that ticket can be used nationwide. Make contact first to check local arrangements is the best advice.

Rodney writes: ‘I visited the AA Archive held at Hampshire Records Office (HRO) in Winchester, looking for obscure traffic legislation, without success, but spotted an AA file on Milestones. I requested this file just to quickly get a flavour of it (the file reference is 73M94/G1/1/548).

It basically contains articles published between the 1950's to the 80's with various correspondence from members on the subject. There is even a photograph of a proposed AA 'milestone' to celebrate the AA's 50th anniversary. It would be worth greater study’.

Access to the HRO is free and advance booking is not required. A reader's ticket can be obtained on the day by producing ideally a passport and utility bill. [Or apply for a Counties Archive Research Network (CARN) card from your own county record office. Your CARN card will give you access to all the participating record offices in England and Wales. Ed.] A free parking space can be booked by phone in advance. The facilities in Winchester are impressive; for further details see the website <http://www3.hants.gov.uk/archives/visiting-hals.htm>

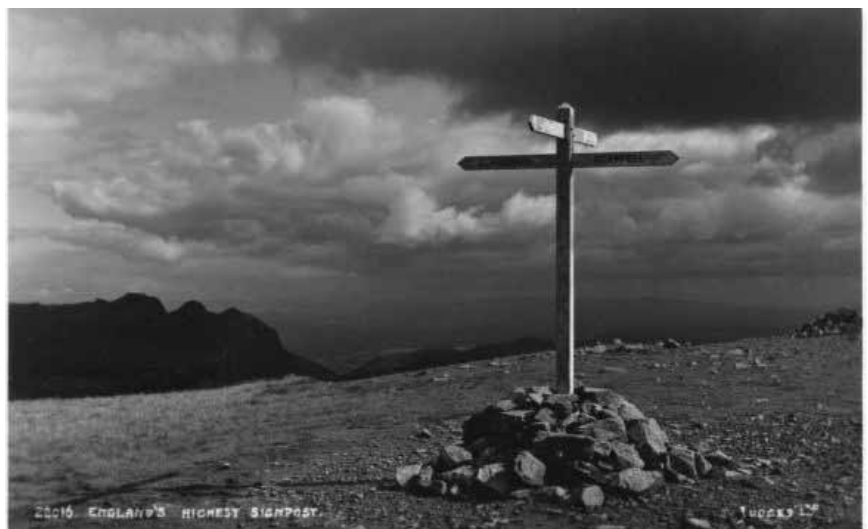
In common with many county record offices, photocopies are charged for (60p) but Rodney advises a better option is an unlimited camera permit (at £12.50) available on the day (hand held no flash), and ‘you can then photograph the whole file in an hour and study it all when you get home. (I've taken 800 pictures at the National Archives in a day!)’

One of the best places to start any research is at the National Archives website (www.nationalarchives.gov.uk) and then go to the Access to Archives database <enter A2A> which allows for a nationwide search.

Ending on a high note...

This postcard, produced by Judges' Ltd of Hastings probably dates back to the early decades of the 20th century. It bears the reference 22016 (perhaps a deltiologist will be able to accurately date the card from this reference) and is titled ‘*England's Highest Signpost*’. The right finger points to Scarfell [sic] and the left to Glaramara. No visible legends on the other pair of arms.

Two paths cross south of Glaramara at NY 23510 08298 south of Allen Crag and north of Esk Hause. Was that the location of the post and if so does it still survive?



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.

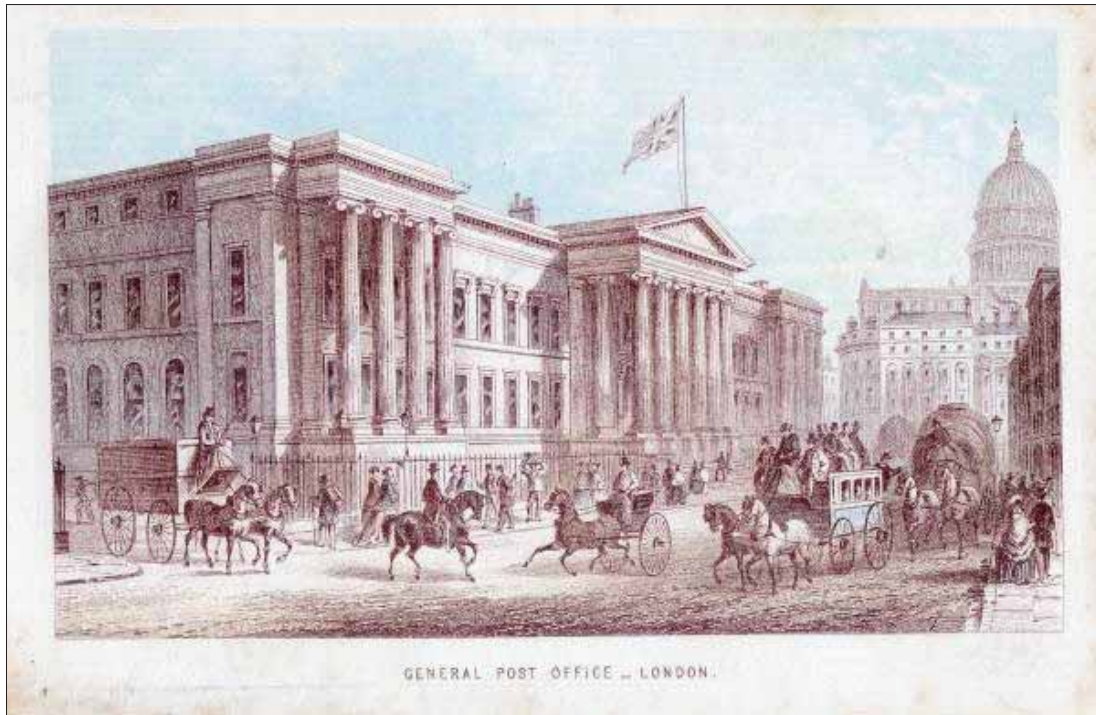
Submission of articles in electronic form is preferred but paper copy is acceptable. If possible, please use Microsoft Word (*.doc, *.docx or *.rtf) with pictures in JPEG format (*.jpegs). Please also send a print-out of the article (including tables etc) in case characters such as fractions fail to 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.

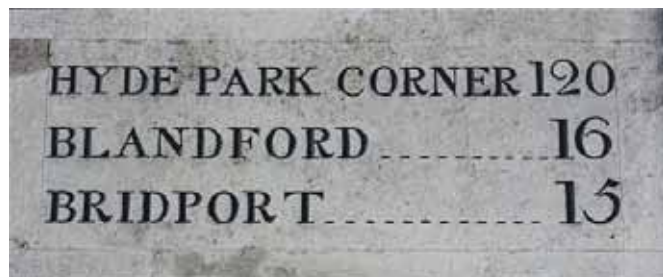
Additional Authors' Guidance Notes are available on request, detailing the use of Notes, References and Bibliographies. In general these should follow the style established in previous volumes of *Milestones & Waymarkers*. Members and others are encouraged to submit material and should not be deterred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



Where is London?

The General Post Office above was one of many measuring points of London. [Colin Woodward Collection]. On the left is the 4 miles (less 45 feet) from the Post Office milestone [MX_POST04] in Haverstock Hill, Camden NW3. Below is the wall 'mile plaque' in Dorchester, Dorset showing 120 miles to Hyde Park Corner. Did the locals know that this was the mileage for London? [Photo David Viner]

See 'London Measuring Points' on page 29



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